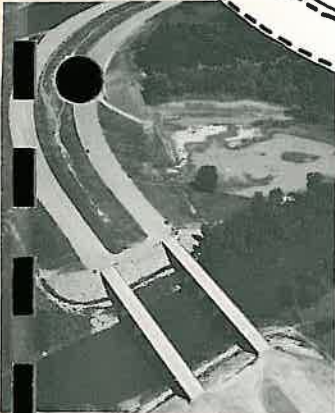
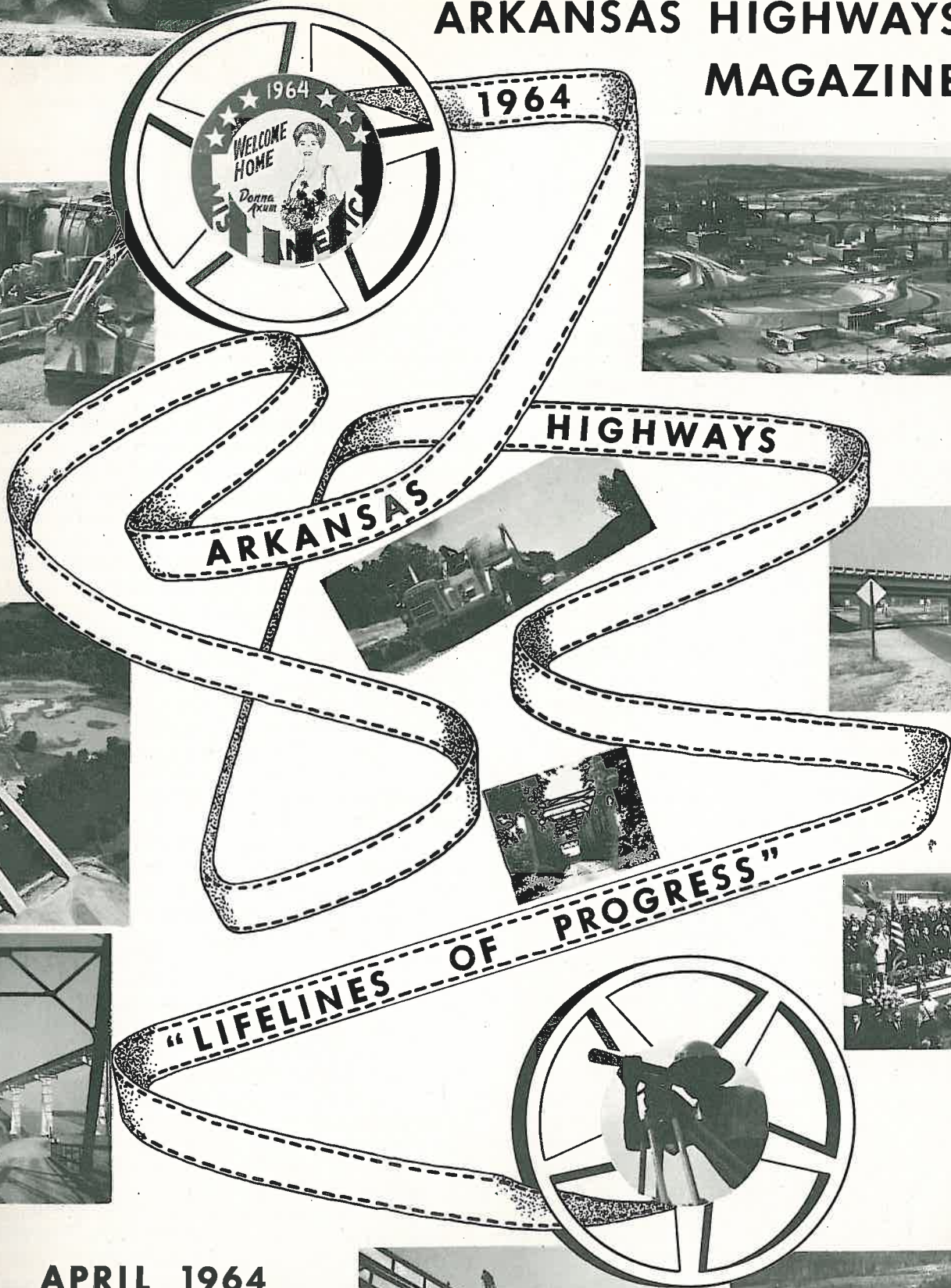


10

ARKANSAS HIGHWAYS MAGAZINE



APRIL 1964



HIGHWAY COMMISSIONER W. J. DENTON DIES IN MEMPHIS HOSPITAL



W. J. (Bill Joe) Denton, 44, vice chairman of the Arkansas Highway Commission and prominent east Arkansas businessman, died March 22 in a Memphis hospital after suffering a heart attack.

Mr. Denton was appointed to the Commission March 12, 1963, succeeding his brother-in-law, the late John E. Crain. He was appointed vice chairman of the Commission April 24, 1963. He was also a member of the Arkansas State Racing Commission.

He was president of the Crain Co. in Wilson; a member of the board of the Mississippi County Bank at Osceola, vice president of the Craighead Rice Milling Co. at Jonesboro, and the American Planting Co. in Blytheville.

A native of Arkansas, he was a graduate of Memphis Central High School and attended the University of Arkansas. He was a member of the First Baptist Church in Memphis, the Memphis Country Club and the Five Lakes Outing Club. He was a veteran of World War II, during which he served in the Navy.

He was well-known in amateur golfing circles and won many tournaments at Memphis and Little Rock, and was a longtime friend of Dr. Cary Middlecoff of Memphis, one of the nation's top professional golfers.

Survivors include his widow, Mrs. Ruby Crain Denton; a son, Billy Denton of Wilson; two daughters, Sally Denton and Kitty Denton of Wilson; his parents, Mr. and Mrs. C. L. Denton of Denwood Plantation near Tyrone; a brother, C. L. Denton Jr. of Denwood Plantation, and two sisters, Mrs. R. E. Pugh of Denwood Plantation and Mrs. James D. Blodgett of Dallas.

Funeral services were in the Wilson Methodist Church. Burial was in Bassett Cemetery near Wilson.

THE STATE LINE INTERCHANGE

by:

L. L. Jester Jr., Senior Resident Engineer
Texas Highway Department, District 19
Engineer in Charge of the State Line
Interchange Project

THE STATE LINE interchange -- as you may surmise -- gets its name because it is half in Texas and half in Arkansas.

In fact, just about everything about the interchange is two-stated. Both the Texas Highway Department and the Arkansas Highway Department agreed on its design, and then they split the costs of constructing it.

The Bureau of Public Roads even has a special file number for this interchange with divided allegiances: I 30-0()000. The BPR assigned this special construction project number to the interchange to indicate a no-mileage section and two states.

The interchange is so perfectly divided that the very center stripe of U.S. 59-71 running through it is the exact State Line demarcating Texas from Arkansas.

The interchange is situated at the north city limits of Texarkana, Texas-Arkansas. Through the interchange area, as the section widens into four-lane divided section, the State Line is in the center of the median. The grade separation structure in Arkansas carries north-bound traffic on U.S. 59-71, and the grade separation in Texas carries south-bound traffic on U.S. 59-71.

Texas Highway Department personnel designed the interchange, under the supervision of G. A. Youngs, District Engineer of District 19. The design was concurred in by the Arkansas Highway Department and approved by both states' division offices of the BPR.

The two states agreed that the joint project would cover the construction of approximately 0.36 miles in Arkansas and about 0.36 miles in Texas on Interstate 30, and the complete reconstruction of U.S. 59-71 through the interchange area. Construction costs for the work were to be divided equally, as were preliminary engineering and construction engineering costs.

On February 20, 1962, the Arkansas Highway Commission and the Texas Highway Commission entered into a contract with Ben Sira & Company of Dallas in the amount of \$517,052 for the grading and structures on Interstate 30 and grading, structures, base and pavement on State Line. The contract was completed last August. Surfacing will be started sometime this spring.

