

ARKANSAS HIGHWAYS Magazine
November 1966



HIGHWAY AESTHETICS IN OUR TIME

by: Arthur L. Elliott, Bridge Engineer – Planning
California Division of Highways

EDITOR'S NOTE: This article was presented as a paper by Mr. Elliott at the annual meeting of WASHO September 8 at Sun Valley, Idaho. Coupled with Mr. Elliott's talent for writing is his exceptional ability in engineering design. His division has done outstanding work in bridge design and it's a good bet that if you see a list of prize winning bridges, California's, under Mr. Elliott's direction, will be among the top.

Some years ago, I knew a county engineer who really wasn't much of an engineer but he was quite a psychologist. And for years he kept the people of his county thinking he was doing a whale of a job. One time he told me: "Whenever I get a complaint about the condition of a bridge, I just go out and paint the railing white and I never hear any more about it!" He was well aware, and he was making real hay out of it, that when something looks good, people assume it IS good. He knew, as we are finding today, that appearance has a great deal to do with the public acceptance of the highway we design and build.

As all of you must be well aware, the whole country is now on an aesthetic binge. The aesthetes are more concerned about the looks of things than they are about their usefulness, their safety, or their cost. Safety may well be the next crusade. The way the safety band wagon is filling up now, it bids fair to outdo the aesthetic performance. There is no doubt, it is a real vital need. But while everyone is interested in safety, I have yet to see anything equal aesthetics for generating rabid, do-or-die, enthusiastic support. No doubt most of you have experienced the same thing and you are very familiar with the course we have followed in these last few years, in contracting this aesthetic disease which has been running a high fever ever since.

It seemed to start as a country-wide ground swell. The days were past when highway engineers were heroes. The mud holes had all been filled and paved over. The streams had all been bridged so seldom did one have to go around or take a ferry. There were good highways that went almost everywhere. There was no desperate need to get a road to somewhere or to dig somebody out of the mud. The public suddenly became very sophisticated. They became more concerned with just where the highway was going to go and what it was going to look like. It became quite the thing to stand up and curse the highway builders for desecrating the scenery and gutting our cities. Suddenly we found

we were a long way from being the heroes in this drama. We were the villains – and the main whip they were using on us was aesthetics. They said we had no sense of the finer things of life. Historic and community values meant nothing to us. We were obsessed by nothing but straight lines and dollar signs. These were the things they said about us. And, one must admit, there was a certain amount of justification.

But, how did we get that way? We have been faced, in the last thirty years, with a demand for highways which is beyond belief. This drive had its roots in the depression. It started back there when building highways was a form of "pump priming," as they called it. And the dollars we were given to spend were big hard dollars worth 100 cents and we weren't about to go around spending them for anything facetious like decorations for highways. Economy of design was the big thing and, for years we schemed and struggled to get the most out of every dollar – the most miles of useable highway – the greatest amount of useable facility for the least money.

Looking back, we really did a fantastic job. Think back to 1930. There were still lots of gravel roads. A two-lane highway was the standard almost everywhere. Who ever thought of going 70 miles an hour, hour after hour. You were lucky if you could get it up to 70 and then get slowed down fast enough to get around the next right angle corner. Now the picture is changed. We did so well, that we find ourselves in the position of that politician who was trying to defend himself against a farmer who said he wasn't doing anything. "Don't you remember that I got you a government loan on your your farm; that I got you some subsidy money for your crops; that I got a new highway built right along your west forty; and that I got your son an appointment to West Point?" "Sure, sure, I remember all that. But what have you done lately?"

And so it goes. When we would like them to think back, and then look at the fine highways they now have, a great section of the public is saying: "So what? What are you doing to make our highways better looking?" Well, the natives were getting pretty restive all over the country and right in the middle of it, it became a national issue. Congress got on the band wagon and the word spread out over the land that aesthetics is the thing. As

the kids say - aesthetics was "in."

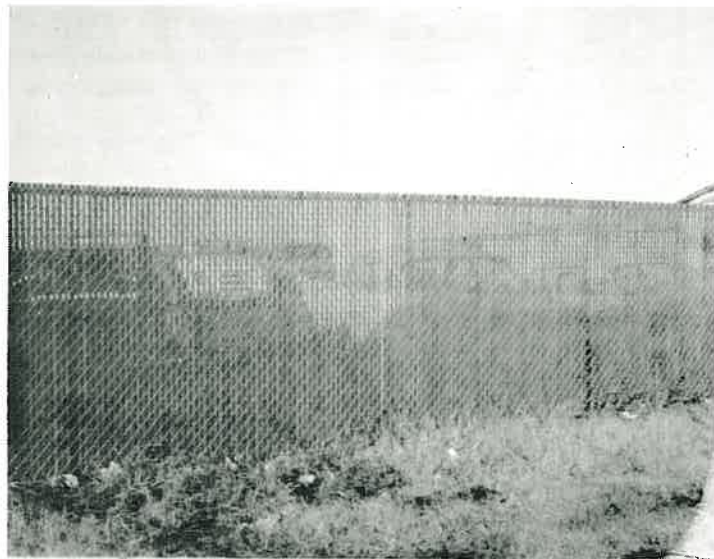
We were off and running on what was to become a new way of life. At last we could spend money to make things better looking.

It doesn't have to be expensive

One of the first reactions you get from engineers when you start talking aesthetics is: "Boy! You must have a lot of money to spend!" This is not necessarily so. I don't aim to kid anyone. When you start on a big program to make everything better looking, it's going to cost a lot of money. Make no mistake about it. But it does not necessarily follow that everything you do to make a highway good looking is going to cost more money. In many cases the aesthetic approach is easier to build and easier to maintain. Take another example.

Picture a rugged mountainous country. You are going to build a highway through it and you know there will be heavy cuts and fills. Now you know, it is the aim and ambition of every set of plans and specifications to dig those cuts out just as close to the line as possible and to pile the fills up just to the planned cross-section. Even when the slopes are rounded or areas contour graded, they aim to do it to a mathematical precision so they look like they had been machined. Contractors usually get down to using garden rakes to smooth out the last little bump on the slopes. And this all costs money. Reviewing such a job as engineers, we beam with approval. It must have been a real good contractor - and a real good resident engineer. You might even go so far as to say that it was a real aesthetic job.

