

Arkansas Highways Magazine

August 1965



By-Pass at Fordyce Dedicated

Governor Faubus talked about the progress made in highway and road construction in Arkansas July 16 at Fordyce when he delivered the address for the dedication of the new by-pass on the north side of Fordyce.

The highway gives U.S. Highways 167 and 79 two routes through the city, the new route and the old route which has been marked as the business route.

Mayor Thomas Wynne of Fordyce presided at the ceremony and introduced Highway Commissioner John Harsh, who is Mayor of Magnolia. Mr. Harsh introduced Governor Faubus.

The final event of the ceremony was the ribbon-cutting which officially opened the new route. Participating in this event were Faubus; Miss Peggy Butler, who is Miss Dallas County; W. E. Hicks, District 7 engineer; Mayor Wynne and Harsh. Preceding the dedication, the invocation was given by the Rev. Roba Harrison.

Other dignitaries attending were Highway Commissioners Truman Baker and Wayne Hampton; Director Mack Sturgis; V. E. Harvey with the Bureau of Public Roads, and Bill Moore, assistant chief engineer of AHD.

Talking about highway money, Governor Faubus stated that Arkansas now has one of the finest building programs anywhere. "In 10 years," he continued, "we should have improved roads to every small town, every industry, and every school in the state. We need better roads to the recreational areas in the state and the increased tourist traffic on better roads would eventually pay for them." He said, "We are foolish if we don't build highways."



From left: Highway Commissioner John Harsh, Governor Faubus, Miss Peggy Butler, Mayor Thomas Wynne, and W. E. Hicks.

LETTERS:

To the Editor
The Rogers Daily News
Rogers, Arkansas

Dear Sir:

Several days ago you published an unsigned letter which criticized the progress made in rebuilding the 3.9-mile stretch of State Highway 12, from the White River bridge to the relocated stretch approximately 11 miles east of Rogers.

I doubt very much that the author of that letter is a daily, or even a frequent, traveler of said highway. If he were, he could not in all fairness have written it, as he would have been cognizant of the progress made day by day; he would have seen the reasons for some of the delays of which he was so critical, and he would have a much more sympathetic understanding of the problems faced.

This stretch of highway runs along a rocky ledge which did not permit the customary detour when a major construction job is undertaken (the relocated section of Highway 12, east of Rogers was not open to general traffic until after it was completed). I admit to some frustration and aggravation during many phases of the work but at all times the workmen are most courteous and accommodating in clearing fallen trees and rock from one's path of travel; and always at the end of the day they left as smooth a surface to travel on as was possible.

On the week ends, travel has been extremely heavy, with boats on trailers being hauled bumper to bumper with pleasure cars and sight-seers. If conditions were as bad as the letter writer would have us to believe, such traffic would not have been possible at all.

Yesterday, July 24, one and one-half miles of this rebuilt stretch of SH 12 was completed and it is beautiful and wide and scenic, and well engineered. I, for one, and my husband for another, and many of our neighbors, who were equally disturbed by the letter, are most appreciative of our highway and those responsible for it.

Very truly yours,
Mrs. Robert Mitchell

Scarler Lyons
14th & Leslie Street
Stuttgart, Arkansas

Dear Mr. Lyons:

Mr. Herman Conrad, Chairman of Lone Tree Cemetery Board, wishes to extend to you his thanks for the good, clean job you did in grading out the ditch at the cemetery, which is very much appreciated by The Lone Tree Cemetery.

Very truly yours,
M. H. Koch, Secy.-Treas.

The Highway And Traffic Safety

(PART II)

by: A. E. Johnson, Executive Secretary
American Association of State Highway Officials

DELIVERED BEFORE THE WASHO ANNUAL MEETING
JUNE 14, 1965, SANTA FE, NEW MEXICO

I am fearful that with the emotional and political reaction that will follow some nearly 48,000 highway deaths in a single year, that there may be a tendency to lay too much blame on the highways, and it is for that reason - and I think it is proper - that we attempt to get statistics and analyses methods that will give us some indication of the basic causes.

With the researcher's statement irritating me, I decided that during my drive to Atlanta and back, I would make a 3100-mile drive through 16 states in the east, south and midwest, and that I would be very observing and keep notes on driver conduct that I consider accident breeders.

My trip took me over all types of highways, including new Interstate highways. I did night and day driving. I drove in the sunshine, rain, and in snow and sleet. I now list those things that I noted that observed more than once, and they are as follows:

1. Making exit turns from the wrong lane and across traffic.
2. Evidences of direct access from adjacent property along the new Interstate highways where no fences exist.
3. Backing up at exit ramps on new Interstate highways.
4. Going the wrong way on Interstate ramps.
5. Cutting across and passing on cross-hatched gore and transition areas delineated on pavements for traffic control.
6. Stopping on the passing lane of a new Interstate highway.
(In one instance, a large moving van avoided a collision with a station wagon by passing it on the median strip. This was possible because the ground was frozen.
7. Making a right-hand signal turn and then turning left on a conventional two-lane highway.
8. Dilapidated vehicles traveling 20 miles an hour, mainly on rural primary highways.
9. Pedestrains scaling Interstate right of way fences and crossing high-speed traffic.
10. Extremely slow leisurely driving on new Interstate highways.
11. Drunken driving in four instances, two women and two men, and one of the women was approximately 70 years of age.
12. Running stop lights and stop signs were rather common.

13. Inadequate rear lights.
14. Darting around a car and then abruptly slowing down to make a turn off the highway.
15. Stopping on entrance ramps when the thru lane was open and creating a serious situation for following cars.
16. Tail-gating at high speed.
17. Poor use of storage lanes and blocking traffic.
18. Driving in freezing weather with only a small area of the windshield cleared.
19. Trucks passing on hills at slow speed and blocking the flow of traffic.
20. Passing vehicles slowing down, and pacing the slower vehicle, thereby obstructing following traffic.
21. Reckless driving in shopping center parking lots where many pedestrians were walking.
22. Too numerous to count were the instances of flagrant reckless driving, such as cutting in and out of traffic, passing on hills and curves, driving beyond highway conditions.

As for the reckless driving, almost every instance appeared to involve a driver who was under 30 years of age.

Several instances were observed where drivers were throwing beer cans into the highway ditch.

There were 19 places indicating where vehicles had run off of new Interstate highways, and these were in addition to the numerous places where tom up guardrails and damaged delineators indicated vehicles had gone off the outside of Interstate ramps.

This indicates the futility of highway engineers accepting the responsibility of keeping all drivers on the pavement! However, it is our responsibility to make their chances for survival the maximum in case they do run off the highway.

I believe this is one of the reasons why the Interstate highway has as good a safety record as it does.

In our Beautification Program, we must always keep traffic safety in mind and not involve some landscaping feature that could present a hazard such as blocking sight distances or planting trees that can cause deaths.

You may ask why have I imposed on you to relate all of the experiences that I had on this drive. It is because I believe if any of you were to drive 3,000 miles through any 16 states that you would observe the very same things that I did. I believe it to be typical and representative. On the trip I witnessed

the cleaning up of an accident on a two-lane U.S. route. An ambulance had responded. Just as I was completing the trip, I saw another accident in which a small sports car had run off the outside of a curve on the Interstate and cross the median to the opposing lanes. A fire truck, tow truck and ambulance had responded.

I came back feeling quite happy that we have no more highway accidents than we do, yet it gave some indication of what we have to do to improve the record, and it generally indicates that improvement is essential in the driver education and enforcement fields. Probably the human field is the most fertile area for achieving a better safety record.

RECENTLY, I was reviewing a draft of a report on highways, prepared by another association, in which a statement was made as follows: "Our highway accident history is the Nation's number one health hazard that can be eliminated."

I immediately took exception to this statement on the grounds that as long as people are in motion they will be involved in accidents, and accidents cannot be eliminated but that they should be kept at an irreducible minimum. That level is something that we do not know at the present time, but we do know that our rate is higher now than it was four years ago.

I would like to mention some of the things that I saw on my trip that should be remedied by the Highway Departments.

I saw some confusing and inadequately placed and worded signs. At one place, a truck blocked out an important sign at a fork in a major highway.

I saw dangerous shoulders; not only were they low, sloping and narrow, but unable to support a vehicle that might have to use it.

I saw unprotected bridge ends and culvert headwalls and large trees that bore the evidence of having been hit.

I saw Highway Departments building fixed obstructions on some of our newest highway facilities. I particularly mention some improperly placed guard-rail, that would have been less dangerous if it had been omitted, and some massive foundations for signs that were not properly protected.

Some light posts were located as to be extremely hazardous in case a car were to just barely leave the shoulder.

Our rural roads have twice the accident history of our urban roads, and this, of course, can be traced to our high mileage of functionally obsolete, old main primary routes, which is one of our major problems and needs for after 1972.