(Editor's note: The above article appeared in the March 1964 issue of "Texas Highways" magazine.)

NEW HIGHWAY FILM SHOWS NEED FOR FUNDS

We have always recognized Staff Photographer Johnnie Gray's ability to make good highway films but he's getting so professional with his angle shots and ideas that we'd better watch it or we may lose him to the Hollywood scene. At least that's my opinion after having viewed his latest 30-minute, 16mm "Arkansas Highways - Lifelines of Progress."

The newest celluloid venture was completed last month after many months of filming and many miles of travel over the state - by car, plane, and helicopter. But then, making a movie is a rather complicated business.

For the first time since Johnnie began making the films, a process of lip synchronization (lip-sync in the vernacular of television, and movies) was used. This is done by the camera and sound equipment which is run by a synchronus drive motor, so that the voice track will be synchronized with the person's lip movement. In this instance, the person was Acting Director Ward Goodman, who narrated two minutes, 40 seconds during the segment of the animation showing "Where the dollar goes." Mr. Goodman is on camera in three scenes showing animation. Also, this is the first time any animation has been used.

The highway films in the past have dealt primarily with the best side of our highway picture; showing highways already completed, our prettiest bridges, and only our best rural roads. However, the new film leaves no doubt that much money is needed for improvements to our secondary and primary roads, and bridges, and for their maintenance. Some of the secondary roads are no more than country lanes; but the only means for transportation to farm homes, and many of our oldest bridges, which should have been demolished years ago, are also still in use for lack of funds.

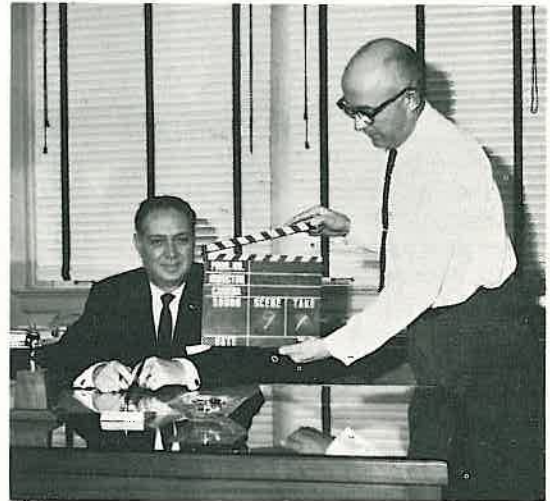
But, the highway film certainly shows what we have done with the tax money we get. Our beautiful highways that have been completed on Interstate System, our new bridges and dams, are shown in all their glory.

A stirring scene is the one when President Kennedy spoke at the dedication of Greets Ferry Dam. For many of you who have never seen the Dam it affords a chance to view the splendor and magnificence of it and also Beaver Dam, two hugh projects, years in the making and now reaching completion.

For Arkansas residents who see the show, it will once again stir our pride in Miss Donna Axum, the reigning "Miss America," from El Dorado. The colored film sequence of Donna's homecoming parades in Hot Springs and El Dorado is a delight and pretty girls galore! A turkey hunt should interest the male audience.

Bob Nestlebusch wrote the script as he has done many times. Johnnie took the film to a film lab in Kansas City for its final editing, such as the music selection, the narration, optical track, and the special sound effects track, the artwork for the animation scenes and titles were applied, all necessary to complete a film production of this type.

The film will be shown to highway employees in the districts from time to time and it will be in demand, no doubt, for many civic clubs as it has always been. See it when you get the opportunity, I think you'll like it.



Johnnie Gray is holding the clapperstick, the device used to prepare Goodman for the scene.



W. Irving Skipper, at right on sound, is recordist with "Videotone Film Productions." J. Orville Thomas, at left, is a cinematographer.

Water, Water Everywhere

A paper given at the Short Course
by J. E. Lowder, District 3 Engineer

The title of this paper seems to allude to a line from the rhyme of the "Ancient Mariner." This was not the intention at all. In considering the problems that confront the maintenance man and the causes and solutions to these problems, it is found that many times the problem is caused by, or its solution is, water. Water is required for soil compaction, base compaction and concrete mixes. It creates our need for bridges and culverts. It permeates into the subgrade and base causing failure from supersaturation or freeze and thaw. Water creates a tremendous problem of erosion control on our roadway slopes and in the side ditches. It causes rusting of our equipment and steel bridges creating a continuing painting problem. Of course, we have many maintenance problems that do not relate to water.

When we speak of maintenance problems, we cover the whole field of highway maintenance. Without exception, any phase or part of the work pertaining to highway maintenance is a problem and in almost every instance it is a problem that requires a unique solution. All of you present are familiar with maintenance in one form or another. Highway maintenance is the same: it is a patching, mending, trimming operation; a repainting, resealing, resurfacing; a shoreing up. It is trying to do a presentable job with limited funds and limited time. First and foremost, it is public relations in a grand manner. It is frustrating at times and very rewarding at other times. We could take each problem in maintenance and spend a day talking about it. So, it is not possible for me, in a short time, to cover very many of the problems in the maintenance field. I would like to tell you a little of what we are doing in attempting to solve, or at least alleviate, two very costly routine maintenance problems, both created by an excess of water.

The repair and replacement of old untreated wood culverts and bridges is one of our seemingly endless tasks. As you know, we are adding more county roads to the State Highway System each year. All of these roads have old bridges or culverts badly in need of repair. No attempt has been made to determine a statewide summary, but since early 1960, we have, in District 3 alone, completely rebuilt 34 of these old bridges and culverts. They range from 11



feet to 116 feet in length, for a total of 1370 feet - over a quarter of a mile. These were constructed with our regular district maintenance bridge crew. By using salvaged steel I-beams and truss members these bridges, designed to withstand approximately an H-15 loading, have been built for less than one-half the cost of contract construction for an equivalent facility.

In almost all the bridges it was possible to use pile bents. Five treated timber piling per bent, treated caps and treated timber breast walls were used for sub-structure. All piling was driven to a minimum 20-ton bearing. In a few instances, it was necessary to use a reinforced concrete footing and column design where proper penetration of piling could not be obtained. Also, in a few instances, we were able to remodel and utilize existing sub-structure determination, it was kept in mind that the bridge to be constructed would probably have a useful life of 25 to 35 years.

The stringers for the super-structure on all these bridges consists of salvaged steel - truss members, I-beams, channels or built-up members - from old outmoded and wrecked steel bridges which have been replaced by new ones. The decks are constructed to a 24-foot clear roadway. They are made of concrete with one layer of four inch by four inch, No. 4 gauge wire mesh reinforcing. This is placed in the center of the slab to hold the concrete in place in the event temperature cracks, or cracks caused by dynamic load, should occur. The deck is poured seven inches thick at the centerline and five and one-half inches thick at each curb line, thus a one and one-half inch crown is obtained.

The guard rail posts, and in some cases the guard rail itself, are all salvaged steel. The posts are made from 3-inch or 4-inch angle iron cut to the proper length.

Our overall average cost per foot for this type bridge construction was \$97.14. This includes materials, labor and equipment rental. No allowance was made for administrative costs. Our first consideration was not to see how economically we could build these bridges, at least not any more so than we do as a routine practice. What we did start out to do was to eliminate the necessity of rebuilding them every four or five years. Assuming these have been built of untreated timber, a quick mental calculation would show you that some of the first we built would soon need to again be replaced.

I have stopped many times during the past three years to look at these bridges, especially the decks. Since the deck is not reinforced, I had some doubts about their durability. To date they seem to be durable enough and no cracks or checks have been noted.

As a section of roadway containing one or more of these bridges is programmed and let to contract construction, the bridge is excepted from the job. It is retained in its present condition to finish out its useful life. This frees \$250 to \$300 per lineal foot of bridge of state and federal funds. This is money urgently needed for constructing and paving more miles of unimproved dirt roads.