But you are in the minority. Through the eyes of an aesthete, we have scarred the country. We have substituted hard smooth planes for nature's



Someone came up with the idea to "fence them in." This is the same scene but with something added.

rounded and undulating slopes. We have created a smooth slope on which it is difficult to get anything to grow. The scars will show for years.

Now consider what a little studied carelessness in the preparation of those slopes might do. Oh, sure I know. You say: How can we specify carelessness? We have enough of that already. But it can be done, and it is being done. The cut and fill slopes are made to look more like natural ground. Seeds and water catch and natural growth comes back much faster. The scars heal over and the highway becomes a natural part of the country much sooner. As soon as the contractors find out we really mean a rough slope finishing job, the finishing will cost less and we have better looks at less cost.

I was talking about aesthetics in some of the mountainous country of northern California when a county engineer got up and said: "We're way ahead of you. We've been building lousy slopes for 20 years!"

Beauty & Compatibility

Many people think of a continuously landscaped highway as being the ideal. They no doubt are thinking of parkways they have seen in the east where it rains in the summertime and they have no problem growing the grass, their main trouble is keeping it mowed. Anyway the whole effect is one of a continuous park.

When you try to create this effect artificially though, it just doesn't work. I don't think these well-meaning people realize how monotonous it can be. We have a freeway south of Oakland along San Francisco Bay which has been landscaped for about 15 years now. It is partly depressed and heavily landscaped for about 5 miles. In fact the shrubs and trees have grown so high that we have had to do some clearing just to get the overgrown trees out of there. Many people have pointed this out as being



This scene of an old car dump is duplicated all over the nation. How to beautify this eyesore created a problem.... Until.....

a real desirable landscaping job. You ride along and can't see out on either side. It's just a green tunnel with a blue roof. I can't help but think how monotonous it would get if you had to ride along like this for a few hundred miles. In the case of Oakland, you are going by the harbor but you can't see any ships. Later, you are passing through a large industrial area, but you can't see it. Maybe you say: This is fine. Who ever thought a harbor or industrial area as being good looking? This may be true, but these things are part of the community.

If you are going to provide an artificial outlook for your whole freeway system then you might as well cover the stockyards of Chicago or Kansas City; or the oil derricks of Los Angeles; or the wheat fields of Kansas; or the skyline of any great city as you approach it. These things are part of the country and the traveler is entitled to see them. These are what give the flavor and character to our country. On the other hand, of course, when the country is naturally beautiful, we should strive to include the highway into the landscape with as little disruption as possible. In short, we are just trying to make our highways compatible with the country. If we talk compatibility rather than aesthetics, it might mean more.

Just what does compatibility with a natural environment mean? It really means: Make the highway look like it belonged there. This approach means using slope rounding — not mathematically exact, but varied to blend with the natural ground. It means contour grading — but don't lay it out with a compass and dividers. It means using roughened slopes so the job doesn't look like it was programmed by an IBM machine. It means landscaping in residential areas where the homes are nicely landscaped. In an industrial area, it means a neat and tailored look, possibly with limited landscaping such as you might use around an office building. In the desert, make it look like part of the desert. Don't plant a lot of greenery that looks foreign and out of place.

In slum areas, the highway can lead the way and show what we wish the area looked like. It has been our experience that a nicely landscaped freeway will pull a whole neighborhood up. People spruce up their places and the land values rise. We should never drag the highway down to the neighborhood. Make it an inspiration. In general though, we are just trying to make the highway fit its surroundings.

Critics

There seem to be people who have no feel for aesthetics whatever. They admit they can't see one thing looks better than another. It's there, it does its job. It is OK with them. Maybe it's too bad there aren't more people like that. One of the sad facts is that there are no qualifications for an aesthetic critic. Anyone can say, "I don't like it," and it becomes a valid criticism which must be considered just as carefully as that of someone who is trained in such things. Sometimes these

untutored critics can influence a lot of people. Then we find people saying "I don't like it. Joe Doakes says it's no good and he must know what he's talking about. He writes a column or comment on TV or appears at all the Art Commission meetings." We cannot ask a critic for his credentials. Unfortunately that is not our lot. We are still saddled with the cross of trying to please everyone.



Near Osceola, a rest station for weary travelers.

Press Agents?

My point is that beauty is not foreign to engineers. We are being maligned, when people intimate that just because something was conceived by an engineer, it must look bad. It ain't necessarily so! The architects have better press agents. They have the public thinking that if you just get an architect in on the deal, it will be good looking. They don't say anything about his qualifications, just so long as he is an architect, whatever he touches is supposed to have a better look. That is, unless you ask another architect and he will probably tell you he thinks it looks terrible.

But we engineers have the people convinced that if you want something stark and severe, hire an engineer. As press agents, we are the world's worst. As I have pointed out, this is something that the times have forced on us. It is not the true nature of most engineers. Right along with this drive to improve the looks of our highways should be a similar drive to improve the public image of our highway engineers. We hope that the results will be obvious and the public will see that, given a chance, we really can do a job. It may take a little time but we must change our image as far as the public is concerned. If we don't, we should know better than anyone else the truth of the adage: It's not what you do but what they think you do that counts.

AHD IN NEW HOME



We're still in business – but not at the same old stand. The MOVE is completed; we're all firmly entrenched in our beautiful new office building and adjusting to the change, if somewhat slowly.

The rather unfamiliar surroundings are not really unfamiliar. Most of us were pretty well acquainted with the location before the move, but more in passing than in actually knowing the "feel" of it.

Our previous setting – the Capitol Mall, with its great expanse of lawns, shrubbery, buildings, and aura of quietness, has been replaced by our sleek Interstate 30 (facing south and southwest from the building's front), some housing developments nestled among the trees in the distance, and industrial firms, among other businesses. The atmosphere outside the building has more hustle and bustle, yet the pervading influence inside the building is one of hushed business.

We couldn't be more pleased with our new "digs," to put it flippantly. Our executives' offices are stunning, with deep, plush carpeting and new furniture, as befits the new edifice. The lobby on the first floor is spacious and light; the Commission Room resembles a small theatre and the Conference Room on the tenth floor is as good looking as any similar room anyplace. And, as an added attraction, we have piped music! It's pure delight to hear as we do our work. Should there be any dissenters, however, remember what Cervantes once said: "There can be no mischief sure where there is music."

We hope that our other employees over the state can eventually see it...We know they will be as proud of it as we are.

-- M.A.