We have heard a great deal about making highways safer by electronic automation. Undoubtedly, within time, this may be achieved, but I do not believe that we can plan on it in the foreseeable future for in the long run there is probably an extremely small percentage of our public roads and street mileage that can be adapted to electronic

control. Anything as complex as such an automated system will be made up of many components, requiring highly skilled checking and maintenance, and will be susceptible to malfunctioning.

The automatic highway will have to be developed in parts and then applied to the whole sometime in the future.

It may be very shortly that we will have scanning and warning devices in a car, together with audio-signaling, that will help the driver, but a properly trained and attentive driver is hard to duplicate or to improve upon for the human mind alone can anticipate, detect, evaluate, and make a decision regarding developing situations. We must take the lead in spelling out the operating specifications of emergency communications systems rather than letting various industries develop systems not customized to our needs.

In 1964, we had 95 million registered drivers and 86 million motor vehicles in the United States.

In 1980, trends indicate that we will have 121 million motor vehicles and over 140 million drivers. This gives us some idea of the job we must do in the next 15 years, especially in the driver training and examination fields. It requires the combined resources and cooperative effort of the Highway Departments, motor vehicle administrators, public support groups and the police, judicial and educational people.

It is my feeling that new drivers should have a probationary registration issued to them to where a revocation would be relatively simple should they demonstrate that they do not appreciate the responsibilities that are attendant with a driver's license.

MORE and more we are becoming dependent upon the personal transportation vehicles, and, as a result, there seems to be a tendency on the part of the courts to no longer consider driving a privilege, but to class it as more of a right. Even though this might be true, where a driver demonstrates that he is reckless with his and others safety, or is found to be driving in an intoxicated condition, he should be dealt with firmly. In my opinion, we cannot close our eyes to such actions and reverse our growing accident rate.

In addition to having a large number of young drivers, we are constantly increasing the size of our senior citizen group, and here it is not unreasonable to assume that we may have to develop some restricted licensing practices in line with their individual capabilities for limited operation within neighborhood areas, as long as they are physically capable, so they may do such driving as necessary to take care of their needs and not make them feel that they have been relegated to immobilization. Both the young and older age groups present problems and both have above accident histories based on present statistics.

Our future has many challenges and many opportunities, and we have the chance to show our leader-

ship qualities in traffic safety. It is not beyond the realm of possibility, if we fail, serious proposals might be made and supported that our locations and designs, as well as signing and speed posting, be reviewed by some super agency or that they be subjected to veto power by other agencies. We must establish that the highway is not the leading culprit in causing accidents.

The rising danger signs are going to cause some actions to be taken legislatively. We must be sure any legislation in this regard is good legislation and based on fact and need and not on emotion or unsupported personal opinion.

In closing, I feel compelled to comment on one thing I have observed quite often.

It has to do with posted and actual truck speeds. In many states, the truck speed is posted at a lesser figure than the automobile speed, yet it is common knowledge that on the level ground or downhill that the trucks will be going above the posted car speed, and there is very little evidence of enforcement people doing anything about it.

If there are reasonable grounds for lesser speed limits for trucks, then the limits should be enforced. If not, they should be repealed and the trucks encouraged to increase performance to where they do not create an obstruction to the flow of traffic on upgrades.

I wish to leave one word with you - start thinking about traffic safety and take leadership in promoting it, and not just in building and maintaining highways. You can and must contribute to a far greater degree. The world and highways are changing and we are either leaders or we are dragged along by others.

AHD OFFICIALS VISIT KENTUCKY

A group of our Department officials visited Kentucky July 19-21. Those making the trip were Bill Moore, Y. W. Whelchel, John Lawrence, John Talant, Pat Huddleston, and Art Johnson. The group toured the highway building in Frankfort, with principal stops in the Data Processing, Photogrammetry, and Engineering sections. Several discussion sessions were held with officials of the Kentucky Department, with particular emphasis on their automated procedures for making payments to contractors using data processing. Kentucky's use of photogrammetry was also a topic of great interest to our officials.

A field trip in cars furnished by the Kentucky Department was made following the tour of the highway building. Rest areas and weight stations on Interstate 64, between Louisville and Frankfort were the prime areas of interest on the field trip.



Photo Courtesy Construction News

George L. Fry, former AHD engineer, June 25 received a Certificate of Membership in the National Defense Executive Reserve in the Little Rock Division office of the Bureau of Public Roads.

The Certificate, signed by John T. Connor, U.S. Secretary of Commerce, was presented to Fry by Vernon Harvey, head of the Bureau in Little Rock.

The National Defensive Executive Reserve, established by President Eisenhower in 1956, is composed of persons selected from various segments of the civilian economy and from government agencies to be trained for employment in specialists positions in the federal government during periods of emergency or nuclear attack.

The BPR Unit of the Reserve is drawn from agencies, public and private, which are concerned with the construction and maintenance of highways. Selections made from these agencies are men who have executive ability and possess broad experience in such functional areas as highway and bridge design construction, transportation, and administration.

Fry, 67, retired from the Highway Department last year. He is now associated with The Asphalt Institute as district engineer at Little Rock.

Special guests in attendance included Ward Goodman, Fry's former boss; George Moore of the Bureau's Washington Planning Office; Glenn Walther, Arkansas state representative, and Y. W. Whelchel, administrative assistant in AHD.

In Portsmouth, England, stenographers in a plant walked off the job when dictating machines replaced individual dictating businessmen. The girls complained they wanted to see a man, not a machine, during working hours.

—Secretary.

TWO RECEIVE LONGEVITY AWARDS

More and more of our Highway people are reaching milestones in their careers by attaining longevity in service in the Highway Department.

Corbie Carl Berry, a motor patrol operator from District 9, received awards for 30 years' service, and Ray Granville Mann, also a motor patrol operator in District 9, received awards for 25 years.

The presentations were made July 28 in the Commission room in the presence of the Highway commissioners, Director Sturgis, Chief Engineer Ward Goodman, and Administrative Assistant Y. W. Whelchel, who made the presentation speeches. A large audience of Highway employees were also in attendance to witness the occasion.



BERRY, a native of Newton County, was born on a farm at Deer. Until his employment with AHD, he helped on the farm. At the age of 18, in 1929, he came to the Department as a laborer for 20 cents an hour. The first year he worked on credit, taking warrants. However, at the end of the year he had to discount 10 per cent of the warrants in order to get paid. His first work was skidding rock with a team of balky mules during the building of Highway 7. As economic conditions improved and better equipment was purchased, Corbie progressed to one of our best patrol operators. Only those who have worked on, or traveled the roads in the Ozarks can appreciate the skill required in blading and ditching these roads.

In 1930, he married the former Miss Stella Harris of Parthenon, Ark. They have six children and eight grandchildren. The Berrys are very active in the Baptist Church where Corbie is a deacon. Much of his spare time is spent working in the garden and raising beautiful flowers.



MANN was born, received his education, and has continued to live in a small town named Garfield in Benton County.

He joined the Department in April 1940 and has continuous service. During his 25 years he has worked when and wherever needed. Ray is a man dedicated to giving motorists the best and smoothest roads possible. An example of his dedication is the donation of land for a maintenance headquarters building north of Rogers. He has become very proficient in the use of the modern motor patrol.

Ray's private life is a busy one as he and his wife, the former Miss Gladys Patton of Garfield, go about their church activities. He is chairman of the Brightwater Methodist Official Church Board, choir director, and a Sunday School teacher. He is a Master Mason and does his share of hunting and fishing.

ALCOHOL AT THE WHEEL

An investigation was carried out at the University of Michigan Medical Center to determine from local cases the incidence of alcoholism and emotional illness in 67 persons arrested for driving while intoxicated. Of these, 38 drivers were alcoholics, 10 were classified as "probably alcoholic," four were pre-alcoholic and 15 were not alcoholic; thus, just over three-quarters of these drivers had pathological drinking problems . . . It is reasoned that since alcoholics are not amenable to the usual educational appeals and legal measures against drunken driving, chronic alcoholics should be made to undergo treatment before resuming driving -- American Journal of Psychiatry.

VACATION TRIP DRIVING

The National Safety Council offers the following trip tips to help you have a SAFE VACATION.