Another nagging problem created by water which, we are continually faced with, is erosion control. A considerable amount of this is around culvert headwalls and on the roadway slopes but our great problem is ditch erosion. We are located in the southwest corner of the state where the terrain is predominately rolling and predominately a sandy clay or sandy alluvial soil. It is not uncommon to complete a new construction job and within a short time have some side ditches scoured two to five feet deep.

A very important reason for preventing and repairing erosion of our roadways, besides the aesthetical value to our home folks, is the added inducement to our growing tourist industry. However, there is a need which is closer to the highway maintenance man. Twelve or fifteen years ago, the mowing and clearing of our right-of-ways was in its infancy. In accordance with public demand, it has progressed to the point now where it is uncommon to see a roadway not mowed. As more and more of this type maintenance was performed, costs became higher and higher until last year something over a million dollars was expended statewide for this item alone. With all this mowing equipment making from two to four passes each season over each acre of right-of-way, this erosion also became an expensive item because of lost production. Besides the necessary circumvention of these washes time after time, they create a hazard to the equipment, causing much down time. More important, they are a hazard to the operator. By concentrating every spare minute possible to erosion control, we hope to speed up our mowing operation and at the same time reduce the down time on our equipment.

In attempting to alleviate culvert washouts, poor mowing conditions and to improve the pleasing appearance of our roadways, many of the accepted methods for erosion control were tried. Some old concrete paving material was broken down, placed in the ditches, shaped and walked in with a dozer. We tried sewing the slopes and ditches with bahia seed and covering with a straw and asphalt mulch; sewing with rye grass, lespadesia and bermuda; solid sodding, mulch sodding and placing jute matting. We even did some clearing and grubbing and placed this debris in some of our larger washes. In each case, we had some success but not enough and it was not satisfactory economy-wise.

Finally, through experimentation, what appeared to be an economical and practical method of ditch erosion control was tried. The scoured ditch was first bladed and shaped to its original section. Then asphalt "pre-mix" ditch checks were constructed and sod mulch placed between. The ditch checks were constructed to hold the sod mulch until root growth was sufficient to contain the soil. In some locations of fertile soil condition, no sod mulch was necessary. The ditches were shaped and seeded only and ditch checks placed.

The pre-mix material is made by using MC-3 Asphalt and Mineral Aggregate passing a 1" screen. The aggregate is placed in windrows in convenient locations throughout the district. It is bladed and aerated until dry and then 17 to 19 gallons of MC-3 asphalt per cubic yard (about 6%) is added. The aggregate and asphalt are bladed and "mixed" until most of the volatiles are removed and a homogeneous mixture obtained. Then it is windrowed again and stored in this manner until needed for use. This is routine also for preparation of material used for patching and overlaying asphalt surfaces.

Cost records kept on the construction of 50 ditch checks showed them to have an average cost of \$5.25 each. Observations of these checks showed some eroding away at the toe due to the thinness. The design was modified somewhat using a thicker toe. Cost records kept on 39 ditch checks using the modified design had an average cost of \$8.68 each.

An attempt is now being made to construct the ditch checks with an airfoil design to reduce the eroding on the downstream edge. Sides of the checks are extended up the slopes far enough to prevent overflow and washout around the sides. Two trucks and three or four men are usually required in the construction. One truck hauls and dumps the pre-mix, the labor crew shovels and rakes the material to shape, and the empty truck is backed onto the loose material for compaction. About one and one-half cubic yards of pre-mix is used in each check, and about 15 minutes is required for placing and rolling material.

We have now constructed over 1100 of these asphalt ditch checks in the Hope district. They seem to be economical and effective. Our mowing machines experience no difficulty in traveling over the checks, nor do they seem to cause damage, one to the other. On one seven-mile newly completed construction project we seem to have reached our objective. We have effectively stopped ditch erosion and when freshly mowed, the highway is very beautiful.

It is realized that replacing our old outmoded bridges and correcting our eroded ditches and slopes is a never-ending and monumental task. Each problem will be with us so long as we have water, water everywhere. We brag about our policy in District 3, i.e., of not letting the sun set on a pot-hole. I think the time has come when maintenance of the roadway surface is not enough. We must consider the highway to be from right-of-way line to right-of-way line and conduct our maintenance accordingly.

In the front row, holding their certificates, are C. A. Shumaker, Mrs. Hollingsworth, and Jeff Lansdale. In the back are Highway Commissioners Wayne Hampton, Truman Baker, John Harsh, Arnil Taylor, and Acting Director Ward Goodman.

AWARDS PRESENTED TO THREE

Longevity awards and a retirement certificate were presented March 25 to three employees in ceremonies in the Commission Room.

C. A. Shumaker, engineer of the Construction Division, received a service award in recognition of 35 years' service, and Lonnie Jeff Lansdale, area foreman in District 7, received a 25-year award. Jacqueline W. Hollingsworth, clerk in the Equipment Division at Jacksonville, was the recipient of the retirement certificate. She has 22 years' service in state government work.

The certificates were presented by Acting Director Ward Goodman before the Highway Commission members and other employees in the Department. Special guests were Mrs. Shumaker, Mrs. Lansdale, and Mrs. Beverly Hussey, daughter of Mrs. Hollingsworth.

SHUMAKER, better known as "Bill," is a native of Nevada County, and has worked and lived throughout the state. He moved to Magnolia early in life and received his early education there and graduated from Magnolia High School in 1915. He entered the University of Arkansas in 1916 to study engineering. He is a registered professional engineer of many years.

After college he began his engineering career as an instrumentman with a private firm. He later moved to the North Carolina State Highway Department, National Highway Commission, the Florida State Road Department, the Tennessee Department of Highways and, finally, the Arkansas Highway Department in 1929. Bill's talents were quickly put to use as a location engineer followed by promotions as resident engineer, district superintendent, office engineer, assistant chief engineer, and in 1957 to his present position.

Bill has accomplished many things during his long stay. He is credited with some writing, editing, and coordinating the most used books in the Department, "Standard Specifications for Highway Construction." He is a perfectionist and an ardent keeper of records which led to a new concept in the size of plans - the half-size plans now in use are the product of his leadership in this field.

Bill is a member of the Employee's Insurance and Retirement Board and secretary of the Committee on Road Design and Construction of the American Association of State Highway Officials (AASHO). Bill served with the Corps of Engineers in the United States and in India attaining the rank of major before



his release in 1946. He was promoted to lieutenant colonel shortly after in recognition of his outstanding services.

In 1943, Bill was married to the former Mrs. Rachel Dunn at Fayetteville. They have three children. They are active in the Pulaski Heights Presbyterian Church where Bill is a deacon. He is a member of the Hi-Noon Toastmaster's Club.

LANSDALE, 61, is a native of Fordyce where he received his education. He followed in the foot steps of his two older brothers who recently retired from the Department. These three brothers accumulated more than 70 years of building roads in Arkansas.

When Lonnie joined the Department in 1927, he probably did not realize that he would make it his life's work. He began as a patrol operator and since has accumulated more than 37 years' experience building roads for the Dallas County Road Department, private contractors, and the Department. Lonnie's long and untiring efforts as bridge carpenter, patrol operator, and willing employee earned him a promotion in 1962 to his present position as area foreman.

In 1922 Lonnie married the former Miss Judie Jones at Thornton. They have two children, a daughter and a son.

Lonnie is active in civic affairs at Fordyce and is a member of the Beech Grove Baptist Church.

MRS. HOLLINGSWORTH, was born in Pryorsburg, Ky., and as a young girl moved with her parents to Marshall, Ark. She attended schools there and graduated from Leslie High School in 1918. Later she attended State Normal at Marshall and received her license to teach. She continued to improve her education studying law and interior decorating by correspondence.

Jacqueline joined the staff of an insurance firm in the early thirties and later became vice president. She left the insurance firm in 1938 for a job with the Arkansas State Supreme Court as assistant to the court reporter. She came to the Department in 1955.

