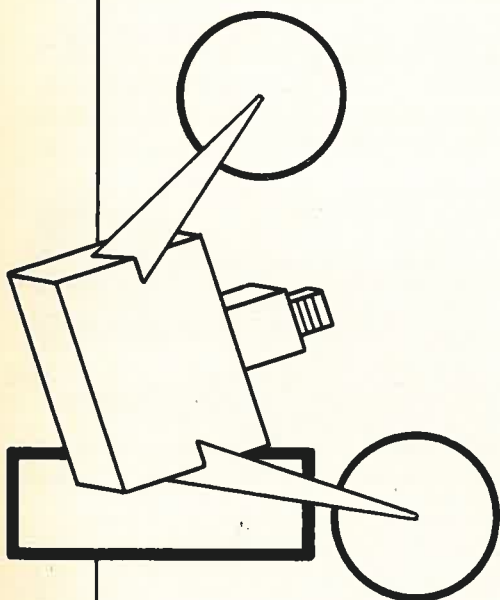


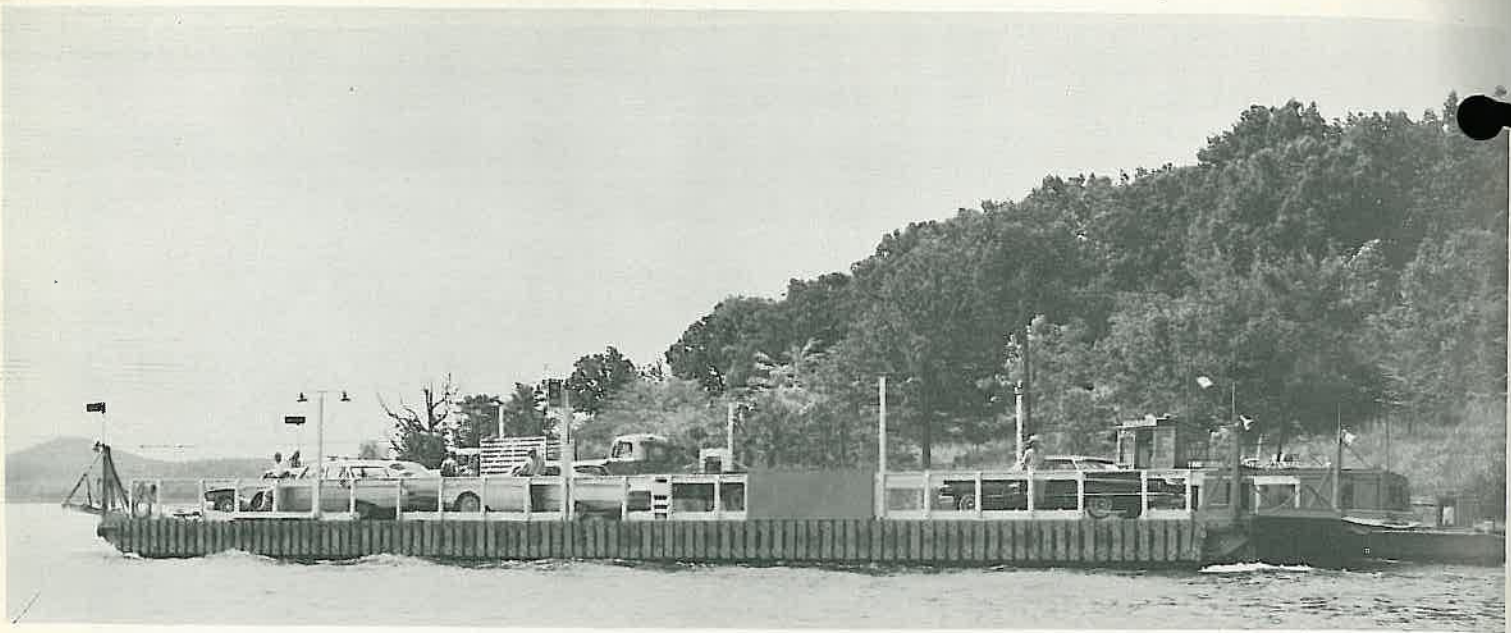
ARKANSAS HIGHWAYS MAGAZINE

*"Arkansas Grows
Where
Good Roads
Go"*



HAS

APRIL 1965



FERRY BOATS IN ARKANSAS.....A'PLENTY!

by: Bob Mattox
Bridge Maintenance Engineer

Modern times have brought about many changes in our methods of transportation and construction of our streets, roads, and bridges. The old covered bridge - that quaint structure which was often adorned with vines and flowers - is almost non-existent except in instances in which they are preserved for posterity and historical purposes.

Since the invention of the automobile, the horse and buggy, the mode of transportation which it replaced, is seen most often in the movies or on a television show. But the ferry boat, another old method of conveyance which has been around for many, many years, is still around. Bridges have replaced many of them when feasible, but they will never completely replace them.

As of this writing, there are 15 ferries operating on the rivers of Arkansas. Of this number, 8 are operated as free ferries by the Highway Department, and 7 are independently operated toll ferries. Two of the independently owned are in the process of being replaced by bridges.

The names and locations are shown in the following table:

STATE OPERATED FREE FERRIES

Name & County	Location	Route	Avg. Daily Traffic
Henderson	Norfolk Lake	U.S. 62	700
Baxter County	10 mi. E of Mt. Hme.	S. H. 101	350
Sylamore	White River	S.H. 9	100
Stone & Izard	7 mi. N. of Mt. View		

Oil Trough Independence	White River 12 mi. W. of Newport	S.H. 122	250
St. Charles Ark. & Monroe	White River 15 mi. NE of DeWitt	S.H. 1	200
Pendleton Desha & Ark.	Arkansas River 11 mi. NE of Dumas	S.H. 1	225
Toad Suck Perry & Faulkner	Arkansas River 7 mi. W. of Conway	S.H. 60	150
Moro Bay Bradley & Union	Ouachita River 21 mi. NE of El Dor.	S.H. 15	Under Const.
Spring Bank Miller County	Red River 25 mi. SE of Tex.	S.H. 160	Required by Act 144, 1965

INDEPENDENTLY OPERATED TOLL FERRIES

Jacksonville Bradley & Ashley	Saline River 7 mi. W. Ftn. Hill	County Road	Br. Under Const.
Guion Izard & Stone	White River NW of Batesville	County Road	50 Estimated
Elgin Indep. & Jackson	Black River 15 mi. N. of Newport	S.H. 37	100
Calico Rock Stone & Izard	White River Calico Rock	S.H. 5	Br. Under Const.
Unknown Stone & Izard	White River 3 mi. W. Calico Rock	County Road	Unknown
Norfolk Baxter	White River Norfolk	County Road	Unknown
Shipp's Baxter	White River 10 mi. S. Mt. Home	County Road	Unknown

Sylamore Ferry on the east bank of White River on Highway 9



After an installation is authorized and allotments made, surveys are made of the proposed location and our bridge designers become "naval architects." Upon completion of the surveys, a sketch showing the location, ravine section, and type of operation is submitted to the Corps of Engineers with a request for a permit. If no objections are received from navigational interests after publication by the Corps, a permit is issued to the Department outlining the navigational requirements to be met.

Specification and detail plans, along with the navigational requirements of the Corps are submitted to the Office of Marine Inspection, U.S. Coast Guard for approval.

During construction and after installation, the Coast Guard makes periodic inspections to insure that the construction and operations conform to the requirements set in the certificate of inspection for the boat and the licence for the operator.