1. Take a pre-trip inspection of yourself and your vehicle:
 - a. Your doctor can advise you if you're in shape to drive extended mileage vacation travel.
 - b. Your mechanic can tell you if the family vehicle is ready for the trip. Some of the important pre-trip items to check are:
 1. Tires. If you plan to carry much luggage and a full compliment of people, get a new set of tires. Since tires are job-rated (tire size is based on load factor) be sure you have the right size and in good condition.
 2. Check steering, wheel alignment and brake adjustment. This is especially important if you've driven your car over 10,000 miles. Have wheels balanced.
 3. Lubricate the car and make sure all fittings are greased.
 4. Carry the following emergency gear as a precaution against trouble:
 - flare and flag pack
 - emergency first aid kit
 - spare fan belt
 - spare tire in good condition, and properly inflated
 - spare fuses for ignition system
 - spare bulbs for stop and tail lights
11. Get in training for the big trip. Study road maps. Get planning help from local auto clubs. Chart your driving quota for each day. If you've not been driving long distances, work into a driving schedule gradually. Limit your mileage to 300 miles per driver the first day and increase your quota gradually. Top professional drivers know you must limit your driving in any one day to ten hours (excluding meal time.) Before starting out again, get at least eight hours of sleep and rest.
111. Before starting back on the return trip have your vehicle rechecked carefully.
- IV. Don't attempt to drive back in half the time it took to get where you are. Remember, you have probably exercised more on your vacation than you have for many months. You, no doubt, will feel great, but chances are muscle reaction and body fatigue will be catching up with you. If you get tired, stop and rest. An extra night

on the road is better than months in a hospital away from home.

QUESTIONS:

1. What would you do if a front tire suddenly blows as you're travelling along at 50 miles per hour? Answer (Take your foot off of the accelerator but don't jam on brakes. It's safer to try to steer out of trouble than lose control in a locked wheel skid.)
2. What is a safe interval between your vehicle and the car ahead? Answer (On dry pavement - one vehicle length for each ten miles per hour. Double this on slippery pavements, down grades and during bad weather.)
3. What is meant by "open range" country and what should you do as a driver? Answer (Open range country in the Western states refers to the fact that cattle are not fenced in and can possibly wander onto the highway. Usually such roads will be posted. Reduce your speed and keep a sharp lookout for cattle up ahead that are near the road.)
4. Can you safely take "alert" pills to extend your driving time on a vacation trip? Answer (Forget it! Doctors tell us these do not work for you. They actually work against a driver. You may be fooled into thinking they help, but they have a way of catching up fast and you can doze off more rapidly after initial effects wear off. Repeated use or over-dosage could be fatal.)

MAGAZINE SECTION MOVES

Several physical changes in the Department took place last month. As a result of one move, the Magazine Section has room to breathe better now.

For years, the Magazine Office was in a small room located off the Personnel Offices on the fourth floor. We were quite crowded, what with our various machines and working equipment, etc., but now, we're happy to say, we're located on the first floor and our space is doubled.

The moves came about when the Permit (which we took over) and Safety Sections moved into the Materials and Tests building on the New Benton Highway. This turn of events left two empty rooms on the first floor, which were hastily put in order with fresh paint and wax for the new occupants.

Jim Meredith, who was located in the Procurement Office on the fourth floor moved into the room which housed the Safety Section next door to Y. W. Whelchel. Mary Herndon, who had her desk in Whelchel's office, moved her effects into the room with Jim. The changes have made more room for everybody concerned. The Internal Auditing Section moved from their office in the County Roads building to the M&T building, also.

We hope everyone is as satisfied as we are.

HIGHWAY OFFICIALS ATTEND DENVER MEETING

An Interagency Liaison Conference was held July 15-16 in Denver, Colo., which was attended by three of our top-level AHD men, Chief Engineer Ward Goodman, Bill Cooper of Planning and Research, and Administrative Assistant Y. W. Whelchel.

The conference was sponsored by the American Association of Motor Vehicle Administrators; the American Association of State Highway Officials (AASHO), and the International Association of Chief of Police, and supported by the Bureau of Public Roads and the Institute of Traffic Engineers. The states participating were Arkansas, Colorado, Louisiana, New Mexico, Oklahoma, Texas, Utah, and Wyoming.

The purpose of the Conference was to bring together administrators from the engineering, enforcement, and motor vehicle agencies in the selected states to develop improved lines of communications between the three disciplines. It provided an opportunity for administrators to discuss areas of mutual concern - primarily related to highway safety - and to develop a consensus regarding these areas.

Items which were discussed during the four workshop sessions were spontaneously offered by the conference delegates during a brainstorming session convened the first morning. All delegates had an opportunity to participate in the discussion of each of eight priority items agreed upon at the conclusion of the session. Subject areas of discussion, and a group consensus were the following: DESIGN AND OPERATIONS: Services; Supervision; and Communications; Maintenance - Construction - Service Areas Emergencies; DRIVER AND VEHICLE: Control, Testing, and Equipment; RESEARCH: Team, High Accident Subjects; LEGISLATION: Uniformity, Interagency; COORDINATION: Policy at Operational and Administrative Levels; EDUCATION: Formal Driver Improvement, Public Information, and FINANCE: All Agencies, Special Projects, Planning.

Sturgis Speaks at Education Workshop

The Highway Department participated July 26 in the Economic Education Workshop, sponsored by the Arkansas State Department of Education, the Arkansas State Council on Economic Education, the University of Arkansas, and the Joint Council on Economic Education.

The purpose of the Workshop is to provide help and inspiration to teachers who are charged with this great responsibility for promoting economic literacy through the schools. It is a three-week

program which brings together teachers, professional economists, and curriculum specialists, and guest speakers representing a wide spectrum of experience and interests. Many distinguished speakers from various cities traveled to Little Rock to speak.

Highway Director Mack Sturgis on "SURFACE" during the phase of The Role of Transportation in the American Economy - Surface, Air, Water. Other speakers on SURFACE were H. L. Hembree, vice president for finance, Arkansas Best Freight, Fort Smith; Daniel P. Loomis, president, Association of American Railroads, Washington, D.C., and T. C. Reece, president, Transcontinental Bus System, Inc., Dallas, Tex. Y. W. Whelchel, administrative assistant, also attended and Johnnie Gray showed the new highway film.

NEW EMBLEM MARKS SLOW MOVING VEHICLE

Highway traffic is moving faster these days, thanks largely to better roads. Many of the hazards that used to force motorists to drive at a slow pace have been eliminated.

The safest driving speed, generally, is the speed of prevailing traffic. If you seem to be passing "everybody" on the road, you are probably driving too fast. On the other hand, if "everybody" is passing you, you are obstructing the free flow of traffic and are probably driving too slow.

As average traffic speeds increase, we are faced with increasing hazards resulting from the use of public highways by vehicles which are designed for or are naturally limited to travel at speeds of 25 miles per hour or less. These naturally slow-moving vehicles include farm tractors and other agricultural machines, highway maintenance and construction equipment, and horse-drawn vehicles.

The problem is primarily one of recognition. Studies conducted at the Ohio State University under the sponsorship of the Automotive Safety Foundation revealed that nearly nine out of ten collisions involving slow-moving vehicles occur during daylight hours, on good roads free of rain, snow or ice hazards. In many cases, it appeared that the driver of the fast-moving vehicle saw the slow-moving vehicle in time to stop but waited too long to start braking because he did not immediately realize that the vehicle ahead was moving at a slow speed.

The Ohio State research led to the design of an identifying emblem to be affixed to the rear end of slow-moving vehicles. The emblem consists of a fluorescent yellow-orange triangle with a dark red reflective border. The triangle is highly visible in daylight. The reflective border creates a hollow red triangle in the path of motor vehicle headlights at night.



The High Road

by L. W. Prentiss

Executive Vice President
American Road Builders' Association

THE SLOW-MOVING VEHICLE

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The SMV emblem is not intended to replace the usual caution warnings such as flags, reflectors and red tail lights. It supplements them by warning an approaching driver that "this is a slow-moving vehicle."

In time, it will probably be desirable to enact State laws requiring the use of the SMV emblem on vehicles which, by their nature, move at speeds of 25 miles per hour or less. The immediate need, however, is to make the emblem and its meaning familiar to the motoring public.

A circuit judge visited the Missouri state penitentiary the other night and was a guest at a boxing program. The prison band honored him with a tune. Its title: "You Send Me."

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JOHN HALL STEPS DOWN AS PRESIDENT OF N.A.S.P.



John E. Hall of Bridge Design (left), retiring president of the Central Arkansas Chapter of the Professional Engineers, presents the gavel to Robert W. Threet, newly elected president for the 1965-66 year. Threet is with the consulting firm of Blaylock, Cook & Threet of Little Rock. The chapter held its annual banquet at the Golden Host Cafeteria July 13.

R. L. Childs, 53, of Osceola, died Friday, July 16. He was an instrumentman with the Department for 8 years. He had been active in Boy Scout work and was a member of Calvary Baptist Church. Survivors include his wife, two sons, R. L., Jr., of Texas, and James of Osceola; six brothers, three sisters, and one grandchild. Funeral services were on Monday, July 19.

