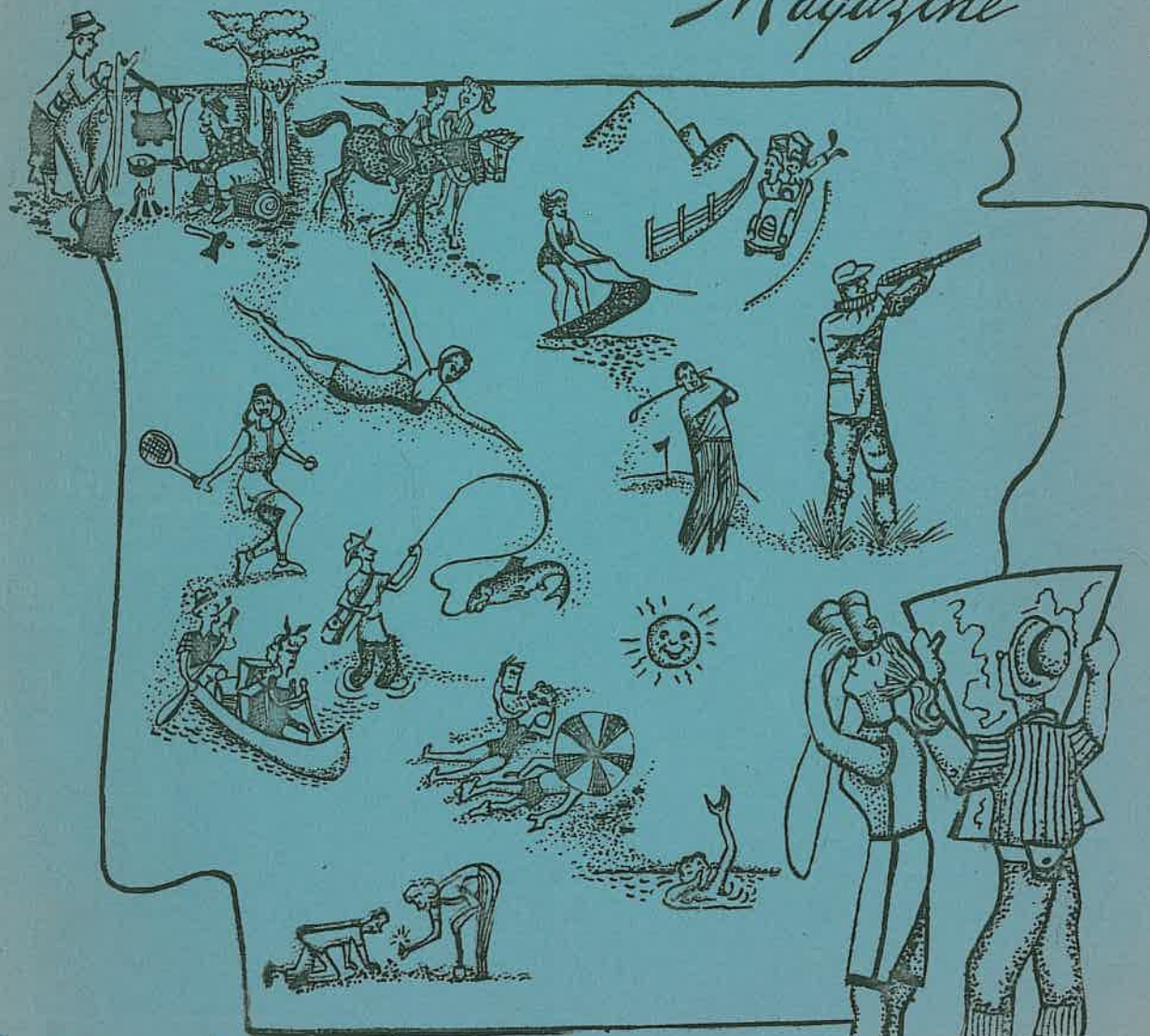


# Arkansas HIGHWAY

Magazine



June '58

BRM

# ARKANSAS HIGHWAYS

A Monthly Magazine for Employees of The  
Arkansas State Highway Commission

Vol. 6

JULY 1958

No. 6

## STATE HIGHWAY COMMISSION

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### TABLE OF CONTENTS

Personality Of The Month - J. C. Perkins, Sr.	5
Another Look at Highway Obsolescence	6
Lawrence Blackwell _____	8
This and That _____	8
Visiting Engineer - Napoleon Montiel _____	7
Vietnam - Her Highway Problems and Solutions _____	2
The Pharoah's Freeway - 4000 B. C. _____	9
Glimpsed in the Building _____	20
Jest For Fun _____ Jimmy Zinn _____	21
The Party Line _____	12-19
Controlled Access vs. Uncontrolled Access Accident Experience _____	10-11

# EDITORIAL

Mr. Webster gives as the second definition of disagreeable "Not disposed to be agreeable." By that definition Cecil Shannon Lynch was a very disagreeable man - on one count! But that one count was the very keystone of his character and his career, for Cecil Lynch was never "disposed to be agreeable" to the premise that a problem can exist which has no solution. Thus, by predicating his approach to any problem on that disagreement, he, in his quiet and unpretentious way, progressed through the solution of many problems to great heights in industrial and civic leadership - a leadership which he was prone to regard as a responsibility for service to his fellows.

Aside from that tenacious refusal to subscribe to an all too popular modern philosophy of "if you can't beat 'em, join 'em" in regard to the principles and problems of life, he was the most amiable of men, singularly free of the tensions characteristic of today's men. He wore a quality of serene and sure strength and ability as naturally and easily as most of us wear old shoes. It was a quality which his associates found invaluable in bringing fresh support to their own weakening courage or forgotten principles. It was a quality of dedication to the problems of the day, a dedication free of presumption or self-righteousness and strong in the belief that the solution of those problems

would be worked out in their proper time. The comfortable ease of his familiar pipe, his rather shy smile, and the little twinkle in his eye, gave a wonderfully comfortable feeling that all these perplexities which burden us are not insurmountable.

His dedication to the civic and economic problems of the day was as innate in his thought as the circulation of oxygen in his bloodstream, for his interest in Arkansas and its people was much greater than his rather considerable indifference to the ornaments which are popularly regarded as the goal of wealth and prominence.

Cecil Lynch found more delight in figuring out a new way to get a few more cents of the road user's tax dollar into actual road construction or improvement than the rest of us would find in a six-weeks vacation with pay. And his delight, like his sincerity and his humility, was believable. It was, in a way, infectious too, for it imparted to others a selfless feeling of honest pride in the accomplishment.

It is sadly ironic that his too early departure from the Arkansas scene was caused by a traffic hazard which, had he been an opportunist and a self-seeking man, would doubtless have been eliminated.