The original offices of the Highway Department were housed in the basement of the State Capitol. In 1927, the wooden structure here was built for use by the engineers. Later on, another section was added to it. From that time until the move, some phase or phases of AHD operation had used the old facilities. In 1938, the WPA built the four-story building just vacated. We've come a long way. (More pictures on page 13.)

DON'T FORGET JOE TAXPAYER WHEN DRIVING STATE CAR

By Mary Day Herndon

Highway Department cars are just like any other cars. They are all colors and range in years from current to three and four year-old models. They are mostly Fords and Chevrolets like many others on the road. As we said, they are like many other cars - almost, that is. One of the differences is that they all have special licenses that begin with the letter "S" which means state vehicle. And there are many vehicles on Arkansas highways with state license numbers.

But the differentiating characteristic of Highway Department cars is the "AHD" decal affixed to the sides. That little decal means that drivers of those cars are attending to the business of a state agency, and therefore have a special responsibility to maintain road courtesy and obey traffic laws. Taxpayers are quick to criticize drivers of state vehicles for the same infraction of road rules that they may be guilty of themselves. Still, their intolerance doesn't excuse the fact that drivers of vehicles for a state agency which majors on safety through highway construction and signs should be example setters.

Goodwill is a fragile thing and one unthinking act on the part of an AHD employee in a state car can destroy a person's whole right attitude toward the Department. Take the case of Joe Taxpayer, for instance, who was traveling along a section of newly-rebuilt highway last week. Joe is a traveling man who spends a lot of time on the road, so he is very conscious of types of roads. On this particularly lovely fall day he was contentedly driving along the highway, reflecting upon its smooth riding surface, neatly lined and edge-striped, stretching ahead. He thought what a pleasure it was to be able to go most places in the state without having to get off on some dusty road that ruined his wash job and pecked up his windshield and the sides of his car with ricocheting gravel. Some figures he had read recently about how much it costs per mile to build a highway such as the one on which he was driving crossed his mind.

A glance in the rear view mirror showed a motorist approaching from behind at terrific speed. Joe glanced at the speedometer to be sure that he was maintaining the speed limit. Gosh, that car back there must be doing at least 20 miles an hour more than the limit. The thought occurred to Joe that if everyone who used the highway would exercise good judgment the fatality rate would greatly

dimish. He figured the driver was living dangerously but it was none of his business so he automatically slowed down to let the speedster get back in the right hand lane before going into the curve coming up ahead. He didn't want to be involved in an accident at some darn fool's expense. The speedster had either not seen the curve sign back there or had chosen to ignore it, but it was none of his business. He just hoped the guy made it.

The oncoming vehicle roared by Joe as though he were parked. Then he noticed the Highway Department decal and state license number. Well, that was some of his business! Joe's indignation quickly rose to the sputtering stage. In much less time than it takes to tell it, Joe's pleasant thoughts about the good highways provided for his and other motorists' driving pleasure vanished like a Fourth of July firecracker and an eruption of vituperation burst forth that would have seared the ears of the offender had he not already been a mile down the road.

If Tom or Dick Taxpayer zooms past Joe at a rate of speed, barely missing Joe's fender as he cuts back into the lane ahead, Joe is annoyed but promptly forgets about it. But a Highway Department employee! That's another thing!! Immediately Mr. Taxpayer reasons that the "zoomer's" salary is paid by taxes; the car he is "zooming" down the highway in is paid for by taxes; and that as a taxpayer, he has been done an injustice and his money mishandled. And he is right - at least in part. For the rules of the road apply to Highway Department people and vehicles just as it does to other motorists. In fact, they especially apply to people of the Department.

The Highway Department as an organization spends valuable time and money designing highways to standards which incorporate safety. Signs are posted telling drivers what the safe speeds are at given areas, curves, exits, etc. for the benefit of motorists. The Department's employees, driving state cars, do not have the right to get on the highways and travel in a manner hazardous to themselves and other motorists. As employees we are observed and because we are, we must be sure that our road department is beyond criticism.

A few miles farther down the road another incident occurs to increase Joe Taxpayer's anger. It's the middle of a working day, and as he slips through a little town, he notices another state car with the Highway Department's decal parked in front of a tavern. Perhaps the state driver is innocently drinking a cup of coffee, but Joe Taxpayer doesn't know this. Already disgruntled, Joe jumps to the conclusion that here is a state worker getting loaded on HIS time. Joe Taxpayer's reasoning powers are blighted now. Those two incidents have left a severe scar on his memory. He fails to see

all the other state vehicles performing their errands courteously and safely.

His eyes turn away as he passes a maintenance crew laboring in the hot sun to improve the roadside ditch. His only thought is to get home and get off a blistering letter to the Highway director about the decadent forces on the payroll of the Arkansas Highway Department.

Most every month letters come in to the director's desk, or the magazine editor's relating good deeds and courtesies performed by employees of the Department when a motorist encountered car trouble and became stranded on the highway. Many such accounts state that the help was rendered during the employee's after-working hours. We give such letters the proper publicity and take time to offer compliments to those employees for representing the Department in a spirit of goodwill which must be voluntary.

But when a member of the Department fails to abide by the laws of the road or show road courtesy, those who see him quickly forget what good they know or have heard has been accomplished by the Highway Department. By some quirk of nature people have a way of remembering the distasteful much longer than they do the pleasant and charitable. It will take a long time for Joe Taxpayer to get over the resentment created in his mind that day and he will likely tell of the incidents to whoever is listening every time the Highway Department is mentioned. And when the time comes for the General Assembly to discuss higher wages for state employees, Joe Taxpayer may be one of the first to call or write his senator or representative a letter of objection. And seriously, fellow employees, if YOU had been in Joe Taxpayer's place that day, wouldn't you have felt about like he did, even though you are a Highway Department employee, too? We won't ask for a show of hands, because we know that many of us would feel exactly the same way.

The Highway Department decal creates a focal point in the public's view. Let's not individually become the target of criticism, bringing wrath down upon the heads of all of us in the Department.



RISE IS SEEN IN DEATHS FROM CANCER

"One in four Americans will be struck by cancer and one American will die of cancer every two minutes next year" the American Cancer Society reported as it prepared to open its annual meeting in New York last month. The report said two of three families will be stricken by cancer and more than 50 million people will have this dread disease by 1970.

Dr. Edgar J. Easley, director of the Arkansas Board of Health reported 2,972 deaths in Arkansas last year from cancer.

