

OCTOBER 1963

ARKANSAS  
HIGHWAYS

magazine.

# Last Section of Freeway Between Benton and Jacksonville Opened

September seemed to be "ribbon-cutting ceremonies" month. Within ten days two major links of Freeway were opened for traffic - one the last section to be completed between Benton and Jacksonville.

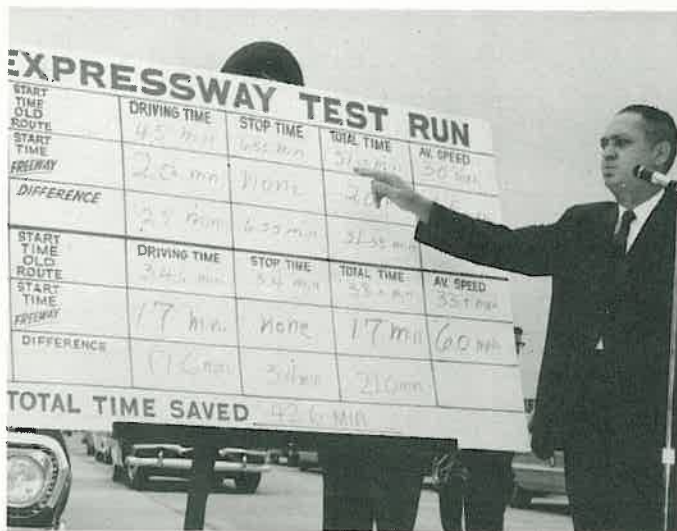
On Friday, September 6, the Markham Street Interchange was open for business. On Monday, September 16, the section of the Freeway from Capitol Avenue to Roosevelt Road was officially opened by a crowd of state, county, and city officials and Chamber of Commerce representatives. Governor Faubus made a speech and Pamela Jackson, Miss Arkansas, cut the ribbon.

Faubus said the Freeway was the "most difficult and expensive section" of the Interstate Highway system through Arkansas. He said that he hoped two other difficult parts of the system - sections between Little Rock and Conway and between Little Rock and Pine Bluff - could be completed soon. The Pine Bluff section is not a part of the Interstate system.



"Miss Arkansas," Pam Jackson of North Little Rock, snipped the ribbon to open the new section of the Freeway. She is with Governor Faubus and Highway Commission Chairman Wayne Hampton of Stuttgart.

The official representatives at the ribbon cutting were: George Tyler, president of the North Little Rock Chamber of Commerce, and City Clerk Percy Machin of North Little Rock; City Manager Ancil M. Douthit and Mayor Morse of Little Rock; Dr. Thomas Wortham, president of the Jacksonville Chamber of Commerce and Mayor John H. Harden of Jacksonville; and Paul Mooney, president of the Benton Chamber of Commerce, and Mayor John D. Little of Benton. Dan Cotton of the Little Rock Chamber of Commerce was master of ceremonies. Will S. Mitchell, president of the Little Rock Chamber, and Wayne Hampton chairman of the Highway Commission, also spoke.



Acting Director Ward Goodman used a large poster to illustrate how much time the Freeway route will save for travelers crossing the County. Four cars, two from Jacksonville and two from Benton, made a trip across the County using the old and new routes. They determined that the Freeway route saved 42.6 minutes.



George Tyler, president of the North Little Rock Chamber of Commerce.



Above left, W.S. Mitchell, president of the Little Rock Chamber of Commerce; right, Dan Cotton, chairman of the Traffic Committee of the C of C.



The Little Rock Chamber of Commerce gave a luncheon at the Little Rock Club after the ribbon-cutting ceremonies. Shown above are J. Sammy Smith, the Chamber of Commerce's manager of public relations, and William E. Henderson, the C of C executive vice president. At left are two AHD engineers who played a big part in the construction of the Freeway, Travis (Buddy) Orton, Jr., and George Peevy.



Administrative Assistant Y.W. Whelchel is shown right. Across from him is Henry DeNoble, Little Rock traffic engineer.



Highway Commissioners Truman Baker and John W. Harsh assist Pam in showing a new license plate which was recently made available to the public.

# DRIVING ON THE FREEWAY

MORE MILES of freeway will be opened this year and more motorists, by the hundreds of thousands, will make use of them on regular daily trips. For many drivers, it will be like going from eighth grade to college in one jump.

FREEWAYS are different. And the first essential step for the freeway novice is to recognize that he is entering a strange area.

His conception of a freeway is likely to be only half-baked. Here is a fine, broad pavement, a dandy place to go fast under protection of a high potential of safety. And now, after bucking traffic congestion and stop lights, is a chance to relax.

While it is true that freeways are designed ideally for 70 mph with safety and comfort, realistically they can be only as safe as the people using them. When relaxation becomes inattention, freeway driving becomes dangerous, and since speed is higher and accidents more severe than on older roadways, there is no permissible margin of error.

For the driver unused to freeways, the first obligation is to learn the course. Unlike the conventional roadway, with a painted stripe down the middle, intersections at grade and assorted traffic entering from cross roads and driveways, the freeway actually is two separate roadways, one for each direction, with overpasses or underpasses at cross roads and entrance and exit at infrequent intervals. But they can be misused.

The obvious point to start on a freeway is an entrance ramp. This may be a straight or curved lane leading to an outer lane of the freeway. In either case, the ramp is one-way, and while this should be plain, it is amazing how many drivers, either confused or inattentive, make their way into an on-ramp when trying to leave the freeway.

Ramp driving is a freeway specialty that is entirely new to the first-time driver. Whether entering or leaving, proper use of the ramp calls for reduced speed and consideration of other cars. The attentive driver will have no difficulty, for ramp designs afford easy maneuvering with complete safety.

At most entrance and exit ramps, extra lanes are provided. They are designed as deceleration lanes at exits and acceleration lanes at entrances.

The driver enters the freeway into a full width lane that extends up to 500 to 600 feet from the point of entrance. In this lane he is safely out of the stream of fast moving vehicles and has time enough to adjust his speed and size up traffic in the adjoining lane. At some point before the acceleration runs into the freeway proper, the wide awake driver makes a smooth lateral movement and merges into procession.

Two things are important: have confidence that the ramp is properly designed for sight distance and speed adjustment, and avoid abrupt movements. Don't butt into freeway traffic; blend is the word.

Correct use of exit ramps starts with planning. A motorist entering a freeway should know where he is going and since he can't get off just anywhere, he should have determined the exit most convenient to his designation. A some distance from the exit, a sign will inform him of the location. Then or soon after, he should get into the lane for that exit. Usually this is the righthand lane, but at some points it is the left. In either case a distant sign gives directions in time to make the switch.

It is essential to understand that on a four-way or cloverleaf traffic interchange, there are two exit ramps. The first one the motorist comes to leads him into the intersection roadway as if making an ordinary right turn. This ramp is a fairly straight or slightly curved line. The ramp for making a left turn into the intersecting road opens beyond the bridge and is a generally continuous curve, sometimes of short radius. In all instances, exits are plainly signed, both in advance and at the spot, and with due caution are easy to use.