To have known and worked with Cecil Lynch is to have glimpsed something of the quality that uncynical people see in the founding fathers of this Republic and often analogize by the quotation from Genesis, "There were giants in the earth in those days."

# VIETNAM-HER HIGHWAY PROBLEMS AND SOLUTIONS

Editor's Note: The following was written by C. M. Benz, a former employee of the Department, and now working in Vietnam. Because of its length, it will be in several parts.

Though the well-known song states "Highways are Happy Ways", this is not the proper theme for Vietnam. According to the Institute of National Statistics, there are less than 48,000 registered motor vehicles in Vietnam. The majority of these are owned and operated in the Cholon-Saigon-Bien Hoa area. Existing highways are narrow, usually from four to five meters in width. The shoulders are raised berms approximately eight inches in height. This berm gives a still more narrow appearance to the roadway and causes the drivers to seek the center of the roadway. During the rainy season the berm confines some water to the roadbed, creating a traffic hazard and causing base failures. Alignment is very undesirable. Roadside development has been allowed immediately adjacent to the roadbed. Culvert headwalls are adjacent to the pavement, and the three major structures are joint highway-railroad bridges which necessitate the use of only one-way traffic the majority of the time. The present location is through the very heavily populated areas of Gia Dinh and Thu Duc, passing through or very near the

congested market area of both. The large number of pedestrians and bicycles in such localities tax the most experienced of drivers, and accidents are the rule rather than the exception.

Available traffic data indicates that of all traffic only 51.5 per cent are motor vehicles, the other 48.5 being made up of bicycles, cyclos, ox-carts and motor driven scooters. Of the motor vehicles approximately 34 per cent are passenger cars, 34 per cent trucks and 32 per cent buses or taxis. The buses are mostly old models, are crowded with passengers and piled high on top with produce, baggage and poultry. The rearmost passengers act in an effort to regulate traffic by indicating to other vehicles when to slow down or stop and when it is safe to pass. At bus stops one passenger jumps off the rear to chock the bus wheels. The buses are allowed to stop at any point to discharge or take on passengers. Since the raised berm prohibits the bus from leaving the pavement, traffic is halted until the bus moves on.

Trucks are mostly of the "bob-tail" type with few, if any, trailer trucks in evidence. The majority are old, and tires are in poor condition. All are over-loaded. On the 25 kilometers from Saigon to Bien Hoa, one is likely to encounter several broken-down vehicles. Repairs are made on the spot

with no attempt to move the vehicle. Some minor repairs may require only a short time, while others require a day or more. These disabled vehicles create bottlenecks necessitating one-way traffic.

The passenger cars and taxis move at a higher rate of speed than buses and trucks, but have much difficulty in passing the slower moving vehicles due to the limited sight distances, poor alignment, narrow pavement, pedestrians and bicycles. The bicycles create the biggest hazard to passing. The roadway is not wide enough to permit two cars and a bicycle to pass simultaneously; therefore, the driver must slow to bicycle speed, permit the approaching vehicle to pass, and then proceed past the bicycle, providing the roadway is clear. At all bottlenecks such as one-way bridges, broken down vehicles, bus stops and traffic controls, the bicycles and scooters infiltrate through the stopped vehicles which then requires the vehicle to again pass the slow movers when traffic movement is resumed. A driver may pass the same bicycle a half dozen times between Saigon and Bien Hoa.

All of the above blend together to require approximately one hour for the 25 kilometer trip from Saigon to Bien Hoa, or an average rate of travel of 15.5 miles per hour. The seriousness of the above is illustrated by the fact that the traffic count is relatively low. Traffic surveys taken on three separate dates indicate a movement of only 443 vehicles, the balance bicycles, and so forth.

There are many advantages to be derived by the Republic of Vietnam from Saigon to intersect with National Route 1 east of Bien Hoa is the beginning and main artery for an improved transportation system for the nation. It is so located and will provide an adequate primary highway for future expansion as lateral-secondary highways are added. The highway connects the population centers of Cholon-Saigon, Thu Duc and Bien Hoa. Improvements on the existing highway from Thu Duc to the location, and on Routes 1 and 15 from Bien Hoa to the location, should be made. The proposed highway is ideally located for dispersing traffic to Thu Duc, Thu Dau Mot, Bien Hoa and on new location throughout most of its length. It traverses areas heretofore underdeveloped, primarily because of the lack of an adequate transportation network. The existing Route 1 will remain intact for use by local traffic and businesses.

Militarily, the highway provides a connection between Saigon Headquarters, the Thu Duc Military Post and the Bien Hoa Military Posts. It will afford an avenue over which military equipment and personnel can be moved rapidly and in great numbers should the need arise. One very important feature of the highway is that it bridges two of the largest and most important waterways of Vietnam. These bridges are so located as to not restrict the operation of the Port of Saigon nor, if destroyed in time of war, to block the exit to the sea of marine vessels in Saigon or at the Navy Arsenal. This additional

transportation artery will be a boom to the military forces in the Saigon area for all operations whether in garrison, training or actual defense of the nation.

Many technical and engineering problems are being encountered in the planning and construction of this project. It is not within the scope of this report to elaborate upon the difficulties in obtaining qualified, experienced personnel for a project of this magnitude. Most supplies and materials must be imported, as few are produced locally. Vietnam has no steel asphalt or cement manufacturing plants.

In the initial phases of planning for the project, it was felt by the Engineer that the facility should be of the four-lane divided type. Saigon is a city of approximately two million people. It has increased in population by about a half million in the past few years due to the great influx of refugees. The great majority of these people, if they saved every cent earned, would never accumulate enough to buy an automobile. Traffic counts were made and rechecked. The maximum traffic was, of course, near the Saigon end of Route 1 and reflected a total of less than 7,000 vehicles per day in both directions. Of these 7,000 only approximately 51.5 percent are motor vehicles. Based upon this data, four-lane construction could not be justified. Subsequently, it was realized that in order to obtain the required safety features and to provide unrestricted flow of motor vehicles, the bicycles must not be

allowed on motor vehicle traffic lanes. As illustrated by the traffic surveys, bicycles are a very integral part of the transportation system of Vietnam. It would be impossible to bar them from the new facility without serious political repercussions which, of course, the government wanted to prevent. It was agreed that the most practical and economical section would be two traffic lanes of 7.5 meters total width with 7.6 centimeters of asphaltic concrete pavement. Three meters of the shoulder on each side will be paved with a one course asphaltic surface treatment, and bicycles and other slow moving traffic will be restricted to this section. AASHO design criteria, as established in "A Policy on Geometric Design of Rural Highways", will be adhered to with a design speed of 100 kilometers per hour. The base and surface consists of a selected subgrade of variable thickness, 15 centimeters of crushed stone base course and 7.6 centimeters of asphaltic concrete pavement. Design thicknesses for pavement, base and sub-base were selected after CBR testing and classification of materials to be used were completed. Thickness design guides for heavy traffic were used as recommended by the Asphalt Institute in "Thickness Design Flexible Pavements for Streets and Highways." The pavement and crushed stone base course thicknesses were held constant, and the thickness of special subgrade material varied from 8-to 12 inches as required by CBR.