The cost of treating a cancer patient has reached astronomical figures with the increased cost of new techniques, drugs and hospital rooms. It is not unusual for one hospital visit alone to exceed the \$5,000 mark.

Many state offices, local business and many families are finding a solution to the financial burden brought on by cancer through a special program of insurance being offered on a group or individual basis. One of the benefits offered is an annual "pap smear" for each adult female enrolled in the program. No extra charge is made for this test provided by one of the foremost clinics in cancer research, Johns Hopkins University Hospital. Information on this program may be obtained through the Arkansas Cancer Commission.

Hardly Envable

Just as a guess, what state would you name as having the lowest highway user taxes per vehicle of any in the Union?

Mississippi, the poorest state which is at the bottom of the economic ladder? Or Arkansas, another state poor in pocketbook content? Or the skinflint state of Vermont with a reputation for pinching the public penny?

It's none of those, dear readers. Instead it is our own beloved state of Kansas.

Official figures for 1965, compiled by the U. S. Department of Commerce, show Kansas collected \$57.73 per vehicle in gasoline taxes, license fees and miscellaneous charges.

The average for the 48 continental states and the District of Columbia was \$77.63. Neighboring states of Oklahoma, Missouri, Colorado and Nebraska had taxes of \$84.95, \$68.41, \$62.55 and \$75.19, respectively, in contrast to Kansas' \$57.73.

Low taxes can be a source of satisfaction if not pride, providing public services are financed adequately and are not achieved at the expense of maintenance and other necessary work.

Since highway user taxes are a gauge of highway progress, however, there is serious question if Kansas can find either satisfaction or pride in its current status.

The question grows even more serious when Kansas' status in the highway tax category is matched against its high ranking among all states in the road mileage which must be constructed and maintained from the gasoline levy, license fees and related taxes.

Kansas is stuck on a five-cent state gasoline tax, the lowest levy charged by any state. Its vehicle fees, if one is to judge from other states, also are among the lowest.

The direct responsibility of providing ample highway funds belongs to the legislature. In a larger sense, however, it is a responsibility of all citizens. The legislators are unlikely to act unless citizens themselves request—or even demand—measures which will supply ample highway funds.

As for Mississippi, the poorest state of all, the highway user tax per vehicle last year averaged \$80.66. Arkansas was ahead of it with an \$86.09 average.

And that frugal state of Vermont? It collected \$123.09 in user taxes per vehicle, more than twice the \$57.73 paid by Kansans. (From the Parsons Sun.)

CARLSON, JETER RECEIVE AWARDS

Our top BRIDGE DESIGNER, Lawrence P. Carlson, and District 6 MAINTENANCE SUPERINTENDENT, William T. Jeter, Sr., received longevity awards from the Highway Commission October 26, the last two to be so honored before we moved into our new quarters.

Deputy Director and Chief Engineer Ward Goodman made the presentations before a group of well-wishers.

CARLSON, who received his 35-year awards, joined the Department in 1927 and, except for four years during the Depression, his service has been continuous. A native of Essex, Iowa, he received his civil engineering degree in 1925 at Iowa State College. He furthered his knowledge of designing by studying structural courses at the University of Arkansas Graduate School. Prior to coming to AHD he worked for a railroad company. He received the American Association of State Highway Officials Award of Merit in 1957.

Carlson and his wife, Evelyn, are active members of Winfield Methodist Church. "Colly," as he is often called, is a registered professional engineer, a member of the Arkansas and National Society of Professional Engineers and the Little Rock Engineer's Club. The Carlsons enjoy the association of children and grandchildren. Son Larry, also a graduate civil engineer, is employed in the Bridge Division of the Alaska Highway Department. Daughter Catherine and her family live in Huntsville, Ala.



Goodman and Carlson

JETER received 25-year awards. He began his career with AHD in July 1935 as a laborer on a bridge construction crew. The Depression and World War II interrupted his service, but he con-

tinued to gain experience and knowledge of roads and bridges with the W.P.A. while on active duty with the Seabees in the Pacific. Soon after returning in 1946, his maintenance ability was recognized and he was elevated to superintendent. Perhaps the highlight of Jeter's career is the key role he played in constructing in 30 days a 1200-foot temporary replacement facility for the flood ravaged Arkansas River Bridge between Fort Smith and Van Buren.

Bill is a native of St. Paul, Ark., in Madison County. He finished high school at Norman and attended Southern State in Magnolia. He then supplemented this training by studying engineering through correspondence.

Bill is married to the former Miss Virginia Shannon of Norman, Ark. They have two sons, two daughters, and five grandchildren. The Jeters are of the Presbyterian faith and Bill is a Mason and an avid Razorback booster.



Goodman and Jeter



Refreshments were served in Bridge Design in honor of Mr. Carlson receiving his awards. Shown are Mr. and Mrs. Carlson, Virginia Tackett, Glenn Buchanañ, Alice Joe, and Betty Claude.

Letters



September 26, 1966

Chairman
State Highway Commissioners
Little Rock, Arkansas

Dear Sirs:

We wish to express our sincere gratitude for the excellent cooperation that we received from the State Highway Commission; Mr. Clayton, district engineer; and from all of the highway employees.

Work recently done by the State Highway Department, in our town, has greatly improved the highway within our city.

We wish to again thank you for your most recent consideration and for the work done in our behalf.

Sincerely,
Horace Shelby, Mayor
City of Hartford, Arkansas

October 19, 1966

Mr. Walter Hicks, Director
Arkansas State Highway Department

Dear Mr. Hicks:

Recently we had occasion to report to Mr. J.R. Henderson of your Planning and Research Division two dangerous situations existing in Garland County. One situation was a short strip of highway which becomes very slick when wet and the other was a parking situation near a beer outlet which we considered a potential hazard.

Very shortly we received a letter from Mr. Henderson stating surveys had been conducted and recommendations made to correct both situations, and he did in fact send photos showing work in progress re-surfacing the "slick" strip of highway.

In the past we have made recommendations for surveys of hazardous and potentially hazardous situations and have received the same fine cooperation.

The purpose of this letter is to let you know how much we appreciate the work your entire organization is doing to make our highways more safe. We would especially like to commend Mr. Henderson and his staff along with those who make the final decision to correct these hazardous situations for the work they are doing.

If we can serve you in any way, please let us know.