Calico Rock ácross the White River, on Highway 5



COST ANALYSIS OF METHODS FOR INTERSTATE GUIDE SIGN MAINTENANCE

By Otha Hewitt
Chief, Traffic Services Division

This paper describes and presents the results of a study of refurbishment (replacing sign face materials) of Interstate guide signs. Two methods were compared: 1) The conventional refurbishment method wherein panels are chemically stripped and reused, and 2) An overlay method which employs new techniques designed specifically for large signs as used on the Interstate System.

(Last of Three Parts)

STUDY FINDINGS

With data on labor and material costs for each method and having experienced refurbishing a sign by each method, it is possible to compare each of the sign refurbishment methods with the requirements previously set forth.

QUALITY

The quality yielded by each method was considered to be excellent and of a level comparable to the signs when new. For all practical purposes from a quality standpoint one method is as good as the other.

COST

Due to the significantly greater manhours required by the conventional method, substantial cost differences exist which are not offset by differences in material costs.

Using Arkansas labor rates the conventional method was 18% more costly than the overlay method for Extrusheet panels and 30% more costly for extrusions. When average U. S. labor rates are substituted these figures are respectively 26% and 40% more costly for the conventional method.

TIME

The total standard man hours for each method show a significant reduction for the overlay method. While important from the cost standpoint, of possibly greater importance is that the field operation was completed in 3.9 hours. The sign was out of operation for only that period. With the conventional method

much of the time was consumed in the shop and for transportation of panels. The sign was out of operation for a considerable length of time; in this case overnight.

EQUIPMENT

Equipment required for each method is listed in the Appendix.

The conventional method requires stripping, degreasing, etching and rinsing tanks of sufficient length and depth to accommodate sign panels of the size to be refurbished, plus an overhead hoist with which to handle the panels.

In this case panels were 19 feet long by 36 inches wide. Many state sign shops do not have the facilities to handle panels of this size and these operations would then have to be done by hand, which would increase the labor and total cost considerably.

A roller applicator is required in each method for the application of reflective sheeting. If an applicator is not available applied panels can be purchased. In the case of the conventional system this could result in an extensive delay if an outside source is required. A delay would not be encountered in the overlay system because panels are prepared in advance.

CONCLUSION

This paper presents the findings of a study which compared two methods of refurbishing Interstate guide signs; the overlay method, and the conventional method. The study found that the conventional method cost from 18% to 40% more than the overlay method, depending upon wage scale and original backing used. The overlay method was accomplished in 58% of the time required for the conventional method, and was done without stripping, degreasing, and etching tanks.

Where substantial damage such as numerous bullet holes or rock dents have damaged original panels, the overlay method offers a means of repair that does not require panel replacement. The conventional method may require new panels.

The study found that the field portion of the overlay method took less than four hours of elapsed time; for this reason a temporary replacement sign was considered unnecessary. With the conventional method the sequence of events and lengths of time required resulted in the sign being out of service overnight, an undesirable condition from a safety standpoint. Should this situation occur on a day prior to a weekend the sign would be out of service for an extended period. With the overlay method, panels for several signs can be carried at one time to refurbish signs without returning to the shop.

For a given number of man hours approximately twice as many signs could be refurbished by the overlay method as compared to the conventional method and a savings in cost per sign would be realized even though the material cost is slightly greater.

The overlay system of sign refurbishment affords highway maintenance crews a method of replacing the face of highway signs economically in a short period of time with a minimum of equipment. The results of this study indicate that where large guide signs require refurbishment the overlay system should be given serious consideration.

LIST OF REFERENCES

1. "Manual on Uniform Traffic Control Devices for Streets and Highways." U.S. Department of Commerce, Bureau of Public Roads, Washington, D.C. June 1961.
2. Progress Report of Joint Committee on Maintenance Personnel, "Highway Research News," Highway Research Board of the National Academy of Sciences - National Research Council, Washington, D.C. November 1963.

APPENDIX

Table 1

Equipment and materials necessary to refurbish Interstate guide signs that are common to both the overlay and conventional methods of refurbishment.

Equipment & Materials	No. Required
Block and tackle	2
Eye bolts	2
Socket wrenches and sockets	2
Extension ladders	2
Step ladders	3
Scaffold (expandable)	1
Electric drills 1/4"	2

HIGHWAY DAMES

The Arkansas Highway Dames will have their annual card party at the Wonder Bread Bakery on April 22, beginning at 11 a.m.

This is the one project of the year by which we raise money for our "operating expenses." Admission will be \$1.00 per person, and tickets are now being sold. Each member attending should bring a salad for six. Dessert and coffee will be furnished. Members should also bring cards, or games, which they wish to play. Bring yourself, or enough of your friends and neighbors to fill a table; you may play bridge, other card games, games, or just visit. A door prize will be given. We hope to see you in April.

Members of the Dames had looked forward to their March meeting for several reasons. We were to have an informal coffee at the home of Mrs. John Pendergrass, and the high point of the coffee was to be a talk by Highway Director Mack Sturgis. A freezing rain just at the hour of the coffee kept many members from attending, and it was suggested that Mr. Sturgis speak at another time when more members could be

Generator	1
Sign truck	1
Flatbed truck	1
Masking tape (rolls 1" x 60 yds.)	1
Blind rivets	600
Rivet guns	2
Hammer	1
Punch	1
Pliers	2
Drill bits (No. 30)	2
Roller applicator	1
Extra buttons	25
Varnish impregnated rags	2
Trimming knife	2

Table 2

Equipment and materials necessary to refurbish Interstate guide signs by the conventional method in addition to that listed in Table 1.

Equipment & Materials	No. Required
Stripping tank	1
Methylene chloride stripper sufficient to fill tank	1
Degreasing tank	1
Controlled alkaline solution degreaser sufficient to fill tank.	1
Etching tank	1
Phosphoric acid solution sufficient to fill tank	1
Rinse tank	1
20" fan to dry panels	1
Hoist with basket	

Table 3

Equipment necessary to refurbish Interstate guide signs by the overlay method in addition to that listed in Table 1.

Equipment & Materials	No. Required
24 gauge galvanized phosphatized stretcher level sheet steel	Sufficient to cover the sign, in this case 4 panels 8-1/2' x 4' and 1 panel 8-1/2' x 3'

present. We appreciate Lucy Jane's hospitality, and Mr. Sturgis' planning to meet with us, and we're sorry that the weather interfered with our plans.
..Ernestine Martin

DISCUSSING HIGHWAYS

I like to hear old men discussing highways
Under construction, whether or not they spend
All of their days, until their journeys end,
Traversing little unimportant byways.
I like to hear them say the work is going
Along well, even if they've only heard
It from another who had someone's word
For it, in turn; I like their easy knowing
The width a shoulder is, as well as each
Other dimension of the new roadbed.
There is pride within their words, as if they'd bred
The dream for this particular ribbon to reach
From here to there themselves, long since, and then
Assigned the actual work to younger men.

--Elaine V. Emans

DISTRICT 7 HOLDS REFRESHER COURSE

By: N. D. Pumphrey

On March 4, W. E. Hicks, district engineer of District 7, convened the first District 7 (Construction) Refresher Course.

Introductory remarks by Mr. Hicks stressed the need for well trained crews of surveying and inspector teams to insure that the taxpayers of Arkansas get 100 cents of value for each dollar invested in the highways of this State.

Also stressed was the fact that to someone, each man represented at the course was THE Highway Department, making it necessary for each man, from the engineering helpers to the resident engineers, to be courteous and present themselves at their best to the public at all times.

The purpose of the course, as outlined by M. S. Smith, assistant construction engineer, was to have better trained construction forces who were competent, confident, and honest in their dealings with the public, the contractors, the Bureau of Public Roads and their superiors. Only in this way could the employee be of the most benefit to himself and to the Highway Department.