(To be continued next month)

# PERSONALITY OF THE MONTH

J. C. Perkins, Sr., a fine gentleman in everyone's opinion, will retire from the Department June 30, after almost 25 years of service.

His career in engineering has been long and varied. In 1923 he worked on the construction of a dam which later developed as Bull Shoals, for the Dixie Power Company. From there he went to Alabama to work on the Wilson Dam at Muscle Shoals, the original dam developed on the T. V. A. He was Resident Engineer on docks and warehouse on Mobile Bay, and in Memphis later as Resident Engineer. He worked for R. E. Lee Wilson of Wilson, Arkansas from 1928 until 1931 when he became employed by the Department where he remained until World War II when he went with Aluminum Company of America in Bauxite for a couple of years.

He was born in Yellville, in 1887 and attended the public schools there, graduating from Yellville High in 1904. He attended Wentworth Military Academy for two years, studying engineering, and he took an engineering course from I. C. S.

He and Mrs. Perkins, the former Miss Winnie Shinn, have three children, two of whom are employed by the Department. J. C., Jr., is Division Maintenance Superintendent in Harrison, and H. H. Perkins is Resident Engineer in Fort Smith, where their daughter, Mrs. R. E. Miesse, resides.

Mrs. Perkins is a graduate with a Master's Degree from the University of Arkansas, and is very much interested

in Arkansas history, and her choir work at First Christian Church of Harrison, their home town. She has been teaching school in Jonesboro and has also taught in Harrison. She is a member of the B. and P. W., Eastern Star and is a Delta Kappa Gamma.

Mr. Perkins has no hobbies at this time but he used to do quite a bit of fishing on the White River when it was not unusual to catch two bass on one cast. He also loved to play baseball and was quite a catcher and swung a mean left-handed bat.

He makes friends easily and retains the friendship, being one who never forgets a person after the first meeting. He has friends in all sections of Arkansas and while driving almost anyplace he might say, "drive in there - I know the man who owns that store and I would like to renew his friendship." His philosophy on life would be a "live and let live" attitude.

He enjoys nothing better than to gather family and friends around him for a big dinner, after which a stimulating conversation is held about his work with the Department, current events, and such.

He is a Registered Professional Engineer, and belongs to the National Society of Professional Engineers, the Rotary Club, and he is a Mason.

Mr. Perkins is a man who puts his whole heart into anything he is doing, and he is sincere about his duties. His loyalty to his employer is above reproach. He will be greatly missed but we wish him much happiness and contentment in the years ahead.

## ANOTHER LOOK AT HIGHWAY OBSOLESCENCE

"The rate of obsolescence in modern industry is so rapid that it is said no plant can be built which will not, in some feature, be out-dated before it is ready for operation.

This quotation by an eminent industrialist postulates a two-fold situation which industrialists and their economists keep under unceasing watchful attention. The situation arises from the constant technological advances of scientists and engineers who are forever discovering new and better ways of doing things - ways of doing which usually require new and better facilities to carry them out and, consequently, make existing facilities technically obsolete.

This then is technical obsolescence. But it in turn creates a secondary type of obsolescence which is called competitive obsolescence and is due to the fact that all manufacturers' plants in a given manufacture do not wear out at the same time.

The competitors of a manufacture whose plant wears out and who rebuilds using all the latest technological advances with their concomitant cost-saving methods, are placed in the situation where, with their plant still operating smoothly and efficiently, but under an earlier technical base and now competitively obsolete, they are confronted with two alternatives:

a. Meet the selling price of the new plant manufacturer with a shrink-

ing profit margin, perhaps even a loss or lose their share of the market; or

b. Replace their competitively obsolete facilities with similar cost-saving methods, including the technical advances made since the final plans and design of the new plant manufacturers were constructed.

The same general situation, but not as easily defined and couched in somewhat different terms, is true of state highway systems. The state which fails to plan and construct its highway system to the optimum of its professional (technical) and financial ability is indirectly and inadvertently turning over to wiser states in the region or the nation an indeterminate but appreciable share of their state's potential economic and social vitality - through losses in the interstate traffic flow and through increases in the transportation costs of its commerce as well as other less direct social and economic effects.

Thus, in the highway transportation field too, structural failure or exhaustion of existing facilities obviously points to the need for new facilities, whether a caravan route or an autobahn; operational or technical obsolescence indicates the type of facilities needed, a more sharply defined indication according to the technological advance of the traffic units using it; and competitive obsolescence demands sound long-range planning for best fitting the facilities into the existing and potential socio-economic patterns of the population and commerce using it.



# VISITING ENGINEER

Napoleon Montiel C., from Managua, Nicaragua, Central America, who came to Arkansas on April 27, will be with our Department for three months studying the methods of engineering design in our System.

His study in the United States is being sponsored by the Bureau of Public Roads and the Republic of Nicaragua. He arrived in the States in October of last year going first to Washington, D. C. where he enrolled in the American University taking English lessons. He was with the Bureau of Public Roads there for five weeks. He then went to California to study the design of their highway system in Sacramento, Los Angeles, and San Francisco.

He is now in the Survey Division where he will remain for a month and the subsequent two months will be spent in Roadway Plans and Materials and Tests.

When Napoleon returns to Managua he will compare the three systems he has studied and will apply the method which will be best suited for their standard of living and needs. He was in Brazil four years ago studying the system there.

Napoleon stated that his country has approximately 500 miles of paved highways and more than 2,000 miles of macadam and access roads. It has a population of about 1,948,600 and is 57,143 square miles in area. Its chief industries are coffee, cotton, rice, and many other vegetables, and it has 10 or 12 gold mines.

Asked how our State compared with the others, Napoleon diplomatically stated with a laugh that he couldn't speak English well enough to answer that question.

He was educated in the schools of Managua and the National Institute High School, and received his B. A. from the University of Nicaragua in 1943. He is Chief Engineer in the Design Section of the Highway Department of Managua and has been with them for 15 years.

Since he has been in Arkansas he has been to Fayetteville visiting at the University and has been to a meeting at Conway and in Dermott observing the system for completing the plans and testing of materials.

Napoleon is married and has three children. Jose Manuel, 14 months old; Napoleon, 3 years old; and Olga Martha aged 6. His wife, Olga, will arrive in the States early in June and will remain with Napoleon until his departure in August.

We welcome Napoleon to our State and our Department. We hope his stay will be a pleasant one.

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## Your \$2,400 Tax Bill

Are you interested in startling facts? Here's one produced by a recent study: Last year taxes - levied by the federal, state and local governments, took an average of \$2,400 from each of America's 42 million families. Part of this was paid directly and part of it indirectly. Either way, it came out of our pockets and left us poorer.