Retirement plans for Jacqueline include some travel, and spending more time with her two grandchildren, Katherine and Frankie Hussey, children of her daughter, Mrs. Beverly Hussey of Benton.

"CAREER NIGHT" SPONSORED BY ASPE CHAPTER

Senior High School students from the various high schools in the Greater Little Rock area interested in engineering as a career attended a "Career Night" on March 17, 1964, to learn more about engineering. This was sponsored by the Central Arkansas Chapter of the Arkansas Society of Professional Engineers and held in the University of Arkansas Medical Center.

Exhibits showing the results of engineering in action were provided by the U.S. Corps of Engineers, Southwestern Bell Telephone Company, and the Arkansas Highway Department.

Ray J. Schneller, chairman of the Education Committee, presented a panel to discuss the topics related to engineering and engineering education. Those on the panel and the topics discussed were:

1. Fields of Engineering Endeavor - John E. Hall.
2. Courses of Study - Robert Threet.
3. Space Age Engineering and Scientists - John Landwehr.
4. Selection of a School or College - Robert Holloway.
5. Financing an Engineering Education - Charles F. Wroblewski.
6. Military Engineering Opportunities - Col. Charles D. Maynard, C of E.
7. Employment Opportunities in Arkansas - John Kizer.
8. Rewards of Engineering - Howard Davenport.

Following the individual talks a question and answer period under the direction of D. A. Schmand was made available, and many questions were asked by the students.

Although this was the first "Career Night" undertaking by the Central Chapter, it is the opinion of many that much has been learned that will assist in presenting next year's "Career Night" and that this was a very successful beginning. Mr. Schneller deserves much credit for the work he did in organizing this program.



John Kizer, engineer in the Assistant Engineer's Office, is standing in front of an Arkansas Highway Department exhibit.

THE ROAD TO SAFETY

Approximately 3,000 persons who would otherwise have been killed in traffic accidents during 1963, when highway fatalities reached an all-time high of 43,400, are alive today because of travel on sections of the Interstate Highway System now open to traffic, Federal Highway Administrator Rex M. Whitton has said.

Mr. Whitton, who is head of the U.S. Department of Commerce's Bureau of Public Roads, directs the federal-aid program under which the Interstate Highway System is being built, said travel on already completed sections may save an estimated 3,500 lives this year, and 8,000 lives a year when the entire 41,000-mile system is completed in 1972.

The Interstate Highway System is a network of controlled-access highways crossing the country from coast to coast and border to border, and serving all of the larger cities and many smaller towns. It is being built by the states with 90 per cent of the construction cost provided by federal funds, which are received from taxes on highway users. Approximately 16,600 miles of the system are now open to traffic.

"The lives saved by the Interstate Highway System demonstrate the safety advantages of controlled-access freeways," Mr. Whitton said, "but more importantly they emphasize the need to make all our roads and streets safer. A traffic accident toll of over 43,000 fatalities is unacceptable in a nation with our proved ability to make highway travel safer. We can and we must reduce this tragic toll by adopting all known safety devices and techniques for our nation's highways."

A study recently published by the Bureau shows that completed portions of the Interstate System had a traffic accident fatality rate of 2.8 fatalities per 100 million vehicle-miles, compared with a rate of 9.7 per 100 million vehicle-miles on the older highways in the same traffic corridors which formerly carried most of the present Interstate traffic. The rate on all highways that have been carrying most of the traffic that will be served by the completed Interstate System be almost 2½ times as safe as travel on older highways, and may save 6,000 lives a year.

An additional 2,000 lives may be saved each year because of the reduction of the fatality rate on older highways as they are relieved of traffic by the Interstate System. The fatality rate on the older highways studies decreased to 5.1 after Interstate Highway sections were opened to the same traffic corridors. The combined rate for Interstate and other highways in the traffic corridors studies was 3.5.

The study found control of access to be the most important single factor contributing to the excellent safety record of the Interstate System, but that other design features, such as wide lanes, broad

Please turn page →

WEIGHT OFFICER RETIRES



CLAUDE T. GRACE, a weight officer with a roving unit of Weights and Standards Division, retired April 1 after over 18 years' service.

Grace began working for Weights and Standards when it was under the jurisdiction of the Revenue Department. In 1953, Weights and Standards was transferred to the Arkansas State Police. Last July, the Division became a part of the Highway Department. The unit is located in the Planning and Research building on the New Benton Highway.

Before joining the Weights and Standards Division, Grace worked at several things including ticket agent for Missouri-Pacific RR.; postmaster at Nick Springs, Ark.; farming, and operating a combination mercantile and grocery store which sold everything from hats to fishing poles.

Grace and his wife, the former Miss Pauline Hill of El Dorado, reside about two miles out from El Dorado where they have fruit trees and a garden. They have three sons.

His retirement plans are pretty definite. He had his worm bed started several months ago for his No. 1 retirement occupation: fishing. He also plans to travel some, he said.

Grace is a member of the Woodmen of the World and the Rhodes Methodist Chapel in El Dorado.

(cont'd Road to Safety)

median, easy curvature and grades, and long sight distances, also are important to the safety of the system.

Head-on crashes, opposite-direction sideswipes, and angle and pedestrian collisions have been virtually eliminated from the Interstate Highway System. About one-third of the collisions that do occur are the rear-end or same direction sideswipe types, and nearly all of the remaining accidents involve only a single vehicle, the study revealed.



FISHING IS "BIG BUSINESS" IN ARKANSAS

John Heuston, Travel Writer
Arkansas Publicity and Parks Commission

Fishing plays a major role in Arkansas' fifth ranked industry...tourism.

Arkansas' numerous man-made and natural lakes, free-flowing "float streams" and private reservoirs have made it nationally famous with the rod and reel brigade.

A sizable portion of the over 18 million visitors to Arkansas last year were fishermen. The latest tabulation of non-resident fishing license sales available from the Arkansas Game and Fish Commission, fiscal year 1962, disclosed that 456,663 licenses were sold. This was an increase of 316,444 non-resident licenses over 1960.

A classic example of the development of fishing as a major tourist enterprise is the trout fishing empire created in the cold tailwaters below Bull Shoals Dam and the smallmouth bass angling in nearby Buffalo River and Crooked Creek.

The delights of leisurely floating these scenic Ozark streams in traditional "John boats" or versatile canoes has received world-wide publicity. The number of persons participating in this type of fishing increases annually.

This year, while attending six sports, vacation and travel shows throughout the nation, the staff of the Arkansas Publicity and Parks Commission received an enormous number of requests for information on float fishing in Arkansas.

This out-of-state interest in float fishing vacations is reflected in income figures released by the White River Trout Dock Operator's Association. The data was compiled by fisheries biologist Robert Baker of the Arkansas Game and Fish Commission.

For example, in 1955, 26,728 fishermen spent \$513,864 on White River fishing trips. By 1960, the number of fishermen had jumped to over 56,000 and they spent over \$1 million pursuing this popular activity.

This reflects an annual increase in business of \$101,573 during the five year period, according to the association.

And fishermen keep coming. Last year, White River anglers spent \$2,718,231, more than doubling the area's income from fishing during the three year period from 1960 to 1963.

And how did tourists spend this money? The bulk of the 1963 total went for fishing, \$1,326,450; lodging accounted for \$846,900; food totaled \$352,875; and miscellaneous expenses, car services, gas and oil totaled another \$192,004.

Trout fishing on White River lured most of the visitors. However, dock operators say the bulk of their overnight camping business is done on the more inaccessible Buffalo River. Even during Arkansas' record breaking 1963 drought, which made the Buffalo too low for commercial floating in some areas, dock operator Ray Miller of Cotter outfitted 900 man days of trips on the Buffalo River alone. He is just one of many commercial outfitters.

Arkansas' Ozark region has received most of the float fishing publicity in the past, but the Ouachita Mountain region has great potential for this type of development.