CONTRACTORS AND AHO EQUIPMENT OFFERED IN EVENT OF NATIONAL EMERGENCY

Several contractors and Director Mack Sturgis presented a resolution to Governor Faubus July 15, expressing their willingness and desire to cooperate in emergency planning in Arkansas. They pledged the equipment in the inventories of the equipment dealers of Arkansas by making available to the state new and used equipment in the event of a national emergency or a natural disaster.

The Highway Department and the Associated General Contractors have prepared inventories of the equipment owned by the Department and the contractors of Arkansas and they have shown where the equipment is and under whose control it is. This pledge by the Associated Equipment Distributors of Arkansas is a further step in our emergency prepared planning.



Shown in the office of Governor Faubus are, left to right: Stew Prosser, Civil Defense director of Arkansas; G. Larry Kelly, president of AGC; Sturgis; Leo Kirby, secretary-director of AGC; Stanley Grey, executive secretary of AEDA; Jim Reynolds of Reynolds and Williams Contractors; C. M. (Bud) Davis, president of the AEDA, and Faubus.

NUCLEAR RADIATION MAY SOON HELP HIGHWAY ENGINEERS DETECT INVISIBLE EARLY DAMAGE TO CONCRETE PAVEMENT

Engineers at the Illinois Institute of Technology's Research Institute are busy studying how acoustic or nuclear techniques may be used to detect and determine the extent of disintegration of structural concrete in highways.

The project is being financed under a \$50,000 research contract between IIT and the Highway Research Board-administered National Cooperative Highway Research Program (NCHRP) which was established four years ago to accelerate research in particularly acute problem areas affecting highway design, construction, and operation.

It is difficult, with the methods currently being used, to determine the depths and areas of unsound concrete requiring replacement until the removal operation is well underway. Thus, reliable cost estimates cannot be made for contracting purposes.

Under the terms of the NCHRP contract, the IIT researchers will attempt, during the next year and a half, to develop methods and instrumentation that will determine the extent of disintegrated concrete prior to removal. The end result of the study will be detailed recommendations for testing techniques, both destructive and non-destructive, which are expected to be both accurate and suitable for field application.

The research team will pursue two lines of investigation. The first will examine the more common use of elastic sound waves, both sonic and ultrasonic, in detecting the density of micro-cracking in the surface of the concrete. The other will be to study nuclear techniques. Although the general capabilities of such techniques are well known, their application to this specific area requires considerable experimentation.

In essence, these nuclear techniques are based on measuring the interaction of nuclear radiation with matter and on tracer methods which do not involve nuclear interactions. All of these will be investigated for their applicability as a non-destructive means by which the engineer may determine the thickness, density, and composition of the material -- in this instance, concrete. Only isotopic sources of nuclear radiation will be utilized in the research experiments.

The NCHRP is sponsored by the American Association of State Highway Officials in cooperation with the Bureau of Public Roads and is administered by the Highway Research Board. The Board was created in 1920 to encourage research in highway administration, transport, and technology. It operates within the Division of Engineering and Industrial Research of the National Academy of Sciences -- National Research Council.

-- News, Highway Research Board

Employees Urged to Pledge Blood Units

To what limits would one go to save the life of a loved one? The answer in the mind of the reader, I am sure, is plain indeed. In this light, the Highway Department is ready to assist employees in preparing for emergencies by way of the Red Cross Blood Program, YOUR Red Cross Blood Program.

The program, started in June of 1964, offers unlimited vital benefits. Benefits that give life. It supplies the employee, his immediate family and parents of either spouse with an extra, immediate supply of blood in case of operations or accidents, and such vital derivatives as treatments for kidney diseases, anemia and more, with continued research in determining wider use of the derivatives. This protection lasts for 12 months and will cost the employee only one pint of his blood. However, he can give more if he wishes. However, the employee may, if he is unable to give because of health or other reasons, obtain a donor to substitute.

New employees, as well as old, are invited to take part in the program. The new employees will be given an opportunity to pledge in the near future.

The process of obtaining the blood or vital derivatives needed is a simple and uncomplicated one. The employee or a fellow employee calls the Personnel officer as soon as possible, either before or after the need is established; he gives the patients' name, the name of the hospital, the date of admission and the relation to the employee. Then arrangements will be made with the Red Cross to provide the hospital with all the blood or derivatives needed.

As little as one unit and as much as 43 units of blood have been provided through the Highway Department's program. The amount needed is not important; the fact that it is needed is.

The Red Cross Blood Program is arranged in order to cause a minimum amount of trouble for the donor. In Little Rock he may donate his share at the American Red Cross Chapter, 401 S. Monroe St. For the outlying districts, a bloodmobile will be sent. The district engineer is provided with a bloodmobile schedule.

The safety and lives of you and your family may some day depend on the Red Cross Blood Program. The success of this program depends on volunteers. Since the program was initiated a year ago, District 2 led the others in pledges with 72 per cent; District 7 was low with only 25 per cent pledges. District 3 led in donations with 28 per cent, and Districts 1 and 6 were the lows, with 17 per cent. In the divisions, the Computer Center (four employees), led with 100 per cent pledges and donations. Surveys and Legal were low with 5 per cent of the

employees pledging. Surveys was low in donations with a 0 in per centage. Below is a break down:

DIVISIONS

Tot. Emp.	Tot. Pledges	United Donated	Deferred	%Pledges	%Donated
807	355	214	54	43%	26%

DISTRICTS

Tot. Emp.	Tot. Pledges	United Donated	Deferred	%Pledges	%Donated
2673	1354	606	220	50%	22%

FROM THE DESK OF MR. WOOLSEY

GOVERNMENT SCIENCE

SOCIALISM: You have two cows - you give one cow to your neighbor.

COMMUNISM: You have two cows - you give both cows to the government.

FASCISM: You have two cows - you keep the cows and give the milk to the government.

NAZISM: You have two cows - the government shoots you and keeps both cows.

NEW DEAL: You have two cows - the government shoots one cow, milks the other and ships the milk overseas.

CAPITALISM: You have two cows - you sell one cow and buy a Bull.

REMEMBER THIS

IF YOU WORK FOR A MAN, in Heaven's name, **WORK** for him. If he pays you wages which supply you bread and butter, work for him; speak well of him: stand by him and stand by the institution he represents. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage - resign your position, and when you are outside, damn to your heart's content, but as long as you are part of the institution do not condemn it. If you do that, you are loosening the tendrils that are holding you to the institution, and at the first high wind that comes along, you will be uprooted and blown away, and probably will never know the reason why.

--Elbert Hubbard

(Roland Humble, Safety officer, contributed the item above. He had several requests for copies and he thought it would be a good idea to print it for the benefit of all employees.Ed.)

HAMPTON GOES TO A PARTY

One thing that none of us can escape from is a birthday, no matter how painful they can be sometimes. However, Wayne Hampton, Highway Commission chairman, doesn't have a lot to worry about even though the cake would indicate from all the candles that he is of the vintage variety. It was all a gag, though. Hampton, still fairly young and ruggedly handsome, was surprised with cake and coffee after the Commission meeting on July 28 - and a surprise it was! He almost dropped his inevitable stogie when he walked into the small Commission room around 4 p.m. Tired from the delegation hearings, he perked up and smiled broadly when he saw the festive table. We wish Hampton, many, many more birthdays. Happy ones.



Hampton, when he first entered the birthday room. Baker is behind him, and in on the whole thing.



Hampton, with a red carnation boutonniere, blowing out the candles on his cake.



Here they are, the men who run our Highway Department: Hampton and Maurice Smith, seated, and Truman Baker, Arnil Taylor, John Harsh, and Director Sturgis.

OUR LADY LAWYER'S SON GETS NAVAL COMMISSION



- Official Photograph U.S. Navy

Richard Tackett, son of Virginia Tackett, staff attorney in the Legal Division, and Lowell Tackett, receives his Commission as Ensign in the U.S. Navy, from Captain J. H. Caldwell, commander of the Naval Air Station at Pensacola, Fla., on July 2. Virginia had the honor of pinning on his Ensign bars.

AROUND THE DEPARTMENT



ACCOUNTING DIVISION

Mildred Harness

We have a lot of news this month, but very little time to tell you about it. We had two birthdays in July. The "girls" took Erma Ferguson to Island X for lunch, and surprised Jo Malone with a cake in our office. Neither one of them is telling their ages.

Several of our people have taken their vacations. All of them came back with beautiful tans. Betsy Morrison went to Lake Ouachita with her son and husband . . . Vivian Kinder spent a week in Dallas . . . Lee Wagner and his family went to Six Flags one week and to Cedar Rapids, Iowa, the next week . . . Lou Bradford went to Six Flags also, with her family.