An unexpected pleasure on the inaugural day was the appearance of Bob Kuhlman, supervising engineer, with the Portland Cement Association. Kuhlman spoke for a few minutes on the role the PCA plays in the highway construction industry and offered any information concerning cement to anyone who would write for it.

Also on an unannounced visit, the first day, Paul Steward, area engineer with the Bureau of Public Roads and A. L. Carr, regional utility engineer with BPR dropped in for a short visit. Carr was gracious enough to speak to the assembled engineers helpers, instrumentmen, inspectors and resident engineers concerning the importance of, and the methods used, for proper inspection of utility company forces and materials.

As a part of the opening day the men were shown Johnnie Gray's classic new Arkansas Highways movie. (Several men wondered if the man REALLY killed that turkey with the bow and arrow.)

This course was conducted on March 4, 5, 11, 12, & 18, at the Ouachita County area headquarters building. The dates were arranged in this manner to more effectively use our personnel as instructors and so that inspection on the construction work in progress would in no way be weakened.

The schedule of classes was arranged in such a manner that last minute changes in availability of the instructor personnel could be handled with very little re-arrangement of classes.

The classes were intended to give our newer employees a basic knowledge and to review our older employees, in the following subjects:

Leveling & transit surveying and care of instruments, with G. E. Naugle, senior instrumentman at Camden, as the instructor.

Office Information, consisting of Computer Center notes, keeping gravel books, asphalt books and preparation of final estimates with J. E. Livingston, instrumentman at Camden, as the instructor.

Theory and practical exercise in running Proctor Curves and In-Place Densities, with the Speedy Moisture Tester, taught by N. W. Helms, Sr. Inspector at Camden.

Carter Howard, senior inspector at El Dorado, taught the class on gravel inspection, with emphasis on securing a representative sample, preparing it for seive analysis and running the analysis, excluding the P.I. tests. Due to the time involved the students were shown on it the preparation for the P.I. test. The running of the P.I. test is to be scheduled at a later date so that more time may be devoted to it.

Buddy Beard, junior inspector at Camden, gave an excellent demonstration of the proper method of taking material soundings, including digging the hole!

Diaries and daily reports were covered by A. W. Hardy, Jr., resident engineer at El Dorado. Hardy stressed the importance of keeping an accurate record of the work as it progresses and of the events occurring on the job.

Earthwork inspection, with emphasis on the interpretation of the specifications, problems encountered and some ways to correct them, and the proper methods of setting and marking slope stakes was presented by B. L. Ryan, assistant resident engineer from El Dorado.

Cylinder casting, curing, and handling, along with Slump tests, was conducted by N. D. Pumphrey and Larry Hollis.

As evidenced by the score on the test which was given at the conclusion of the course, it seems that this review was of benefit to the men and will be of benefit to the Department if the knowledge acquired will be applied to their daily work.

Also at the conclusion of the course the students were given a questionnaire which asked for their views on subjects taught and the general conduct of the course.

From the information obtained from the questionnaire, it is indicated that many of the engineer helpers are very interested in their work and want to go deeper into some of the subjects.

It is also evident that any future course should be divided at the inspector level, so that the rodman, chainman and engineer helpers could be more thoroughly trained. Basics might then be reviewed and and more specific problems given to the Inspectors and Instrumentmen.

AHD HIRES ROADSIDE DEVELOPMENT SPECIALIST



Marion (Bud) Witter has been employed by the Highway Department as a staff specialist in roadside development. He will act as a consultant in beautification and erosion projects involving landscaping, herbicides and insecticides, fertilizer, sodding, seeding and related areas.

Witter has previous experience as turf specialist with the Capitol Equipment Company and Louis-Diesel Engine Company. He is a graduate of Ohio University with a major in agriculture and has done graduate work at the University of Arkansas. He and his wife reside at the Riviera Apartments. They have two sons, both of whom reside in Ohio.

AHD TO RECEIVE BRIDGE AWARD

On April 14, the day of the Highway Commission Meeting, Director of Highways Mack Sturgis will receive an award on behalf of the Highway Department by the American Institute of Steel Construction. The award is for the White River Bridge on Highway 12, east of Rogers, which was adjudged by the Institute as the most beautiful bridge structure in the medium span category, opened to traffic in 1963-1964.

The new bridge was one of 20 winners out of 135 entries, chosen for their aesthetic and imaginative use of fabricated steel.

Representatives of Howard, Needles, Tammen, and Bergendoff, the engineering firm which designed the bridge; the St. Joseph Structural Steel Company, fabricators; and the Guy James Construction Company of Oklahoma City, general con-

tractors, will be present to receive awards for their respective participation in the bridge construction.

Built with reimbursible federal funds, the new structure was necessary, in order to raise the bridge above water level of Beaver Reservoir, which is now filling after the completion of the U.S. Corps of Engineers' dam across White River. Cost of the bridge was \$880,000.

AHD OFFICIALS VIEW RIVER PROJECT

Five Arkansas Highway Department officials, together with representatives of Missouri Pacific and Chicago, the Rock Island and Pacific railroads inspected the Little Rock model of the Arkansas River channelization project in operation at the Waterways Experiment Station in Vicksburg, Miss., April 1.

The visit was sponsored by the U.S. Corps of Engineers so that interested parties may inspect the model and observe tests to become better acquainted with the proposed channel alignment through the groups of bridges at Little Rock.

Those from the Department who made the trip were Assistant Chief Engineer J. T. Pendergrass, Bridge Design Engineer L. P. Carlson, Assistant Bridge Design Engineer Harold F. Bastian, Senior Bridge Designer B. Vinson, and Bridge Designer Frank Battisto.



This young man is standing before a mock-up community to scale (two blocks wide and seven blocks long) showing the physical geographical relationship the Eighth Street Expressway will have to Lee School. The model was made by the young man and his father as part of a demonstration in Economic Education for Elementary Children, which was presented by the teachers in Lee School, and all fifth grade classes. The project was on the Eighth Street Expressway. Leroy Beckett of P&R spoke to the pupils on highways in general and Frank O'Donnell, assistant safety officer, showed the Highway Department movie.

AHD Retired Employees Will Become Good Will Ambassadors

Some retired employees and some who are retiring who have rendered outstanding service to the Highway Department have been asked by Highway Director Mack Sturgis to act as ambassadors of good will. Mr. Sturgis requested this so that the reputation of the Department will constantly remain at a high level in all respects. Mr. Sturgis said that some in the retired group and the number of years they represent can be one of the greatest sources to achieve this. Those who will serve in this capacity will be sent a letter from Mr. Sturgis, along with a certificate making them official public relations officers. The certificate is reproduced below and a letter from a retired employee, expressing his appreciation for the new title bestowed on him.



TO ALL WHO SHALL SEE THESE PRESENTS, GREETINGS:

KNOW YE, that the Director of the Highway Department for the State of Arkansas, in the name of and by the authority of the State Highway Commission, do herein convey special recognition for the distinguished accomplishments of a retiring employee of the State Highway Department, and do hereby appoint

who is authorized and commissioned to serve as

A PUBLIC RELATIONS OFFICER,

and by this action solicit his continuing efforts as an Ambassador of Good Will for the State Highway Department wherever this Ambassador of Arkansas may hereafter travel or reside.

In Testimony Whereof, I have hereunto set my hand and caused the above person to be commissioned, this day of _____ in the Year of Our Lord, One Thousand Nine Hundred and _____

Director of Highways

Dear Mr. Sturgis:

My inclusion with those of the Department's retired employees, whom you have seen fit to certify as ambassadors of good will for the Department, fills me with warmth.