# Lawrence Blackwell, New Commissioner

Lawrence Blackwell, prominent Pine Bluff attorney and co-author of the Mack-Blackwell Amendment, was appointed May 29, to fill the unexpired term of Cecil S. Lynch, who died of injuries suffered May 19, in an automobile accident.

Mr. Blackwell, 47, was born in Pine Bluff where he received his early education. He took his BA Degree from Vanderbilt University and his LLB from Harvard Law School. He has practiced law in Pine Bluff since 1935.

He served in the U.S. Navy in World War II in the Atlantic and Pacific Theaters, as Air Combat Intelligence Officer, for Fighting Squadron No. 4, and after the war he served under the Bureau of Aeronautics in contract termination work until being placed on inactive service in December, 1945.

In the field of public service he has served as alderman and mayor in Pine Bluff, and in the Arkansas Senate where for one term he was President Pro Tem. He was a member of the Pine Bluff Planning Commission until last fall when he resigned as chairman of the group.

He is the son of the late Dr. O. G. and Guy Hellums Blackwell, of Lincoln and Jefferson Counties. He is married to the former Miss Mai Banks of Dumas. They have three children: Banks, a Tulane medical student; Mrs. E. B. Sullivan, Jr., a student at the University of Arkansas; Alan, a Pine Bluff High School student; and one grandchild, Lane Sullivan.

# This and That

More Public Meetings have been held and more are being scheduled for the future. The meetings are held to discuss the proposed route of the Interstate System. One was held May 21, in Clarksville, and one June 4, in Forrest City. Those who attended the meetings are the regulars: our Director, Mr. Eldridge; E. F. Nelson, Office Engineer; Pat Denson, Publicity; Johnny Gray, Staff Photographer for the Department; Kent Brown, Engineer of Surveys; and Paul Schenke, Bureau of Public Roads. A meeting is scheduled in Morrilton, June 16.

Eugene Nelson spoke to the Rotary Club in the Uark Bowl at Fayetteville, on June 5. He spoke on the Interstate Highway System.

A meeting was held in District 3 Office in Camden on May 22, for the purpose of investigating and working up estimates for the cities and towns of the 15 counties within the jurisdiction of District 3.

All Resident Engineers of the District attended, including C.L. Baucum, El Dorado; George E. Karnes, Ashdown; M. A. Lynn, Texarkana; William A. McDonnell, DeQueen; J. W. Robinson, Nashville; J. C. Webb, Camden; and R. V. Wilkison, Hope. Also present W. W. Mitchell, Engineer of County Roads; Mr. Arnold and Mr. Holt with Civil Defense; Mr. Vandenberg, Bureau of Public Roads; and A. G. Rives, Construction Engineer in District 3.



(Editor's note: And it came to pass that a certain humorous article passeth over my desk upon which there appeareth no credit line. The editor of publication from which I swipeth said article stated he knew not from whence it cometh. I therefore passeth it along to our readers and respectfully dedicate it to all those unfortunates who have found themselves, or will find themselves, gazing out their windows in terror as the three-prong men approacheth.)

Know, O mighty Pharoah, that I have made inspection of the works of the Upper Nile. I found the builders to be a most strange breed. First cometh the men with a three-legged prong with which they make diverse observations. When they approach a village the maidens fleeth and the villagers bewail exceedingly because they always aim the prong at a house, saying, "it must be moved," even though the desert stretcheth for miles around desolate. Sometimes the prong men drive little stakes in the ground. They play a game and wait until someone knocks down one of the stakes, and then the prong men jump in the air and shout and tear their hair and call on Ra and Osiris and Isis and Set and Horos and all the lesser gods, and they become exceedingly wroth. All about a little stick.

They also make many hieroglyphics, many of which they do not understand themselves.

Then cometh the contractors. They are a class that have many possessions and ride in fine chariots, but they easily run to bitter tears, and they runneth down the work to be done, to each other, and they may make the other afraid and he add much expense to his calculations.

Then cometh the material men clad in fine raiment and the maidens meet them with gleeful smiles, as they have something magic called on "expense account". They are all worshipers of the Sacred Bull. Every morning they chant "O Sacred Bull, keep us full of thy substance because only with thee can we make our living."

Then cometh the letting of the contract. Whereat one contractor draws the prize, and the rest of the contractors beat their breasts and pour ashes on their heads, and say with a mighty shout, "He can't do it for that money." Always they have said this, and always to the end of time will they say it.

But the low bidder he smiles and is pleased with himself, wise in his own conceit, and he hunteth up the three-prong men and taketh them to dine and handeth the check to a material man.

## CONTROLLED ACCESS VERSUS UNCONTROLLED ACCESS

Some opponents of the control of access concept contended for awhile that while the accident rate might be lower on those facilities having control of access, the fatality rate was higher. This anomaly was due to the fact that when controlled access facilities (particularly toll roads) were opened in areas where the majority of the drivers had no experience in the driving techniques of high speed, high volume expressway operation, the mortality rates were high in the initial months of operation. But it was found that as drivers became familiar with the higher-than-usual sustained operating speeds and oriented in behavior conducive to safe operation on such facilities that the mortality rates declined to new lows as shown in the following table (1954 data except where otherwise indicated):

**FATALITIES PER 100 MILLION VEHICLE MILES - NATIONAL AVERAGE, ALL HIGHWAYS - RURAL AND URBAN.**

1941 - 12.0 - 1948 - 8.1 - 1951 - 7.6

EXPRESSWAYS (controlled access):

TOLL Pennsylvania - 4.2 - New Jersey 2.5 - Maine (1953) - 2.1 - Turner (Oklahoma-1953) - 4.5

FREE Virginia, Shirley Highway, Fairfax County (11.5-11) - 4.3; Connecticut, Merritt Parkway (37.5-15) 3.7; Massachusetts, Route 128, Boston Belt (24.6-20) - 2.5; Metropolitan New York Systems - 2.5; California,

Bayshore Freeway (8.5-83) - 2.2. California, Hollywood Freeway (5.5-79) 1.8; Virginia Shirley Highway, Arlington County (2.5-32) - 1.7; Texas, Houston Gulf Freeway, city portion, (9.0-108) - 1.6; Connecticut, Wilbur Cross Highway (29.5-15) - 1.3; Virginia Pentagon Network (8.4-40) - 1.3; California, Santa Ana Freeway, (11.6-45) - 0.9; D. C. Whitehurst Freeway, (0.8-28) - 0.0; Missouri, Kansas City, Southwest Trafficway, (1.2-30) - 0.0; Rhode Island, Olneyville Bypass, (3.6-7) - 0.0; Texas, Dallas Central Expressway, (3.0-36) - 0.0. Parenthetical figures give length in miles and average daily traffic volume in thousands.

