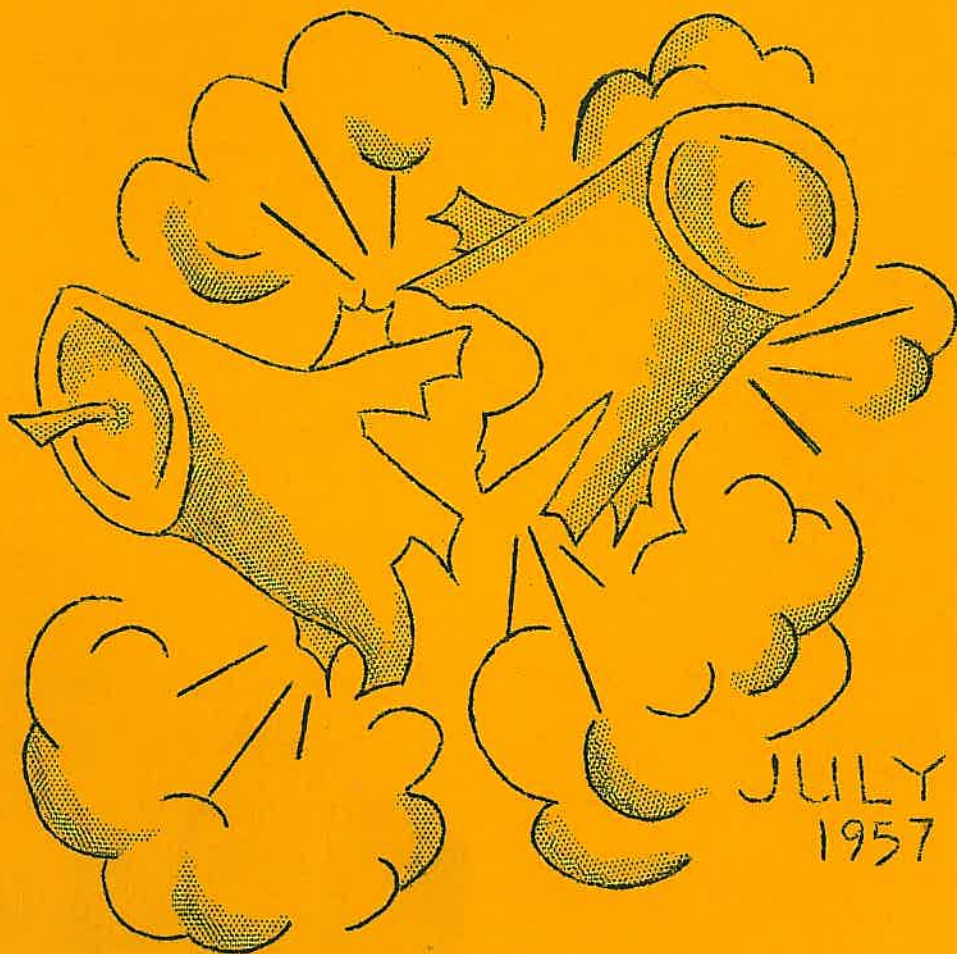


# ARKANSAS HIGHWAYS

VOL. 5

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JULY  
1957

# ARKANSAS HIGHWAYS

A MONTHLY MAGAZINE FOR EMPLOYEES OF THE  
ARKANSAS STATE HIGHWAY COMMISSION

Vol. 5

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No. 6

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# AROUND THE BUILDING

During the latter part of May and June, our Director, Mr. Eldridge, was guest speaker at several of the various clubs and organizations throughout the state.

On May 27, Mr. Eldridge spoke to the members of the Second Presbyterian Church's Men's Club and on May 31, he traveled to Arkansas A&M College at Monticello, to speak to members of the Arkansas Federation of Garden Clubs.

Friday, June 7, he was guest speaker at the Rosedale Optimist Club, and on Friday, June 21, Mr. Eldridge spoke at a meeting of the Fort Smith Exchange Club in Fort Smith.

Recently Mr. Rives, Maintenance Engineer, brought a letter to our attention which speaks for itself. The letter reads:

"On a recent trip through your State we had a flat tire, always a nuisance, but this particular mishap turned into something we shall remember for a very long time.

One of your maintenance men, Mr. Ward Kendall from Berryville, came to our rescue in a manner not often encountered along highways. He did most of the work and refused payment of any kind.

This letter is, therefore, our "pat on the back" to someone who certainly merits it, and also to let you know that sometimes employees go "beyond the call of duty." The letter was signed by Mrs. Caty Thompson of Tulsa, Oklahoma.

Hats off to Mr. Kendall! An incident such as this helps Arkansas maintain its reputation of being one of the friendliest states in the Union.

Due to the large expansion program being carried on within the Highway Department, it is necessary to hire more engineers to fill positions in the various divisions. We are very proud to announce that eight new graduate engineers have been added to our Highway Staff.

Wallace Dellinger, Arthur V. Hope, Dempsey Maurice Tomlinson, Frank D. Neighbors, and Alfred B. Osburn, are all graduates of the University of Arkansas and are employed with Construction.

Roy Enbert Rosin is with the Materials and Tests Division. He attended the University of Texas, Texas A & M, and is a graduate of the University of Arkansas.

Veral Pinkerton is a graduate of the University of Arkansas, and is working in the Bridge Design. Ted Hannah, a graduate of University of Mississippi, is also in Bridge Design, but will enter the Military service soon.

Brooks O'Dell Nichols has been employed by the Department since 1952 working in the summer months but has now graduated from the University of Arkansas and is in Roadway Design.

Billy K. Cooper will be back with the Statistics and Analyses Division in July. He has been attending Purdue University.

It is a pleasure to welcome these men to the Department and we wish them the best of luck in their engineering careers.

We don't know how it happened but Gerald Sisk's name was omitted from the list of those who attended the Drew County Barbeque in April in Monticello. Gerald feels like that's his second home.

# WHAT IS A VACATION ?

From "How To Enjoy Yourself,"

by Albert A. Ostrow

All too often it is a burden, real nuisance, and in the words of Walter Pitkin, "a detestable, interim of idiocy."

It frequently turns out to be just that for people who consciously or subconsciously resent the break in routine that a vacation causes. For months life goes by schedule, habit and set obligations. The pattern, or, if you like, rut of existence is comfortably familiar. Suddenly free time is thrust upon them and they have neither the inclination nor personal resources to cope with it.

Every vacation place sees this sort of individual. He prowls about aimlessly on the hunt for goodness knows what...certainly, he doesn't. He may even put in daily calls to the office and the last thing he wants to hear from the other end is, "Enjoy yourself, everything's fine."

Then there is the driven person who bounces off the job and keeps bouncing until he gets back. He is apt to pick a vacation spot that is a three-ring circus of activity with something doing all the time. Since he hates to waste time, he keeps to a hectic schedule of "fun".

Vacations are apt to breed frustrations when you wrap up too many hopes in them, when those holiday hours away from the old grind and people who appreciate you too little represent a magical compensation for a year's defeats and disappointments. You look to your vaca-

tion to make you happier, less troubled, and to change your life for the better.

It may work out that way sometimes, but most often in dreams. The trouble is that when a vacation comes even close to being the perfect thing you hoped for it to be, there is still the problem of the life that follows...and yourself.

A vacation is supposed to be a breather, a change, a time to recharge energies. It is a suspension of your ordinary way of living rather than something for which you suspend living. It cannot solve your problems, but it can help invigorate you so that you come back to them with a fresher perspective.