Although my automatic retirement from the Department has taken place, by no means have I abandoned the active practice of engineering. Nevertheless, your action as Director of Highways is a much appreciated climax to my service with the Department, an organization in which I enjoyed working and to which I still direct my high esteem.

Sincerely yours,
E. G. Hampton

NEW HIGHWAY FILM NOW AVAILABLE

The new Highway Department film, "Arkansas Grows Where Good Roads Go," came off the "wires" in March after almost a year's shooting by the Highway Department staff photographer, Johnnie Gray. The "World Premiere" was shown at the Little Rock Rotary March 25 by Chief Engineer Ward Goodman, and was highly acclaimed. Johnnie took the film to Fayetteville that afternoon for viewing by the attendants of the Highway Short Course. The response to its color, continuity, the narration, not to mention the excellent photography was tremendous.

Johnnie used good taste in the entire planning of his film, from the opening introductory shots of our commissioners in their own environs, to the closing scene. Many variations are shown of industry, highway construction and maintenance, plus the mighty 1964 FOOTBALL CHAMPS and winner of the GRANTLAND RICE TROPHY, the ARKANSAS RAZORBACKS. One of the real highlights of the movie was the opening scene in the sequence of the 23-mile long Reader RR, which hauls passengers and freight. The scene, complete with appropriate sound effects, shows the train passing over the camera, which had been set up underneath a trestle, with some ties removed. Many persons have asked how Johnnie got the unique angle. The 16mm, MS Ektachrome colored film is 27 minutes long, and is available for showing to any group interested.

Last year's film was shown to over 11,000 viewers, plus several showings on television. Civic, school, church, rural, industrial, and garden club groups were among those who saw it.

Traffic Accidents ---

1964 Annual Analysis

During the period January 1 through December 31, 1964, 9,117 traffic accidents were reported by the Arkansas State Police. A copy of the report of each of these accidents was supplied the Highway Department, as has been the practice in prior years. From these reports the following data have been compiled:

	1961	1962	1963	1964	Up Over 1963
FATAL ACCIDENTS	388	435	479	521	42 - 8.8%
FATALITIES	458	516	565	639	74 - 13.1%
INJURY ACCIDENTS	2814	3138	3339	3824	485 - 14.5%
INJURIES	5725	6331	6920	7820	900 - 13.0%
TOTAL ALL ACCIDENTS	7176	8151	7952	9117	1165 - 14.6%

The table above clearly shows that all past records have been exceeded during 1964; and study of the annual reports received by the AHD during the last ten years shows that traffic accidents

have doubled since 1954 and fatalities have increased 34 percent since 1961.

What is the reason for this drastic increase in the number of accidents? This question has been asked many times. No attempt is made to explain or justify this increase in number of accidents; however, a few of the more apparent contributing circumstances are listed below:

1. Traffic volumes and vehicle-miles of travel have increased by about 50% in this ten-year period.
2. Automobiles are designed to travel at a much greater rate of speed now than they were ten years ago.
3. The human element must be considered; the indifference of people toward traffic laws and traffic control devices and the general unconcern of Mr. or Mrs. John Q. Driver for the welfare and safety of others, as well as for themselves, is one of the primary causes of traffic accidents. The State Police reports indicate that another important contributing factor for the steadily increasing number of accidents is not equipment failures, but the fact that so many people either do not know traffic laws or ignore them. According to the State Police reports, rate of speed has been stated as the Number One cause of accidents. Other human contributing causes include: failure to yield right of way, following too closely, disregarding traffic control devices, and having been drinking.

It should be pointed out that 1,093 accidents in 1964 involved driveways. This could be caused by drivers becoming lax when reaching their home or destination or upon entering the highway therefrom. Perhaps people are not as careful within a few miles of home as they are while on longer trips.

The condition of a vehicle does not appear to contribute significantly to the cause of accidents since this was listed as a contributing factor in a very low percentage of all vehicles involved.

Should we, as it is said about the starvation rate in China, accept this highway slaughter as "an unavoidable fact of life?" The Highway Department, in cooperation with the Bureau of Public Roads, is engaged in a program of replacement, expansion, and modernization of highways and streets aimed at providing both the motorists and the pedestrians with protection against hazards over which they have no control.

Engineering improvements offer great promise of accident reduction for drivers who ordinarily use reasonable care. Each year, approximately 450 miles of highways are reconstructed or replaced by new facilities. This does not include the mileage on the Interstate System which is being opened to traffic. Design standards have been adopted to provide for

access control, proper lane widths, required sight-distance, and safe intersection design, to mention just a few improvements possible by engineering techniques applied to construction.

Existing facilities, however, require the approach to improved traffic operations through application of engineering techniques. These improved traffic operations are achieved through planning, channelization, and redesign of intersections, traffic signal studies, parking studies, speed studies, "high accident location" studies, and through special studies of our cities complex street systems upon request by local authorities.

So the Highway Department, through the building of adequate safety features into new highways and the application of traffic engineering techniques to existing highways, is attempting to do its part to lower the number of traffic accidents. Let's each do our part by obeying the traffic laws and driving more safely.

DRUNKEN RIDERS

(Roland Phelps Humble, our new safety officer, was sent the following article by a personal friend of his, Charlie Brown, editor of the Horton (Kansas) HEADLIGHT, in which the article was printed. Roland told this editor that it only proves that the safety problem has truly been around a long time. In fact, over a hundred years. Ed.)

Horse-drawn hot-rodders greatly exasperated the editor of the Leavenworth Daily Conservative who wrote on March 28, 1965:

"The practice of fast riding and driving through our principal streets, is a matter to which we would call the attention of the police, for it is getting to be very dangerous. We are ashamed to own that this allowed to be practiced in our city on Sunday, more than any other day. It is a common sight to see three or four, and sometimes more horsemen dashing thru the streets, and frequently so drunk as to be totally regardless of the safety of those who chance to be crossing.

"We call the attention of the proper authorities to this disgraceful practice, to take measures to stop it. Persons who have no respect, either for the Sabbath, themselves, or the good name of our city, ought to be brought to a realizing sense of their degradation by the application of some severe legal punishment. If their benighted minds can find no other amusement, and they must still persist in this horse-racing, let them go out to some lonely spot where nobody lives, and not insult and annoy citizens who have respect and decency enough to pass the Sabbath day in a becoming manner."

The personality of a garden depends on the will of its owner - the harvest may be roses or weeds. That's why a human personality is a reflection of good or bad thoughts one cultivates in the garden of his heart. The laws of nature are immutable.



AROUND THE DEPARTMENT



ACCOUNTING DIVISION

Mildred Harness

The time sure has a way of sneaking up on one. Although I had plenty of warning to get this news in, I guess it's this lovely spring weather that makes me feel great!

We have quite a few new homes in our news. Lee, Jo, Cindy, and Mark Wagner have moved into their new home in Leawood Heights. Carl Morris and his family have just built a new home out by David O'Dodd School. They have moved in already and have everything unpacked. Carl says the only thing he doesn't have in place is his radio antenna. Irene Hawkins and husband are building a new home in Cardinal Heights. They plan to move sometime late this month. Speaking of Irene, she had a birthday March 18. She had lots of cards and presents, plus a cake and we "girls" took her out to lunch.



This young lady is Miss Patricia Rose Keilch, young daughter of Jack Keilch of the Accounting Division.

Lee attended the Short Course in Fayetteville. The weather was good, old Arkansas weather while there (ice, rain, sleet).