## Don't Ignore Posted Ramp Speed

There is, however, trouble for the driver who ignores posted ramp speed. The thing to learn is to slow down some distance before entering the ramp. Like the acceleration lane at entrance points, the deceleration lane at exits is an extra. It affords room to leave the 70 mph lane in a safe movement and time enough to reduce speed to suit the ramp.

Speed perception is difficult for some drivers. After traveling for miles at 70, a reduction to 40 on a ramp designed and posted for 20 or 30, means trouble, especially on the tight wind of a cloverleaf left turn exit. A wise driver will check his speedometer and thus learn to make the movement smoothly and safely.

Before leaving the subject of ramps it should be pointed out that there are two types of freeway interchange. In rural area, where land costs are not prohibitive, the usual type of four-way interchange is the cloverleaf. In highly developed areas, as in Little Rock, both entrance and exit ramps are placed parallel to the freeway. Both types are adequately signed and are easy to use by the driver who understands the design.

Once on the freeway, and hitting 70, the new driver is in for a new experience. He may be used to heavy traffic at low speed or to high speed out in the country with light traffic on the road. Now he is moving fast, with cars ahead, behind and alongside. There is a feeling of being hemmed in and with some drivers this is so intense that it may be termed "mobile claustrophobia." This condition is not only trying to the driver but it may also affect his driv-

ing behavior. In center lanes he is likely to be uncertain and in the outer lanes he tends to keep away from guard rails and overpass abutments, thus edging toward cars in adjoining lanes.

Drivers susceptible to "mobile claustrophobia" should understand that freeway lanes are amply wide and therefore it is perfectly safe to steer a straight course. If they cannot gain this assurance, it ably would be wise for them to stay off the freeways, at least during rush hours.

### Learn the Fundamentals

The hazards of straightway driving are created by drivers who either do not know or else ignore basic principles of travel at high speed. The fundamentals can be learned, and they are worth knowing, for things can happen at 70 mph that can be avoided on a 30 mph street.

Seventy miles an hour is 103 feet in one second. Figuring driver reaction time at 1.5 seconds, which is average, a car running at 70 travels 154 feet in time it takes to hit the brake pedal and another 216 feet to a stop.

This calculation points up the danger of running too close to the car ahead. Bad practice on any road, tailgate driving can be disastrous on a freeway. If it were only the car ahead to keep free of, it would be enough. But it is a special hazard of freeway travel that a rear end smash is passed along to following cars until the procession can be halted. An auto-auto accident on a conventional road is an auto-auto-auto-auto, etc., on a freeway.

A rear end crash is a constant danger. It may start with a car losing speed because of motor or tire trouble or because of a driver's sudden decision to slow down for a move into the exit lane. If following cars are not spaced sufficiently for reaction to the situation, disaster is multiplied. At 70 mph, a safe distance between vehicles is seven car lengths.

Uniform speed is essential to harmony on a freeway. Everyone knows it is bad to drive faster than the posted rate, but not everyone appreciates that the slow driver also is out of tune, possibly on the way to trouble. On a freeway, one slow driver is a menace. When the speed differential is as much as 20 mph, the slow car sets up a traffic turbulence that spreads into other lanes. Irritation is widely generated. Following drivers eager to pass are tempted to cut around in scant space. Perhaps the soundest advice is to use the freeway only when willing to join the band and play the 70-mph symphony. And for the peevish pusher behind, wait to pass until the way is clear.

Good drivers avoid promiscuous weaving on roads of all types. On a freeway, however, movements from one lane to another are necessary to reach exit ramps and are approved when properly done. To repeat, the driver who knows where he is going and takes ample time to make his move will have no

difficulty, but a last minute quick shoot makes trouble for the offender and for others.

The engineers who designed the freeways anticipated that every so often a car will have to stop and for such emergencies provided extra wide stabilized shoulders. As strict a rule as can be laid down for freeway driving is: Never stop on the pavement; pull off on the shoulder, clear of the outer lane. When re-entering traffic, avoid abrupt movement. Run on the shoulder until it is safe to move over. Freeway shoulders are firm enough to support heavy vehicles in all weather conditions. But they are designed for only one purpose - to provide a safe retreat for disabled vehicles. They are not to be used as an extra traffic lane.

A trip on a freeway requires a measure of foresight. For one thing, be sure of the gas supply. A motorist out of gas in the center lane is in a fix that is hazardous as well as embarrassing. A car on the way to the repair shop is out of place on the high speed, high volume lanes.

In addition to the foregoing do's and don'ts, an important item in the curriculum of freeway driving is the development of good mental and emotional attitudes. The objective is to acquire the "feel" of the freeway. The driver who develops this sense will be at home, undisturbed by the normal conditions of freeway travel and yet alert to his own share of responsibility and considerate of all other drivers.

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### Highway Dames Have Fall Meet

The Arkansas Highway Dames met for their first fall luncheon in the Commission Room in the Little Rock Central Offices. Forty ladies were present to hear a most enlightening discussion on "Charm" by Mrs. Letitia Jones Lee. Mrs. Lee, who is charming herself, spiced her speech with general pointers that all "Southern ladies of breeding" know, but profit by these gentle reminders.

A short business meeting followed the luncheon and the new policy of contributing Christmas card money to a "distress fund" was discussed. We would like for everyone to share with us in this gift of giving.

The next meeting is scheduled for Thursday, October 24, at 11:30 a.m. in the Arkansas Power and Light Building. Everyone will wrap a white elephant gift and play for bingo prizes. This is one of our "most fun" get-togethers and we are hoping many will come. Even the mothers of first-graders can stay long enough to enjoy the day.

If you think you do not know your fellow Highway wives, come to these meetings. You may meet a neighbor.

Mrs. M. S. Smith

## TWO P&R ENGINEERS PROMOTED

Two young engineers, both products of the Engineering Training Program, have recently been given promotions in the Planning and Research Division.

Lester Jester was promoted to section head of the Traffic Engineering Section after completion of a course in traffic assignment which was held in Washington by the Bureau of Public Roads.

An employee in P&R since February, 1960, Jester has worked in the Traffic Section on highway network planning studies and geometric design. He left the Department in September, 1961 to study for a year at Purdue University for a master's degree in traffic engineering. After completing his requirements, he joined P&R as a staff specialist in September, 1962.

During the past few months, Lester has worked with highway network planning studies in various cities and has taken over traffic operations throughout the state.

Jim Barnett, staff specialist and traffic engineering technician, has finished the requirements for a master's degree in traffic engineering after a year's study at Texas A&M and has rejoined the Planning and Research in charge of the planning unit of Traffic Engineering Section.

Barnett left the Department in September, 1962 for his studies. He was awarded a Research Assistantship and worked in Traffic Research while attending college.

Presently, he is doing a highway location study on US 67, from Pulaski County Line to Bald Knob. He has also been assigned the responsibilities of coordinator for the Pulaski County Transportation Study between the Highway Department and a consulting firm. This study complies with the Federal Aid Act of 1962 which requires comprehensive planning in all urban areas over 50,000 population.

Jim has done considerable work on highway network studies for several cities and also figures hazard ratings for railroad-highway grade crossings at the request of the office engineer.