Some commercial float fishing is being done on the upper Ouachita River above Lake Ouachita, but guides and facilities are limited. The upper Ouachita is an excellent smallmouth bass river, a rapidly vanishing commodity, and unspoiled streams such as the Caddo, Saline, Rolling Fork and Cossatot hold great promise as float streams.

With the formation of the Ouachita Recreation Association, whose purpose is to promote tourism in the Ouachita region, it seems certain that the untapped float fishing resources of the Ouachitas will be more widely publicized.

Nationally advertised, the excellent bass fishing the Ouachitas may create a float fishing empire rivaling that of the Ozarks...trout or no trout.

At right, a bridge crew in District 7 is shown installing pre-stressed slab units in a bridge over Hollywood Creek, located on Highway 53 in Clarke County.

HIGHWAY DAMES

Ladies, Mrs. Bob Mattox of No. 1 Ivy Drive, is receiving reservations for the Dames' benefit party. If you haven't sent your dollar, please do so.

This event will be April 26 and we're hoping for all of you to come with guests.

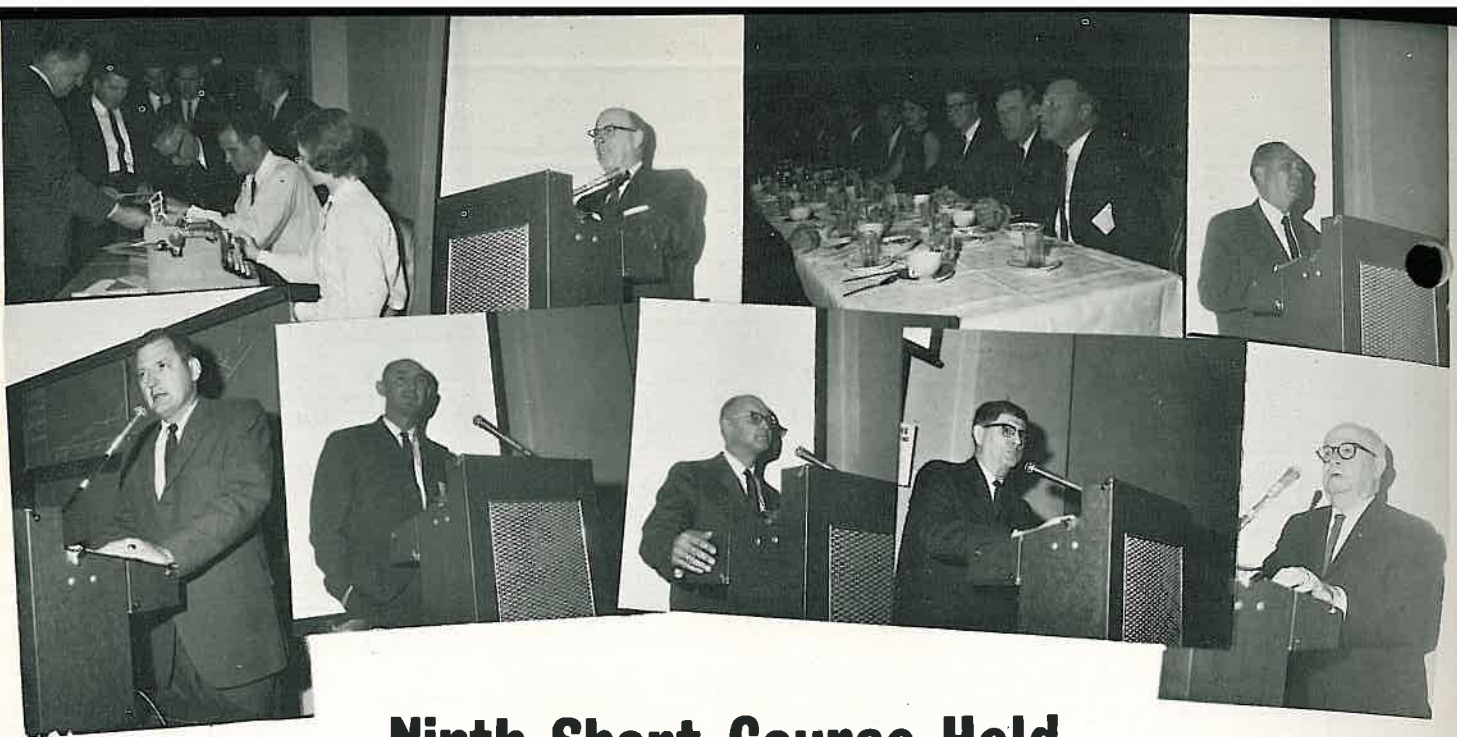
Our last meeting was held in the Commission Room. The program for the day was a showing of films.

Let's do mark April 26 on our calendar for an appointment for fun at the Wonder Bakery. (Come early and you may take the tour.)

-- Mary Virginia Smith (Mrs. M. S.)



Receiving a 25-year service pin calls for celebration so the crew in Construction Division did just that. "Bill" Shumaker is preparing to cut his cake with his wife looking on. Others discernible in the picture, left to right, are H. H. Hurley, Ronnie Smith, H. B. Matthews, Sam Smith, Lucy Dishongh, Frank Neighbors, Jerrie Kissire, Lester McCain, Gene Ashcraft, Margaret Weathers, and District 4 Engineer J. P. Clayton.



Ninth Short Course Held

The Ninth Annual Highway Short Course was held at the University of Arkansas March 12-13 and was considered the most successful of all held. Attendance records were broken, also.

The course is sponsored by the University's College of Engineering Department in cooperation with the Highway Department and the University Division of General Extension.

Registration was held on the morning of March 12 with Director Ward Goodman (Acting) presiding. The welcome address was given by Dr. David W. Mullins, president of the University, after which the new pilot film made by Johnnie Gray, staff photographer, was shown.

Papers were given by three AHD employees. William E. Huie, safety engineer, AHD, spoke on "Safety is Caring," in conjunction with Gene Thompson, sales promotion manager, Riggs Tractor Co. Jack R. Wofford, Materials and Tests engineer,

spoke on "Results of AHD Research on Moisture and Density Measurements with a Nuclear Apparatus." District 3 Engineer J. E. Lowder, gave the paper on "Water, Water Everywhere," which is printed on pages 4 and 5 of this issue. Others on the program were: "A Pile Test Program," by Homer Rabjohn, Corps of Engineers; "New Concepts in Thickness Design of Asphalt Pavement Structures," by James F. Shook with the Asphalt Institute; "Power Trains for Earthmovers," by Paul McAdams, Clark Equipment Co.; "Some Applications of Soil Cement in Arkansas," by R. H. Kuhlman, Portland Cement Association; "Tolerances and Quality Control," by James H. Williams, Reynolds & Williams Contractors; and "The Engineering Local Politics," Pulaski County Judge Arch Campbell.

A banquet was held the night of March 12 in the Student Union and there were planned activities for the ladies.



AROUND THE DEPARTMENT



ACCOUNTING DIVISION

Tyrnza Hines

James McCarthy attended the Highway Short Course at Fayetteville March 12 and 13.

A party was given March 24 for Betty Russenberger who resigned to accept a job with Jacuzzi Bros., Inc. Cake and ice cream were served and a lovely pink and white striped blouse was presented as a going-away gift. Good luck to you, Betty!

Johnnie Beaver's son, Don, left March 16 for Fort Leonard Wood, Mo., where he will receive his 6 months' training for the army reserve.

Tanya Lay took a day of vacation and enjoyed a trip to Memphis where she visited some friends.

We all got acquainted with little Patricia Rose Keilch when her mother brought her up to the office for a visit March 6. She is the 3-month-old daughter of Pat and Jack Keilch. Patricia Rose was taken on her first trip when Pat and Jack decided to drive to Dardanelle to spend Easter with relatives.

Donna Smith paid us a visit recently... Donna was file clerk before going on leave last June. We are always glad to hear from former employees.

Our deepest sympathies are extended to the family of W. H. Shotts who died March 11. Mr. Shotts was bridge toll supervisor at Helena.