This reporter and Margaret Allen have been limping around the office because of sore feet. Olin "Randy" Randle has had sympathy pains for us.

Tyronza Hines's husband and my son Jimmy just got back from their two weeks in summer camp with the National Guard.

Jo Malone's daughter, Linda, spent two and one-half weeks in Mexico. We're still getting a good report from Aleene Boysen about her daughter, who is still in California.

Floyd Pharris moved into his new home the week of August 1.

We have a pretty NYC girl in our office. Her name is Sheila Galbraith and she lives at 3404 Pope in North Little Rock. She will be a junior at North Little Rock High this fall. Besides being a cute girl she works hard. She made a delicious cake one night and brought it to the office for all of us.

Johnnie and Mollie Beavers left August 2 to drive down to New Orleans to attend the DAV Convention.

Well, even if this is not all the news, it is all the time we have for now.



COUNTY PROGRAM

Barbara Oldham

Jim W. Mitchell, of our division was married to Miss Janet Sue Simpson on Sunday, August 1, at 3 p.m. The new bride is the daughter of Mrs. Howard Simpson of Little Rock. Jan is a grad-

uate of Little Rock Hall High School. Jim has finished two years at Arkansas State College at Jonesboro and plans to attend Little Rock University this fall. Jim and Janet are at home in Little Rock at 1610 No. Harrison. The County Roads Division wishes the newlyweds a happy and prosperous marriage.

County Roads is still growing. W. E. Thomas was transferred to us from the Reproduction Division on August 16, and we also have another new employee, Robert D. Mize. We are glad to have both of them with us.

John Adams, who was transferred to us from Roadway Design July 6, recently took his family to Six Flags Over Texas. They had a very enjoyable time.

This reporter and husband Jim have been on vacation to Six Flags and Corpus Christi. We were accompanied on our trip by Julian and Sharon Southerland of Little Rock, and Judy and George Bailey of Lonoke.

Mr. and Mrs. Max C. Hall have been busy traveling this summer, visiting with relatives and friends in Paragould, El Dorado, and Berryville, Ark.; Danville and Chicago, Ill.; Vicksburg, and Senatobia, Miss., and Memphis. All of these trips were made on various week ends. Since the summer is only half gone there is no telling where they'll be next. Bye for now!



New bride, Mrs. Jim W. Mitchell



EQUIPMENT

Sally Crook

Lem Kirkpatrick flew to Houston over July 4 to visit his daughter, Kitty, and her husband. He visited the new Astrodome and saw the Houston Astros play the Dodgers before a crowd of 50,000. This is the largest crowd they have had in the new Astrodome.

Mrs. C. D. Holmes is sporting a 1962 white Chevrolet Impala with a red interior. She has just returned from a week's vacation relaxing at home.

Bonnie and Bob Hill visited Bob's relatives in Des Moines, Iowa over the Fourth. Bonnie said they really enjoyed the trip because Bob got to see one of his sisters who lives in Edinburg, Ill., whom he hadn't seen in seven years and one from Denver, whom he hadn't seen in three years.

Doris and Jerry Healy spent July 4 at Six Flags Over Texas. Doris said they enjoyed the sights as much as the children.

Ray New is a proud grandpapa of a 10 pound, 2 ounce granddaughter, born June 30.

L. E. Harper and his wife camped out on Lake Ouachita during their vacation. Harper reports that he broke his record - he caught the smallest bass he has ever caught.

Shirley Healy's husband, Neil, plays with the Gilliam Drug Independent baseball team. The team won the Western Arkansas Championship and on the July 30 week end they played the East Champs for the State Title. The winners will go to Wichita, Kans. to play in the Nationals.

The girls in the Procurement office took Patsy Navens to Franke's Cafeteria to celebrate her birthday July 24. They also surprised Sally Hibbs with a pizza luncheon on her birthday June 20. Sally was on vacation that week so the girls took the pizza to her house.

We are pleased to report that T. C. Ellis has returned to work. He has been off with a back ailment.

Patsy Navens has a new niece, Shawn Elizabeth Hill, who was born June 29 and weighed 7 pounds, 4 ounces.

Other employees who have enjoyed vacations are W. L. Hatcher, Troy Jones, I. M. Kibbe, A. L. Schmelzer, M. W. Skelton, J. E. Hardcastle, J. C. Hixon, and Frank Pate.

We welcome Sue Carol Davis to the Equipment Office and H. M. Cotton to Central Shops.



FINAL ESTIMATE

Lynda Harris

We welcome our NYC girl, Norma Westfall. Norma is a native of Little Rock; attended Henderson State Teachers College for two years, and will be a junior at the University of Arkansas this fall. We wish her lots of luck in the future.

Our fellow employee, Gene Ashcraft, is sporting a new white Chevrolet super sports with bucket seats and console. My! Such luxury!

Dub and Marquerite Rogers spent the July 4 holiday in Dallas, Tex. While there, they toured "Six Flags" and from what Dub tells us, we should all make that trip.

Our bowling champ, Joel Bradley, makes news again. His team won the State Team Championship, and will be going to Pittsburg in August for the National Team Tournament.

H. H. Perkins and Wilma, made a trip to Lawton, Okla., to bring daughter, Linda Wallace and granddaughter, Debbie, back for a visit. Linda's husband, S/P6 A. F. Wallace, will join the family here in August when he completes his term in the Army.



MATERIALS AND TESTS

Julia Halliburton

Dorothy Hart, wife of Henry Hart, is at home convalescing after surgery. Glad she's improving.

Johnny Dunbar, former employee of M&T, has been in France in the Army a little over a year and was selected "Soldier of the Month" for May, which meant a \$25 bond, and if he is chosen in December as the "Soldier of the Year," he will receive a \$100 bond.

Maureen W. Ulmer, who has been with M&T since 1959, resigned to accept other employment. We wish her all the luck.

There were several birthdays in July too numerous to mention.



RIGHT OF WAY

Shirley Childress

The Right of Way Division gave a farewell party for Mack Wilson July 23, and we were all very pleased to meet Mrs. Wilson. Mack is retiring after working for the Highway Department for 9 years. Cake, coffee, and cokes were served and since



Johnny Dunbar receiving his \$25 bond for being named "Soldier of the Month," from Lt. Col. E. A. Purcell.

Mack plans on doing a lot of fishing he was presented with a new reel. I'm sure he won't have any trouble finding places to try out his reel since his home is in Hot Springs. Happy retirement Mack.

The stork has again been busy among the Right of Way employees during the past few weeks. The first visit was made to Marilyn and Ronald Padgett June 30, when they were presented with an 8 pound, 10 ounce baby girl at the Little Rock Air Force Base Hospital. The little girl was named Stephanie Lynn. The next visit was to Martha and Harry Word when they were also presented with a baby girl at St. Vincent Infirmary July 9. Their new daughter weighed 6 pounds, 9 ounces and was named Laura Anne. Laura had to spend a few extra days at the Hospital but is doing fine now. The third visit was to Dwight Little's daughter and son-in-law, Barbara and Tony Higginbotham. This must be a very good month for girls because their baby was also a girl. She was named Karen Lynn, weighed 9 pounds, 9 ounces, and was born July 11 at St. Vincent.

Charlotte Lee was off 4 days to have some dental work done, the result of which is a bright new smile.

It seems as though we have been a real healthy group this month and a well traveled one. For example, Herbert Heffington and wife Wilma visited relatives in Detroit, Mich. Plutie Scruggs and family traveled to Tulsa, Okla. and visited relatives, while Gip Robertson and family drove to South Carolina visiting relatives there.

Carl Keehn and wife Janie took advantage of the July 4 holiday and flew by Jet to Atlanta, Ga., for a visit with Janie's sister and brother-in-law.

Jim Bartlett outdid everyone though for he and wife Wynona took what sounds like an unforgettable but tiring two-week vacation. From Arkansas they drove to Oklahoma City and went through the National Cowboy Hall of Fame and Museum, then on to Arizona where they saw the Petrified Forest, Painted Desert and Grand Canyon National Park. They saw Hoover Dam on their journey from Arizona to Las Vegas. From there they traveled to California and visited Marineland, Disneyland and Knott's Berry Farm. From Los Angeles they flew to Hawaii then back to Los Angeles where they picked up their car and started for San Francisco. Between Los Angeles and San Francisco they toured Sequoia and Yosemite National Parks. For a change of pace they visited San Quentin Prison where they saw a lot of souvenirs the inmates had made to sell to the public. From there they drove through Reno, Nev. Salt Lake City, and Denver, Colo. Their last stop was to visit the Eisenhower Museum at Abilene, Kans. Jim and Wynona visited so many different states that the climate during the two weeks ranged from 38° to 11°.