One of the soundest measures of the value of access control in accident reduction is to compare experience on parallel highways since they are used by the same bloc of drivers and vehicles and the general pattern of driver behavior for the area applies to both.

U. S. No. 1 is paralleled by the Henry G. Shirley Memorial Highway in Virginia just north of Washington, D. C., for about 14 miles and each carries about the same volume \*(ADT-10,000 vpd) of traffic and each is four lanes wide. U. S. No. 1 is undivided, has 10-ft. traffic lanes, narrow shoulders, and no access control. The Shirley Highway is divided, has 12-ft. traffic lanes, 10 ft. shoulders, and full control of access. The experience on these parallel sections of roadway is startling.

	<u>Accident</u>	<u>Death**</u>
U. S. No. 1	685	15.9
Shirley Highway	205	4.2

Between Detroit and Ypsilanti, in Michigan, U. S. No. 112 and the Detroit Industrial Expressway are roughly parallel, each about 24 miles long and each carrying traffic loads varying from 14,000 to 25,000 vpd. The Industrial Expressway has a median, four 11-ft. and 12-ft. traffic lanes, and access control. U. S. No. 112 has no access control and undivided pavements from 40-feet to 100-feet in width, the narrower widths predominating:

	<u>Accident**</u>	<u>Deaths***</u>
U. S. No. 112	495	4.5
Industrial Express	140	2.5

U. S. No. 1 and the Merritt Parkway are parallel facilities in Connecticut. U. S. No. 1 is in the Long Island Sound shore area while the Parkway is several miles inland. But each is about 40 miles long and carries about 15,000 vehicles per day (passengers only on the Parkway, mixed traffic on U. S. No. 1). U. S. No. 1 has a cross-section of 36 to 4p ft. pavement with narrow shoulders, and no access control. The Merritt Parkway has a 20 ft. average width median, four 13 ft. traffic lanes, wide shoulders and full control of access. (1940-1952)

	<u>Accident**</u>	<u>Deaths**</u>
U. S. No. 1	481	8.1
Merritt Parkway	250	4.1

A summarization of experience in several states gives a broader picture of accident and mortality data than

the individual highways:

Degree of Miles in Accident**	Deaths**
Access	Summary
<u>Control</u>	<u>Control</u>

None	899	408	8.0
Partial	849	240	9.6
Full	434	171	2.8

This table points not only to the benefits of access control but to the hazard of half measures.

\*Average daily traffic-Vehicles per day.

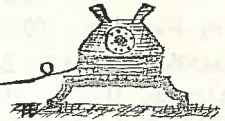
\*\*Per 100 Million Vehicle Miles

## OUR APOLOGIES....

The last issue of the magazine was all old news as we well realize, but it was simply because the reproducing of the mats was held up for many reasons. In order to try to achieve a more professional appearance, we tried a new method by typing directly to a duplimat plate. When we finished our part, more trouble developed when the Reproduction Room became bogged down with an unusually heavy work schedule. This editor was just before being carried off by the men in white when we were rescued by some friends who were kind enough to run it for us. It was not going to be a "one-stop" publication, but simply a "trying-out" for accelerated (?) service to the readers, but since we had such tough luck with that method, we tried another on this issue. This one leaves much to be desired but we are learning, and we hope to improve on the issues as we become more used to the process. Bear with us, won't you?



## the partyline



### RIGHT-OF-WAY DIVISION

Rose Bivens - Reporter

We would like to welcome our new employees to the office. They are: Carolyn Wilkerson and Donald Mann who are in the Auditing Section; Flo Pence in Legal; Barbara Young and Linda Colbert in Acquisition Section, and Zack Mashburn in Appraisal.

We are happy to have Mary Jo Spencer back after being absent a week due to illness. Carolyn James has also been absent for several days taking care of her daughter who had the measles.

Caroline Hines and hubby James, will move from Conway to Jacksonville after James graduates from Arkansas State Teacher's College. We are happy for both of you, Carolyn.

The marriage of Miss Marjorie Johnston and Wayne Allen Blake, son of Mr. and Mrs. Harry W. Blake, is announced by her parents, Mr. and Mrs. Bob Johnston. Marjorie is a graduate of Central High School. Wayne is a graduate of Ole Miss. The wedding was performed Saturday, June 7, in the First Presbyterian Church in Little Rock. Dr. Fred R. Harrison performed the ceremony. Our congratulations to Marjorie and Wayne and we wish them a lot of happiness.

### STATISTICS AND ANALYSES

Mary Ann Brummett - Reporter

The engagement of Jamie Huff's son, Bill, to Joada Hankins of North Little Rock, was announced recently. Bill, a graduate of the University of Arkansas School of Law, is a Rhodes Scholar at Oxford, England. Joada is a senior at the University. They plan to be married in July. Our Congratulations!

Dodson I. Leonard of the Road and Bridge Inventory Section was awarded his 20-year Service Pin and Certificate of Merit in May by Mr. Herring. Except for several months of leave before and during World War II, Dodson would have had 22 years of continuous service with the Department. He has the distinction of having been on top of and under every bridge in the Highway System, and also of having been in every county court house, city hall, post office, and school building whose district operates school bus service. We congratulate you heartily, Dodson.

E. H. Ritchie, Hardy, was married to Miss Belua Brewington on Thursday, May 8, in a ceremony performed at the Methodist Parsonage, by the Reverend Lee Anderson. The Ritchies will continue to make their home in Hardy. Our heartiest congratulations to the newlyweds and we wish them much happiness.

## the partyline

The ladies of this Division had a picnic luncheon at Fair Park on May 28, in honor of Lena Rhodes, who is retiring from the Department, and Iva Hemphill, who retired last year. We all enjoyed the delicious meal which consisted of fried chicken, potato salad, slaw, iced tea, and topped off with cake, strawberries, and topped off. We will all miss Lena and wish her much happiness in the future.

Barbara Rider celebrated her birthday on May 6, by buying cokes for the S & A Division. It was Barbara's eighteenth, and we all wish her many returns of the occasion.

The Division's Great White Hunters, Pete Benetz and Henry Mercer, giggered 11 frogs on a recent excursion. They are now planning a trip to Florida to bag some of the monster toads that inhabit that region.

Convention-goers in May were J. Russell Henderson, who attended a week long meeting of the Highway Measurement School at the University of Georgia, and Leroy Beckett, who went to the Rand-McNally conference in Chicago to study the latest mapping techniques.

Among those who were ill last month were J. C. Hubbard, who was hospitalized in Forrest City, and Marlin Powell who suffered an allergic reaction to the paint in the office. We're glad they are back with us.

Ruth Cantley's sister from Kansas City, and her daughter, Alice Cagle and children, of Shreveport, visited her during the week end of May 18.