Jo Malone and family have had a guest in their home from Lima, Peru. Her name is Ava Maria Calderon and she is a teacher and studying in the United States Educational Program. The Malones are showing her a part of the American family life. Miss Calderon knows Jo is an em-

ployee of AHD so that should add another point for our Department.

Johnnie Gray stopped by the office to thank me for the kind words I said about him. We thank you, Johnnie for being such a good photographer.

Margaret and John Allen spent the week end of March 27 in Hughes visiting John's mother.

We extend our heartfelt sympathies to Mr. McCarthy, whose mother died March 18.

Sure hope I covered everything. If not, I will grab it next time.



COUNTY PROGRAM

Barbara Oldham

Director Sturgis visited us in March and we enjoyed it, and extend a cordial welcome to him anytime.

Our former boss, Harry Wright, visited us also not long ago. Always glad to see him.

The County Roads Division is proud of Kay Tallant, daughter of our boss, John Tallant. Kay made the top 20 in the "Miss City Beautiful Contest." We know her parents are proud of her, too. Kay is going to be an exchange student from Central High. She's going to Holland, Mich., for a round of activities including the famous Tulip Festival. Fourteen high school students from Holland visited Little Rock for a week's visit at Central High School and other events. Kay, the president of the Central High Y-Teen Club, also attended the State Convention in Texarkana April 3. Kay's been a busy girl.

The Tallants had Colleen Lawson, a senior student from Lansing as their guest during the Michigan students' visit.

Welcome to Millard Ray Smith, a draftsman trainee. He was in the Air Force stationed at Chateauroux, France for three years, during which time he toured six other European countries. If you join the Air Force, you get to see the world.

Jim Mitchell, also a draftsman trainee, is driving a new 1965 Mustang. It is black with black interior. Jim is 20 and single, so watch it, girls!

Cecil Cochran, a draftsman trainee, found two guns on a mailbox recently when he went to mail his letters. He turned them over to the police. Cecil is the new owner of a 1961 Volkswagen.

Billy Durham, Jr., is driving a 1964 Chevrolet Malibu. Billy is also still single.

Mr. Tallant, Max Hall, and Jack Teasdale attended the Short Course at Fayetteville in March. Mrs. Teasdale (Mary) accompanied him.



EQUIPMENT

Sally Crook

Our new car owner this month is Tommy Vestal, mechanic in Central Shops, who is sporting a silver smoke gray Mustang. It's a pretty one, Tommy.

C. Don Hayes attended the Highway Short Course in Fayetteville March 25 and 26.

We welcome back I. M. Kibbe, carpenter in Central Shops, who has returned to work this week. He was injured in November 1964 and we're glad to have him back on the job.

A surprise party was given Friday, March 26 honoring Helen Latture, who will become Mrs. Frank Davis April 2. Helen was presented a wedding gift and coffee and cake were served. After their marriage the couple will enjoy a new home on Route 1, Jacksonville.

Mr. Hayes presented Doris Healy and Shirley Healy (sisters-in-law) with their 5 year service awards on Thursday, March 11.

Patsy Navens and family have enjoyed week's visit from Patsy's sister, Jo Ar and her daughter who live in Memphis.

Carl Colvert's daughter, Peggy, and Marvin Hembree, were married Saturday, March 20 in the First Baptist Church in Jacksonville. They will live in Des Plains, Ill., where he is employed with United Airlines.



Mrs. Peggy Hembree



DATA PROCESSING

Anne Minor

We were all sorry to bid farewell to our former reporter, Glynoreu Smith, who left us early last month for another job. We wish her good luck. A farewell party was given for Glynoreu, with cake and coffee and a small remembrance gift from all of us.

Congratulations to Pat and Jerry Conway on the arrival of their new son, James Eric, who made his appearance March 11, weighing 8 pounds. They also have a little daughter.

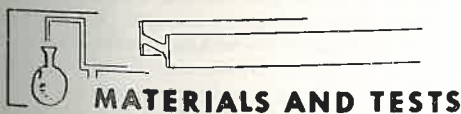
Dale Hoggard tells us he and his wife have a visit from the stork programmed for this summer.

We enjoyed a short visit with Kim Reddin, daughter of Carolyn Reddin. She has changed considerably since we last saw her . . . My, how they do grow.

Nedra Barton received her 5-year service awards recently. Our congratulations to Nedra.



Kimberly Reddin



MATERIALS AND TESTS

Julia Halliburton

James E. Evans, Jr., lab technician, resigned February 9 for other employment. We wish him good luck on his new job.

Three new employees joined us recently: David P. Harcastle, senior lab technician, who is married and taught the seventh grade at Jacksonville for a year previously; Philip Hathcote, who is single and attended Henderson State Teachers

College and LRU; and Clifford K. Stearman, who lives in North Little Rock; is married and has one child.

Norman Cobb, who has been in the service, has returned and we welcome him back.

D. M. and Bernice Greene welcomed their second grandson January 28. The proud parents are Elizabeth and Lovell.

Robert Bracknell is sporting a new yellow Mustang. It's real pretty.

Several from M&T have been on the sick list since our last reporting, but are improving.

Ed Davis and "Mom" Cecil Mae celebrated their thirty-eighth anniversary March 1.

Fourteen employees celebrated birthdays in February and March.

A six-hour seminar was presented in the Commission Room March 11 and 12, and several of the M&T employees attended.

Russell and Ruth Newsom moved into their new home located on 4519 North Lookout.

J. D. Magness, Jim Baird, H. W. Schneider, Jim Briley, R. M. Hickey, J. Brewster all attended the Short Course in Fayetteville in March.

Julia Mae Halliburton will receive awards for 20 years' service this month. (Congratulations, Julia.Ed.)



PLANNING AND RESEARCH

Billie Whiteside

Our employees have been very active this time.

The Missouri Valley Section of the Institute of Traffic Engineers met at the Sam Peck Hotel March 26th, and B. K. Cooper, who is our assistant division head, was moderator of the morning session. Among those attending: J. R. Henderson, Lester Jester, J. D. Barnett, Jim Carvell, W. E. Headrick, Lee Gibbons, Ed Johnson, and J. D. Head.

M. G. Gross, M. J. Hensley, and Bob Kessinger were all speakers, on the subject of research, at this year's Short Course at the University of Arkansas in Fayetteville, held March 25 and 26. The talks were illustrated by a series of slides, showing all phases of our research. Mignon Besancon added a note of interest and beauty to the picturization of the legal research project.

The State Office of Geodesy and Cartography of Budapest, Hungary, held an International Exhibition of Tourist Maps and sent this office a photograph which showed our Highway Map on display. They said it was a "great success."

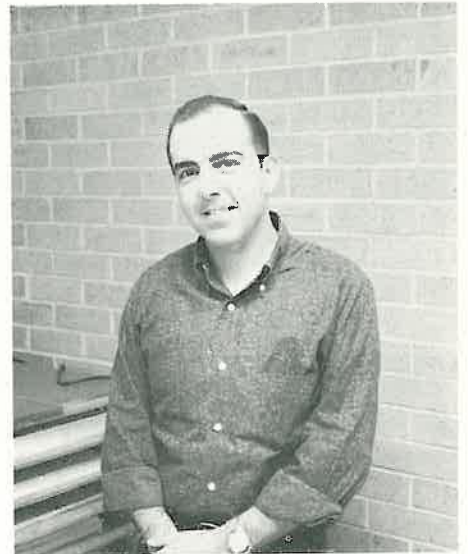
Two employees of that Section have taken vacations: Charles Frazier spent a week in Kentucky visiting members of his family, and Don Finkbeiner spent his week relaxing at home.