While change can make a vacation, too radical a change or the wrong kind of change can mar it. At least that's so when the change is from a sedentary pace to a greatly stepped up one. As happens, for example, when an over-enthusiastic middle-ager waits for holidays to get rugged in the outdoors or at the dining table. A sudden overload in physical activity or eating can blow a fuse in young people and it rarely acts as a tonic in the no longer young.

And where eating is concerned, look out for fried and fatty foods, too much snacking of starchy goodies and over-indulgence. Bicarb is not the tastiest nightcap. And remember that doctors treat more unhappy gall bladders after holidays than at any time of the year.

If the secret of a good vacation could be wrapped up in a line, it would be said that any holiday is a good one if you take more out of it than it takes out of you.

"How to Enjoy Yourself," (1954) by E. P. Dutton & Co., Publishers, 3004th. Ave., New York, 10, N. Y.



## MEET MR. "HIGHWAY FACTS"

Fred J. "Highway Facts" Herring is one of a dwindling pioneer group who played a somewhat obscure but tremendously important role in highway development. Years ago, these men recognized the need of accumulating experience data in the rapidly changing automobile age, to permit highway planners to arrive at informed opinions and intelligent planning tomorrow's highway needs. The satisfaction of this growing need was attempted in the mid-thirties with the introduction, by the several State Highway Departments of the State-wide Highway Planning Surveys. When that program was initiated in the Arkansas Highway Department in 1936, Mr. Herring was chosen to head it and he continues to head the much greater contemporary program today... a program that, like the cost of living, the number of automobiles, and the annual miles of travel, has grown from the 1936 viewpoint, almost beyond belief. So having built up this great archive of highway statistics datum by datum, from its very footings, he has truly earned a salute as "Mr. Highway Facts of Arkansas." He, and the others, might be symbolized by a modern adaptation of the old equestrian statues of our military heroes substituting a trend graph for the pointing sword in the right hand, a luminaire of fact upraised in the left and tomorrow's dream car replacing the horse.

This ultra-twentieth century career of Mr. Herring's was built upon plans and preparation for the traditional career of the professional engineer. He was born in the small Indiana town of Bremen, the son

of a doctor and educated in the public schools there and in Benton Harbor, Michigan. During high school his interests had turned increasingly toward a career in civil engineering so he enrolled at Purdue University, graduating with a B.S.C.E. degree.

Mr. Herring first worked for the Department in 1916, when the three-year-old Highway Department undertook some cursory road surveys and he was temporarily employed as a Chief-of-Party on the surveys.

About this time, Mr. Herring met the charming and attractive Miss Marguerite Frances Fox-Strangways, daughter of a Little Rock doctor, and after establishing his own engineering practice they were married. Two daughters, Betty and Peggy, were added to the Herring family.

Then followed several years with his own firm in eastern Arkansas until he served again with the Department as Assistant District Engineer at Forrest City and as District Engineer at Jonesboro, from 1924 to 1927. After two more years of general engineering work he returned to AHD in October, 1928 where he has remained in continuous service since.

Mr. Herring, a man of great energy, did not confine his efforts to his job but extended them widely in professional, civic, and religious activities. He has held numerous offices in organizations devoted to such works. He has one of the earliest professional engineering registrations.

Somehow, in these busy years, he found the time to author several professional papers for publication, which have brought him national recognition in the highway planning field.

# A LETTER FROM SAIGON

Editor's note: The following is a letter from C. M. Benz, former Resident Engineer in Construction, to H.B. Matthews. Mr. Benz is now with Capitol Engineering Corporation. Thanks to Mr. Matthews for permitting us to print it.

DEAR "FAT",

"This is a new adventure for me. I was never in a foreign country before and I didn't think I would like it at first, but now I am getting better acquainted and think I will get along o.k. After all, Arkansas grew on me.

Saigon normally had a population of less than a million but now there is an estimated two and a half million here due to the refugees from up North living here. The boundary line is the seventeenth parallel and north of that is Communistic. The commies destroyed most everything they left behind, including the roads, bridges, utilities and housing. We had approximately 1,000 kilometers of roads to reconstruct on our program in the North Section and some quite long bridges. The rivers are now being ferried. The highway north of here about 150 kilometers is almost impassable, travelled only with jeeps, therefore, we are going to establish a headquarters at a small seaport town of Qui Nhon to where we can ship our supplies and equipment and then construct bridges and roads north and south from there. I will be the Construction Engineer at the headquarters. The contractors for this work are Johnson, Drake and Piper. An additional 600 kilometers of roads is to be constructed in

addition to the original phase of the contract, that is, providing Uncle Sam's money holds out.

We also have additional work of rebuilding the water and sewer system here in Saigon and work on two airports, so as it looks, there will be lots of work here. Labor is so cheap that work is done by hand. Men and women work side by side doing the same type of work. There is a rock quarry about 1 mile northeast of Saigon. The men and women break the large rock with hammers weighing about 8 to 10 pounds, with a bamboo handle down to a ballast of 3 to 4 inch size. This is loaded by hand onto a truck and hauled out to the road. Some oxcarts are used for transportation. At the quarry is a small crusher plant with a screen that screens out a 3/4 and about a 3/8 inch rock, and dust. To start with, the women carry the rock in baskets on their heads up a ladder, dumped into the crusher which is driven by a treadmill with four huge water buffalo walking side by side, furnishing the power. The screened rock is then hauled by labor in baskets to a stock pile.

Out on the road they had a wood-burning steam roller of the 1900 vintage pulling a 1-tooth scorifier. The roller was also used to roll the large rock for the base, which is chinked in with smaller stone and dirt. All the other work is hand work...a shovel and pick are rare tools. For this work the men and women are paid from 50 to 70 piasters a day, the rate of pay being based on the size of the laborer's family. On today's market our dollar is worth 75 piasters so their rate of pay is about 75 cents to our



dollar a day. A truck or bus driver receives 41 piasters a day. We pay our brush cutters 100 piasters a day and pay them off every night. We are building an entirely new relocation for a dual land divided highway with 2 bicycle and scooter lanes on each side of 12 feet wide. It is designed on state side specifications and section. In the first 15 miles out of Saigon, there will be 5 new bridges from 10 feet to 1100 feet long, all 6 lanes wide. One of the bridges up north will be over a mile long. The bridges will all be precast, pre-stressed concrete beams and decks, precast-prestressed concrete piling is anticipated for the sub-structures. Our relocating is primarily through rice paddies with a soil similar to our gumbo, only we are a couple of feet above sea level with a tide of four feet.

I have been told by our interpreters that the country up north, called the Highlands, is still somewhat primitive... the men wearing "C" strings and the women, aprons, which make up their wardrobes.

There is a lot of good hunting... (if not being hunted by) tigers, elephant, water buffalo, black panther, snakes, and deer. The natives use a cross-bow with a pointed bamboo arrow dipped in a poison which paralyzes the animal, then they kill it with a knife. They eat everything they kill... animal, bird, or fish. We had a survey party up there and a water buffalo charged the jeep they were riding in and put a pretty good dent in the side of it. I think I'll like that part of it if the jeep will take it.

We are going to Qui Nhon next week to look things over. We're going by jeep and flying back. We have a helicopter, more

for emergency than anything else, at our disposal. There are poisonous snakes, insects, and such, in the Highlands and about the only way to get a man out from up there is by helicopter. Don't know if I'm lucky or not that I got the assignment up there... may be the "salt mines."

Best personal regards to you, Mr. Mashburn, and the rest.

## MOTOR REGISTRATIONS

Motor vehicle registrations in the United States during 1956 totaled 65,212,510, state agencies have reported to Federal Highway Administrator Bertram D. Tallamy, Bureau of Public Roads, U. S. Department of Commerce.