The Brummetts drove to Fayetteville the last week end in May to attend the graduation of this reporter's sister, Nancy, from the University. And also, at a recent meeting at the home of Mrs. Winslow Drummond, your reporter was elected Secretary-Treasurer of the recent graduate groupe of the Little Rock branch of the American Association of University Women.

### THE OBEDIENT TYPIST

"But I thought -" said the typist, meekly.

"It's not your business to think!" snapped the manager. "All I pay you for is to take down what I tell you and type it. Now take this."

Later, in the pile of letters brought for him, was this:

Dear Mr. Smith:

"Don't forget the 'e'. Thinks it's aristocratic. Father was a junk man. With regard to your letter of - look it up. Why can't the man use a typewriter if he can't write readably? I can quote you the following prices. Hi, Jenks, what shall we stick on for that fellow Smithe? Twenty? Thirty, you say? Right. He can afford it. Awaiting your esteemed orders, I am truly yours. Thank goodness that's over with."

# the partyline

## EQUIPMENT AND PROCUREMENT

Mary M. Hill - Reporter

Wedding bells were ringing for E. L. Cross, one of our young mechanics who was married on May 3, to Miss Shirley Mitchell, Des Arc, Arkansas. Congratulations and we wish you lots of happiness.

Asa L. Duncan, Equipment Inspector in our Division, has been hospitalized in Fort Smith where he underwent surgery on May 13. Mrs. Duncan reports that Asa came through the operation fine and is recovering nicely.

Adolph Stroble, a mechanic in the light equipment shop at Jacksonville, suffered a heart attack on Wednesday, May 14, and is in St. Vincent's in Little Rock. We all wish you a very speedy recovery, Adolph.

James S. Alexander was on the sick list from May 1 through May 18, but is back on the job now and we are glad to have him back.

Mr. and Mrs. Lem Kirkpatrick will be going to Denton, Texas on May 29, to bring daughter, Kitty, home. Kitty is a student at T. W. U. in Denton.

Bernie Cox will attend the annual homecoming at Murfreesboro on May 29. Bernie says it is a big event with lots of good food and he is looking forward to seeing his friends.

Bonnie and Bob Hill made a trip to Bob's home town, Indianola, Iowa, on April 30, and returned May 4.

Happy Birthday to the following employees who celebrated birthdays in May: Charlie C. Cox, E. L. Cross, Carl Hillis, W. K. Heard, C. D. Thomas, Frank Pratt, W. W. Yancey, and Colleen Van Nostrand. Hope you all have many, many more of them.

I. B. M.

LaVerne Henderson - Reporter

We welcome a new employee to our section, Charles "Nick" Nichols. Glad to have him aboard.

Art Johnson and his wife have as their guest, Mrs. Johnson's grandmother, Mrs. Ida Pyritz of Chicago. She will spend a month with them.

Erma Jetton spent two weeks at their cottage on Lake Conway recently. Also, their son, Lane, flew home for a couple of weeks leave from Florida where he is stationed with the Air Force. Erma and Robert were glad to have him.

Gladys Plunkett and family spent the week end at Lake Hamilton not long ago. Her daughter, Sue, is at home for the summer from college.

Henry Williams, Vault Custodian, is spending a week in Louisiana.



# the partyline

## MATERIALS AND TESTS

Julia Mae Steele - Reporter

Our boss, E. L. Wales and wife, Hilda, are spending their vacation in Florida. They are having a good time and catching a lot of fish.

Congratulations to H. W. Schneider and B. F. Strange on receiving their Service Pins and Certificates of Merit for 25 years of service.

Maureen Rodgers of Eldorado, a former employee, visited us recently, as did Ed Rauch who is in the State Sanitarium at Booneville. Ed looks good and is feeling fine.

Congratulations to Gary Wood, son of Billie and Leola Wood, who will graduate from North Little Rock High School. Gary's activities include Key Club, National Honor Society, Tri Chem Society, Theta Science, All State Band, Concert and Marching Bands, and the Student Council. Billie Woods is one of our inspectors.

We have a new bridegroom in our Division. Jerry Stacks of Plummerville was married to Miss Lucille Sims of North Little Rock, May 24. They will reside at 100 Denison. Congratulations, to the happy couple.

Clifford Raborn, an inspector, accepted a job with Barrow Agee Laboratory recently.

Frances Roller's little niece is in the Children's Hospital in Memphis where she underwent an operation recently. Others who were hospitalized because of operations are Ellen Roark, Mr. Roark's daughter-in-law, and Russell Newsom's father, of Wynne.

Our Division was saddened by the passing of Ray Orrell, who was fatally injured in an automobile accident on May 2, while en route to his home in Hot Springs. Our sincere sympathies are extended to his family.

## MAY I BORROW A PENCIL?

I know not where thou art,  
I only know  
Thou were on my desk  
A moment ago.  
But as I turned my head  
To talk a little while  
Some heartless wretch  
Went South with thou.  
Perchance it may have been  
That same bum,  
Whom I stole thou from.  
I guess I have myself to blame.  
So I'll just turn around  
And do the very same.

There was a man in our town and he had wondrous health, but recklessly he squandered it, accumulating wealth.

And when he saw his health was gone, with all his might and main, he squandered all the wealth he'd won to get his health again.

# the partyline

## PERSONNEL DIVISION

Hazel Hicks - Reporter

The Personnel Division has been resembling Grand Central Station recently, what with all the summer applicants pouring in, as they do at this time of the year.

Jackie Wallace spent the week end of May 24, in Heber Springs visiting her grandmother, Mrs. Nora Wallace. She brought back her niece, Wilsia Jean Gregory, for a visit.

We are all very glad to have Sarah Neel back with us after her ordeal with her hand. She pulled a ligament in her wrist while pushing on a filing cabinet! An occupational hazard...She was in the Baptist Hospital almost a week and convalescing at her home for over a week. She's fine now and going to Memphis with Walter to spend the week end with their son, Walter, Jr., and wife, Margarite, and their twin daughters, and son.

Martha went to Memphis May 22, to spend the week end with her sister and family, Mr. and Mrs. John F. Stanford, Jr. She flew over with another brother-in-law, Jack Adams, in his new Beechcraft (Twin-Engine) and she said it was a luxurious thing. She enjoyed her visit and took in the Horse Show while she was there. She said it was good to get back to the old home town every now and then.

The Peyer family, including their Housekeeper, all came down with a virus (everything seems to be called that, doesn't it?) recently. They felt pretty puny for awhile, but they all came out of it o.k.

Billie Ruth Moore, out of school now, from Little Rock University, is working full time now, we're happy to say. It's good to see her bouncing around the office. She takes in so many parties that they are too numerous to mention. Ah! to be a teen-ager once more!