Congratulations to Bill Cypert, who is engaged to marry Miss Betty Higginbotham of North Little Rock on June 4 at Levy

Baptist Church. Betty is employed at the North Little Rock Times, and we think she is getting a very fine young man.

Jim Barnett is now an "old married man," ever since March 20.

Personnel from this Division make up most of the members of two bowling teams. Charles Frazier is the captain of one, with Gary Foughty, Henry Mercer, J. Hensley, and Pat Patton among members and subs. Lester Jester is captain of the other, and Buddy Lewter, Mayo White, N. E. Bingham, Archie Wyatt, Lee Gibbons, and Bill Smith are others. Another member of this team, John Rinehart of KARK, helped them get their handsome new black and gold shirts. There is a lot of interest in the bowling of these teams.



The Mapping and Drafting Section welcomed a new employee on March 16 - Fred McCormack, cartographer, who comes to us from eight years in the Air Force.

Mary Ann Schuh's mother, Mary Dickson, is a new member of the Sword and Shield Honor Society. Mary is an Art Major, and we know where Mary Ann got her talent. The week of March 22 was Sword and Shield Week at LRU, and Mary and I got to attend an assembly, a brunch, and a banquet, and enjoyed it all.

By popular request, J. Hensley's wife brought their pretty baby girl, Rebecca Lynn, to the office recently for a visit. We wish we could see Mayo White's little grandson. From his pictures, he is really a darling.

Bill Headrick reports his son, John, got his Bear Badge in the Cub Scouts and is now working on his Lion Badge. John also grew a 150-foot gourd vine and helped his father plant fruit trees.

We have lost two employees. Anniece Hendrix has left us to join a manufacturing plant in Benton, and Vic Harrell is leaving April 15.

H. C. Hudspeth and C. E. Bratcher have been ill, as have Ray Martin's wife and Gary Whittington's baby girl. We hope all are soon better.

Chester Jester's wife's mother passed away recently, and the funeral was held at Mt. Tabor. We extend our sympathies to the family. Attending the service were Lester Jester, Ed Johnson, Asa McCord, David Connors, Archie Wyatt, Graham Noble, and H. C. Hudspeth.

M. L. Beckett attended the funeral of his brother-in-law at Louisville, Kentucky. Our sympathies also to his family.



PROCUREMENT

Lou Hardy

Well, we have a TV celebrity working in our office. Doris Haskett appeared on "Eye on Arkansas" with the Diamond State Chorus recently.

We have had several birthdays since our last report. Willene's son, Roger Carroll, had a birthday March 12; Janie Yancey on March 21; Martha Meredith on March 24; and Sylvia Caple on April 3.

Procurement is going to the dogs! This being a figure of speech, of course, but Lewis Wade has a new dog which goes by the name of "Coffee." While Wade was smart in picking out his dog, as it's three years old, I had to go out and get a six-week-old Beagle. The first night we were up practically all night. He is getting better about his sleeping; however, he is not smart enough yet to read the paper. Frank Caple has a Dashchund named "Schnitzel," and Janie Yancey has an all-breed dog named Sissie; Doris Haskett has a poodle named Louis. The only members of our office who don't tell dog stories are Willene Dorris and Jim Meredith.

Jim Meredith attended the Short Course at Fayetteville March 25 and 26.

Frank Caple will perform April 23, 24, 25, and 26 in Oklahoma for the local magicians ring convention. Sylvia has been learning to master the great game of golf. There was a case of measles in the Caple home when daughter Debbie acquired a lovely case of them. Frank and Sylvia will gain a son-in-law on June 11. Pam, their other daughter, will be married to Ronald James Johnson of North Little Rock.

The loud laughing and arguing that might be heard in Procurement during the noon hour is all over a game of pitch. We have quite a few guests from other departments just to listen in. Any of you who are interested in playing may join us at any time, with the understanding that you have to play Wade's rules...he makes his own.

This reporter gave a baby shower for my sister-in-law, Sheryle Hardy, wife of Larry Hardy who formerly worked for the Highway Department. My dental work is all completed after a long, drawn out affair. It was worth it, though.

Bud Dorris, husband of Willene, had a cyst removed from his knee and was hospitalized, but he is at home now and doing well.



RIGHT OF WAY

Shirley Childress

Everyone's health has improved since our last report except for two of our people. Zack Mashburn of Appraisal Section was off 5 days sick, and Art Emmerling of the Utility Section was off 3 days.

Woody Laird returned to work in time to attend the University of Arkansas Short Course at Fayetteville along with fellow co-workers, Don Martin, Harry Word, Norman McLeod, and Glendol Jackson.

Bob Hamilton, Henry Williams, Bryan McArthur, and Charlie Scott attended the Appraisal Seminar at Houston, Tex. March 24-26.

Four of our girls spent some time and money at the races in Hot Springs March 23. They were Carolyn Halbert, Nancy Sipe, Donna Reddin, and Retha Griffin. We understand they carried their own drinks (cokes, of course) with them in an ice chest. Guess they needed to save their money to bet.

Oren Davis spent a week end in West Memphis visiting friends.

Frank Wiggins spent 3 days at San Antonio, Tex. while on Active duty with the National Guard.

While we are having to put up with this damp cold, rainy weather, Wilbur Luten is enjoying the beautiful, warm sunshine in Florida. He is spending a week in Florida and will return to work April 5.

Billy Owens moved his family into a new home March 13 in the Fairfield Addition. Billy was thinking about having a house warming and let everyone bring a piece of furniture but we had to decline the invitation because it's so hard to wrap a couch or chair.

Marlyn Padgett quit March 15 to await the arrival of the stork. We are going to miss Marlyn and we wish her the best of everything as she undertakes her new job as a mother in a few more months. Marlyn worked in the Appraisal Section and before she left, her fellow employees gave her a party and presented her with a Playtex Nurser set and a charm for her bracelet showing the dates she worked for the Department. The girls in the section also took her to lunch and presented her with a gown.

Sue Boyett of the Appraisal Section received her 5-year service awards last month.

Al Lowrance of the Utilities Section is now the proud owner of a 1965 Mustang convertible. It's a beautiful car and we just hope it can make it to the "Shack" and back as fast as that Falcon he was driving.

I've saved the best news for last. Carl Keehn of the Engineering Section, has taken himself a wife. The lucky bride is Jeanette Lorenzen. Jeanette works for the Corps of Engineers. They were married

March 11 and reside at 9812 Treasure Hill Road in Little Rock. Congratulations, Carl and Jeanette, and we wish you both the best of life's good things.



ROADWAY DESIGN

Virginia Deckard

On St. Patrick's Day, we were pleasantly surprised with a box of cookies decorated with shamrocks. After a little detective work, we found out our good little "leprechaun" was none other than Mrs. W. C. Johnson, wife of our boss. We enjoyed them very much but wish she had come up to join us for a visit.

A little late, but congratulations to Joe Hicks, who received his 20-year service awards back in February. Joe also has a brand spanking new white Oldsmobile with light blue interior.

Our Roadway Design Division was a little lonesome while six of our men attended the Highway Short Course at Fayetteville. Those attending were Frank Hutchison, Arlington Waggoner, Jr., John Adams, Brooks Nichols, Glenn Trammel, and Don Potter. We're glad to have their smiling faces back with us.

We are sorry to be losing Richard Wallace, who hasn't been with us very long, but who will be missed. He is leaving us for six months with the Marine Corps. Good luck, Dick, and come back to see us when you get home.

Two other employees resigned recently also; Bob Crook, who accepted a job with the Post Office, and James Barrett, who left to go to the Corps of Engineers.

The Billy Hurts have a new baby girl born March 1. They named the little lady Barbara Evelyn.