Jim Barnett

## A GOAT HUNT IN ALASKA

(The following letter is from Larry Carlson to his father, L. Carlson, engineer of Bridge Design. Larry is an engineer with firm in Alaska. Ed.)

Dear Dad:

The biggest news lately is our goat hunt. A week ago (in August) the day dawned bright and clear - the first clear day in nearly a month. Four of us at the office had been tentatively planning a hunt for a couple of weeks, so when we arrived at work we looked at each other and said, "Let's go!" and we did. By a little after noon we were stuffed into an airplane heading for a little unnamed lake on the south end of Chilkat Peninsula near Excursion Inlet. After eating a little lunch we started off up into the ridges. We had climbed for about two hours when I spotted three goats bounding up the side of the mountain and onto the ridge we were on, and stop on a pinnacle about 500 yards ahead of us. We stalked to within 150 yards and after inspecting the heads and deciding they were respectable, shot them. One dropped near the top of the ridge; the one I shot took off down the lake side of the ridge and I had to shoot it three more times before it finally stopped. The other goat fell off a cliff on the side of the mountain away from the lake, finally coming to rest on a ledge about 500 feet down. Two of the guys went down to dress out that goat while two of us stayed and worked on the one on top. When we had finished skinning him out and cutting up the meat, I wandered a few yards away to smoke my pipe and enjoy the view. I climbed up on a little knoll and there, not 20 yards below me, were two more goats. They saw me about the same time and took off like a couple of scared jackrabbits. How they could move that fast over that steep talus slope is beyond me. Anyway, I hollered at the other guy and ran back to grab my rifle. (He had not killed any of the first three.) By the time we were ready to shoot, one of the goats was 200 yards away and the other about 300. He put a couple of shots into the nearer one, wounding it, before he ran out of shells, so I finished off his goat and then lobbed a couple at the other one which, by this time, was more than 500 yards away, but apparently didn't even come close.

So now we had four goats and the work started. We had two of them quartered out already and gutted the other two before we started back to camp. We packed down the meat, heads, and hide of two that evening (I had about 70 pounds in my pack and the others had similar loads). The way back was either steep talus slopes or steep snow fields. The snow fields were relatively easy - we could ski down those - but the talus slopes were murder. And it got dark when we were about halfway down. Jumping



## SAFETY AND THE SUPERVISOR - Part II

by: Bill Huie  
Safety Officer

SAFETY stems from Department policy which is carried out through a line of authority. If safe workmanship is the policy, it is interpreted to the workers and made a reality primarily through and by the supervisor. A working unit will be safe only if the supervisor uses all means at his disposal to encourage safe workmanship.

SAFETY is not something that men ought to be wheeled into; it is to be required and expected just as production is required. Safety should not be enforced with an iron fist! The "get tough" approach is viewed but dimly as an effective instrument for encouraging safe workmanship. In extreme cases, discipline may be called for but the supervisor must follow the Department policy in those cases. He is entitled to assume that the Department pays, not just for workmanship, but for safe workmanship.

THE supervisor in charge of an area or job must practice what he preaches. Nothing will wreck a good safety program faster than a demonstration by the supervisor that he is merely giving lip service to the safety program. He will be judged among his crew by the attitude he displays and the actions he performs rather than by what he says in safety meetings.

IN one important aspect, particularly, the supervisor should set a good example. For instance, safety hard hats are desirable as a supervisor's headwear. They are valuable not only as an example of safe and identifying dress, but also for use in demonstrating to employees the protection and identification they provide.

THE supervisor should let his presence be a constant and perfect demonstration that safety is his policy; that he expects it not only of his working force, but of himself as well.

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from rock to rock in the dark with 70 pounds on your back is not really much fun. Anyway, we all got back to camp in one piece, completely pooped. The next day we went back up on the mountain and packed out the other two goats without incident.

The length of the horns varied from 8 1/2 to 9 1/4 inches and they scored between 40 and 43 points (it takes 47 points to get into the record book). My goat had the largest horns but it was a nanny so they weren't as thick.

The lake we camped by is at 1500 ft. elevation and we got the goats about 3500 feet. We saw a total of 40 goats while we were hunting, most of them inaccessible. It's big country, rugged and spectacular, and dangerous. We learned that a hunter earns his goat.

Love,  
Larry

## NEWS BITS

Acting Director Ward Goodman's recent speaking engagements included the Stuttgart Rotary Club luncheon meeting on October 1, and the Central Arkansas Chapter of the Arkansas Society of Professional Engineers meeting at Hank's Dog House. The Stuttgart club heard Mr. Goodman speak on "The Arkansas Highway Department Finance Picture." His subject at the engineer's group meeting, "Professional Development," explained the steps made to develop professional engineers for the Department, and the opportunities the Department provides for their development.

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A traffic survey and analysis conference was held recently in Planning and Research to discuss the present and future methods of traffic collection, current problems and possible solutions, and to create a feeling of unity to work together toward one goal. Twenty-three men attended, including J.R. Henderson, Bill K. Cooper, Bill Huie, and Frank O'Donnell.



Back in 1960 Safety Officer Bill Huie, then working for the Crossett Company, had his picture snapped with a lovely young lady who was then reigning as Arkansas' Forestry Queen. She is today internationally known to one and all as "Miss America," and if anyone has to guess, she's Arkansas' and El Dorado's own possession, Miss Donna Axum. Needless to say, Bill is mighty proud of this picture.

## HIGHWAY LAWYER AND FAMILY TOUR CANADA

(Betty Grimes, Legal Division's news reporter, handed us the following article written by Marilyn Keys, wife of Tom Keys, attorney in Legal. We thought it interesting. Ed.)

The American family (Genus U.S.A.) on vacation sets out with fond hopes and neatly packed suitcases. When the road map points north of the border, the hopes are easily realized. (The suitcases are another matter, totally unaffected by geography.)

Such was the experience of Tom Keys, a member of the Legal Division, and his family.

Possibly, of all the points of entry into Canada the most favored one is over the Niagara River, and rightly so. The view of the two falls from the Canadian side inspires one, to say the least. People walking up and down make good natured comments or express the cliches about the falls, but one feels that behind every comment there is wonder and awe at "all that water."

We drove from Niagara Falls, Ontario, to Toronto on the Queen Elizabeth Way, a most modern multiple-land divided highway. Let no chauvinish deceive you; Canada has highways. The OEW swings around the western end of Lake Ontario through countryside that might be watered by mist from the falls it was so green. Fruit orchards abound as do roadside stands. The fruits which took our eye were the sweet cherries, red and white.

Toronto, thriving city on Lake Ontario, is as modern as today, but its drivers are out of this world. Every other one had the speed of a thunderbolt from the good right arm of Jove. All minor complaints aside, Toronto is an interesting city to visit. The capitol of Ontario, its Parliament Buildings in the center of the city, makes one feel the close tie with Britian. One is reminded of that close ness often in Ontario in that many sections of the province were settled by Loyalists to the Crown during the late Rebellion of 1775.

No tourist should miss Ottawa, the capitol of Canada. One of the many sights is that of the changing of the guard of red-coated Mounties at 10:15 each day. The ceremony lasts at least 30 minutes and includes bagpipe music - well, bagpipes.