Boss, Fred Tanner, and Jimmy Zinn, went to Fayetteville May 12-14, to interview undergrads. Mr. Tanner's birthday was May 12, so before he left the Personnel gals, Jimmy, and Norman Smith presented him with a gift certificate for a new hat. When they got to Fayetteville, Jimmy took him to dinner at Heinie's Steak House.

The Hicks' (Yours Truly) recently bought a new barbeque grill and rotisserie and it has at least 25 hours cooking time on it. Hubby Randle, enjoys getting out in the back yard for picnics and so do the kids. A party for Nancy and Sonny was given by us the day school was out. Had a weiner roast in the back yard. They all had lots of fun and so did the parents.

GOSSIP: Something that goes in one ear and out the mouth.

# the partyline

## ACCOUNTING

Margaret Halbert - Reporter

Mr. and Mrs. Fred Leebrick held open house May 3, at their new home, 110 Glen Drive. The Accounting Division presented them with a large pot plant. We all wish the Leebricks much happiness in their new dwelling.

Johnnie Beavers attended a three-day convention May 2-4, which was held by the Disabled American Veterans. He was elected treasurer.

Welcome to James Watts, a new employee in Accounting. He is replacing Jim Cook who is now in the army.

Virginia Jones visited with her mother and father from Dallas, at Locksburg, Arkansas, May 16-18.

Margaret Allen enjoyed a visit with her son, John and family, from Houston, Texas the latter part of May.

The Division honored Leta Leslie with a potluck May 23, as a farewell party as Leta is leaving us soon to be married. We presented her with an electric mixer and Mr. Dave Hamilton gave her a three place setting of her silverware pattern.

Allene Boysen enjoyed a visit from her sister, Mrs. William Jones and family of Hamburg. Charlotte Jones participated in the Horse Show.

We would like to extend our deepest sympathies to Blanche Smith whose father, Mr. Dennis McKay, passed away, and to Olin Randle, on the loss of her husband, Wallace Randle.

## PUNCTUALITY

Mark Twain once said: "Never be on time - you waste too much time waiting for the other fellow.

At the risk of being old-fashioned, it is extremely annoying for that portion of humanity who simply find it impossible to be on time for appointments, business or social.

You can see them every morning, with coat-tails flying, dashing for the bus. At the theater they arrive minutes after the curtain goes up, and invariably step on your toes. To these people, being late isn't an occasional misfortune...it's a daily habit.

Napoleon said, "I beat the Austrians because they didn't know the value of five minutes."

The mark of a really big man is consideration for your time by being prompt. J. P. Morgan once figured that his time was worth \$1,000 an hour. He had no patience with men who were late for appointments with him.

On Judgment Day, after St. Peter has closed the Pearly Gate, there will come a banging and a-hollering..."Let me in!" as the perennial late comers are consistent to the end.

# the partyline

## ROADWAY PLANS|

Haydon, Lee, Hicks - Reporters

Jim and Sue Breazeal and son, Max, have recently returned from a 17-week stay at Fort Sill, Oklahoma, where Jim attended the Officer's Basic Artillery School. Jim said they were glad to get back home.

A large group of our men in Plans went to Lake Ouachita May 21, on a fishing trip. Travis Orton, Ralph Rogers, Frank Lemon, and Cameron Lowe operated from Mt. Harbor Landing. Fishing was poor...weather hot and healthy. Nice clean fun. Bob Narrell, John Adams, Brooks Nichols, Ray Garner and Babe Williams also went over. Bob, John, and Brooks brought back the biggest haul.

More fishing reports over at Lake Ouachita: John Dunn, Charles Toland, Glenn Trammel and Don Potter. They reported a dry run...

We note that R. B. (Bud) Smith is driving a new Mercury station wagon, with all the automatic gadgets except remote control and a television set. Congrats!

Frank Hutchison, "Arlo" Waggoner, Duane Reel, and Marvin Bunch report the second best haul at Lake Ouachita on May 21.

## DISTRICT 3

Division 3

Olive Jackson

Hope

We are indeed nappy to have our boss, Ardell Clark, back on the job, after having been in the hospital for several weeks.

Congratulations to the following employees who received their Service Pins and Certificates of Merit during the month of May in our Division: Edna Lewallen and Lige Daniel, 5 years; Elmer Horn, 10 years; and your reporter Olive Jackson, 25 years, who received her pin by the Commission at its meeting May 7.

We are glad to report that Perry Russell, who has been critically ill in a hospital in Ashdown, has improved considerably and has now been moved to his home. Other employees off due to illness are: A. L. Smith, who was in a hospital in Texarkana, Clyde Tullis, who was in a hospital in Hope, Leroy Hatfield, John Gray, and Donald Embree.

Congratulations to Lula and Loyd Haynie, who celebrated their thirty fifth wedding anniversary on Monday, May 5.

Our Division Headquarters building is getting a new roof which is looking very nice and of which we are very proud. Also, we now have a nice new Division Headquarters sign.

# the partyline

## DISTRICT 2

Division 2 Ouida Grimes Pine Bluff

Congratulations to Mr. and Mrs. Almus Leopard who are the proud parents of a 7 pound, 14 ounce, baby girl. Nina Jean was born May 19.

We are happy to report that Mrs. J. L. Goins' sister and husband are improving after an automobile accident in Texas recently. Mrs. Goins went to Texas to be with them for several days.

Charles R. Gaddy, our Stock Room Clerk, is in the Davis Hospital. We miss you Charles, and hope you will get well very soon.

The fish fry at St. Charles which was held on May 17, was the best ever! Ben Jackson and his St. Charles Ferry Crew and the wives gave the party. We had fish with all the trimmin's. Our honored guests were: Mr. and Mrs. A. G. Rives and son, A. G., Jr., and Mr. and Mrs. Gerald Sisk and their two sons, and Tommy Adams, from Little Rock. We always look forward to the annual fish fry.

We extend our heartfelt sympathies to Mrs. Edgar C. Carpenter and family on the loss of her husband, who passed away May 10. Mr. Carpenter had worked for the Highway Department for several years. Also our sympathies to Floyd Walker whose wife passed away recently.

## ACCOUNTING (con't.)

A coffee was held in the Accounting Division in honor of Virginia Jones and Roy Shelby, who received their 5-year Service Pins and Certificates of Merit. Congratulations.

Jessie Lee Perry, Mail Room Clerk, was off recently due to illness, but we are happy she is back with us and feeling chipper again.

## TOP THOUGHTS

submitted by Ferol Jones

If you were walking from the well carrying a bucket of water and someone jostled you, there could be spilled from the bucket only that which it contained.

As you walk along the way of life, people are constantly bumping into you. If your life is full of ill-nature, bad temper and ugly disposition, those things will be spilled from it. If it is full of Christian spirit, you will spill a smile or some pleasant remark. You can spill from your bucket only that which it contains.