We also extend our sympathies to Tom Dixon in the loss of his grandmother, Mrs. Mary Dixon of Jonesboro on March 8.

This reporter and husband attended the funeral of her husband's uncle, James Burns of Pine Bluff, who passed away March 4.



DATA PROCESSING

Glynoreu Smith

Data Processing is happy to welcome our new keypunch operator, Rebecca Jo Bennett, better known as "Jo."

Jerry Conway is sporting another new car... a red Galaxie.

Billie Ratliff took a week of vacation and moved into a new home at 4512 Ludwig in the Euclid Addition. She's really thriving on the "country atmosphere."

Anne Minor's son, John, is now a TV celebrity since John's art class was pre-

sented on "Little Rock Today."

Art Johnson and "Smitty" were in Fayetteville March 12 and 13 for the Highway Engineering Short Course.



Jo Bennett



EQUIPMENT

Sally Crook

Thurman Payne, equipment inspector, is really beaming these days. He has a 9 pound, 10 ounce grandson who was born March 26 in St. Mary's Hospital at Russellville. The proud parents are David and Earline Payne. David, Thurman's son, is a senior at Arkansas Tech in Russellville.

We had a party March 5 for Jacqueline Hollingsworth, clerk in the shop superintendent's office, who retired with 22 years service. C. Don Hayes presented Jacqueline with a gift certificate as a retirement gift from all the employees at Jacksonville. Coffee and donuts were served.

Those who celebrated birthdays in March were: E. L. Yeager, O. L. Doran, James Hardcastle, Lee Hardin, I. M. Kibbe, W. E. Ripberger, M. W. Skelton, O. E. Wagner and Frank Boyett.

Mr. and Mrs. Lem Kirkpatrick observed their 30th wedding anniversary March 18. They celebrated by dining at the Golden Host Restaurant.

Weekend guests in the home of Avalee Padgett were Mr. and Mrs. John Davis of Concord, Ark. Mrs. Davis is Avalee's mother.

C. Don Hayes attended the Highway Short Course at Fayetteville March 12 and 13.



PLANNING AND RESEARCH

Bonnie Thomas

Joe Lovell's wife Karen, spent three weeks during March visiting her family in Stuttgart, Germany. Karen flew by jet to Europe. She hadn't been with her family since she came to the States 5 years ago.

Aline Daniels left us the last of March to live in Memphis, Tenn. She had been with our office over 5 years. The girls in P&R had a luncheon at Howard Johnsons for her and she was presented with a gift of jewelry.

Mary Ann Dickson and her family have moved into their new home at No. 9 Brookridge Drive, Little Rock.

Bill Cypert left for 6 months' service with the Army. He will be stationed in Louisiana for the first few weeks. We are sorry to lose these two employees and wish them lots of luck.

Neal Morehead's son, Jimmy, will be out of the Army April 10. He has been stationed at Fort Sam Houston for the past few months. Jimmy will continue his studies at Little Rock University.

Ruth Cantley will be a delegate to the Seroptomist Convention in Austin, Tex. the week end of April 16.

Several of our employees and their families have been ill. Marjarine Turner has been sick several days this past month. Mr. Henderson spent a couple of days home in bed. Several of our children have had the measles. Of course, a few of our men have been stricken with the usual spring disease called fishing and golf fever, which can be cured with time off.

Jim Barnet, one of our traffic engineers, has made talks recently to various groups in Little Rock. Jim made a speech to the Community Services Group March 26, concerning the Pulaski Area Transportation Study. In February he gave a talk to the Engineers Club.

Jim Head, his wife Lou Ann, and their new baby girl have moved into their new home at Hensley.

"Why doesn't the Department of Internal Revenue offer us our money back if we're not satisfied?"



PROCUREMENT

Lou Hardy

We failed to mention the birthday of our youngest employee in our last report and goodness knows we want her to grow older along with the rest of us. Maurice Carroll celebrated her 24th birthday on February 17. Her husband, Aubrey, treated her to dinner at Hank's Dog House for her favorite dish - frog legs - UGH! Maurice has now parted with her last tie to the good old single days by selling her 63 Pontiac.

Lewis Wade's son, David, has recently started on a new job at the Dow Smith Company. Good luck Dave!

Willene and Bud Dorris made another trip to Star City to see their dentist and also visited with the family while there.

Betty and Harold Claude were hostess and host of their regular monthly get-together of four couples. The couples rotate each month so that no one couple serves more than once every four months. Being a very informal affair, after dinner they usually settle down to playing Password or just having a regular gab session.

We are happy to report that our two University boys, Conley Meredith and Gary Claude, will be home for the Easter holidays. Conley Meredith has been elected to the honorary band fraternity, Kappa Kappa Psi.

Frank Caple and family enjoyed a night out recently by going to Hot Springs to the Belevedere Club for dinner and to watch the Kim Sisters.

This reporter celebrated her first year with the Highway Department recently.



Jean Barrett

Paulette Bogart, daughter of Mr. and Mrs. F. C. Bogart, was married to Donald Eugene Fancher February 28. The newlyweds are now at home in Greenwood, Miss.

The picture shown with this report is of our new employee in the Appraisal Section. Her name is Jean Barrett; she is married and has a 12-month-old son.

We would like to extend our sympathies to the family of J. C. Merritt in the loss of his father, Mr. John C. Merritt of Greenbrier.

glad to know she is recovering so nicely.

Bob Price, who retired from our sign crew in September, 1963, dropped by for a visit with us March 20. He has really retired hasn't taken on another job and just sitting around taking it easy. He sure looked hale and hearty.

Charles Foiles resigned March 24 to take another job. He had come to work in October, 1962 and after a year's hitch in the Army, rejoined us in January of this year for two and one-half months. Good luck, Charles.

Richard (Sandy) Williams became a proud papa for the second time March 19. The new girl, Sandy Lynett, weighed in at 7 pounds, 4 ounces, making them a two-girl family.

O. K. Sanders and H. E. Derrick, signs and center stripe respectively, received their 5-year service pins in March.

Johnny Langley, center stripe, was drafted into the Army. He went down for the induction examinations March 23. He has been with us since April, 1961. Happy basic training!

Carol Coykendall is receiving a lot of kidding about being a "wider woman." Hubby Earl has gone to attend a radio and television school at Fort Slocum, New York. If he passes his entrance exams he won't be back until June 9.

This spring-like weather has put many of us in the mood for working on our lawns and flower beds. A. L. Webb is already doing work on his lawn. He takes pride in his beautiful and well-kept yard and understandably so. He gave a few of us a guided tour last summer and another trip is promised this year. 'Course he may be the only active one - the rest of us are content to do our gardening in day dreams for this weather also makes one feel lazy. At least it does us.



RIGHT OF WAY

Shirley Childress

L. M. Elledge, B. A. Van Patten and Henry Williams represented the Right-of-Way Division at the Highway Short Course March 12 and 13 at the University.

Dale Oswald and Frank Wiggins, of the Utilities Section, have found a way to relieve the parking problem around the Right-of-Way building. They both bought small economy cars and now can share a parking spot.

Jack Hamilton underwent surgery March 9 and again on March 25. He will be back with us April 6. We would like to wish Jack a very, very speedy recovery.

We were very sorry to hear that Flo Howell, wife of George Howell, suffered a stroke March 25. The doctor's opinion now is that it was a slight stroke. We sincerely hope that she'll have a speedy and complete recovery.



TRAFFIC SERVICES

Sharon & Judy

Jim Taylor resigned April 1 to accept a position with his uncle's janitorial services in Monroe, La. He was with us since last September. After a short time he will become office manager of a branch in Shreveport. His fiancée, Wanda Murphy, is an elementary school teacher in Little Rock. After a June wedding they will reside in Shreveport where she hopes to teach. Best of luck to both of them.

Judy Stolzer was selected to the top ten of the "Miss Contact Lense" contest held in Little Rock March 8. The contestants were from 5 states. She won three pairs of colored contact lens. We're proud of her.