Several of our employees took a few days off but spent it either relaxing at home or visiting relatives in Arkansas. Among this group are Billy Owens, Doug Thacker, Marvin Cazer, Retha Griffin and Evalena Squires.

Neil and Nola Gibbs have entertained members of their family at two separate times during the month of July. Nola's family had a family reunion in her parents' home at Pottsville and one of her sisters-in-law, whose home is in Alaska and her four children spent two days with Neil and Nola. The following week end Neil's mother, step-father, sister, and brother from Michigan visited with them a few days before going to Alicia, Ark. for a family reunion.

We are very pleased to have Diane Farish from Little Rock working in the Appraisal Section this summer. Diane is one of the girls sent to us by the Job Corp. She will be a sophomore at State Teacher's this fall.

Another Job Corp worker we are so happy to have with us is Jon Collier from Little Rock. Jon is working in the Administrative Section. She will be a senior this fall at Hall High School.



ROADWAY DESIGN

John Hicks

Amos Palmer is resigning as of August 15 to report for active duty with the U.S. Marine Corps at Camp Pendleton, San Diego, Calif.

Peggy Hicks had the misfortune of falling July 18 and breaking her arm. After three days in the hospital, she is recuperating at home and John is becoming an excellent housewife.

Mr. and Mrs. Sidney Lee recently visited their son in Houston, Tex. While there, they took in a couple of night spots.

Marvin and Thelma Bunch accompanied daughter Dana to Fayetteville July 29 for orientation at the University of Arkansas.

Brooks Nichols and family enjoyed swimming, fishing, and boating on a lake in Louisiana during their recent vacation.

George Major and wife Lynn, went to the Pawnee Indian Homecoming July 1-4 at Pawnee, Okla., and spent a week camping with the Indians and dancing in the pow-wow. The week end before June 26 and 27, they drove to Fort Worth, Tex., where they competed in the first Neep Indian Pow-wow.

Welcome to Fred Brummett, a new employee in Roadway Design. Also welcome back to Ty Arikian, a summer employee who worked with us last summer.

Our loss was County Roads' gain. John Adams transferred over to County Roads and we sure do miss him. He says he likes it fine over there and everyone is real nice to him.



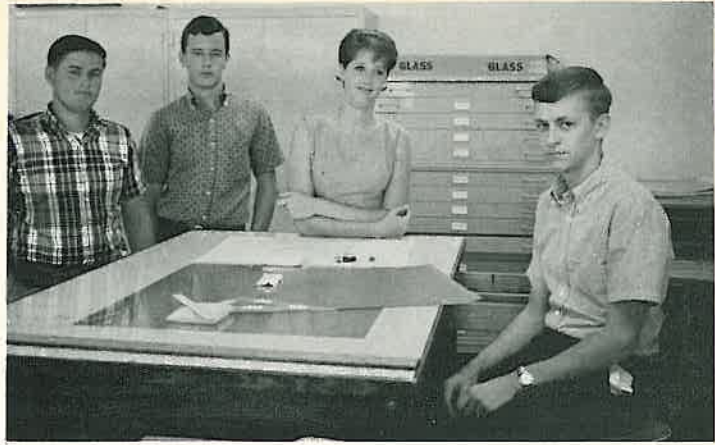
PLANNING AND RESEARCH

Billie Whiteside

We are happy to welcome John L. Vandenberg, a longtime resident of the state, who was transplanted some five years ago by the Bureau of Public Roads. After completing 30 years' service with the federal government, he decided to return to Arkansas where his roots are firmly planted. Van, as he is known widely, has been named engineer-director for the Highway Needs Study and will coordinate the system's classifications and fiscal studies recently authorized by the Commission. His long experience in all phases of highway planning work will make him a valuable asset to the P&R Division.



John L. Vandenberg



We also welcome Joe Griffin, a transfer from the main building to our reproduction unit; Hugh Griffin, who has joined us for the summer; June Brown, a newcomer to the Traffic Section, and Paul Edwards, also a newcomer, who is assigned to the Mapping Section. They are shown grouped around Paul's work table. Another newcomer, Mike Lucas of the Road Inventory Section, was not present when the picture was made.



Jane Huff, of P&R's Traffic Section, has retired. The ladies held a luncheon for her at Heritage House, and the division gave her a party at the office, complete with cake on which was written, "Congratulations to Jane Huff, 21.6 Years' Service." She was presented with gifts. Pictured behind her at the party are Jim Barnett, Jim Carvell, Bill Headrick, and Marc Gross. We wish her good luck and good health.

The big crane is up right next to us. It's about as tall as the new building will be and has two little platforms on it, like elevators. It rolls along on tracks like a railroad, and is used to lift sections of walls, etc., into place. Each stage of the building is fascinating.

On a recent morning, we discovered that an armadillo had been captured by "Blue," our watchdog, and others. It was being held in a barrel. This was the first close-up view of this sort of animal for some. It was rather cowed, with only its

ears twitching. On learning the zoo would not be interested in it, someone upended the barrel. Instead of heading for the out-of-doors it made a quick lunge the other way, leaped down about six feet into the boiler room, and vanished.

Changes of address: J. C. Longcoy and his wife have moved farther from Little Rock. His house is in Saline County, but his mailbox is still in Pulaski County. Ruth Cantley has moved in with a friend near Lamar Porter Field.

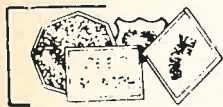
Vacationers: Bob and Becky Kessinger have made a trip to New Orleans; Stuart and Eleanor Pattillo spent a week touring North Central Arkansas and they report the fish not biting too good, but boating fine; Archie Wyatt and John Helgen and their wives vacationed in Canada, and the M. L. Beckett family went to Florida.

Ed Johnson and Bill Cypert have been on military leave.

Similar misfortunes have occurred to two in P&R. Longcoy was stung by a bee, and this reporter, while walking in the downtown area, had an encounter with a mad wasp looking for cover. Result: chaos, consternation, and considerable pain.

Leo Biggs, of the Traffic Section, is a patient in Memorial Hospital in North Little Rock.

John R. Hume's aunt died and he and his mother went to Detroit for the funeral. Our sympathies to them.



SIGN SHOP

Doris Brewer

J. Scott Jones and wife Deanna have a new baby boy, Stacy Lee, who weighed 5 pounds, 4 ounces when he made his arrival June 26.

Howard Stobener and wife visited in Michigan and then went on to Natrona Heights, Pa., to visit with the rest of the family. During their stay, they went to the harness races at Meadows Raceway.

Jim and Pat Mooningham have been visiting in St. Louis and Belleville, Ill.

We welcome our new employees who have joined our big family in Sign Shop.

On July 20, we had coffee and cake to help Earl E. Hillis celebrate his birthday, which put him the same age as Jack Benny, he said.

Joe Bennet, who retired June 1, was by to see us July 19. He is enjoying fishing, and just plain being lazy.

We had a going-away party for Carol Coykendall June 30. We gave her an electric knife; had coffee and cake, and shed a tear or two, as we all miss having her around.

We express our sympathies to W. H. Loyd, who lost his brother, Jim Loyd of Mt. Vernon on June 19. We also hope his young sons have a rapid recovery from the measles.



DISTRICT



Leslie Long

Roland Humble, office of the Safety Section, has been conducting a series of safety programs in the District 2 area, regarding proper signing, barricading, and

flagging, and other general safety practices.

Johnnie Gray and Johnnie Harris were guests of the Pine Bluff Civitan Club on July 22. Johnnie Gray presented the film, "Arkansas Grows Where Good Roads Go."

We had our share of Arkansas travelers this month. The Woodrow Wilsons, with son and family, motored to Arkadelphia, Fayetteville, and a side trip to Springdale to attend the quarter horse races.

James Pierce treated his family to an outing of camping and swimming at Buffalo River State Park, a tour of the Marvel Cave State Park, and the Silver Dollar City, a replica of an old mining town.

Brewster and Sunny Shalmy took a flying trip to New Orleans with friends and enjoyed the dining and dancing at the Roosevelt, and the entertainment offered at the "Red Garter."



My son Charles and his friend, Mike, made quite a killing at Kingdom Come. The string of fish they are holding are bass, averaging from 3 to 3½ pounds, and "a" catfish. And, speaking of fish stories Fisherman Wright's skill has improved. Recently on a trip on the Ole Miss. River, he caught TWO catfish at one time, and Fisherman Walker, not to be outdone, in looking for his trail and cutting through the wild weeds and brush, was confronted by a bobcat.

Off California way for three weeks' vacation went "peanut" Woodfield, with wife and two daughters, to visit relatives at Norwalk. While there they spent two days camping at Yosemite National Park, made a trip to the Knotts Berry Farm, toured "Hope Town," where most of the TV westerns are filmed, and sat for portrait paintings while touring Pacific Ocean Park. Number of miles traveled: 4256.