-Pauls Valley Rotanews

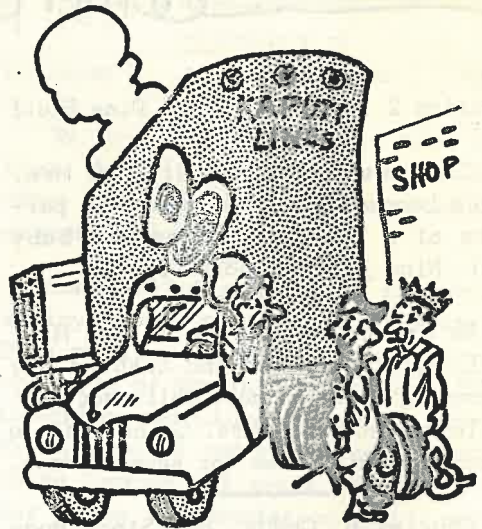
A lady driver named Dolores  
Opened her door to step to the  
florist.  
A truck came along, and took it  
along,  
And left poor Dolores  
doorless.

# Glimpsed In The Building

Leroy Beckett, with a handful of maps and a mind working like mad, plotting another...Bill Looney with his whimsical smile...Buddy Lewter full of bounce and compliments...Hazel Hicks, with her fabulous memory...John Hume, the walking encyclopedia...Bill Moore with his short jokes and puns, told with a dead-pan expression...

Whatever Lola Buck wants, Lola Euck gets...when it comes to payrolls that is, and if you want your bucks...Charlene McClain, friendly as a little puppy and whose fingers play tunes on her typewriter as well as her marimba. Ceceil Byrns with a wealth of road info at her fingertips, and her airy "hello, eva'body"...Sandra Fiedler, with her shy sophistication, and her mother, Adele, bubbling with zest and humor...Leontee Connelly, the "Elsa Maxwell" of the Department, when it comes to giving parties...Margie Shirley, the Director's Office "extra" always ready with a laugh...and Marie Rossing, who never wears a frown...Therese Peyer, whose down-to-earth philosophy makes one feel humble...Fred Pulliam, pipe-in-mouth, and always willing to listen.

Ray Garner, giving everyone the low-down of the Democrat headlines, when he returns from lunch...Dorothy Switzer with her sweet disposition. Lucy Dishongh, with her chemise blouses and jewelled flats...Bill Rainwater, another charmer, seen here and there. Frank Phillips and his "worn-out" emergency office equipment.



"Which one of you fairy godfathers granted my fondest wish for an air horn?"

"...AND BE SURE IT GETS THERE IN TIME FOR THE NEXT ISSUE OF THE MAGAZINE."



Deadline - June 24



# JEST FOR FUN by jimmy zinn



Friend: "Well, my dear, how do you like the new playpen?"

Mother of five: "Oh, fine. I sit in it every afternoon and read, and the children can't get near me."

Insurance salesman "If your husband died tomorrow, what would you get?"

Housewife: "Oh, a fancy fur coat."

Census taker: "What is your husband's name?"

Mrs. Murphy: "Pat."

Census taker: "I want his full name"

Mrs. M.: "Well, when he's full he thinks he's Jack Dempsey."

A drunk watched a big man enter a revolving door. As the door spun around and round, a pretty girl stepped out.

"Darned good trick," mused the lush "but I just don't see how that guy changed his clothes so fast."

A Texan, visiting Australia, saw his first Kangaroo, and said to a native, "ah'll grant you one thing for sure, neighbor, your grasshoppers are a mite bigger than ours."

One: "Our son is the living image of his father."

Another: "Well, what do you care, as long as he is healthy."

Wife: "You were talking in your sleep again last night."

Hubby: "When else could I get in a word, my dear?"

A drunk had fallen from a fourth story window, landed in the street without apparent harm. A crowd was gathering as a cop rushed up and said, "Well, what happened, give me the truth of it."

"I don't know," said the tippler, "I just got here myself."

At a dinner party the guests were discussing whether women or men were the most trustworthy in business. "I don't believe that any woman can keep a secret," opined one man scornfully.

"I wouldn't say that," retorted the forbidding looking lady sitting opposite him. "I've kept my age a secret ever since I was 24."

"Nevertheless, I'll wager that some day you will let it out," replied the skeptic.

"I seriously doubt it, sir. When a woman has kept a secret for 20 years, she can keep it forever." --Nuggets

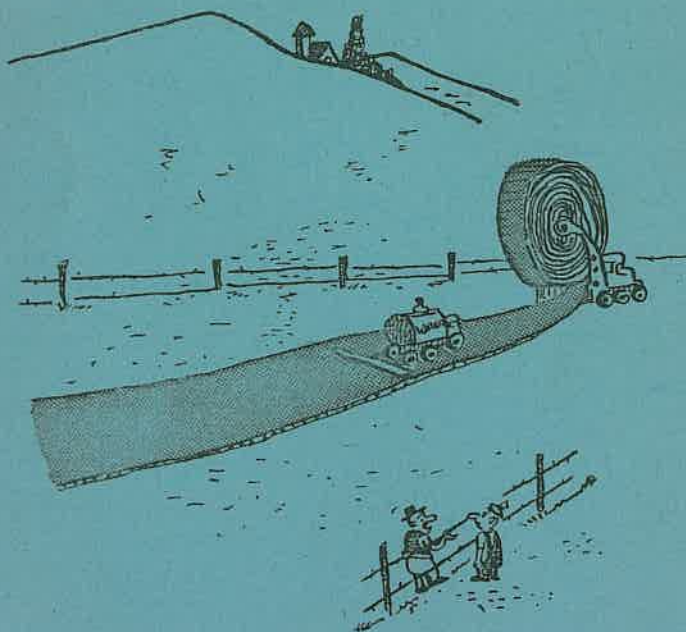
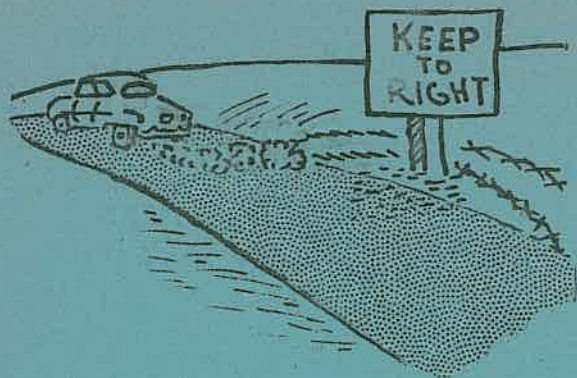
"Oh, so you have two grown daughters. Do they live at home with you?"

"No, they're not married yet."

The history teacher was conducting a little quiz and she asked, "What battle was it in which General Wolfe said, 'I die happy,' when he heard the enemy was on the run? Can you tell me, Willie? Willie replied: "I'm not sure teacher, but I think it was his last."

"They say your wife is outspoken."

"By whom?"



"They call it instant highway...  
...you just add water."