Sharon and David Jobe celebrated their second wedding anniversary March 18.

Mr. Core's 4-year-old granddaughter, who was accidentally hit by an automobile March 23 is still in serious condition. We are all hoping for her speedy recovery.

Van Campbell's 5-week-old granddaughter was operated on March 25 and we are all



DISTRICT



Janet McElduff

DANG!!!! I wish something besides everything would come sometime besides the end of the month! Now don't tell me I could have this news ready earlier, because that is impossible!

Besides that, we've had nothing but trouble, spelled with a capital "T" man, over our way. Folks been sick, people been complaining, bones broken, drainage complaints! Por' ol' Red Smith, equipment supervisor, had the misfortune to break not one limb, but two recently, and is still in the hospital at this writing. To make matters worse, the same day, Hubert Todd, shop foreman, had what they thought was a heart attack, but fortunately was a blood clot which is in the process now of being dissolved. We miss those two boys around here and hope they continue to have a speedy recovery. Our friend Frank Dead-

erick from Marianna, is in Memphis in the hospital and to him too, we wish a hasty regaining of his good health!

We had word sent in by one H. M. Ross he had transferred from Forrest City to work for Mr. W. A. Simpson in Brinkley. Now Ross is one of our favorite friends, and we surely don't want to lose track of him. Another of our favorite red-heads, Adler Williams, brought the girls in the office a lovely box of Easter candy. No need to say how much we enjoyed it.

I want to brag a little too, on our first-born, Janet, our 17-year-old daughter, was elected President of the Student Council for next year. She was Vice-Prexy for this year, and I'm here to say I'm proud of her!

We're also proud to welcome Elise Kapter to Resident Engineer Ben Hogan's office in Forrest City as clerk. Elise lives in Wynne, an ole-time resident, and we are happy to have her with us. Princess Thompson, Brinkley, has gone back to the residency in Brinkley, so everyone is happy now. I think Princess missed that baby boy she had to leave in Brinkley every day, and I don't blame her!

Our sincerest sympathy goes to the family of Bill Shotts of Helena, recently deceased. Bill had been at the Helena Bridge since it opened, had been around Helena most of his life, and will be missed by many.

Not much news, but my little ol' fingers are worked to the bone and to prove it I am enclosing me and the grind-stone. If you don't believe how hard I work, just ask

Charley Matthews!
Law! come!

Janet



DISTRICT



Ouida Cruce

The following employees received service awards in March: Sanford L. Varnell, 15 years; Francis J. Drake and Jake Franks, 10 years; and Havis Bl Laminack and Gerald Dean White, 5 years.

Mr. and Mrs. J. F. Carter had a house warming in their pretty, new brick home in Wilmar, Sunday afternoon, March 1.

The Joe Tices vacationed recently in St. Petersburg and Tampa, Florida.

John Harris, Brewster Shalmy, George Karnes, Ken Tyler, L. K. Howell, and Max Bagwell attended the Short Course in Fay-

etteville and said they enjoyed it.

We send our best wishes to Mrs. Woodrow Wilson who had surgery in a Monticello hospital recently.

This will be my last time to report the news for District 2. The second week in this month I will be leaving for Birmingham, Ala., to join my husband who is working in radio and television. Mrs. Leslie Long will be reporting for District 2 so all employees send her some news items each month. (We are sincerely sorry to see Ouida leave AHD. She has been a great reporter and we appreciate her cooperation. Good luck to Ouida and her husband, Ed.)



DISTRICT



Olive Jackson

Those attending the Ninth Annual Highway Short Course from our district were Messrs. J. E. Lowder, district engineer; Ted Maryman, assistant maintenance superintendent; Coy Campbell, resident engineer; and James B. Williamson, Bennie Martin, and W. A. McDonnell.

Messrs. Ed Orsini, A. G. Cruce, and Billy Pryor, auditors for AHD, were in our district making their annual audit which was completed March 20.

Hiram J. Hatfield, who received his 10-year service awards February 28, has retired from AHD. We extend best wishes to him for the future. Also, we congratulate Noel Dillard Jester, who received his 10-year service awards in March.

J. E. Lowder was host to the Southwest Chapter of Professional Engineers at the Barlow Hotel March 3.

Ben Hogan, resident engineer in DeQueen, was transferred to Forrest City February 16. Taking Ben's place is Lonnie Parson, acting resident engineer.

We welcome Bennie Martin, who was transferred from District 6 in Little Rock to the Texarkana residency.

Edna Lewallen returned March 22 from a week's visit in Dallas with the Robert Stephens and little sons Rusty and Charlie. They will be visiting in Hope over the Easter week end.

W. E. Miller of Nevada County, who was hospitalized in Prescott with pneumonia, has now returned to his job.

The Lonnie Parsons of DeQueen are parents of a baby son, Michael Joe, who arrived March 10.

James Hallmark of Little River County, resigned to accept other work.

Our deepest sympathies are extended to the family of Sidney A. Flowers, 61, who died March 20 in a local hospital. Sid, area foreman for Hempstead County, was a longtime employee of the Department.

On the back of a garbage truck that makes the rounds in Elizabethtown, Ky. is a sign: "Satisfaction guaranteed or double your garbage back."



DISTRICT



Netha Brown

James and Mary Howell's honeymoon ended on a rather tragic note. They were returning to Russellville on Sunday night, one week after the wedding, when their car was struck broad-side, demolishing the Volkswagen, and sending both of them to the hospital with cuts, bruises and some broken bones. Mary was dismissed the next day, but James was hospitalized for several days, then dismissed to spend three weeks in bed at home. Seems these two young lovers are finding out first hand about the rocky road to love.

Roy Taylor, our bookkeeper, attended the wedding of his nephew in Dallas, Tex. over the Easter weekend.



Barbara McCoy, 16-year-old daughter of Jean McCoy, received the State Homemaker Degree at the annual convention of FHA in Little Rock March 20. Barbara, a junior, was the only student from Russellville High School to receive this honor.



DISTRICT



Carl Davis

Ruby Masner, fuel clerk, is beaming with pride these days as she has another granddaughter, Tina Star, born March 22. Tina is the daughter of Donald and Margie Masner of Little Rock. Don is also an employee with construction.

Freece Kimmer, bookkeeper, has been in Little Rock with his son Irvin Kimmer, who has been hospitalized at St. Vincents.

Mary Lee McCown, payroll clerk, was in Little Rock two days chaperoning the Batesville Pioneer Prancers, who were featured at the State FHA Convention. Martha Dale, Mary Lee's daughter, is president of the Prancers. Kathy Cook, daughter of Troy Cook, another employee of the Batesville shop, is also a member of the group.

Elmer Wall, truck driver in District 5, received his 10-year service awards in March.

J. C. Thompson is a patient in Dr. Gray's Hospital. He is recovering from a leg injury he received while working.

A. E. Scribner left the Department and is now working for a construction firm.

Drexel Evans and A. J. Courtney have been on sick leave the past few days from injuries they received in a truck accident on Highway 167.

We extend our deepest sympathies to the families of Kenneth Logan in the death of his father; Bud Shreve in the death of his brother; and Carl Hanes in the death of his brother, who was killed in a car wreck.



DISTRICT



Bob Valentine

I. H. Nute and Glenn Appleby, foremen from District 6, and members of their respective crews entertained their families and guests with a big fish fry last month at the North Pulaski County area headquarters. All members of the Maintenance Division were invited and Nute said that this would be an annual affair. Served were catfish and buffalo, hushpuppies, salad, pies, cakes, coffee, and soft drinks.

Messrs. E. E. Hurley and W. T. Jeter were visited by their sons the past month. Pat Hurley of New York spent a week with his parents and father and son got in some fishing on Lake Maumelle. Hurley reports that Pat was tops in the catching department, landing a 2-pound crappie. Bill Jeter, Jr., and wife Madelyne and their three children, Kim, Kris, and William III, came up from New Orleans for a week with the Jeters. The week before they arrived, Bill Jr., a pilot for Delta Airlines, took 6-year-old Bill to Holland and reported this interesting note. They left Amsterdam at 5 p.m. as the sun was beginning to set and 7 hours later arrived in New York, having sunlight all the way.