Dan and Kathy Haydon and their five children from Norfolk, Va., visited with Paul Haydon and his mother for a week recently. Dan is in the Navy and is moving to Houston, Tex., to be a recruiter.

Our sympathies are extended to Billy Hurt in the loss of his mother, Mrs. Minnie Hurt, who died March 28 after a long illness. Also sympathies to John Dunn in the loss of his uncle, John A. Newman March 13 in Wichita, Kan.

Fellows, there are a number of things I don't do well and writing the news falls under this category, so any little news items you give me will sure help.



TRAFFIC SERVICES

Anonymous

There is a white tomado at the Sign Shop these days since Howard Stoeb purchased a new Galaxie. Very pretty indeed.

Judy Stolzer is all aflutter! She will be hearing wedding bells on May 1. The lucky

groom-to-be is Winston Guthrie of Right of Way.

V. O. Campbell, Howard Stoebener, and Charles Bland attended a meeting of the Missouri Valley Section of the Institute of Traffic Engineers at the Sam Peck Hotel. Otha Hewitt and Jim Woodson attended the Highway Short Course at Fayetteville last month.

Chris Woodson, son of Nancy and Jim, spent three days at Baptist Hospital with a bad case of virus. At last report he has recovered with vigor!

James "Hawkeye" Mellard is planning a fishing trip to Bull Shoals and a turkey hunt in Eastern Arkansas in the near future. Watch this space for results.

DISTRICT 2

Leslie Long

A meeting of District 2 area foreman and job superintendents was held at the District Headquarters office at Pine Bluff on March 9. There were a number of maintenance items on the agenda with emphasis on care of roadside parks and care of highway equipment; also an interesting discussion on public relations. The meeting adjourned at noon and a tasty lunch was served. A meeting of District 2 resident engineers and some of their personnel was conducted in the afternoon. A routine safety meeting for discussion of local safety measures was conducted at the Chicot County headquarters on March 19.

District 2 personnel attending the "Hot Mix Asphalt Seminar" presented on March 11 and 12, reported it as very interesting and educational.

Construction has been completed on the modification of our area headquarters building at DeWitt to include an office to be occupied by the resident engineer who will handle work in the DeWitt area. We are proud of our facility.

James Henderson, our No. 1 handy man, is a grandfather again. The arrival of Tyrone A. Kindle on March 8 makes the third grandson. No granddaughters as yet.

J. W. Thom and L. J. Ingram, two of our Drew County fellows, are sporting new cars. James Pierce detected a bit of spring in the air, decided it was trading time, and traded for a brand new '63 Ford Custom, with all the modern conveniences.

Dewey Dew retired on February 15. The Drew County crew will miss seeing him around. He has been presented a retirement certificate and a lapel pin recognizing his 25th anniversary with the Department. We congratulate him on this achievement. Congrats to our other service award recipients, Elbert Anderson for 15 years, and Will Rabb for 20 years.

R. Gaddy attended the square dance at Dermott, Saturday night March 27. A business meeting was conducted Sunday morning to make plans for their annual square dance convention, to be held at

Petit Jean again this year. Gaddy is one of the chief square dance callers and can really swing his partner.

Joe Sturdivant and family spent the last week end of February visiting his mother and dad at Shirley, Ark. They took a side trip to Greer's Ferry Dam.

John Hughes and family attended the funeral services of his nephew, Jerry Steverson, who died February 28. Services were held at the Northside Church of Christ at Conway with burial at Guy Cemetery.

DISTRICT 3

Edna Lewallen

We're sorry to lose Iva McKinnie, who left us April 1. She and her husband are moving to Cincinnati, O., where he will be employed by the Kroger Company, Iva plans on just keeping house for a while. We extend our best wishes to them.



Iva McKinnie

Virgil and Grace Cleveland visited recently with their daughter and family, Mr. and Mrs. Dickison Beasley, Jr., in Baton Rouge, La.

B. C. Benson of Sevier County received his 10-year service awards in April.

Mr. and Mrs. C. O. Adams are the parents of a baby boy, Kenneth Lynn, who made his arrival February 19 in Branch Hospital. The little one weighed 6 pounds, 3 ounces. C. O. is a mechanic in the District Shops.

George Cox recently had surgery on his eyes in Hot Springs and is now recuperating at his home in Gillham. We are looking forward to having George back on his patrol in Sevier County in a few weeks.

We welcome a new employee, Clifford Hulan of Nevada County. The following having resigned to accept other employment: Charles D. Taylor, Jr., L. R. McKamie, LeRoy Funderburk, and G. W. Clark.

Floyd L. Pharris, Sr., equipment supervisor, and C. G. Tittle, shop foreman, attended the Ford School held in Jacksonville on March 17.

We were happy that Jake Clements made a visit to this office before he retired. The office personnel honored him with a cake and coffee party. We wish Jake much happiness in his retirement and hope he will stop by to see us when he is in this vicinity.



Jake Clements and J. E. Lowder

Welcome to Chuck Jones, who was transferred to our District as resident engineer from Cotton Plant. He has set up temporary offices in Hope until the extension at our area headquarters in Hempstead County is completed.

Those from District 3 who attended the Short Course were J. E. Lowder, Ted Maryman, R. V. Wilkison, Chuck Jones, Claude Dunne, and Johnnie Robinson.

Our sincere sympathies are extended to Oscar and Wayne Marcum in the loss of their father and grandfather, H. W. Marcum; and to Marion Lingo in the loss of his brother, Frank Lingo, and to Mr. and Mrs. Elmer Hom, whose son died after a long illness.

DISTRICT 7

Burnham & Campbell

Congratulations to Harold Moore, who received his 10-year service awards. We are glad to have Harold back at work after being on leave without pay because of sickness.

The Annual Short Course in Fayetteville was attended by several from this District: Highway Commissioner John Harsh of

Magnolia, W. E. Hicks, G. E. Nunnally, A. W. Hardy, Jr., N. D. Pumphrey, G. E. Gunn, and Robert Meyers, Mrs. Hicks and Mrs. Gunn accompanied their husbands. Mrs. Hicks enjoyed a visit with her daughters, Judy and Virginia, during her stay.

It is nice to have James Otwell back with the Department, under the supervision of N. D. Pumphrey.

Plans are being made for the dedication and ribbon cutting to celebrate the opening of the Moro Bay Ferry on Highway 15 at Ouachita River, April 28. Lunch will be served with Governor Faubus as the main speaker. Delegations are expected from El Dorado, Warren, Pine Bluff, Hermitage, and surrounding towns.



DISTRICT



Jean McCoy

John H. Lawrence, W. C. Wood, Sherman James, T. G. Orton, Jr., Jim Little, T. D. Casey, and Reuben McConnell attended the Highway Short Course at the University of Arkansas March 18-19.

We welcome several new employees in District 8. They are Sidney Joe Phillips, Warren K. Mitchell, Charles L. Houston, L. V. Eoff, J. J. Earwood, and O. R. Gordon.

Ray Boyd is back with us after completing six months' active duty in the Army.

Employees in District 8 are participating in the current immunization program.

Mary Howell brought her fine looking son, Michael, by the office recently. Mary should be back with us soon after being on leave.

Roy Taylor attended Consistory in Guthrie, Okla., March 19 and 20.

All the area headquarters in District 8 have been decorated recently, and look nice.

The following employees recently received service awards: H. V. Eggleston, 20 years; T. A. Berry, 10 years; and Jim Little, 5 years.

We extend our sympathies to Noah Moody in the loss of his brother, Cleo Moody.



DISTRICT



Isabelle Psalmonds

Those who received service pins in March were Daniel Lee Guymon, and Earnest F. Sorg, both for 5 years.