This is a gain of 4 percent, or 2,518,691 vehicles, compared with 1955 registrations. The 1956 total included 54,332,295 passenger cars, 10,625,536 trucks, and 254,679 buses. Percentage increases over 1955 were: passenger cars, 4.2; trucks and buses, both 3.1.

California had the highest total registration with 6,534,982 vehicles. The largest increases in 1956 were Nevada with 13.6 percent and Florida with 10.3. There were 16 states having more than one million passenger cars registered. The nine leading states combined had 51.2 percent of the national motor vehicle total.

In 1956 the states collected taxes on 50.9 billion gallons of fuel, an increase of 2.4 billion gallons over 1955. The taxes ranged from 3 cents a gallon in Missouri to 7 cents in 10 states. Rates on special fuels ranged from 3 cents in Missouri to 9 cents in Montana. The average tax in 1956 was 5.54 cents a gallon and was 5.35 cents in 1955.

# ROADS SLOWDOWN

Joseph C. Ingraham, Traffic Specialist  
The New York Times

The Nation's most ambitious road-building program in history threatens after six months to become as snarled as the traffic jams it is aimed at relieving. When President Eisenhower signed the new Federal Highway Act into law last July, and motorists and truckers across the country started paying special levies (including an extra 1 cent for gasoline) to finance the \$33,800,000,000 program, there were high hopes that the way at last had been cleared to narrow the wide gap between the production of cars and the building of roads.

Instead, obstacles of such magnitude have arisen that a Senate Public Works subcommittee will start to review the program. The subcommittee will listen to complaints about the program's shortcomings and will try to come up with recommendations, including amendments to the law that will silence the critics and assure the motorists of a dollar's worth of road for every dollar appropriated.

## LONGER COSTLIER

It is distressingly evident that rising costs and administrative red tape at all levels of government have hampered the program. There is little doubt that the big road plan will take longer than the scheduled thirteen years for completion. It is even more certain that it will cost more than was estimated for the

*The New York Times (January 6, 1957), Times Square,*

*New York 36, N. Y.*

basic ingredients. Steel, concrete, land and labor...all are commanding higher prices than prevailed last summer, and further increases are anticipated.

The heart of the program is the 41,000 mile National System of Interstate and Defense highways. To cut that mileage or lower the rigid safety design standards would, in the opinion of every safety expert, nullify the years of uphill fighting that culminated in the improved highway act last year.

The national network of limited access highways is budgeted at \$27,600,000,000 with 90 per cent coming from the Federal Government and 10 per cent from the states. The rest of the program calls mainly for new or improved farm-to-market roads and primary routes. These are to be paid for on a 50-50 basis by the Federal and State Governments.

Both literally and figuratively there are 41,000 problem miles ahead. Not only must the construction pace be more than doubled and the design work speeded substantially; there must be far better public relations to win public acceptance of the massive program, for it is becoming increasingly clear that too many political promises are rising up to haunt highway officials.

## EASING THE STRAIN

One suggestion is to spread the program out over a longer period of time in hope that this may ease the fiscal strain. But while highway experts are beginning to wonder if they have underestimated the magnitude of the job, a look at the hard



statistics of the automobile product makes it almost unthinkable that the plan can be drawn out in this fashion. As 1956 ended there were 65,275,000 motor vehicles registered. By 1975 at least 100,000,000 busses, cars and trucks will be competing for road space, according to present estimates.

Since the expanded Federal road-aid plan went into effect fewer than 400 of the interstate system have been put under contract, at a cost of nearly \$600,000,000. The pace of the program will have to be stepped up sharply to meet the goal of \$2,000,000,000 in the first year. In addition, most of the jobs that make up the present schedule are not new projects. They are ones on which planning was completed in the last six years in anticipation of the new law or were undertaken to meet long overdue needs that would have had to be satisfied whether extra Federal help was forthcoming or not.

When the backlog has been cleared up, new work will have to flow from the engineers' drawing boards, and the hassles and indecisions in which city and state officials now are entangled bode ill for the future. Although the Federal Government...through the Bureau of Public Roads must approve all contracts, the initial responsibility, and the job of building the network to modern standards, is the jealously guarded obligation of each individual state.

### **ACQUISITION TROUBLE**

The knottiest question is over acquisition of right-of-way for more than 30,000 miles of the national road net-

work. This mileage is to be on new location although much of it will parallel or border existing main routes, since the underlying reason for the expanded program is to provide better roads, not just more roads. However, there will also be some brand new arteries primarily in and around congested urban centers and this is where the acquisition headache is most acute.

There is a minimum of dissent that new routes are essential but their location is another matter. Officials hoping to please business and home owners as well as municipalities whose tax structures will be affected and at the same time construct a road without disrupting established community patterns face gigantic problems. Solving them is normally a time-consuming process and the Federal law calling for public hearings in advance of any land acquisition could delay the whole program much longer. Another time-consuming factor is the requirement that prevailing minimum wage rates in each area must be met on all road contracts. Merely ascertaining these rates takes time.

Amendments to simplify the land acquisition and the wage problem are expected to be offered to the subcommittee along with expert testimony that might lead to changes to make the law work.

### **BILLBOARDS?**

The Senate subcommittee, headed by Senator Albert Gore, Democrat of Tennessee will also explore the billboard issue. The act is silent on that subject and the Senator is particularly interested in finding out what, if anything, the states

are doing to prevent the road system from being lined by unsightly advertisements. The safety issue is also involved in this matter, for some experts hold that anything that detracts the motorist's attention from the road helps to breed more accidents.

Robert Moses, New York's Construction Co-ordinator also intends to ask for changes in the law. He not only wants to ban billboards from within 500 feet of the right-of-ways of the Federal network, but is even more exercised over the Federal ban on service facilities along the new highway system.

While the failure to control roadside development might create slum conditions says Mr. Moses, the prohibition against supplying the on-the-highway services will have an even more serious result. It will produce increased traffic congestion at exits and entrances, he argues, for motorists will be subject to the inconvenience and danger of having to drive off the highway and then on again each time they need food, gasoline or other such services.

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A Bill to control advertising, and amend several sections of the 1956 Federal Highway Bill has been introduced since Mr. Ingraham's article was printed.

It would be in the public interest to regulate the use of and improve areas adjacent to Interstate Highways to safeguard public travel, promote interstate commerce, protect the public investment and preserve the scenic beauty and points or shrines of historical significance.

The Secretary of Commerce is directed to prepare and publish recommended stand-

ards for the regulation and control of roadside advertising within 650 feet of paved surface of main roadway, usually 500 feet back from the right-of-way line, 525 feet or so back from the frontage road. (Mr. Tallamy, in the hearings, recommended 750 feet from paved surface of main traveled roadway.) The recommended standards would limit such signs to: official signs or notices that are required or authorized by law; signs advertising the availability for sale or lease of the property on which they are located; signs advertising activities being conducted upon the property on which they are located; and signs determined to be in the interest of the traveling public which do not impair the safety of travel.

The Secretary of State is authorized to enter into agreements with any State for the purpose of carrying out this policy. Such agreements shall include: provisions for regulation and control of advertising under the established standards; provisions for tourist, aesthetic, historic, and economic measures for preservation, conservation and development. Other Federal agencies are directed to co-operate when Interstate Highways traverse Federally owned or controlled lands under their supervision.

The Bill would further increase the Interstate System mileage to 48,000 miles...an increase of 7,000 miles; extend construction-completion from a "thirteen year period" to a "twenty year period." It extends authorization for the appropriation of Federal Funds through the fiscal year 1976, an increase in authorization from \$24,825,000,000 under the 1956 Act to \$40,225,000,000.