Sincerely,
Bill Miller, Captain
Commander
Safety Education Division
Arkansas State Police

1 November 1966

Mr. Johnnie M. Gray
Arkansas Highway Department
Little Rock, Arkansas

Dear Mr. Gray:

Congratulations on your award from Industrial Photography. It is a wonderful tribute to your skill, and all Arkansas can feel pride in your accomplishment.

We at the Majestic take advantage of every opportunity to boost all facets of Arkansas life, and we should consider it a privilege to be able to show your film, "Arkansas Highways for Commerce, Work, and Play," to our guests.

We should appreciate hearing from you about dates this film will be available to us.

Once more, our sincere congratulations and thanks for this honor to you and to the State of Arkansas.

Sincerely,
Mrs. Mary Frances Shott
Social Director
MAJESTIC HOTEL

November 2, 1966

Gentlemen:

Having traveled to Hot Springs National Park and returned, we wish to express our appreciation for your fine highways and the markings. Also, your diligent work on new highways.

Waldo Giertz
835 St. John St.
Elgin, Illinois

**ARKANSAS Rates High in
Use of Federal Funds**

ARKANSAS is seventh from the top of the 50 states in its use of Interstate funds allocated to the state. This figure came from a report issued November 9 by Rex Whitton, Federal Highway administrator with the Bureau of Public Roads, and should prove beyond a doubt that Arkansas is not lagging in highway construction.

Only Maine, Rhode Island, Florida, Texas, Iowa, and Tennessee have used a larger percentage than Arkansas of available federal aid Interstate funds, so far.

HIGHWAY DAMES

Mrs. Lena Rives and Mrs. Sue Rownd were hostesses for a luncheon for 27 Highway Dames October 27 at The Gardens Restaurant. The program by Mr. Collier of J. H. Hocott and Son Florists was enjoyed by all. The two arrangements that he made up for demonstration to the group were won by Mrs. Dorothy Cooper and Mrs. Bobbie Moore. A business meeting was held.

The next meeting will be an 11:00 a.m. luncheon November 17 at Paul's Lamplighter Restaurant in the Heritage House on the New Benton Highway. A tour of the new Highway Building is planned for the program. This should be of interest to everyone. Hostesses will be Mrs. Ruth Newsom and Mrs. Patsy Robertson.

Our December meeting will be held December 8 at 11 a.m. in the Delta Room of the Art Center. The program will be a tour of the Christmas Tree Gallery, for which a 50 cent tour fee will be charged. Hostesses will be Mrs. Lucille Witter and Mrs. Eleanor Pattillo. Call Selma Hobby for reservations at MO 4-5680.

The Christmas Card Donation Fund is being continued again this year. This is a very worthwhile project by which we help others who need assistance in various ways and at the same time, help ourselves.

Please send your donations along with how you wish your name on the giant card to Mrs. Johnnie Gray, treasurer, 4224 B Street, Little Rock.

-- Betty Hutchison
Publicity

APPLES FOR THE TEACHER

Mrs. Pat Pryor, wife of one of our auditors Billy Pryor, recently was selected as "Teacher of the Week," by Radio Station KMYO. For this distinction, she was the recipient of a basket of apples. Mrs. Pryor is a second grade teacher at Franklin Elementary School. This is her third year there. Congratulations, Pat.

SECRETARY OF THE DAY



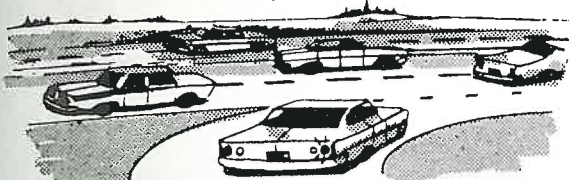
Joe Malone, insurance clerk and secretary in the Accounting Division, was nominated as "Secretary of the Day" November 18 by Radio Station KMYO. For this fine recognition Jo received a beautiful flower arrangement, delivered to her desk, and other gifts.

Jo and her husband Cecil L. Malone, Jr., are both from Russellville. They reside at 7323 West Markham with their four daughters. They are active in Pulaski Heights Church.

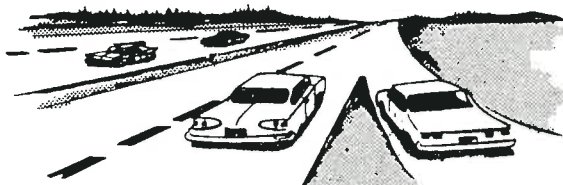


Safety Officer Roland P. Humble, issued an inter office memorandum stating that there had been a number of employees concerned about driving the Interstate to the new building. The graphic illustrations on the following page will show the correct procedures and should be followed by all Interstate and Freeway drivers.

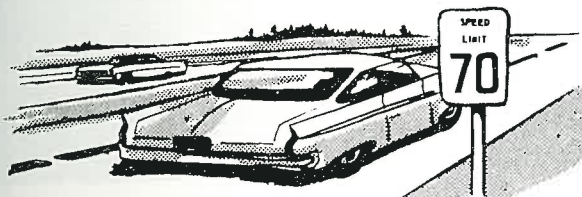
INTER-STATE AND FREEWAY SYSTEMS



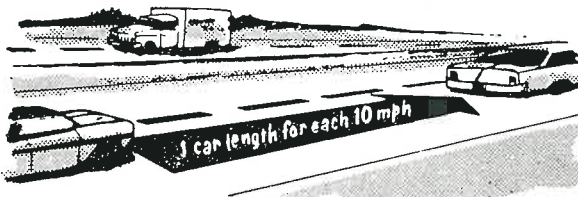
1 **MERGE SMOOTHLY WHEN ENTERING FREEWAY.** Stay to the right and increase speed in the acceleration lane to the speed of those vehicles already on the Freeway; then merge smoothly with the flowing traffic. Do not stop.



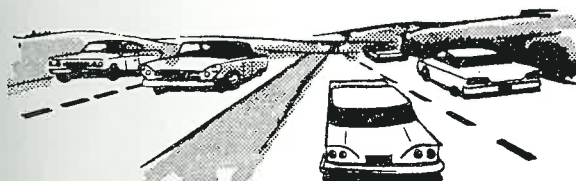
2 **WATCH FOR MOTORISTS ENTERING FREEWAY.** Drivers already on the Freeway have a responsibility to see that traffic merges smoothly. Adjust your speed to help new arrivals to make a smooth, safe entry.