Service awards were given to Guy Edgar Thommason, 20 years; Melvo Junior

Pledger, 15 years, and Willmer Danile Hunter, 5 years.

Miss Lynda Pollett became the bride of Herschel Phillips in a ceremony July 23 at the Harding Baptist Church. The Reverend Esker officiated. A reception followed in the church parlor. After a trip to Dallas, the couple will reside in Pine Bluff. Herschel is employed in District 2.



DISTRICT



Edna Lewallen

Georgia Whittemore, fuel clerk, received her 20-year service awards last month.

Ernest Pender, retired area foreman from Little River County, received a fractured hip in a fall and is confined to Wadley Hospital in Texarkana.

Alton Tolleson and wife, Marie, are proud parents of a boy. He arrived July 25, weighing 8 pounds and has been named Richard Alton. Joel and Ima Thompson have their second daughter, Darcy Jane, who was born July 17.

Mr. and Mrs. Ardell Clark had as guests for a week their two little granddaughters, Linda and Janice Bolls of Pine Bluff. The grandfather took two days of his annual leave to be with them.

Wayne Marcum and Janice Easterling, both of Hope, were married Friday, July 23. We wish the young couple much luck and happiness. They are living in Hope until their new home is completed at McNab.

Charles Ray Tittle, son of Clovis Tittle, our shop foreman, has completed all requirements for the Doctor of Philosophy degree at the University of Texas. He will join the faculty of Indiana University, Bloomington, in September as assistant professor of sociology. Charles was the 1957 valedictorian of Hope High School. He was a 1961 summa cum laude graduate of Ouachita College. During his senior year he competed for and won a Woodrow Wilson Fellowship and Danforth Fellowship for graduate study. He entered graduate school at the University of Texas in the fall of 1961 and received his Master of Arts in June 1963.

Melvin Wylie is confined to his home in DeQueen due to illness.

Mr. and Mrs. Nolen Clark have returned from a visit to Fort Walton, Fla., with their son, who is stationed at Eglin AFB.



DISTRICT



The Informers

It has been a long time since we've been in the news - unless you count the cover and article in last month's maga-

zine. The opening ceremony of the Interstate opening was nice. Herb Gregory, area foreman, has his hands full just keeping the signs repaired on the temporary connection. Maybe folks will stop putting them one of these days.

Bess Rowland, field clerk in Jack Coleman's office, is planning a camping trip to Greer's Ferry Lake, ending with attending the White River Water Carnival at Batesville August 6-7. Her granddaughter, Cindy Leonard, is to be a princess.

Jack Coleman, J. D. Kuykendall, J. P. Clayton, George Scroggins, and others went to Greer's Ferry for a week end of camping and fishing. We hear they didn't catch any fish but had fun.

One of our resident engineers has had some trouble with ghosts - that's right, ghosts - on one of his projects. They are 9 feet tall, with no heads, hands, or feet. Did those ghost traps work, Calvin? Or, did the ghosts just get stuck in the sand? A half a dozen people or more claim to have seen the ghosts, according to a Van Buren patrolman, Wayne Hicks. There was an article in the Southwest American July 28, which stated that the ghosts reside near the river bank.

Speaking of getting stuck in the sand, we're wondering if those snowshoes helped Carl S. any, or if he's still losing his shoes.

Jim Branam, engineering helper, is a papa for the first time upon the arrival of a girl, born July 3 . . . B. R. (Billy) Battles, engineering helper, and J. R. (Dick) King, instrumentman, are soon to be papas - first time for Billy, and third time for Dick.



DISTRICT



Harold Medlock

Handford Magness was hospitalized at Harris Hospital June 26 and released July 3. He is now recuperating and vacationing in Boulder, Colo., as guest of their daughter and family, Capt. and Mrs. A. A. Ramey. While there, they plan to drive on to Cheyenne, Wyo. and attend the Frontier Days Rodeo.

Sally McMillan received her 10-year service pin this month. Congratulations to Sally.

Winona Jones and family went to St. Louis over the July 4 holiday, and visited with her brother and his family. On their return trip home, they visited the Meramec Caverns near Stanton, Mo.

Lorene Pickens spent a few days visiting her nephew, Charles Masner and family, in Anthony, Kans.

Bert Mathis, area foreman in Fulton County, enjoyed a family reunion on Sunday, July 25, at his home in Salem. Dinner was served to 25 guests. Among those attending was his son from Kansas, and daughter and family from Santa Maria, Calif.

Lawson Johnson is a patient in the Clinic Hospital in Batesville, where he is being treated for pneumonia. His condition is reported to be satisfactory.

O. H. Stanbrough, Jr., and family, are visiting relatives in Nebraska.

Three employees who had July birthdays were honored one day in the coffee shop. Refreshments of cake and coffee were prepared and served by Mary Lee McCown and Sally McMillan. The birthday honor guests were Winona Jones, Virgil Taylor, and Luther Bearden, Jr. As far as this reporter could find out, ages of the honored guests were 16, 17, and 18, respectively.



DISTRICT



Burnham & Campbell

Service awards were presented to Charles Douglas Rampley for 15 years' service, and Bruce Hartwell Walker, 5 years.

Mr. Sturgis, Mr. Goodman, and Johnnie Gray attended a luncheon given jointly by the Lions, Rotarians, and Kiwanis Clubs at Camden on July 21. Mr. Sturgis gave a talk on the aims and plans of the Department. Mr. Goodman spoke on his experiences at Camden when he was a rodmann on bridge construction in 1927. Johnnie showed the new film.

Governor Faubus, Commissioners Wayne Hampton, Truman Baker, and John Harsh, Mr. Sturgis, and Assistant Chief Engineer Bill Moore, and division heads attended a ribbon cutting ceremony celebrating the opening of the new Fordyce bypass on Highway 167-79 July 15. The affair was sponsored jointly by the Fordyce Chamber of Commerce and the city of Fordyce. Mayor Thomas Wynn was master of ceremonies. Mr. Harsh introduced Governor Faubus, who spoke on the value of highways to the national and local economy.



Letitia Nell Carlson, small daughter of Mr. and Mrs. Joe Carlson. Mary Nell, her mother, is field clerk in the office of N. D. Pumphrey at Camden.

Norman D. Pumphrey, resident engineer, and a major in the Army Reserve, attended summer camp at Fort Polk, La.

Allen Cheatham returned to work July 22 after recovering from an operation.

John Livingston and family enjoyed a vacation in northern Arkansas.

We understand Sula Burnham is quite busy getting daughter Susan ready to enter Southern State at Magnolia this fall. Susan graduated this spring from Camden High School and is looking forward to her freshman year at college.

The Hugh Andersons are grandparents again, and quite proud.

We extend sympathies to G. G. Wise of Magnolia, whose father died July 15.



DISTRICT



McCoy & Howell

We all welcome John F. Price as our District engineer. He is replacing John H. Lawrence, who was transferred to Little Rock as Construction engineer. We will miss John, Ann, and family.

David Moore, resident engineer in District 8, transferred to the Construction office in Little Rock, and T. G. Orton, Jr., resident engineer at Conway, is replacing David in the Russellville office.

Lawrence Fletcher is replacing Orton in Conway . . . Lawrence and his employees enjoyed a picnic Saturday, July 24, at Lake Beaver Fork. They had hamburgers, hotdogs, etc., and enjoyed skiing and swimming.

Louise White, field clerk, transferred to the Conway office due to the discontinuance of the Clinton office.

Employees receiving service awards were Sherman James and Ewin Caudle, 20 years; T. G. Orton and R. W. Blackwell, 10 years, and Lawrence Fletcher, 5 years.

Netha Brown recently took a few days vacation to visit with her daughter and family, the VanLandingshams, from Tulsa, Okla., and her son and family who recently returned from Utah. We know she enjoyed being with the grandchildren.

Congratulations to Sarah Woodson and Gary Garner, who were married July 16 in the Baptist Church in Dardanelle. Gary is a construction employee.

Don Taylor, daughter of Roy Taylor, is training to be an airline stewardess at the American Airline School in Dallas.

James B. Rives caught a 4 pound, 8 ounce bass at Big Piney Creek on Dardanelle Reservoir recently.

Levi Bryant, area foreman in Conway County, has been in St. Anthony's Hospital in Morrilton, following a wreck in which he was thrown through the windshield of his truck. He received several bruises, cuts, and broken ribs.

Jim Phillips' wife is at home recovering from major surgery in the local hospital.

We extend our sympathies to Zenna Higgs in the death of his father, who died July 26.



Isabelle Psalmonds

Those receiving service awards in July were Tommy Talley, engineering assistant, 10 years, and Wilburn Wince, crane operator, 15 years.