# PROGRESSIVE CHANGES IN THE MAINTENANCE PERSONNEL

Effective July 1, A. G. Rives, State Maintenance Engineer, will assume the duties and responsibilities of District Construction Engineer for Districts 3 and 7 with headquarters at Camden.

Mr. Rives is 53 years of age and has served the Arkansas Highway Department for 30 years in the capacities of Draftsman, Instrument Man, Resident Engineer, District Maintenance Superintendent, Assistant Surveys Engineer, Location Engineer, and State Maintenance Engineer. He is a Registered Professional Engineer, is married and has two sons. He is affiliated with the Baptist Church. We would all like to take this opportunity to wish Mr. Rives good luck on his new job and we shall all miss him in the building.

Arkansas Highways would like to welcome Richard B. Winfrey back to the Highway Department, where he will assume the position of State Maintenance Engineer.

Mr. Winfrey was associated with the Department from 1926 until 1947 in the capacities of District Engineer, Senior Highway Engineer, Maintenance Engineer and State Maintenance Engineer. He is a native of Jackson County, Arkansas, was graduated from high school in Fayetteville and took his civil engineering degree from the University of Arkansas. Since 1947 he has been State Maintenance Engineer for the Oklahoma State Highway Department. He is a Registered Professional engineer, is married and is affiliated with the Methodist Church.

Effective also July 1, W. C. Ross, District Construction Engineer at Camden, will assume the position of an Assistant Engineer in the Construction Office at Little Rock.

Mr. Ross is certainly no stranger to the Highway Department, nor to the personnel of the Little Rock Office. He has been with the Department for 27 years and prior to his assignment at Camden, two years ago, was in the Construction Office in Little Rock.

Mr. Ross is a Registered Professional Engineer, is married and has two sons, and one daughter, all of whom are married. He is a member of the Methodist Church.

To all three of these men we offer our best wishes for continued success in their careers and we hope they are happy in their new surroundings.

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## HENRY COLUMBUS MILLER

Henry Columbus Miller, an employee in Division 6, North Little Rock, since 1949, passed away on May 24, at the home of his daughter, Mrs. Carl Boshers of Little Rock.

Mr. Miller was born in Maumelle, Pulaski County, and had resided in that vicinity all of his life. He was 64.

Our deepest sympathies are extended to his family. Other survivors include his wife, three sons, three daughters, two brothers, one sister and 10 grandchildren.

# HIGHWAY LIGHTING

by Jim Yarbrough  
Statistics and Analyses

Good visibility is a prerequisite to good traffic operation. With today's ever growing traffic volumes, it is necessary that illumination of our modern highway systems be given careful consideration.

The end result of a highway facility is the safe, efficient, and economic transportation of persons and goods. These characteristics are, to a great extent, realized through sound geometric design principles. Also, they are attained by the careful and intelligent use of operative tools, such as highway lighting, uniform signs, clear pavement markings, and understandable regulatory measures.

For many years, signs and markings have been an integral part of highway planning, design, construction, and operation. Highway officials are now adding lighting as a necessary part of a highway facility.

## Reasons For Lighting

Streets and highways are being illuminated for three reasons: (1) to decrease night time accidents; (2) to discourage crime; and (3) to attract business. Needless to say, the major reason for lighting highways is to prevent accidents or correct conditions which are causing accidents. Studies of accident frequency show that the night ratio of accidents per vehicle-mile is three to four times that of daytime experience. In Kansas City, Missouri, the installation or replacement of its old lighting system with

a modern system reduced the nighttime accident rate by approximately 50 percent. The reduction in accidents alone is sufficient to justify lighting installations.

## Where Lighting is Required

Lighting is warranted for areas where optimum visibility is necessary for traffic safety and greater roadway utility. On the Interstate System and other controlled access facilities, areas such as (1) interchanges and intersections; (2) connections to service areas; (3) elevated or depressed expressways; (4) tunnels and underpasses; (5) bridges, overpasses, and viaducts; (6) high traffic density sections; (7) areas subject to adverse weather or climatic conditions; and (8) transition sections for changes in the number of lanes and traffic direction should be considered for illumination.

The concept of controlled access roadways with its high speeds and few entry and exit points is adequate to warrant the lighting of conflicting areas.

Uncontrolled access roadways require consideration for illumination under the same conditions as controlled access in addition to: (1) dangerous curves and hills; (2) railroad grade crossings; (3) approaches to urban areas; and (4) highways traversing municipalities with build-up areas such as business areas and congested residential sections.

## Design Requirements

The Illuminating Engineering Society has spent several years in developing standards for good lighting practices. The standards were subsequently approved



by the American Standard Association and published in a booklet entitled, "American Standard Practice for Street and Highway Lighting." Included in the standards is the recommended average horizontal Foot-candles (lumens per square foot) for Urban Streets. The average footcandles vary from a minimum of 0.2 for low vehicular and pedestrian traffic to a maximum of 1.2 for roadways with heavy vehicular and pedestrian traffic.

Standard mounting heights are also given in the booklet. Twenty feet should be considered as the minimum mounting with 25 to 30 feet as the preferred. The higher the luminaire, the less the glare in the driver's eyes.

The transverse spacing of the luminaires is dependent upon the efficiency of the light, the amount of light required and the area to be covered. The standard spacing ranges from a minimum of approximately 90 feet to a maximum of 120 feet, however, this may change according to the conditions.

Design recommends that transition sections be placed at each end of an illuminated roadway to allow the driver's eyes to adapt to the lighting. Adaption lighting should range from a minimum at the beginning of the lighted section and build up the recommended intensity at the interchange or other areas. On 70 MPH roads, this adaption lighting should extend at least 1000 feet each side of the area and on 40 MPH roads, 600 feet would be sufficient. Graduation of the lighting is accomplished by changing the spacing or by the use of smaller lamps at the same spacing.

## Light Source

There are four types of light sources presently used: (1) incandescent filament; (2) sodium vapor; (3) mercury vapor; and (4) fluorescent. The filament type predominates because of its low first cost; permits good light control; and is available in a wide variety of sizes. Sodium vapor has found some preference for locations where traffic hazards, such as bridges, intersection areas, and sharp curves, exist. However, drivers have expressed dislike because of the characteristic yellow color which makes some persons sick.

Mercury vapor luminaries are becoming very popular, especially where high intensity illumination is desired. The bluish-white light color given off by the mercury light has also met with dislike by a few individuals. Fluorescent light sources are relatively new and have had limited use. However, they have the advantages of low glare, long life, and relatively high output per watt.

By comparison, there is a strong trend toward the use of mercury vapor lamps on major arteries where high intensities are required.

Traffic engineers have recognized the value of highway lighting and its usefulness in accident control; ease and comfort in driving; thus expediting traffic movement; and aid all around efficient traffic operation. Highway engineers must give adequate consideration in their design, particularly in controlled access design, to the need for highway lighting.



**STATISTICS AND ANALYSIS DIVISION**  
Headrick and Hume - Reporters

We are bursting with pride right along with Jane Huff over the brilliant record being made by her son, Bill, as he winds up his career as a student at the University of Arkansas.

Sometimes even fish stories are true! Harold Dunn brought back photos of his last fishing trip. An overnight catch at Lake Conway...119 Crappie! (just one fish short of limit) Come by and Harold will be glad to show the photos and explain the finer arts of successful fishing!

National Guard Units will move into their training areas June 23 for two weeks field training. Good luck boys, but be careful of snakes....the "Rattleheaded Coppermoccasins" are very active lately!

Arkansas had 482 traffic deaths reported during 1956, while California had 3,805 traffic deaths during that same year!