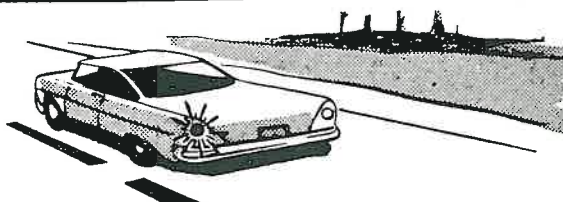
3 **OBEY POSTED SPEED LIMITS** even though long stretches of clear highway may tempt you to exceed them. Beyond these maximum speed limits, you cannot react and stop quickly enough in an emergency.



4 **KEEP YOUR DISTANCE** from the car ahead. Serious "chain reaction" collisions can result when cars ride too close together at Freeway speeds. Stay far enough back to allow for unexpected stops.



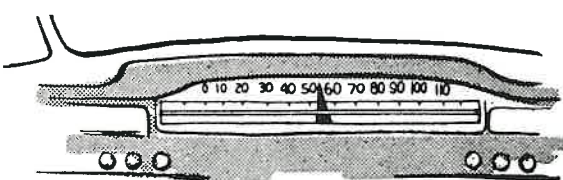
5 **AVOID LANE-HOPPING.** Stay in the right-hand lane unless overtaking and passing. Do not impede or block faster moving traffic by driving in the passing lane.



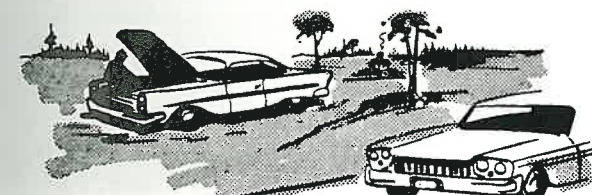
6 **SIGNAL LANE CHANGES AND TURNS** with signal lights or hand signals. Remember how angry *you* feel when other motorists pass you or dart into your lane without warning!



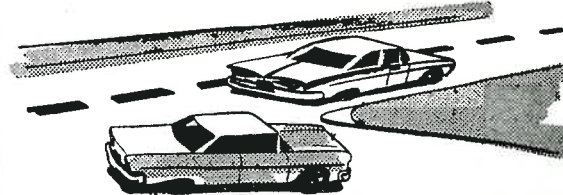
7 **PASS ON THE RIGHT WITH CAUTION.** Motorists do not expect others to pass on the right, and they may not see them in time. The onus is on the individual passing on the right to do so safely.



8 **MAINTAIN STEADY SPEED** to take full advantage of the time-saving benefits of the Freeway. Sudden bursts of speed can confuse other motorists and lead to accidents.



9 **LEAVE FREEWAY AT FIRST SIGN OF CAR TROUBLE.** A fast-moving Freeway traffic stream is no place for a balky car. Get as far off the road as possible; a car on the shoulder can easily be involved in a collision.



10 **LEAVE FREEWAY WITH CARE.** Choose the correct exit and move into the right-hand lane. *Do not slow down on the driving lane.* Signal your turn, slow down in the speed change lane to a safe ramp speed.



A NATIONAL PROBLEM - LITTER

America is beautiful today - but will it be years from now? Every year tons and tons of litter are thrown on our city streets and highways, parks, beaches, lakes and streams. Why? Because people are thoughtless. They don't realize the staggering amount of litter that accumulates or the cost and effort of removing it. They don't feel responsible for the appearance of public property.

There are other reasons, too. Increased travel, expanded facilities for recreation, shorter work-week with more time to enjoy America's great outdoors - all combine to provide greater opportunities for the litter-bug than ever before and add up to a tremendous national problem.

DID YOU KNOW THAT...

- Litter cleanup costs U.S. taxpayers an estimated \$500,000,000 a year.
- Urban communities spend nearly \$300,000,000 of that amount for street cleaning.
- \$100,000,000 goes for litter removal from highways.
- Litter-caused fires represent an annual loss of more than \$22,000,000.

LOOKING AT IT ANOTHER WAY...

- In Los Angeles, litter costs taxpayers 10¢ a pound...the annual cleanup bill comes to more than \$4 million.
- In New York City, 3 million tons of refuse - enough to fill the Empire State Building 15 times - must be cleaned up each year.
- At the Toledo, Ohio city zoo, an estimated 264 tons of litter are removed from the grounds each summer.

Littered waters...are dangerous for swimmers and fishermen. Litter can damage boats, cause serious accidents. Litter-polluted waters are a threat to marine and plant life.

A health menace...

When allowed to accumulate, litter provides a breeding place for disease-carrying insects and rats.

Moreover...

Litter is an eyesore, an ugly blot on the natural and man-made beauty of our country.

Here's How You Can Help!

1. Keep your own property litter-free.
2. Carry a litterbag in your car or boat.

3. Always dispose of trash in a proper receptacle.

4. Encourage municipal officials to provide enough receptacles for pedestrian litter; adequate collection and disposal facilities.

5. Cooperate with local volunteer groups working to eliminate litter in your community. If there is no litter-prevention movement in your area, start one!

One solution might be borrowed from Texas - a pickup-mounted litter cage has solved the litter problem in Tarrant County. The design is simple and convenient, and it completely prevents paper and other trash blowing off the back of the truck. Loading is through a gate on the top, and unloading is accomplished easily through the rear gate.

The real solution, however, for the control of the litterbug is thought. When the litterbug looks at himself and at what he is thoughtlessly doing to our modern highways and beautiful landscape, he immediately expires.

As more people take pride in our well-designed highways littering may cease to be a major problem and a costly burden to the highway user. One illustration of this occurred at a recent road dedication. An elderly gentleman grumpily commented: "I don't like this new highway!" Why? It seemed the man's occupation was collecting bottles for the refund. The old highway with its many twists and turns afforded a goldmine of glass whereas the new link with its steep slopes and aesthetic appearance tended to eliminate bottle throwing. If this will help stamp out the litterbug, we are all for it!

-- Idaho

Happy Birthday



Ronald Keene, chief auditor in the Internal Audit Section, was pleasantly surprised November 18 when fellow auditors, Bo Cruse, Nelson Morgan, Ed Orsini, Bill Pryor, and Leland Bull gave a small party for Ronnie in their offices on the tenth floor. Ronnie received many cards from well wishers. Hope you have a lot more, Ron.