Canada's past comes alive at upper Canada Village where the Province of Ontario has reconstructed a community of the early 19th Century. One can see the tavern, the doctor's house, the schoolmaster's house and many others.

Montreal, largest city in Canada, is both English and French. Menus and roadsigns, in order of importance, are written in both French and English. In this city there are many interesting churches and shrines. The Botanical Gardens here are worth a trip to Canada. Flowers that do not thrive in our hot summers abound, their colors deep and rich.

While Montreal still feels a little like home, Quebec is really a foreign city, the France of yester-

years. The radio programs are in French, and though the roadsigns and menus are in both languages usually, there is an occasional slip. Quebec is a beautiful city with the Chateau Frontenac Hotel dominating the skyline.

From Quebec we drove out on the Gaspé Peninsula that pokes out northeastward into the Bay of St. Lawrence. The loop around Gaspé is almost 900 miles. One follows water nearly the entire trip. The road rises from valley to hill and back again, but there is no monotony.

We were quite taken by the fishing villages along the way. The houses ranged in color from slate to aqua. Yellow was a favorite; pink was well represented. In the center of every village rose the spire of the church, as testimony to either the piety of the people or the work of early missionaries.

Our trip around part of Gaspé North was made on Sunday. After church the lads and lassies took to the highways - on foot. Both sexes were well-dressed, the boys in dark suits and the girls in the very latest styles, plus dark stockings.

Two sights along the Gaspé are a must, but then one couldn't miss them. The rock at Perce, an enormous thing, hurled, as it were, by a thousand giants, stands alone in the quiet bay. The other sight is Banaventure Island, a bird sanctuary. Millions of birds nest there.

We traveled from north to south in New Brunswick, entering Maine at Van Buren. Home is fine, but the an occasional visit with "kissing cousins" is, too.

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## HIGHWAY DAMES TO RAISE FUND

Wouldn't you like to say "Merry Christmas" to everyone in the Highway Department? The Dames are not rushing the season so much that Santa must ride a broomstick, but we have been buzzing about an idea and we can't wait until December to disclose it.

Nearly everyone has a gimmick. We don't. Last year the Dames decided we needed a project and a worthwhile purpose. Now, instead of paying dues, we contribute the amount of money we would usually spend on Christmas cards and stamps, to our fund. The money is used to help anyone in our Highway family who might need it. It might be you. It might be me. Your names will be printed in the December issue of the magazine.

Can you think of a more sincere Christmas message? Or a more simple way to send greetings to everyone? This does not apply to a small group who call themselves the Highway Dames. This means EVERYONE! Send your contribution to Mrs. Robert Mattox, No. 1 Ivy Drive, Little Rock. Forget that long list. And if your friends don't send cards to you, look for their names in this magazine.

Mrs. M.S. Smith



# AROUND THE DEPARTMENT



## DIRECTOR'S OFFICE

M. Adams

Acting Director Ward Goodman and Mrs. Goodman have a new grandson! The little one was born September 24 at St. Vincent's Hospital and is named Ward William Goodman, III. His father worked two summers for the Department.

William Roe Spencer, son of Joyce, secretary to Engineers Bill Moore and Bob Crafton, spent a week in St. Vincent's last month but has returned to school and progressing nicely.

Ferol Jones, secretary to Mr. Goodman, gained another son August 17 when her daughter, Judi, was married to Ronnie Tribell at Pulaski Heights Methodist Church. Judi and Ronnie have an apartment in Fayetteville where they are both attending the University.

Mrs. Y.W. Whelchel (Jimmie Ruth) is recuperating at home now after a stay in Baptist Hospital with a knee injury, the result of a fall. The progress seems slow to her, but she is well on the way to recovery.

Dorothy Switzer's daughter and son, Trude and Wally, are now in Arkansas State Teachers College at Conway. Wally is a freshman and Trude is a junior. Trude is president of Barnard Hall Student House Council this year.

Mary Day spent a nice vacation last month touring the southeast. She spent some time visiting friends in Florida, Alabama, and Louisiana.

This reporter's son, Jimmy, is attending Little Rock University as a freshman after transferring from Hendrix College, Conway.



## ACCOUNTING DIVISION

Tyronza Hines

James McCarthy and Johnnie Beavers visited at District 4 and District 3 last month.

Johnnie and Mollie are grandparents! Little Kristi Kay Beavers was born September 12 and her parents, Charlie and Kay, are beaming, as well as Johnnie and Mollie. Charlie is a lieutenant in the Air Force and is stationed in Florida.

Donna and Kenneth Smith announce the arrival of their second child, a boy, Kenneth Bryan, born August 23. The Smiths have a daughter, Sandy. Donna was file clerk in Accounting before she went on leave.

Les Perry's wife, Roberta, had a tonsillectomy in August.

As of this writing, Tom Dixon's wife and children are visiting in Dallas with her sister and husband, Mr. and Mrs. Robert Ishmael. Tom is getting a taste of bachelor life.

Lola Buck, our former payroll clerk, has returned home after being in St. Charles with her daughter and son-in-law, where she was recovering from an injury. Best wishes to Lola.



## BUILDINGS AND GROUNDS

Hazel McKim

Robert Arnold, his wife and son R.W. Huston, spent their vacation sightseeing and touring through Canada and crossing the Ambassador Bridge into Detroit. They also made short stops in Mississippi, Tennessee, and Ohio to see relatives. Arnold said Canada is beautiful.

Lovie Crownrich is a proud grandmother of a new baby grandson, Steven A. Humphrey, who arrived September 5. Steven's mother is Patsy Humphrey, eldest daughter of Lovie.

Glen Gatley spent his vacation painting the inside of his house...D.W. Bradley said he enjoyed just resting and reading during his time off.

F.O. Brady has retired for reasons of health.



## CONSTRUCTION

Lucy Dishongh

H.B. (Uncle Fat) Matthews took all the girls to lunch September 4 at the Embers to celebrate birthdays for: Geraldine (July 18), Charlene (August 21), Margaret (August 11) and yours truly (August 23). Wife Gladys and daughter Judy met us at the Embers and we had a delightful lunch! Thanks again, Uncle Fat.

The Final Estimate Section (headed by our own H.H. Perkins) has been expanding in an effort to keep up with the ever-growing highway construction program. Employees such as E.W. (Dub) Rogers, T.R. Koehler, Lew Greer, Gene Ashcraft and George West, who have kept the section out of delinquency in the past with their technical know-how and drive, have been flooded with a deluge of final estimates. To assist in this very important work we have acquired the services of the following men: Jerry Brannon, Bob Rankin, Danny Kimbrell, and Don Griffin. Also, recently Ronnie Smith transferred to this section and will devote his full time to the work. Taylor Harrison assumed the duties of Ronnie. The section could not expand with-

out additional space so the old Freeway Field office was acquired and Gene Ashcraft was placed in charge, assisted by George West and Jerry Brannon.

Ronnie Smith spent his vacation time assisting at the Naval Reserve Center and also getting some training.

Dub Rogers and wife Marquerite chaperoned a group of Hall High Band students to Hot Springs on Friday night, September 20.