The annual Loadometer survey began on Monday, July 17. Thirty-two students were hired to assist in this survey, which will continue for a period of seven weeks, and will cover all busses and trucks on our highways. Party Leaders are Mayo White, Lee Gibbons and A. R. Wyatt from the Traffic Division.

*the party line*



**PROCUREMENT OFFICE**  
Mildred Olstein - Reporter

With the return of warm weather, the Purchasing crew got the yen to get out in the wide open spaces, so on the evening of May 17, we all headed for Boyle Park for a good ole" fish fry. Needless to say, we had a wonderful time eating our fill of catfish with all the trimmings, and we all agreed that Willene Gray and Bob Landfair certainly know their stuff when it comes to frying delicious fish!

May 17 also marked the debut of Susan Lynn Plegge, John and Sue's adorable new daughter. John said she was just what he had ordered, and you couldn't find a prouder papa anywhere.

Yours truly and hubby, Arnold, recently enjoyed a very pleasant holiday when they drove up to St. Louis during the Memorial Day week end.

Willene Gray was certainly happy to see her oldest son, Haywood, when he returned home for summer vacation after completing his freshman year at George Washington University. Willene also had another happy occasion when her youngest, Roger Carroll, graduated from Little Rock Central High School. We can readily see that you have just reason to be proud of your two boys, "Dean" and wish them the best of luck in the future.



## ROADWAY DESIGN

John Hicks - Reporter

We extend a welcome to Fredric Eason, Stuart Estes, Brooks Nichols, W. S. Pickins and Pat Thompson, who have recently become members of the Highway Department family.

Paul DeBusk spent a few days fishing at Santa Rosa Island, Florida, but he tells no fishing stories.

Jimmy Brazeal was called into service by the National Guard during the recent high water trouble.

Your Scribe and wife Peggy spent five days visiting with Peggy's parents, Mr. and Mrs. J. A. Bratton of Leslie, where we attended the Homecoming Celebration. While there, we ran into Harry and Jean Redwine and their daughter, Jean, as everyone knows, worked in the Personnel Division. Peggy decided to spend an extra week there, so your scribe is a bachelor for a while!

Dewey Wallace, Watt Hall, Hubert Brown and Neely Thompson have been recent visitors in the Drafting Room. They are all former employees.

We understand that Joe Hicks and Bud Smith have passed another milestone this month.

Rennie Nelson is leaving soon to take a trip to California.

## ACCOUNTING

Bivens and Weaver - Reporters

The Accounting Division welcomes our two new summer employees, Rebecca Plumely and Wayne Blake. We hope they will be happy here with us.

Of all the things to happen! Bill Schneider has been offered a job with the Arkansas Louisiana Gas Company and, much to our sorrow, has accepted. Good luck Bill, our loss will be their gain.

Lee Wagner and Johnny Beavers were in St. Louis June 18 through 21, attending the American Association of State Highway Officials Accounting Committee.

Everyone was glad to see Mr. Sam Foster back on the job after several weeks absence due to illness.

Russell Henderson, our Division Head, had the misfortune of breaking his arm recently. He had the accident while at Camp Tanako. We hope it mends soon.

We're all very envious of Leta Leslie. While we're here at home working, she is vacationing in Florida.

Lucy Yeary and her husband have just returned from vacationing in St. Louis and Chicago.

We extend our sympathies to Gus H. Powell, in the loss of his wife, Mrs. Fannie Powell, who passed away on June-2.

*the partyline*

**MATERIALS AND TESTS**

**I B M Division**

**Nadene Trantham - Reporter**

**Rodgers and Steele - Reporters**

We have a group of week end fishermen-fisherwomen and the fish stories are going around as usual. All I can say is good luck to you all, as I have yet to catch that big one. Maybe tomorrow.....

Roy Shelby and family spent their vacation in Dallas, Texas, visiting his parents and friends.

Art Johnson and family went to Molene, Illinois on his vacation to visit friends and relatives. Art also attended the N. M. A. A. Convention in Chicago.

Yours truly spent a week end in Bethany, Oklahoma. Next stop was Sutton, Arkansas, where I got lots of rest, relaxation and quiet country air. Oh, to be able to sleep again to the hum of the city noises!

Laverne Henderson took a week end trip to Shawnee, Oklahoma, to visit relatives.

We wish to express our appreciation to James Willard and Robert Tucker, who spent their Memorial Holiday in North Little Rock's high water area working sand bags. It was men like these who saved more North side families from being driven from their homes, and to them we say, THANK YOU.

Our deepest sympathy goes to Art Johnson in the recent loss of his father, Harry Emil Johnson.

There has been quite a bit of activity in Materials and Tests this month. Doyle Havens, Conway Reed's daughter, received her cap in Nurses Training.

Donald Younger and his wife have a new addition to their family....a baby boy, born on May 30, and Raymond Lynch has a new grandson...born on May 5.

Grady Putnam, Materials Inspector, and Jean Murphy were married May 18, in Greenville, Mississippi. Congratulations!

Birthday congratulations are due to Robert Donham and Regal Cotton.

Joe Magness and his wife, Bonnie Dell, have been on the sick list. Bonnie Dell had a tonsillectomy and Joe had dental surgery. Both are feeling fine now.

Russell Newsom spent one weekend in Wynne recently, visiting his father.

We welcome two new employees, one a former one. They are Larry Carlson and Raymond Whittier.

Former employees who have visited us are E. W. Binam, Neil Harper, Don Liles, George Peevy and Red Pierce.

We extend our deepest sympathies to Maureen Rodgers, whose father-in-law passed away in a Little Rock hospital.



# *the partyline*

## EQUIPMENT AND PROCUREMENT

Mary M. Hill - Reporter

We extend a welcome to the following new employees; C. E. Parker and E. L. Yeager, who are employed in the Central Repair Shop, and also to the college students, Marshall D. Smith, Michael R. Smith and Haywood H. Gray, who are employed temporarily through the summer.

Kay Bonnell and husband Joe are the proud owners of a new 1957 Chevrolet, pink and white, and very good looking, and Bonnie and Bob Hill are enjoying a new television set.

Lewis M. Wade, his wife and son, David, and his mother, enjoyed a week's vacation in May. They went to Hardy and Blanchard Springs, where they camped out and did some fishing. Mr. Wade also spent three days with the Boy Scouts at Camp Robinson during his vacation.

Birthday congratulations to Maurice D. Head, who celebrated his birthday on June 13. Best wishes for many more!

Mr. and Mrs. Lem Kirkpatrick drove to Denton, Texas, the week end of May 30 to bring their daughter, Kitty, home from Texas State College for Women.

Service Pins and Certificates of Merit were presented to the following employees on June 7, by C. Don Hayes: Henry B. Kirchoff, 10 years; Matthew W. Skelton, 10 years; and Mary M. Hill, 15 years.

We are happy to have Cecil Elliot back on the job. Cecil has been off since October 23, 1956, when he was injured in an automobile accident.

The Equipment and Procurement Division has just received 113 new dump trucks, which have been distributed to the 10 divisions in the Department.

We are sorry to report that Cecil A. Jones, welder in our machine shop, suffered a heart attack on May 17. Also W. E. Ripberger, mechanic in the heavy equipment shop, is reporting to Veterans Hospital, Fort Roots, for an indefinite stay. We hope you both will soon be well and back on the job.