J. F. Price, district engineer; John H. Sanders, district maintenance superintendent; Darrell Holder, assistant maintenance superintendent; H. C. Martin, E. W. Smith,

and J. M. Garrett, resident engineers, attended the Short Course at Fayetteville. They report that Fayetteville gave them quite an icy reception.

Congratulations to Harold North, truck driver, and Mrs. North, whose new addition to the family made his appearance March 27.

March was a sad month for District 10 in that so many of our employees had deaths in their families. We express our sympathies to Donald Lemmons, whose mother-in-law died; and to Lester Wycoff and family in the death of his father-in-law; to Victor Adams and Harold Pique, who both lost their fathers. Our sympathies too, to the family of Burl Dorton. Mr. Dorton was a dragline operator in District 10 and was a valued employee. He died at St. Bernard's Hospital in Jonesboro March 17 after an illness of several weeks.

DID YOU KNOW THAT.....

The average suburban commuter drives 6½ miles to work.....His wife (if she is lucky enough to have a second car) drives four miles for shopping.....The average family drives 11 miles for medical and dental care.....4½ miles for recreational activities or church.....15 miles for pleasure riding.....and 276 miles vacationing.

Eastertide Legend

Around Eastertide thoughts go back to boyhood and a legend told a lad by his mother.

It was Good Friday and the mother was weaving. As the wee shuttle moved with the wool through the warp, the mother admonished the lad to observe the little white piece of polished wood.

She bade him consider the task of the dogwood shuttle for therein lay the legend. She said the dogwood was forever committed to menial chores due to a grievous happening long, long ago on Good Friday.

In the beginning, the dogwood tree towered among the leafy monarchs in the Garden of Eden. It was strong and stately. Later it was felled for use as heavy cross-beams in the Hebrew temples. It was also hewn for the hulls of bulky, Roman sailing vessels that breasted the rough waters of angry seas. It was piled for barricades to repel heathen invaders and its bulging base was rounded for use as a battering ram on the gates of enemies.

But it's such a little tree now - why did it change?, the lad asked. Tradition has it, the mother replied, that the great transformation took place in the dogwood tree on Good Friday at the time of the Crucifixion.

When the time came, the dogwood tree was axed by the soldiers into the rude cross onto which Christ was nailed. Since the dogwood grew as majestic as the heavy oaks of the forest, its trunk was chosen on account of its solid wood and straight

trunk. When the tree realized what was happening, it grieved and its sap ran as large tears to the ground.

But Jesus understood and had compassion. So, He forgave, but told the tree, the legend goes, it would be slender and frail and its limbs would twist as if writhing in agony. Its bark would wear the black of bereavement.

And henceforth, it would bear a whited blossom signifying the crucified flesh. The crossed arrangement of its pale petals would recreate the story of the cross. The end of each petal would be stained with the browned blood where the nails pierced Jesus' palms. In the flower's center would curve the yellow, platted crown of thorns. Then, each fall, its seeds would fill with the crimson blood shed by Jesus' crossed feet and drop as red tears to the ground.

Yes, the mother prophesied, at springtime, centuries and centuries hence, new eyes will look upon the white dogwood and remember the old story of the Crucifixion.

She also explained that nearby would be found, at the same flowering time, inconsolable redbud, or Judas tree, whose tiny blooms soaked up the bad, purpled blood spilled from Judas' throat when he hanged himself on that curious tree for Christ's betrayal.

So, Eastertide, this year, as in every year, refreshes the memory of man concerning the legend, just as the simple wonder of springtime renews man's faith in the power of the Resurrection.

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Johnnie Gray.....Department photographer



ATTENTION: VETERANS

Many veterans who served during World War II and the Korean conflict failed to keep their G.I. Life Insurance in force after discharged.

Recently the Veterans Administration announced that the National Service Life Insurance Program will be reopened to certain Veterans for one year beginning May 1, 1965.

In general, to be eligible your situation should correspond to the following:

1. You must have had service between 1940 and 1957;
2. You must have a service-connected disability whether or not you now receive compensation;
3. If you do not have a service disability, you must have a nonservice disability so severe that you cannot obtain insurance from private insurance companies;
4. You cannot, however, carry in all more than \$10,000 of veterans G.I. insurance.

VA Pamphlet 29-17 dated March, 1965, gives all the details and explains how you can apply.

All interested veterans should contact the nearest VA Office for further details.

--Hugh Wadley
Personnel Office



THIS'LL KILL YA

The boy from the country saw a bra in a store window, then went and asked his daddy to buy him one of them there double-barreled sling shots.

* * *

The real way to enjoy a bathing beauty is to bathe one.

* * *

The reason a baby cries when it's born is because it's hungry, naked, and already owes the government \$1,500.

* * *

A king was forced into exile at a revolution. He moved to a nearby country and got a job as a bootblack. He did so well that soon he was known as the king of the bootblacks. Asked why he worked so hard at such a lowly task, he replied: "I do believe in doing my best, reign or shine."

* * *

A woman on the bus had been bothering the driver every few minutes to remind him when she wanted to get off.

"How will I know when we get to my street?" she asked.
He replied: "By the big smile on my face, lady."

* * *

A personnel manager was interviewing an applicant for a job. "How long did you work on your last job?" he asked the man.

"Fifty-five years."
"How old are you?"
"Forty-seven."
"How could you work on a job 55 years and be only 47 years old?"
"Overtime."

* * *

Stepping out of the chair in a small-town barber shop after a somewhat less-than-skillful shave, the customer turned to the barber and asked for a drink of water.

"Thirsty?" asked the barber.
"Nope," replied the patron, "Just want to see if my face will still hold water."

* * *

Coach: "What's his name?"
Manager: "Sxachwerkinoplinitz."
Coach: "Good, put him on the first team. Boy, will I get even with those sports writers!"

* * *

One woman's definition of retirement: "Twice as much husband on half as much income."

* * *

One advantage of being married is that you don't make a fool of yourself without finding out about it.

* * *

If medical science continues to find ways to prolong life, some of us may live long enough to pay off the mortgages on our houses.

* * *

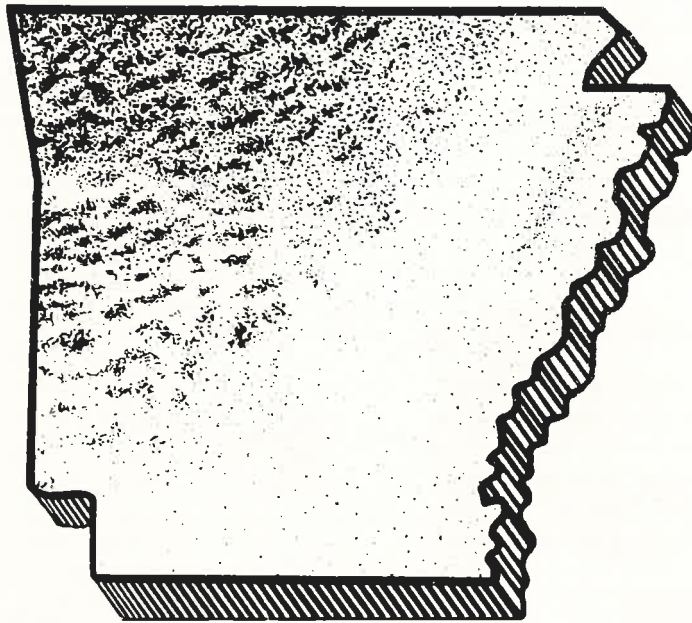
Middle age is when a woman's hair begins to turn from gray to black.

* * *



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