STATION WAGON DONATED TO CHILDREN'S HOME

Through the generosity of Highway Commissioner Truman Baker and the First Methodist Church of Searcy, a 9-passenger Bel-air Chevrolet Station Wagon was presented to the Methodist Children's Home in Little Rock. The automobile will be used to transport members of the Children's Choir on tours throughout the state and for various other reasons. Mr. Baker, at left, is presenting the keys to Reverend J. Edwin Keith, superintendent.

MOVING WEEK



Movers loading up



To add the feminine touch to their new offices, Lou Hardy and Patsy Navens carry potted plants and a Christmas decoration.



At top, Mr. Hicks makes a last minute check for anything left behind. Below, Mr. Goodman tips his hard hat in farwell to the old building. The windows of Mr. Goodman's old office are in the background.

AROUND the DEPARTMENT



ACCOUNTING DIVISION

Mildred Harness

The Accounting Division was invited to the Little Commission Room October 10 to help celebrate Ed Orsini's 15 years with the Department. Mr. Goodman presented Ed his pin and certificate with a speech we all agreed with. Cake and ice cream were served. Here's wishing you lots of luck, Ed. You're a swell fellow.

October was Accounting's birthday month. Carl Morris (our new father) was presented a large birthday cake October 17 and he was nice enough to share it with all of us. Congratulations, Carl. Sherry Rankin's birthday, October 19, was celebrated at the Ember's with a luncheon. Sherry received many good wishes and nice cards. Aleene Boysen's birthday was October 20 and was celebrated at the Medical Arts Cafeteria. She also received many cards and good wishes from all her co-workers. Johnny Beavers had a birthday October 29. Many happy returns to them all.

Bonnie Hill has had a run of good luck as she has to date won two football pots. She either has a rabbit's foot or a four-leaf clover.

Pat Koonce received her beginner's swimming pin October 20 at the YWCA. She sure worked for it.

By the time you read this we will be moved. Some of us will be taking the Freeway and others the by-way to get to and from. Here's hoping we all get there safe and sound each day...Amen.

We have a new employee, Sue McKelvey, our new bookkeeper. Sue (not married yet) lives with her parents on Route 3, North Little Rock. Sue graduated from Sylvan Hills High School in 1960. Sue has five sisters, all of whom enjoy archery, hiking, and sewing. Glad to have you with us, Sue.



COUNTY PROGRAM

Barbara Oldham

Congratulations! to Charles Rain and his wife Paula on the new arrival in their family. Charles Todd Rain, weighing 8 pounds, 14 ounces, made his appearance into this world of ours at 12:30 p.m. on Sunday October 23, at St. Vincent Hospital.

We are all enjoying our new office. This new building is fabulous. The

County Program Office is located on the fifth floor in room 502. Come to see us if you have time. It is nice for us to have neighbors on the same floor as we have been orphans for so long in our office which was located at 6th and Victory.

Mrs. Mary Hall, wife of Max Hall, broke her foot three days before we moved. Max, who lives a mile from the new building and had to drive 8 miles to the old office, thought he would not have far to drive to work but has ended up driving 17 miles to work. He has to deliver Mrs. Hall to work downtown and return. We all hope when you read this that Mrs. Hall will be up and running.

Your reporter and husband Jim are still traveling on week ends in connection with the new highway movie. We recently visited Pea Ridge National Park, The statue of Christ of the Ozarks, which is located in Eureka Springs and the University of Arkansas Campus.

EUREKA SPRINGS, ARKANSAS

In Eureka Springs

There are many wonderful things,
Beautiful trees and mountin hills,
Along the highways many great thrills.

This is the town that was named,

For its many, clear springs,
It sits in the rugged Ozarks,
It's unique town remains the same.

There are many natural attractions,

For all vacationers to see,
The Statue, Pivot Rock,
Inspiration Point, and Blue Springs,
Visit Eureka, Eureka Springs.

Barbara Oldham

Keep Smiling til next time...Bye now.



DATA PROCESSING

Peggy Hardin

We were one of the first departments to move out into our lovely new building and it's so nice. But, it was a little lonely for a while until the rest of the departments moved.

Dale and Sherrie Hoggard are now proud owners of a new home at 1901 Pine Valley Road in Cammack Village.

Nicki Avery is now a full fledged Arkansan. She and husband Jack have bought acreage for their mobile home just over in Saline County. We think she should root for the Razorbacks now instead of Texas.

Erma Jetton and husband Robert have recently had an enjoyable week end visit with his brother and family from Tennessee.

This square dancing must be something, as Jim and Judy Stringer go off across the country almost every week end. They belong to the Little Rock Whirl-A-Ways Club and have gone to Memphis, Clarksdale, Miss., and Camden the past month. The week end of October 28 was the big annual State Confederation Square Dance held at the North Little Rock Armory. Jim says it's really something to see.

Trisha McDonald has been on the sick list again. Sure hope she is going to be all right, now.

Some people are just plain lucky. Roy Shelby has almost completed an addition to his home which includes a large television and game room. What happened? Ray won a TV set and wife Dorothy won a radio in one of the local contests. How's that for luck?



MATERIALS AND TEST

Julia Halliburton

Here we are again with the latest happenings at M&T...

We were so sorry to have lost Jim Baird, one of our favorite engineers. He resigned October 24 to accept a job with the Aid for International Development as a civil engineer. After completing six weeks of orientation in Washington, D.C. and Boston, his assignment will be



Mr. and Mrs. Jim Baird

for two years at Mogadishu, Somali, Republic of East Africa. Mogadishu, the capitol city, has a population of about 150,000 and is situated on the east coast. The people are of Italian, Arab, and Somali descent. Jim's wife Eleanor, and sons Jim Jr. and Scott, will join him in about five weeks. We wish him and his family lots of happiness and good luck.

We welcome a new employee - John Adams from Starke, Fla. He is presently working in the cement lab. He has a BS from the University of Georgia AND IS SINGLE!

Mrs. Grady Putman, wife of one of our inspectors, has been given a certificate of award from the Washington School of Art, Port Washington, N.Y. for her work in fine arts and commercial art. Known professionally as June Putman, she has studied under a number of visiting instructors sponsored by the El Dorado Art League and under Mrs. Luphelia Middlebrooks, portrait painter. She has served as treasurer of the Art League and is currently its second vice president. She has been chairman of the Fine Arts division of the Union County Fair; worked in the advertising layout division of two local department stores, and has taught classes in painting on velvet.

Allen Holmes and Maurice Tillery are attending 'night classes. Allen is attending the Graduate Institute of Technology and is taking a bookkeeping course in Benton.