## PERSONNEL DIVISION

Hazel Norman - Reporter

Well look who's here! It's summertime again so time for Bobby Hendrix to work for us again. Yes, he's back with us for the third summer. We're always glad to have Bobby as he does excellent work. On the distaff side we have Billie Ruth Moore. Last year it was Terry Tyson who brightened the office each morning but now it's Billie Ruth, daughter of Bill Moore in S and A. She is helping mostly with the magazine but does some Personnel work also. She's quite artistic, (just like her dad) and she's real cutel

We are very sorry to report that Jimmy Zinn's wife, Grace, fell and broke her arm recently but she's recuperating fine.

## The partyline

If Sibble Cox doesn't act just right lately it's because she and Robert are the proud grandparents of a darling baby girl born on June 11. The mama and papa are Bob and Wava Cox. Congratulations to all four of them.

Don and Beverly Brady, along with the children, motored to Kansas City, Missouri, recently for an old fashioned family reunion. This reunion is held once a year and their "kin" come from all over the nation to attend.

Frank Lewis, our night watchman, had a wonderful vacation recently, visiting friends and relatives in Florida. He did some fishing while there and has one of those Florida tans to prove it.

Sarah Neel's aunt, Mrs. Eretta K. O'Barr, who lives in Pine Bluff, has been in the Davis Hospital there, for an operation but is recuperating now. Sarah and Walter have been down several times.

Nebraska Droughter, our messenger in the Mail Room, received his 5-Year Pin and Certificate of Merit recently. Our office celebrated with cake and coffee.

Your reporter is expecting her sisters and their families in any day now. One is coming from Los Angeles, and the other, Delia, is driving in from Morehead, Kentucky. It will be a big celebration as we don't get together often. Nancy and Sonny are looking forward to their visits as they are going back with Aunt Delia.

Mrs. Walters is on vacation at this writing and if her plans weren't changed, she should be in San Antonio, Texas. We hope she's having a good time wherever she might be.

Martha Adams and son, Jimbo, drove to Memphis recently to see husband and daddy, Harry, who has been helping his brother Jack, at his Aircraft Sales Company. Any one want to buy a nice Beech Bonanza?

### DISTRICT 2

Division 2      Quida Grimes      Pine Bluff

Mr. and Mrs. Sanford Varnell and their daughter went to Dallas, Texas on their vacation, to visit relatives. They report that Texas was far from dry!

The St. Charles Ferry employees, Ben Jackson, James L. Johnson, Virgil Adams, R. C. Hudson, Homer Woolery, Nofal Jones, Dan Bobblet, Colbert Thompson, William Poston, Elvis Dempsey and Albert McSwain, and their families gave the annual fish fry Saturday, June 1. We had pots and pots of catfish and everything was just delicious! Special guests were Mr. and Mrs. A. G. Rives and son, A. G. Jr., Mr. and Mrs. Brewster Shalmy and son, John Thomas, H. R. Lucas, Mrs. Inez Royston, Quida Grimes, and Russell Gaddy.

Mrs. Homer Woolery was "Home Room Mother" for the Senior class of St. Charles High School. She went with them on their Senior Trip to Pensacola, Florida and New Orleans, Louisiana.



# the partyline

Congratulations to Mr. and Mrs. Elmer Morgan, who celebrated their Thirtieth wedding anniversary May 20.

"Duz Does Everything." On a recent trip to Ouachita, Peggy and "Blondie" Goins caught several nice fish. Before cooking the fish, Peggy rolled them in what she thought was meal...it turned out to be soap powder! Did she have a mess to clean up when she dropped them in the hot grease!

Dorothy and Tommy Tatum, daughter and son of Mrs. Violet Tatum, our District Bookkeeper, are home for the summer. They both attend college at Baylor University in Waco, Texas.

Mr. and Mrs. Robert Jarboe have had two occasions recently which gave them just cause to feel proud. Their daughter, Linda, graduated from Lakeside High School on May 23, and Mrs. Cliff Davidson, formerly Shirley Jarboe, gave birth to a son, Clifford Charles, May 18, in Irvington, California, where she and her husband reside. This is their first grandchild. Congrats to all of them. Linda left the day after graduating to spend the summer with the Davidsons.

William C. Yearin Jr., son of Mr. and Mrs. William Yearin of Lake Village, received a diploma marking the completion of two years work in Agriculture. William attends Arkansas A & M College at Monticello. Congratulations William, and much good luck in the future.

## DISTRICT 2

Construction W. L. Wright Pine Bluff

We wish to begin the Partyline news with commendation and sincere appreciation, and this is from all of us, to the Powers that be, who supported Minute Order No. 2079. We know all the extra work required of the payroll personnel has been and will be done very willingly.

Where can you find a more considerate employer than the Highway Department to employ students for summer work? Our student employees are: Michael B. Shalmy, Wayne R. Hogan, Gilbert S. Rainey Jr., and John C. Wynne.

Congratulations and best wishes to Gilbert S. Rainey Jr. and Jeanette Kay McPherson, who were married on Saturday, June 1, at the First Baptist Church in Pine Bluff. They honeymooned in New Orleans and Gulfport. They will spend the remaining summer months in Pine Bluff, and will return to Oklahoma State University in September.

The most recent accomplishment for our handyman, "Jonesy", was the repairing of our drafting stool, a task many had given up.

A small boy, age four and a half, had become an avid viewer of ballet on TV. On a recent Sunday afternoon stroll, he spotted a large dog in the usual pose at a fire hydrant. "Look Daddy," he shouted, "The Ballet."

*the partyline*

DISTRICT 2

Construction      Ralph Hass      Rison

The formal opening to traffic over the two new concrete bridges across the Saline River on Highway 79, between Rison and Fordyce, was held at 11:00 AM, on Thursday June 6th.

The importance of cooperation, which has made possible the construction of the bridges, was stressed in a speech by Herbert Eldridge, Highway Director. Others who spoke briefly of the work of the Highway Department were H. R. Lucas, District Engineer from Pine Bluff, and Cecil S. Lynch, a member of the State Highway Commission.

Other members of the Highway Department present were Ward Goodman, Chief Engineer; Mr. Schenke, Bureau of Public Roads; J. S. Harris, District Construction Engineer; Bob Warren, from Pine Bluff; O. A. Tinsley, Maintenance Engineer from Pine Bluff. Also present for the ceremonies were Tom Smith of Linwood Smith, Lake Village Contractor for the job; R. N. Reynolds, Sub-Contractor from Camden, and La Verne and Norman Graves, Sub-Contractors who placed the black top on the roadway part of the job.

Work was under the supervision of O. H. Wofford, our Resident Engineer of Rison, Arkansas.

Mr. L. K. Howell, Resident Engineer at Dumas, Arkansas, has recently undergone surgery at Davis Hospital in Pine Bluff. We are glad to report that he is recuperating very nicely.

DISTRICT 3

Division 3      Olive Jackson      Hope

This office was very glad to have as recent visitors, Mr. A. G. Rives and Mr. Gerald Sisk of Little Rock.

Mr. and Mrs. B. C. Lewis have returned from a trip to New Orleans and Florida. In New Orleans they enjoyed themselves sightseeing. They visited Mrs. Lewis' son and his family in Florida. They enjoyed dips in the Atlantic and made trips up and down the coast from West Palm Beach to Miami. They visited other interesting Southern cities enroute home.

Mrs. Herbert Lewallen announces the marriage of her daughter, Carolyn, to Mr. Robert Stephens, son of Mrs. Robert Stephens and the late Mr. Robert Stephens of Madisonville, Texas on May 30, 1957 by Dr. W. B. Slack, pastor. Dr. and Mrs. Dale Weibel were the only attendants.

Sam Doss, our Bridge Foreman, had the misfortune of being in an accident on the way to work on May 20, when his pickup overturned. Mr. Doss was thrown clear of the truck, but received many cuts and bruises which are keeping him from returning to work. We all wish him a speedy recovery.