Edith Greene, bookkeeper, was visited by her niece Babe Francis Norman and her 6-year-old daughter Cynthia, residents of Ada, Okla. Edith reports that they had a wonderful week end together, doing nothing more than cooking and eating.

P. B. Bardwell, a member of R. J. Johnson's crew from Hot Springs, received his 5-year pin in March. Congratulations to Bardwell.

And, in closing, another of Gene Stumpff's engineering crew is a proud father. Mrs.

William Terry presented Bill with a 6 pound, 14 ounce daughter, February 28 at the Baptist Hospital. Mother and Tracy Lanette are doing fine.

Mr. and Mrs. Don Masner are parents of a baby girl born March 22 at Baptist Hospital. Tina Star weighed 6 pounds, 13 ounces. Don is a member of J. C. Perkins' crew.



J. E. Herrington and Doyle Bratcher, signmen in District 6, take a break long enough to say "cheese" to the camera.



DISTRICT



Burnham & Campbell

Those attending the Highway Short Course in Fayetteville on March 12-13 were District Engineer and Mrs. W. E. Hicks, Mr. and Mrs. N. D. Pumphrey, G. E. Nunnally, J. C. Webb, A. W. Hardy, Jr., and C. L. Baumcum.

Ten-year service awards were presented to John Robert Bradley, Odis Odell Alexander, and Durwood Lee Erwin.

Lonnie Lansdale was presented a 25-year service award at the Commission Meeting on March 25.

Bill Anderson, A/1c with U.S. Air Force, was visiting in this office recently. He was draftsman and levelman in District 7 before joining the Air Force about 3 and ½ years ago.

Radio base units have been installed at El Dorado and Arkadelphia Maintenance Headquarters.

H. C. Steadman reports a good catch on the river one evening recently. He returned with a 12-pound and a 6-pound catfish.

Highway Commissioner John Harsh spoke to the Rotary Club at Camden and to the Kiwanis Club at El Dorado during March.

Donald Brandon is our new Calhoun County area foreman, and Homer Wilson is area foreman in Clark County.

Ray Rogers, Columbia County area foreman, entertained the Columbia County crew and visitors with a barbecue March 27.

Paul Stewart, Bureau of Public Roads area engineer, visited the district March 25. Stewart has replaced Tom Willett who was transferred to West Virginia as Bureau district engineer.



DISTRICT



The Informers

The district office surprised R. N. Parker, district maintenance superintendent, with a birthday cake and coffee on Friday afternoon February 29. His birthday was March 1.

We are sure the District 9 has a proud father, Larry Hodnett, but we have the proud GRANDFATHER, H. L. (Bud) Hodnett, assistant maintenance superintendent. Congratulations to both.

B. K. Benson, with Calvin Peevy's construction crew, and Mrs. Benson have a new baby boy, Vincent Keith. He was a husky, 8 pounds, 2 ounces, 20 inches long. Vincent is their fifth child. Wife and child are doing fine.

Gerald Dunn (district shop) and wife are enjoying their newly acquired home in Hartford.

R. L. Maintner, with Calvin Peevy's crew, received his 5-year pin and S. C. Haller Logan County, received his 10-year pin recently.

E. A. Rowland, Montgomery County, is back on the job after several days' stay in the hospital - Glad to have you back, E. A.

It is with regret that we report John Summitt has had to retire due to disability. Our best wishes go with him and we hope that he will come in often to see us.

Congratulations to Nelson Keller on his new daughter-in-law. His son, Nelson, Jr., married Erlene Harrison of Alma. They had a nice wedding and are residing in Ft. Smith, where Nelson is attending F.S.J.C. Machinist School.

Visitors last month were R. B. Winfrey, Jake Clements, Nathan Garrett, John Nalley, and Bob Hamilton. Come back to see us often.

The following men attended the Highway Engineers Short Course in Fayetteville last month: Jack Coleman, Bobby James, Dale Spencer, C. H. Paris, Calvin Peevy, Jim Karnowski, and H. L. Hodnett.

Our sympathies go to Harrison Heath, foreman in Polk County, and his family in the recent loss of his father; to Loyd Dukes in the loss of his uncle; and to Bill Michael in the loss of his uncle.

Nature does make mistakes; sometimes she puts all the bones in the head and none in the back.



Travel Agency Sign: "Please go away!"

ARKANSAS HIGHWAYS

Vol. XIII

APRIL 1964

No. 4

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
	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



Nebraska Droughter, our mail clerk for over 10 years, gained a new son-in-law April 5 when his daughter, Brunette, was married to Sam Shackelford in the Liberty Hill Baptist Church, 29th and Spring Streets, in Little Rock. Shown with the newlyweds at left is Nebraska's youngest son, Harry. We congratulate them.

ANOTHER "FIRST?"

No doubt about it, this is an age of convenience as evidenced by the fact that the new telephone building in Oklahoma City is complete with a "kissing lane."

This unusual innovation provides parking space for workers to kiss their spouses goodbye each morning when driven to work. The special lane for these tender moments removes the participants from heavy morning traffic.

Just think how many people could get to work on time if there was a "kissing lane" around the Capitol Mall!



This'll Kill Ya

MISSIONARY: "Why do you stare at me like that?"
CANNIBAL: "I'm the food inspector."

A man bought several dozen boxes of cigars, and had them insured against fire. When he had smoked them, he put in a claim against the insurance company that they had been destroyed by fire.

The company refused to pay, and the man sued. The judge ruled that the company had given the man a policy protecting against fire, and must pay.

As soon as the man accepted the money, the company had him arrested on a charge of arson.

"Where did he pick up that black eye?"

"He was the best man and kissed the bride after the wedding."

"Well, what's wrong with that?"

"It was a year after the wedding."

An office worker, loafing at the breakfast table, looked up languidly from the morning paper and asked his wife for another cup of coffee.

"Another cup of coffee!" she exclaimed in surprise. "Aren't you going to the office today?"

"Good lord!" the man exclaimed. "I thought I was at the office."

Wife (intense with excitement): "Well, what happened when you asked the boss for a raise?"

Hubby: "Why, he was like a lamb."

Wife: "What did he say?"

Hubby: "Baa."

"Looks like a bad storm coming up," said the hostess. "You'd better stay for dinner."

"Oh, thanks," said the guest absently, "but I don't think it will be that bad."

Son: "I'm leaving home, Dad. I'm looking for adventure, excitement, beautiful women. Don't try to stop me."

Father: "Who's trying to stop you? I'm going along."

A tenant had not paid his room rent for several weeks. Something was always happening that took his ready money, and tomorrow was going to be the day. Finally came the breaking point.

"See here," said the landlord, "I'll meet you halfway. I'm ready to forget half of what you owe me."

"Great!" I'll meet you!" replied the tenant. "I'll forget the other half."

Wife: "I'll be ready in a minute, dear."

Husband: "Take your time. I've got to shave again."

"I hate to tell you this, Bill," said Pete to his best friend, "but at the party last night, your sister promised to marry me. Can you forgive me for taking her away from the family?"

"Think nothing of it," was Bill's calm reply. "That's what the party was for."

The new medical officer, young and very green, was doing his best to ignore the baby-blue eyes of his patient, the prettiest civil service employee in headquarters. With great dignity he prepared to give her a routine checkup and in the process dropped his stethoscope. "Is anything the matter, sir?" she asked sweetly, enjoying his discomfort.

"Of course not," he replied, collecting himself and his equipment. "Now then," he ordered in his most professional tone, "deep breathely."

Gossips have been catalogued in three different types: The vest-button type - always popping off; the vacuum cleaner type - always picking up the dirt; the liniment type - they rub it in.



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

RETURN POSTAGE GUARANTEED