Charlene McClain and husband B.F. motored to Dallas over Labor Day. They were guests of Mr. and Mrs. Bill Towhey.



## COUNTY PROGRAM

Barbara Oldham

We are glad to hear that Mary Teasdale, wife of Staff Specialist Jack Teasdale, is home from the hospital recuperating after a fall. Their daughter Pat from Houston is assisting in the recovery.

Bruce Norman Pryor made his arrival at St. Vincent's Hospital on Sunday, September 15, weighing in at 7 pounds, 13 ounces. His mom and dad, Mr. and Mrs. B.P. Pryor, are mighty proud of him. Pryor is an auditor sharing our office.

The Max C. Halls made a week end trip to Vicksburg to visit relatives recently. Max is ahead of schedule in his preparation for moving to the new headquarters building as they recently moved into their new home at 8101 McDaniel, which is near the site of the new building.



## EQUIPMENT

Sally Crook

Several employees have been vacationing. Delbert Pearl, bookkeeper, spent a week in Texas and Mexico. M.W. Skelton spent a week taking care of his wife who underwent surgery at Baptist Hospital. Others who stayed at home were F.J. Lamuel, W.M. Laman, and W.R. New.

The C. Don Hayes celebrated their thirty-eighth wedding anniversary September 19.

O.L. Doran and T.M. Vestal joined Central Shops last month. Welcome.

September birthdays: G.G. Carter, W.T. Jones, C.E. Ratcliffe, and E.C. Price.

T.C. Ellis, welder in central shops, underwent surgery at Baptist Hospital, but is back on the job.

Cummins Ratcliffe, who works in the equipment office, and his wife, Betty, are understandably proud of their son

Steve, 14. Steve finished his requirements for the rank of Eagle Scout and passed the Board of Review September 14. Steve is a member of Troop 28, sponsored by Second Baptist Church in Little Rock. He was presented his Eagle Award October 13 by the Reverend Dale Cowling.



Eagle Scout Steve Ratcliffe

Our sympathies are extended to the family of Troy Pruitt, equipment inspector, who died of a heart attack September 7; to J.L. Goins, Jr., on the death of his father; to C.W. Colvert on the death of his mother-in-law; and to J.L. Barnes on the death of his grandmother.



## MATERIALS AND TESTS

### M. Jean Ellis

We have two employees back with us. George Peavy, who has been resident engineer on the South Terminal Interchange to East Capitol, and George Knight, who recently received his BSCE from the University of Arkansas.

**NEW COMERS CLUB** - Five new employees joined M&T last month: Sibyl Maddox lives on Cumberland with husband C.A., daughter Sandra, and son Bob. Clifton Stewart lives with his parents on No. Palm, and is a graduate of Hall High and attended Little Rock University. Clifton is 19 and not spoken for yet. James E. Evans lives at 227 Greencrest Drive and attended the University of Arkansas for a year. Jimmie Brewster was recently discharged from the Navy after serving two years. He was stationed at Long Beach and served on the USS Ozbourn as a personnel man. Jimmie

graduated from the University of Arkansas with a BA degree in geology in 1961. He is a native of Magazine. Doyle Martin was employed at Waggoners Game Preserve before joining M&T. He and wife Sue live on Kavanaugh. Doyle attended Henderson State.

**FOND FAREWELL:** John Dunbar (now Private Dunbar) is stationed at Fort Polk, La.; Dick Pils and wife Elaine are now residents of the Medical Center. Dick has enrolled as a freshman in the School of Pharmacy. Margie DeLong accepted another position at Dansarts; and Charles Keathley is now with Westinghouse.

**RETIRED:** Thornton B. Rowe, technician, retired September 19 due to ill health. Thornton started working for the Department in 1942 and worked continuously in M&T. His wife Hazel works at the State Revenue Department. He and Hazel reside at the Capitol Hill Apartments. In the words of M&T Engineer Henry Schneider, Thornton "did an outstanding job" and we shall all miss him.

Henry A. Dreher, who recently had surgery, has been by to visit with us several times and we hope he will soon be back with us.

Russell M. Moore, staff engineer, suffered a heart attack September 26 and was hospitalized at Turner Memorial Hospital in Ozark.

The Henry Harts are proud grandparents - their first - of a boy born recently to daughter-in-law and son Sandy and Larry at Pine Bluff.

The Bill Woods gained a new daughter-in-law, the former Barbara Kaye Leonard of England, Ark., when son Gary married August 30. Gary is a junior at the University of Arkansas School of Medicine and Barbara is a senior at Little Rock University.



## PERSONNEL

### Sharon Gray

We have a new bride! Sandra Godfrey, our cute little blonde, and Ronnie Moyer of Searcy, were married at 8 p.m. Friday, September 20 in Second Baptist Church of Little Rock. In attendance for the candlelit ceremonies were the families of the bridal couple. Sandra wore an off-white wool crepe suit, with matching shoes and bag, and her headdress was a beaded and sequined pillbox hat. She carried white orchids. They honeymooned in Hot Springs and are now at home on Sixth Street. Ronnie is a freshman at Arkansas State Teachers College, Conway, and commutes each day.

Personnel Officer Dale Davison returned to work after being off several weeks due to surgery. He seems to be gaining his strength back each day. We were glad to see him back with us.

Lucille McDonald observed a birthday September 21. The girls in Personnel took her to lunch to celebrate.



### Bonnie Thomas

Charles Neal and Nola Satterwhite were married September 6 at Unity Baptist Church in Little Rock. Charles works in our Road Life, Road Inventory Section. Congratulations to this couple.

Most of our summer employees have returned to college - there are several employees attending night classes at Little Rock University this fall: Bill Smith, Billie Whiteside, Mary Kneipkamp, Mary Ann Dickson, and Charles Frazier.

Ruby Morrow resigned September 13, to accept a position in Conway. Ruby's husband, Billy Ray, is a senior at Arkansas State Teachers College. They recently moved to Conway to make their home.

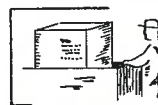
Sue Collins is a new employee in our division. She started working with us September 16, in the Map and Mail Room. She is a recent graduate from Bryant High School.

Ralph Smothers is a new employee in our Traffic Section. Ralph will be working in the field with our traffic recorder men. We're glad to have these three new employees.

Several of our people and their families have been ill lately. W.K. Bartleson has been resting at home for a few weeks (Dr.'s orders), Stuart Patillo's wife, Eleanor, is recuperating at home after surgery, Buddy Lewter, Bill Looney, and Bill Moore are some of our first victims of the flu this season. Bill Cooper's small son, Craig, fell on some broken glass and had to have several stitches.

Since cool weather is here various persons are planning trips and vacations. Helen McNutt and her two daughters toured the Ozarks the week end of September 27. Marcellus Gross, Jim Carvell, and others will be in Fayetteville for Ark-TCU game.

Ed Johnson and John Hume received 10-year service awards recently.



## PROCUREMENT

### Lou Hardy

Our employees have been doing some traveling lately. Willene and Bud Dorris and children spent a Sunday afternoon in Heber Springs viewing Greer's Ferry Dam. Willene informed us that the Dam is simply beautiful and also a lovely place to fish. Of course, they missed one of their usual trips to Star City. They usually spend at

least three out of four week ends there.