Mr. and Mrs. Homer Hill of Russellville were visitors in this office on Wednesday, June 5. They came down to attend a funeral. Mr. Hill is District Maintenance Supervisor in District 4.



## the partyline

Sgt. J. J. Guidous Jr., Betty and Ann, are visiting Betty's parents, Clovis and Nettie Tittle. Sgt. Guidous is awaiting his call at which he will leave for duty in Italy.

Spurge and Winnie Copeland, their daughter and her husband, Mr. and Mrs. J. Hay, and two daughters, Gloria Jean and Kay, of Franklin, Louisiana, are on a nice vacation trip, touring the northern part of the state.

Don Crews, son of Carlisle and Maude Crews, received his Master's degree at Memphis State on June 1. Don is a teacher Of Physical Education and Coach at Marion High School.

Ardell and Nellie Clark have as their guests, their daughter, Sue, and her husband, Sgt. Jack Bolts, who is with the U. S. Air Force at Lackland Air Force Base, San Antonio, Texas.

### DISTRICT 1

Headquarters Kathryn Booher Jonesboro

Nothing much happens around here anymore except rain, rain, and more rain. All our highways have been flooded and we have had SO much rain that it is a full time job for everyone just trying to keep up with all the drainage problems and complaints. "Rain, rain, go away!"

Visitors recently were: A. G. Rives, Harry Wright, Gerald Sisk, and Bob Johnson. Glad to have you and come back.

Your reporter and husband, Bill, took four days vacation the last week in May, before Bill left to be inducted into Uncle Sam's Army on June 2. We now have news that he will probably spend his first three months at Camp Chaffee, and that makes me very happy. You can bet I'll try to spend every week-end there, too.

J. C. Perkins is counting the days until the Mrs. returns from a visit with her parents and friends in Harrison. He probably doesn't like that cooking and dish-washing! (Who does?)

Congratulations are in order for Anne Nunnally, only daughter of Mr. and Mrs. G. E. Nunnally, who received her Bachelor of Science in Education degree at Arkansas State College in Jonesboro on May 31, 1957. Mr. Nunnally's parents, his brother and sister-in-law of Strong, Arkansas, were present for the exercises. We know Mr. and Mrs. Nunnally are proud of their daughter and we are happy for all of them. We wish Anne lots of success and happiness in the future.

### TRIALS OF AN INTERVIEWER

The interviewer had just called the weather bureau for latest hurricane reports when up to his desk she breezed. He got her name (she was a lulu) in between the rushes of praise she was reading to him from her letters of recommendation. He found that she could neither type nor take dictation...but brother, could she talk! At least 130 words per minute with gusts up to 175.

*the partyline*

**DISTRICT 3**

Division 7

Sula Burnham

Camden

was better. We enjoyed a visit from her and her mother while she was in Camden.

Mary Cross, Steno in our Division, became the bride of Huie Lindsey, May 30, at 4:00 P. M., in the home of the Reverend Thad Ferrell. The couple spent their honeymoon the following week in Corpus Christi, Texas. We hope they will be very happy.

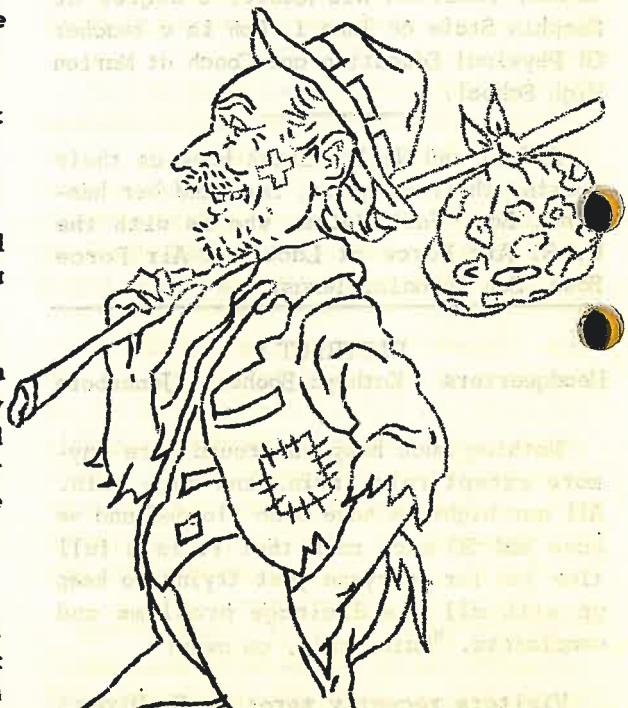
Mildred Silcox Russ, former Payroll Clerk, was by to see us last week. Mildred is now employed in the Central Division of the Ohio State Highway Department but she says working for the Arkansas Highway Department is tops with her! (Natch!)

Johnnie Jones is the proud "grandpa" of a baby boy, Douglas Ray Jones, who was born June 11, in the Ouachita County Hospital, weighing 7 pounds, 7 ounces. Congratulations, Johnnie. We know you're mighty proud of him.

"BUM-IN" FER NEWS.....

Division 7 is glad to report that we have just received 18 new trucks, which were badly needed!

Maxwell Smith spent a recent week end in "Big D" (Dallas). We know he had a big time.



We are happy to have Mr. Fultz back on the job after having undergone surgery recently. Eddie Sweatman was dismissed from the Ouachita County Hospital after spending a few days for a check up. We hope you are back with us soon, Mr. Sweatman, as we've missed you.

Virginia Hicks, daughter of Mr. and Mrs. Walter Hicks, spent the first week of June at home. Virginia flew in from Tulsa after waiting two days for the storm warnings to cease. Her trip back

DEADLINE JULY 15



*the partyline*

DISTRICT 4

Division 8 Netha Brown Russellville

Mr. and Mrs. Roy Hollabaugh enjoyed a belated honeymoon trip to Hot Springs recently. They were married February 8, 1957 in the First Baptist Church in Russellville.

Oscar Pellham is another of our newly married employees. He and Lois Proctor were married June 1, 1957, at Dover, Arkansas.

It is very nice to see the familiar faces of Joe Hall and George Rye, who are back on the job after being out with serious heart attacks. Joe is our Area Foreman in Van Buren County, and George is a mechanic in our shop.

Jim Phillips, another of our mechanics, and his family, spent the Memorial Day week end in Galveston, Texas. He is giving all of us "vacation fever" with the "fish stories" he brought back from their deep-sea fishing expeditions.

Dr. Jalmar Bowden, Methodist missionary from Sao Paulo, Brazil, who is enroute to Greencastle, Indiana, stopped off for a visit with his niece, Dora Strickland, our Division Bookkeeper. He will return to Brazil by plane in July.

Another lucky break a fellow could get would be to catch the seven-year itch a couple of days before he was going to be hanged.

DISTRICT 5

Division 9 Shirley Morton Harrison

The offices and stock room in the Division 9 building have had a first class paint job and the results are very nice. Paul Byrom and Marvin McElroy wielded the paint brushes.

Bertha Wagley, Division 9 Bookkeeper, recently received her 15 year Service Pin and Certificate of Merit. Congratulations to you, Bertha!

Our Maintenance Crews have been called out for emergency maintenance on highways and bridges the past month, due to the recent floods which have caused extensive damage throughout our District. Hillman Watkins was forced out of his office at Henderson Ferry by the high water, and reports that his Quonset Hut, which served as a stock room, is a first class indoor swimming pool for anyone who is interested!