Crowley Ridge State Park was the place - July 17, the date - when employees of District 10 came together for a fish fry for the purpose of saying "farewell" to John F. Price, District 10 engineer, when he left to take over duties as engineer in District 8, and "welcome" to Sam Smith, the new engineer of our district. John Sanders, maintenance superintendent, on behalf of all the employees, presented Mr. Price with a rod and reel which we hope he will take time to use, and to Mrs. Price, a gift certificate from House and Gardens magazine. She reports she bought a beautiful ceramic which she had been wanting for their new home in Russellville. We hated to lose Mr. Price. He is one of the best and, as his secretary, I can say it has been a real pleasure to work with him. We wish him continued success and enjoyment in the work at Russellville.

We welcome Sam Smith. He will do a good job, and we look forward to working with him. Mrs. Smith and the two children will be in Paragould by the time this is printed.

Jackie Black, clerk at the resident engineers' office in Paragould, has just returned from a vacation trip to Toronto,

Canada, where she visited her daughter. She reports a wonderful trip. She also visited Niagara Falls, even though she wasn't on a honeymoon. Duwayne Combs, clerk, took his family to Wichita Falls, Tex., to visit. Jerry Black, clerk, and his wife went to Memphis for a few days. All these vacation reports make us wish September would hurry because that is when this reporter plans to make a trip to Pennsylvania and New York.

Lester Wycoff, bridge foreman, reports that Mr. Bonds gave a fish fry for the bridge gang who are building a 458 ft. bridge across Little River at Bondsville. He said the fish were excellent and that the men enjoyed it so much.

Dorothy, wife of Waukeen Bateman, patrol operator, is in the hospital in Memphis for major surgery. Get well quickly, Dorothy.

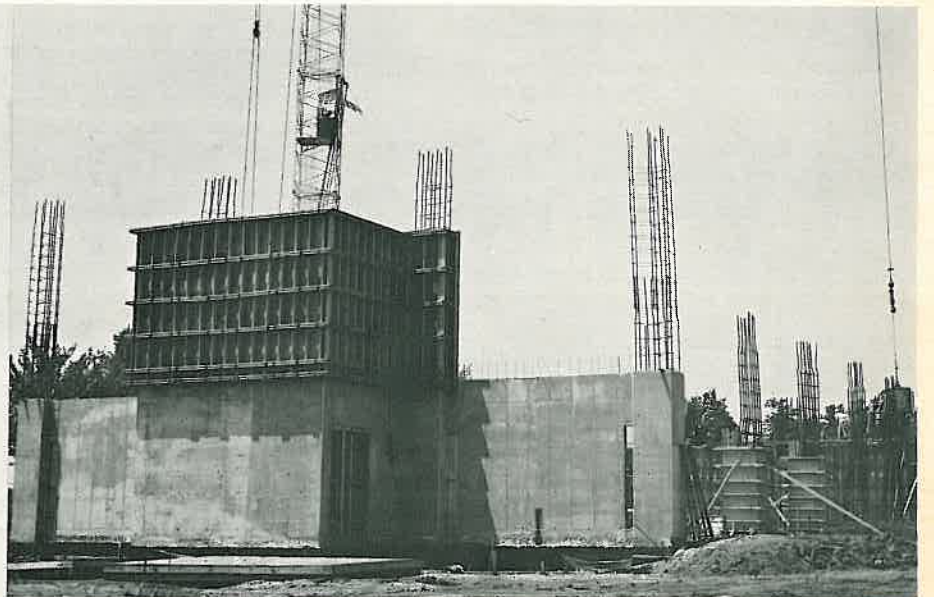
Congratulations to the John Saylor's. They have a new baby girl at their home. We don't know the details as to name and date, but we do know they are mighty happy with her.

Kathy Wycoff, 5-year-old daughter of Mr. and Mrs. Junior Lee Wycoff (he is fuel clerk), was chosen "Little Miss Liberty Bell" at the July 4 picnic at Marmaduke, Greene County. There were 16 in the contest, but it is not difficult to see why this lovely blonde with blue eyes was chosen. See her picture.

Our sympathies to Ira Eddings and family in the death of Mrs. Eddings' mother, and to the family of R. L. (Bob) Chiles, instrumentman at Osceola, who died July 16.



Miss Kathy Wycoff, holding her trophy designating her "Little Miss Liberty Bell."



Construction on the new building off the New Benton Highway is coming right along, as you can see. The huge crane being used is as tall or taller than the 10 floors which the new structure will have. In the picture at left, concrete is being poured for the west wall. Above is the east wall. The crane rolls along on tracks like a railroad, and is used to lift sections of walls in place.

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THE COMMISSION

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CHANGING LANES

Lack of use, or misuse, of directional turn signals can lead to problems for drivers.

The popular practice of using vehicle turn signals when changing lanes, intended to make driving safer, has, unfortunately, introduced some problems of its own because of abuse of the signals.

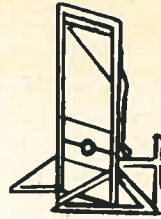
Instead of the signal being an act of courtesy to other motorists, the lane change turn signal is often on too late to do any good, or the lane change is made under poor conditions.

The last minute signal, as the driver squeezes into a lane right in front of another vehicle, has become a demanding "clear the way I'm coming through" command.

When a driver signals to enter your lane, do you make it easier for him by letting up a little on the accelerator and opening up a space "cushion" for him? Or, do you treat the lane change as a challenge and do your best to keep the trespasser off "your property"?

A turn signal is a driver's way of saying, "please let me enter." Heed his request. It won't hurt you but will help him.

Let your directional signals be a lighthouse to other drivers - don't use them to bully or bluff.



this'll kill ya!

A soft whistle came from the rear of the chemistry lab as a curvaceous co-ed in a close-fitting sheath walked across the front of the room. "Relax," said the whistler's partner. "Remember, she's three-fourths water."

"Right," said the whistler, "but dig that crazy surface tension."

"The doctor said that my wife and I need more exercise, so I've bought myself a set of golf clubs," said Gubb to his neighbor.

"And what have you bought for your wife?"

"A lawn-mower."

"My lad, are you to be my caddie?" asked the Scotsman.

"Yes, sir," answered the caddie.

"And how are you at finding lost balls?"

"Very good, sir."

"Well," said the Scotsman, "look around and find a ball and we'll start the game."

"Are you sure he loves you?"

"Absolutely. He objects to my bathing suit."

Football coach: "You're out of condition, Buck. What have you been doing, studying?"

It seems that a young psychologist completed the work on his PhD degree and joined the staff of a State University. He had a congenial personality and a good speaking voice, and soon was in much demand for speaking engagements in the area. His favorite speech was entitled "Ten Ways to Manage Your Children."

As usually happens, he met a young lady, they fell in love, and were married. After four or five years they had two children and the young psychologist was still in demand as a speaker. He still used the same speech, but had changed the title to "Ten Suggestions for Managing Your Children."

"I advise you, Madam," instructed the doctor, "to take frequent baths, get plenty of fresh air, and dress in cool clothes."

"What did the doctor say?" inquired her husband an hour later.

"He said I ought to go to Atlantic City and then to the mountains," replied his wife. "Also, I must get some new light gowns at once."

The keeper of the general store bought some fresh stock from a Boston wholesaler but neglected to pay for it. After his letters attempting to collect were ignored, the wholesaler wrote the local bank to check his customer's credit rating, to the county judge to ask the name of the best lawyer in town, and to the station agent to see if the goods had been delivered.

Back came this note: "As station master I delivered your goods okay. As owner of the store I signed receipt for same. As bank president I okayed my credit. As judge I recommended myself as the best lawyer in these parts. And if I wasn't the preacher too, I'd tell you to go jump in the lake!"


Her Legal Adviser: "Madam, you have had three husbands, and every one of them either went crazy or turned out to be worthless. Yet you are thinking of marrying again!"

Fair Client: "Yes, sir. I want a safe and sane fourth."

A party of tourists in Arizona came upon an Indian brave riding a pony. A heavily burdened squaw walked beside him.

"Why doesn't the squaw ride?" asked the tourist.

"She got no pony."


Arkansas State Highway Department
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RETURN POSTAGE GUARANTEED



Cover: Arkansas history is being made with new equipment and a new paving process now being used on Highway 31, at the bridge crossover on Interstate Highway 40. The concrete used is mixed at the plant before it is placed in the new non-agitating trucks and carried to the construction spot. This is the first time this process has been used in Arkansas.

In the picture above is what one might call a tough break. It happened just south of Aplin on Highway 60, when an overloaded log truck tried to cross, but instead caused the bridge to go tumbling down. The structure crossed the Fouche LaFave River. The driver of the truck was only slightly injured. Tentative plans call for a new structure. It's pretty obvious that one is needed, eh what?