Maurice Pickens spent a week end with her family in Star City. We are fortunate to have two of Star City's lovely flowers. There seems to be someone special in Maurice's life now. We wonder if an announcement will be forthcoming soon.

Lewis Wade and son, Kevin, spent a week with his parents, Mr. and Mrs. J.B. Wade in Alabama. They left by bus and returned with parents by auto. Grandmother had a job baby-sitting for a week while Lewis spent his vacation sleeping. Lewis' father is a retired member of our Department.

Betty and Harold Claude drove up to Fayetteville October 5 to see their son, Gary, and for Dad's Day. Gary is enjoying college life.

Frank Caple, wife, and girls toured Southern Arkansas for a couple of days. Several places they visited were Arkansas Post, Washington, and they ended up hunting diamonds at Murfreesboro.

J.G. Meredith's son Conley (below) started his freshman year at the University in big style. He made the "Marching 100's" and was privileged to play in the band for the President's visit at the dedication of Greer's Ferry Dam.



## RIGHT OF WAY

Henry Pote

A big event this month for many of us was the wedding of Dolares Gwin and Jim French in Sheridan at 2 p.m., Sunday, September 1. Carol Halbert was maid of honor, Donna Reddin was bridesmaid; Bill Gibbs served as head usher. Among out-of-town guests attending were Right of Way friends Shirley Childress, Deloris Freppon, Juanita Craft, Charlotte Lee, Brenda Vocque, Edith Garland and Fred Williams. Our former co-worker Bob Yada

was also there. After a honeymoon in Hot Springs, the couple will be residing at 1865 Schiller, Little Rock.

Juanita Craft left us to return to her studies at Arkansas Tech in Russellville and Sherrie C. Buckels of North Little Rock is taking her place.

Gus Clifton left the Appraisal Section to work for the Army Corps of Engineers at Memphis. His many friends were sorry to see him go.

After a rugged bout with the flu, Curtis Hutchins is back at work.

Sharon Bledsoe recovered from a complicated tonsillectomy in time for her marriage to Charles Davis Wyatt which took place Saturday, September 14. Best wishes to the Wyatts.

Another wedding of interest was Charles Scott's daughter, Linda, whose marriage to Edward Dewey Bemis of Prescott was an event of September 4, 7:30 p.m. in the chapel of the Pulaski Heights Methodist Church. They will be returning to the University of Arkansas where he is a junior and she a sophomore.

Several employees enjoyed a week's vacation; some at home, others far afield. Jack Hamilton and a friend spent 10 days traveling in Colorado, hunting, fishing, and taking pictures. They camped out in the mountains for four nights. Jack has some fine colored pictures as mementos of the trip.

Woody Laird visited friends at Ft. Worth, Tex., and in Louisiana and Mississippi. He went through the large amusement park at "Six Flags Over Texas," as have several of our employees this summer, including Charlie Scott.

Jim Bartlett spent a quiet vacation at home, with one day in Hot Springs visiting the alligator farm and seeing the signs. He and his wife also toured the Twin Lakes area over the week end of August 24.

Alton Van Patten and his family had the good fortune to visit New Mexico at a time when the first widespread rains of the year had made the sagebrush and tumbleweed green and freshened the landscape. They followed the Rio Grande Valley from Albuquerque to El Paso, visited Juarez, Carlsbad Caverns and enjoyed brief visits with various relatives on the way back across Texas.

While Herman Schmidt and Glendol Jackson were checking a job at Harrison, Herman was much perturbed to see a two-foot ground hog loping toward him, emitting excited grunts, eyes bulging. Hastily backing up some distance, Herman finally realized he was standing between the beast and home. He sidestepped and the frightened animal dived past him and into its burrow.

Doug Thacker is back from his tour of duty at Camp Polk with the National Guard. He says the reorganization of the Guard in May left them with a number of new duties at camp but everyone was soon oriented and it went very well.

We are all happy to welcome William C. Owens who will be working in the Engin-

eering Section. He joined our forces on September 25. Billy, a Little Rock boy, graduated from Central High and attended Little Rock University and the University of Arkansas.

If you didn't look or sound like a squirrel on Friday the 13th, the following group didn't even know you were here: Gip Robertson, A.C. Ledbetter, Glendol Jackson, Dick Andry, Woody Laird and Nathan Garrett. They were looking forward to that week end of hunting and you may be sure that the woods are minus 41 bushy tails.



June Dillon

Congratulations to the Delbert Vanlandingham! A little sister for Kelly arrived on September 19. Terri Leigh weighed in at 7 pounds, 9½ ounces. Kelly hasn't seen his baby sister as he is visiting with grandparents in Redfield.

We miss Glenn Harrison. He resigned September 20.

Sam Acheson has made news again. This time with the purchase of a new Ford. A beautiful blue. He bought it in his home town, Mountain Home, and enroute back to Little Rock was stopped by a man in another blue car but his had a little red revolving light on top!

Shelby Henderson has moved into a new home at 5700 Freeland Drive and Ralph Rogers has moved into his new home at 7008 Talmadge Drive.



DISTRICT



Janet McElduff

T.O. McCoy, area foreman of Woodruff County, retired the end of September after 13½ years with the Department. His crew honored him with a fish fry at the area headquarters building and invited the office force from the district office. T.O. served the Department and Woodruff County long and faithful and will be missed. His retirement plans are uncertain at this point, but we're sure his abilities will be put to good use and to service in his community.

Lewis Carter of McCrory will succeed T.O. as area foreman for Woodruff County. Lewis has been with the Department 10 years. He and his wife have a little girl, seven years old and a big boy all of two years. Lewis is a conscientious employee and we're sure he will do a creditable job. Good luck, Lewis.

Charlotte Matthews, youngest daughter of the C.M. Matthews, was married recently to Wiley Kent Montgomery of Forrest City. The ceremony was performed at the First Baptist Church in Forrest City in the presence of the families and a few

close friends. A small reception followed. Both the bride and groom are students at Arkansas State College in Jonesboro where they have set up housekeeping in the Student Trailer Village.

Football is in the air and our little town of Wynn is one of the most enthusiastic football towns we've ever seen. Not only on a college level do they love the game, but also as loyal supporters of their hometown high school team. Oliver Holland, job superintendent, has two sons playing and on Fridays you can't touch Oliver with a 10-foot pole. He's so proud, and justifiably so. His oldest son, John, is one of the outstanding senior players, and the younger boy, Wallace, a 10th grader, is fast following in his brother's footsteps. Bill Howell, a summer employee, is also doing a fine job on the senior team, while Virgil Pan, son of Mechanic Virgil Parr, has progressed into senior ball just since school started. Leroy Curtner's son, Tommy, is manager of the team, and from all reports, and from watching as a spectator, he too, is doing a good job.