District 5 Resident Engineers are happy to have the following college students assigned to them during the summer months: Pat Hurley, Monte Deakins, Tollie Adkins Jr., Lindsey Parks, Kenneth Ritchey, E. F. Hedrick and Eugene Ashcraft. Also, Omel L. Fields is welcomed back from his tour of duty in the U. S. Air Force.

Mr. and Mrs. Forrest Williams spent the Memorial Day week end in Magnolia visiting with friends and relatives.

# the party line

## BRIDGE DESIGN

Virginia Tackett - Reporter

Mr. and Mrs. W. H. Cook spent an enjoyable week's vacation in New Orleans, Louisiana, with relatives, and Tom and Nancy Walbert and children were up from Hot Springs for a visit with Nancy's parents, Mr. and Mrs. C. M. Matthews.

We had a fish fry recently and enjoyed having the Eldridges and Goodmans with us, as well as John Strom, his daughter, Mary, and granddaughter, Julie, from California.

During the month of May, the following employees in Divisions 5 and 9 received their Service Pins and Certificates of Merit: Earl Hobbs and J. B. McFerrin, 15 years; Ira Dodson, 10 years; Bentley Wade and Ervin Widner, Myrt Allen Hoffman and Milton Hughes, 5 years. Also, Edgar Brown in the Construction Division received his 5 year Pin. Congratulations, All!

Keith Curtis is back with us for the summer and we have two new designers, Veral Pinkerton and Ted Hannah.

Doc and Etta Bonner, with son Jack, toured the entire state of Florida, returning by way of the Smokies and Chattanooga, Tennessee.

Paul Buron and John Bulsworth, our fishermen, evidently haven't been having any luck, no fish and no "fishing tales" to report. You will have to do better than this boys, and our advice is to contact "Slim" to show you where the big ones are!

Reid and Sally Beckel also chose Florida...Panama City. They enjoyed swimming, and nightclubbing and in New Orleans, en-route home, they sampled some fine food.

Mr. and Mrs. W. H. Porter spent a week of their vacation in South Carolina with their son and family.

Jake Knott's son Dick and family, from Sugarland, Texas, joined the rest of the clan at Lake Ouachita for a week of fishing and relaxation.

Bertha Wagley attended the Regional B and PW Conference in Hot Springs and reported that the drive down State Highway 7 was very beautiful.

Flo and John Hall, with Diane and Jimmie, drove up to Indianapolis to visit with an old service buddy of John's. They stayed on a farm and Diane tried everything, from riding a tractor to feeding the pigs!

## JULY

The glowing Ruby should adorn  
Those who in warm July are born;  
Then will they be exempt and free  
From love's doubt and anxiety..Anonymous

Catherine Carlson, who received a summer scholarship to the Ted Shawn Dance Festival in Lee, Massachusetts, drove up with friends, stopping in New York to see some plays and do some sightseeing.



SOMETHING TO THINK ABOUT

The classy, streamlined, 1956 automobiles, which were the rage when they first came out, also were the death of over 40,000 men, women and CHILDREN during the last year. Most of the accidents which took last year's awful toll could have been avoided. Most of them were caused by drivers and pedestrians in control of the fateful circumstances which led to the accidents. The accident problem can be solved only by those who do the driving and walking.

ONLY YOU CAN PREVENT ACCIDENTS

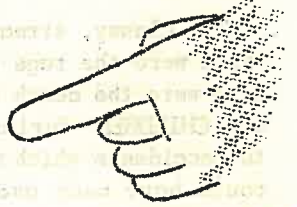
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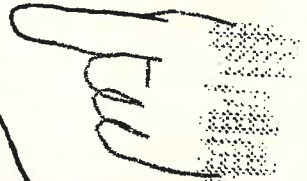
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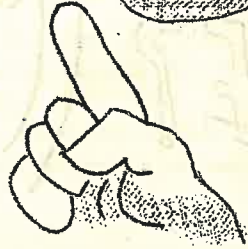


YES



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# JEST FOR FUN

## FISH STORY

A man in an insane asylum sat fishing over a flower bed. A visitor approached and wishing to be friendly remarked: "How many have you caught?"

"You're the ninth," came the reply.

## WHO'S NUTS?

"Hello, Joe, what's the big rush?"

"Don't stop me Petel I'm in a terrible hurry. I'm due at my psychiatrist in five minutes, and if I ain't on time he starts without me."

## WHERE'S NAPOLEON?

Passenger: "Conductor, that fellow sitting opposite us is a lunatic and is scaring my wife and children. He claims he is George Washington."

Conductor: "I'll take care of the matter. (Shouting) "Next Station, Mount Vernon!"

## SUGAR DADDY

Pausing beside the Swedish maid in the hall of a New Orleans Hotel, the house detective said, "Know anything about the sporty-looking old gent in 416?"

"I tank he own a plantation," she answered.

"What makes you think that?" he queried.

"Well," she replied, "ven I vas dusting by his door, I heard him say, "Let's have another drink, den go out and raise cane sugar."

A psychiatrist received a card from a patient at a Florida resort reading: "Am having a wonderful time. Why?"

Not all women are guilty of repeating gossip...One of them had to start it.



## BRINGING UP FATHER

A suburban Father is wondering what his daughter's teacher thinks of him. Seems that he had to borrow a dollar from his thrifty and money-conscious first grader one night to pay the paper boy. The next morning he got to worrying lest he had taken her lunch money; so he hurried to the school, knocked at her classroom door and asked to speak with her. "Do you have any money?" he asked anxiously.

"Yes," she answered in cool tones clearly audible to the teacher, "but you can't have any more. I gave you all I could spare last night."

Baby Sardine, becoming frightened at its first sight of a submarine:

"Mamma, what is that thing?"

"Don't worry honey," said Mamma Sardine, "it's just a can of people."

## I'LL BUY THAT

Said a realtor to a client: "Would you like to see a model home?"

Client: "Glad to. What time does she quit work?"

## LIGHTS OUT

Her father: "Young man, we always turn out the lights at 10:30 in this house."

Her boy friend: "Gee, that's awfully nice of you, sir."

## CONFUSION

"Have you," asked the electrician, "Any four-volt, two-watt bulbs?"

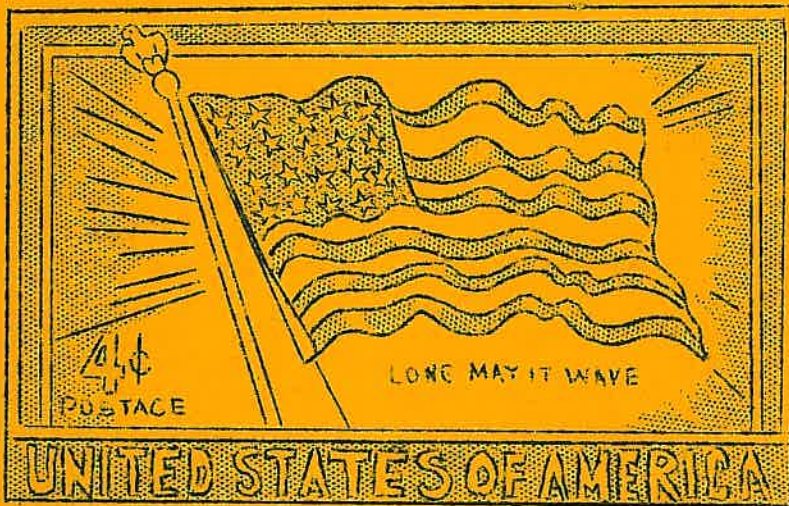
"For what?" asked his assistant.

"No, two."

"Two what?"

"Yes."

"No."



On July 4, a new Commemorative 4-cent stamp, portraying the American Flag waving in the breeze, printed in natural colors, is to be issued in Washington, D. C.