While we're on the subject, the Highway Department employees are well represented in other areas of school life in Wynne High School. Our daughter, Janet, serves as vice president on the Student Council. Juanita Vickers, daughter of Ralph Vickers, is secretary, and Bobby Harrell, son of Mary Ann, is representative on the Council from the junior class. Juanita Vickers is also a majorette, and not to be outdone, our other daughter, Ellen, is vice president of the freshman class and also a majorette. There is a lot of good clean school spirit here and a lot of hard-working teenagers who deserve a word of praise. To all our high school students, we're proud of you!

Pat and Nora Russell celebrated their seventh wedding anniversary on September 27 by flinging a whing in Forrest City. Congratulations to both of you.

News is slim, time is short, but come see us...



## DISTRICT



Ouida Grimes

The following men received service awards in September: James F. Burks, 15 years; Billy Joe Bridges and Curtis C. Rawls, 10 years; and Paul E. Moore and William F. Key, 5 years.

Do-Si-Do Gaddy took off Labor Day week end for Petit Jean Mountain and a square dance camp. They danced, visited, ate, and danced some more.

On August 30 we had a foremen's meeting and a dinner honoring Albert Jackson, Arkansas County area foreman, who retired September 15. Employees in District 2 presented Ab with a set of luggage. His plans are to do a lot of traveling. Other special guests were Highway Commissioner Wayne Hampton, Jim Francis, Inez Royston,

Walter Combs, William O'Briant, Mr. and Mrs. Garland Vick, Mr. and Mrs. Elmer Morgan, Mr. and Mrs. J.L. "Blondy" Goins, Louise Harris, Sonnie Shalmy, and John Thomas Shalmy. We hope Ab has many years of happy traveling. We understand he has already been to Kentucky and ran into a retired doctor friend and spent several hours visiting in his home.

We send get-well wishes to Tommy Lunsford and Clifton Coats who are both in Jefferson Hospital and will be for some time.

We extend our deepest sympathies to the family of our dear friend, Jessie Lee Goins, who died September 17.

When John Hughes was on vacation he ran into Bill Wood up in District 8 (Bill transferred from District 2 to District 8). Bill was showing John around the district and bragging about their beautiful flowers around the area headquarters (they are beautiful). John took some pictures of Bill and the flowers and he told Bill that they raised something to eat around the area building in Desha County - watermelons. There are some watermelon vines in the flower beds but no watermelons on them. John bought a big watermelon, took it to his area headquarters' flower bed and snapped these pictures.



George Cooley, Wesley Thorne, and Bob Merritt, doing a cleanup job at Desha County headquarters.



James Minchew, Dewey Dew, Bob Merritt, and J.P. Sumner doing some patching on Highway 138, Section 3, in Winchester.



## DISTRICT



Olive Jackson

During the week of August 26, District 3 was happy to have visitors Osman Shahin and Sahmi Aker, civil engineers from Jordan. After making a tour of the highways in the district, they visited some of Hope's industrial plants and were very impressed by the American way. They were also luncheon guests one day of Gene and Caroline Pendergraft and family.

William S. Carter, long-time employee, and area foreman of Pike County, retired September 23. Best wishes to Schley.

Edgar and Audrey Andrews returned the latter part of August after two week's vacation in California, visiting in San Diego and Long Beach where they visited Audrey's sister. Some of the high points of their trip were Disneyland and Knott's Berry Farm. On their return, they stopped in Las Vegas and visited daughter and her hus-

band, Caroline and Bobby Hendrix and the children accompanied them home for a visit.

Also just returning from a California trip are Mack and Dovie Hicks, who visited daughter and husband, Ruby and Ross Baxley in Sacramento and relatives in Jackson and Lindsey, Calif. They had a nice trip.

Mary and John William Barham are proud parents of a little son, John David, who arrived August 30. He weighed 8 pounds, 1½ ounces and is their first child.

Joe William Bass received his 5-year service awards in September.

Sid Flowers, Hempstead County area foreman, was dismissed from the hospital September 14. Sid, who had been hospitalized about forty days, was glad to get to go home. Also, Edgar Ferguson has returned to his home after surgery. And Shelby Garney and Collis Crawford, who were off for sometime due to illness, are both back on their jobs.

New employees in the district are George W. McDonald, Lafayette County; Chester Ray McKamie, Leonard McKamie and Jack

Sumpter, Jr., Hempstead County.

John Gray, heavy truck driver, was recently featured in the Hope newspaper for having discovered some prehistoric bones near Saratoga. The bones, six in all, appeared to be the vertebrae of some reptile or dinosaur that roamed the earth millions of years ago.

Employees in the Texarkana construction office who returned to college September 1 were Scottie Williams, Tilman Bearden, Charles Parham.

Marline McDowell returned to work September 3, after having been away three months due to illness in her family. We welcome her back.

Freemont, Calif., was the vacation spot for W.M. Calhoon and family...The J.A. Cheathams spent a day of their vacation at Albert Pike and the remainder at home.

R.B. Spence, Jr. and family visited his father in Houston, Tex., over the Labor Day week end.

We extend deepest sympathies to Mrs. Roy L. Bonds in the death of her husband, "Bob" Bonds, who died suddenly September 12. Bob, a motor patrol operator, had been off from work about a month due to surgery.

Sympathies also to Perry Russel in the death of his father of Little River County, who died September 6.



## DISTRICT



### Burnham and Campbell

Mr. and Mrs. W.E. Hicks took their daughter, Julia Ann, to Fayetteville where she has enrolled as a junior at the University.

The J.C. Webbs spent a restful vacation on Mt. Magazine and returned by way of Queen Wilhelmina State Park at Mena... Webb's crew may soon be back to normal months off for treatment.

ber 16 after surgery and several months' leave of absence; Mary Nell Carlson is returning October 1 after about six weeks' leave due to illness; and Thomas Eugene Mitchell will be back soon after several months off for treatment.

H.C. Steadman, area foreman in Bradley County, and son have proof of their prowess as pretty good fishermen. The large fish were caught on a recent fishing trip.

"Butch" Pumphrey, 9-year-old son of Norman Pumphrey, resident engineer, won first prize of \$5 for his entry in a bicycle decoration contest in Dallas County Fair Parade. Butch used as his theme, "Don't be a Litterbug" and his bike was cleverly decorated with a litter bag and the slogan, "Hold your trash just a minute, there's a trash barrel ahead, put it in it." The Pumphreys recently spent a vacation at Six Flags Over Texas" with friends.

Ann Morgan, field clerk in Pumphrey's Fordyce office, has been traveling back and forth to help take care of the Camden office.

Miss Virginia Bradshaw, daughter of Mr. and Mrs. W. V. Bradshaw of El Dorado, became the bride of Charles L. Parker, son of Henry P. Parker of Farmerville, La., August 30 in the home of the Reverend Virgil Scott, pastor of the East Faulkner Church of Christ, El Dorado. The bride wore a white two-piece suit of silk and matching accessories. Her bridal bouquet was a shoulder corsage of white camellias. The bride's attendant, Mrs. Geraldine Puckett, also of El Dorado, wore a beige silk ensemble. Dennis Puckett was best man. After a wedding trip to Hot Springs they are residing at 921 East Elm in El Dorado.



H.C. Steadman and son with a prize catch.



## DISTRICT



### Mary White

On August 30, the Faulkner County Maintenance crew entertained their families and guests with a fish supper. Those present included Mr. and Mrs. John H. Lawrence and his mother, Mrs. John Lawrence, Sr., Mr. and Mrs. W.C. Wood, Mr. and Mrs. B.R. Littleton, and Conway County officials. The food, consisting of catfish, french fries, homemade cakes, coffee and cokes, was served by the wives of the Faulkner County employees. Approximately 125 attended.

A surprise party was given B.R. Littleton on September 30 in recognition of his retirement after 18 years' service with the Department. Coffee and cake were served to several guests, including Mrs. Littleton. He was presented his retirement certificate and a watch from employees in District 8.

We're very proud of the new Pope County area headquarters building which was recently completed. The new building is housing Pope County maintenance crew and Resident Engineer David Moore.

This office was saddened by the accidental death of Jackie Coffman September 20, when a tractor overturned on him while he was mowing right-of-way. Our sympathies are extended to the family.



## DISTRICT



### Isabelle Psalmonds

We've all been pretty busy so news is a little short...Essie Butler, bookkeeper, entered Baptist Hospital at Memphis September 26 for surgery. We hope everything will go well and she will soon be back with us. Wyman Barber is filling in for her while she is away.

Among those taking a few days' vacation were Mr. and Mrs. John H. Sanders and Mr. and Mrs. John Price.

One of the important events of last month was the marriage of Carl Williams, rodman, at Walnut Ridge. Carl and the lovely Jeannie Slayton of Walnut Ridge were married September 21. After a trip to the Ozarks they are at home in Walnut Ridge. Jeannie is a beauty operator and a beauty. (see pic).

We are sending some pictures of our big fish fry September 21. We all enjoyed it immensely. (Turn page for pictures.)

Nothing is more restful than a warm, crackling fire in the living room - provided you have a fireplace.



Mrs. Carl Williams



Shown at District 10 picnic are, left to right: Mrs. John Price (with back to us), John Sanders, Onney Herron, Houston Edwards, John Osteen, and Nelson Ladd.



The cooks, hard at work.



Even John Sanders worked - see him serving coffee. Everybody looks happy.



## LETTERS

Arkansas Highway Department  
Highway Building, Little Rock, Arkansas

Planning & Research  
Attn: Mr. J.R. Henderson

Dear Mr. Henderson:

I wish to take this opportunity to thank you and your department for the erection of the warning signs and investigation of our little traffic problem on Highway 112 N. and Washington County Road #49.

If there should ever be an accident at this point, we can all feel that we have done our part in attempting to avoid one.

Sincerely,  
Richard L. Hoyt

**COVER PICTURES:** Bridges have a certain amount of charm and fascination. In Arkansas one will find just about any kind - some old and need replacing, some are quaint, and some sleek, modern and designed from the latest engineering methods. However, the old ones are far more plentiful than the new ones. Johnnie Gray, staff photographer, snapped the pictures from all over the state. Do you recognize the locations?

# ARKANSAS HIGHWAYS

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OCTOBER

No. 10

Issued monthly by and for the employees of the Arkansas State Highway Commission as a medium of departmental news and other information.

## THE COMMISSION

Chairman	Wayne Hampton
Vice Chairman	W.J. Denton
	Arnil Taylor
Members	Truman Baker
	John W. Harsh
Deputy Director and Chief Engineer (Acting Director of Highways)	Ward Goodman

Prepared and edited under the supervision of the Administrative Assistant's Office.

Martha L. Adams...editor, layout, vari-typist  
Pat Wheat.....vari-typist, artwork  
Johnnie Gray.....Department photographer

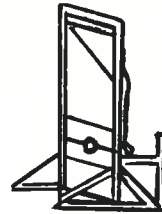
## ANTI-FREEZE AND SEASONABLE EQUIPMENT

Anti-freeze and equipment checking time are approaching again. C. Don Hayes, Equipment officer, issued a circular stating that all state-owned equipment requiring anti-freeze for the coming winter, should be carefully checked for cooling system leaks and necessary repairs be made so that the anti-freeze will not be wasted when put in the vehicles.

All equipment assigned to divisions that is seasonable equipment and will not be used through the winter months, should be brought in and stored at division headquarters and should be drained so that it will not freeze while idle. In draining the equipment, every precaution should be taken to see that the drain cocks do not become clogged at the time of draining. Engine blocks and water pumps should be drained, as all types of equipment will not drain thoroughly from the radiator drain cock.

After seasonable equipment has been drained, there should be a tag tied to either the ignition switch or steering wheel marked "Cooling System Has Been Drained," which will eliminate the possibility of someone starting the equipment and running it long enough to cause damage.

After anti-freeze has been installed the equipment should be tested at regular intervals through the winter months to make certain that there has been no loss of anti-freeze due to evaporation or leaks.



# this'll kill ya!

"Yes, sir" said the old man, "I'll be 90 tomorrow, and I haven't an enemy in the world."

"A beautiful thought," said a visitor.

"Yes, sir," continued the old man, "I've outlived them all."

An elderly citizen went to his doctor and said, "Doctor, I need your help about my memory. I am having a great deal of difficulty with it."

"Give us an example of your difficulty?" asked the doctor.

"Why, what difficulty are you referring to?"

A man went to see a psychiatrist to be cured of his habit of collecting spaghetti. He told the doctor that the spaghetti was cluttering up his living room.

"Why don't you put it in the closet?" asked the psychiatrist.

"I can't do that," was the indignant reply. "That's where I keep my meatballs."

"Pay your taxes with a smile," says an optimist. Wish we had known that last April 15; we sent cash.

"Look here, waiter, is this peach or apple pie?"

"What does it taste like?"

"It taste like glue."

"Well, then it must be apple pie because our peach pie taste like putty!"

"This is an ideal spot for a picnic."

"Yes, it must be. Fifty million insects can't be wrong."

An admirer came up to a senatorial candidate after his speech and said: "Congratulations. That was a fine speech. I like the straightforward way you dodged those issues."

Laundryman: "But, Madam, what's wrong with that lace tablecloth?"  
Housewife: "Nothing, except it was a sheet when you took it."

"Integrity and wisdom are essential to success in every business," said boss to new employee. "By integrity, I mean that when you promise a customer something, you must keep that promise, even if we lose money."

"And what is wisdom?" asked the new man.

"Don't make such fool promises!"

Boss: "Get my broker, Miss Jones."

New Steno: "Yes sir, stock or pawn?"

Doctor: "Have you or any of your family ever been in a hospital?"

Patient: "I haven't, but my mother has."

Doctor: "What did she have?"

Patient: "Me."

President: "Can that new girl in accounting add?"

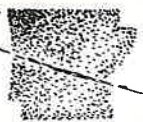
Treasurer: "No, but you should see her distract."

Lady (at cocktail party): Where is that pretty maid who was passing out cocktails a while ago?

Hostess: Oh, are you looking for a drink?

Lady: No, I'm looking for my husband.

Husband, pointing out motioning traffic cop, to off-in-the-clouds wife at steering wheel: "You can go now, or are you waiting for him to turn green too?"



Arkansas State Highway Department  
P. O. Box 2261 Little Rock, Ark.

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