Barney Phillips took three days' leave to go fishing but didn't have much luck. Sibyl and C.A. Maddox drove to Fayetteville for the Baylor-Razorback game. Had to sit in the pouring rain and witness our first defeat in a long time. While there they spent the week end in West Fort visiting the E.L. Bishops.

We are glad to report that Henry Uhrman's wife is at home recuperating from surgery performed at St. Vincent's Hospital recently.

THOUGHT FOR THE DAY: There is no future in any job. The future lies in the man who holds the job.

matching handkerchief and reports he is liking his new job. Lee Gibbons, Joe Griffin, and Bill Cypert all have puppies acquired from Marcie. When asked what breed these dogs were, everyone said they were far from sure.



The new employee in the Data Analysis Section is Phyllis Smith. She is a North Little Rock resident and has attended LRU two years. Phyllis is engaged to be married to Bernard Munnerlyn, Jr., also of North Little Rock, on December 17 at the Baring Cross Baptist Church. Data Collection has two new employees, Dennis Hamm and Larry Bradford, working with the County Coverage Crew.

H. L. Gregory vacationed for a week in October.

Don Mount reports a very enjoyable trip to Carthage, Mo., on his vacation. He and Mrs. Mount chose the scenic route, Highway 23 from Ozark to Huntsville - where they stopped and toured the magnificent new home of the Governor, still under construction. The return trip via Eureka Springs on U.S. 62 and U.S. 65 to Little Rock was very beautiful; the foliage was at its peak of brilliance.

Both of Chester Jester's sons play on the Glenwood Football Team, and the younger, Mike, intercepted a pass and ran it back for 80 yards and a touchdown the other night.

Participating in the Fish Kill at Lake Hamilton October 30 and getting lots of fish: Leroy Beckett, Gary Whittington, L. R. and C. H. Jester, Lee Gibbons, Ruby Crouse and husband, and Bob Faulkner.

J.D. (Pat) Patton, the assistant section head of the Finance and Economics Section, has resigned and moved to Lexington, Ky., where he has accepted a position with the Spendletop Research Consulting Firm. The members of his Section had "coffee-and-cake" on his last day on the job, honoring him. We are very sorry to lose him. He was one of the most capable young professionals in

P&R, and he was also one of the best-liked. Everyone had a good word to say for Pat. We wish him the best of luck in his new job.

John Helgen has been transferred to the Final Estimate Section of the Construction Division, and our best wishes go with him.

Edith Garland and June Brown felt very lucky that the accident in which a valve was knocked off the gasline near their homes did not cause a bad explosion.

Good News: Ruby Crouse won \$100 in the Kroger money contest. She has been sporting some very smart new clothes. We hear Bob Faulkner's wife won \$100 at Weingarten's. And \$50 has come to Sharon Pelley's husband.

Bad News: Joann Jones' daughter, Tracey, broke an arm "for her birthday." Billie Whiteside managed to stretch her birthday for eight days. She wants to thank her friends; especially Florence Routh for that pineapple cake. Lots of calories in all that food, though!

We were very sorry to hear that J. Hensley was injured in an accident while he was hunting in the woods and hope he will make a good recovery.

Mayo White's father, A.J. White, passed away October 24. The funeral was held in Conway. We extend our sympathies to the family.



Shirley Childress

Congratulations to Charlotte Lee of the Administration Section and Carl Keehn of the Engineering Section for receiving their 5-year pins and certificates.

We are very happy to have Jean Barrett back with us after a short stay in the hospital.

Herman Schmidt's youngest daughter Stacy spent a few days in the hospital and we are happy to report that she, too, is doing fine.

Herbert Heffington of the Appraisal Section is the proud owner of a new 1966 Chevrolet Impala. It is light blue with blue interior.

Ina Dunn and husband Jerry were in a car accident several weeks ago but the only personal injury was a slight cut on Ina's head.

Jim Mode was involved in another accident when a truck backed into the front of his car. There were no personal injuries.

The Engineering Section would like to welcome Bill Whalin to the group. Bill was a draftsman in the Utilities Section before transferring to the Engineering Section.

We are sorry to report that W. D. Luton, chief of Acquisition Section suffered a heart attack November 1 and is now a patient at St. Vincent Infirmary. Mr. Luton's many friends in the Right-of-Way Division want him to know that he is in our thoughts and we wish him a speedy recovery.



P & R Staff

J. Hensley and Bob Kessinger of the Research Section attended a Research and Development Workshop in Baton Rouge, La., on October 20 and 21. The Arkansas representatives met with those of 10 other states to discuss the current research and development program and its further role in the overall highway program. They were happy to report that Arkansas has a very sound research organization and program as compared to some of the other states.

We were visited this month by one of our "old employees," Veales Hudspeth. Former Research Engineer Marcie Gross also paid us a visit. He was looking very sharp with two-toned tie and



ROADWAY DESIGN

Virginia Ashlin

John and Gracie Dunn have moved into their new home at 6200 Senate Drive and the welcome mat is extended. Congratulations!

Congratulations are also in order for the Don Potters and the Bob Narrells. The Potters are the proud owner of a new Chevrolet pickup and the Narrells have just purchased a new green Catalina Pontiac.

Everyone will be glad to know that Ann Sutton has been released from the hospital and is now recuperating at home.

Peggy Pulliam has also been in the hospital but is home now. Peg, we hope the treatment you are taking now will do the trick and you can avoid another hospital stay.

John Hicks, our poet and writer, entered some poems in the Mid-South Poetry Festival in Memphis October 8 and won first place in lyric with a poem entitled "Indian Summer" and second place in haiku. Then at the Poet's Roundtable Poetry Day in Little Rock October 15, he won first place in a haiku sequence. Next, he attended Ft. Smith-Van Buren Poetry Day and came out with no award for a change, but is getting a recent poem, "Nonfuture," published in "Voices International," a poetry journal circulated in several foreign countries.

Chester and Ruth Siesicki have just returned from a vacation in New York. While there, they accidentally stumbled into the funeral procession for the 12 firemen who were killed there recently. Chester said it was a very moving scene with the coffins of the 12 draped with the American flag, being taken to individual hearses on a firetruck with firemen from all over that section of New York and some from Canada following in a funeral march while a high school band played the funeral march. On a brighter note, they visited the Playboy Club and saw some Bunny girls. Then they stayed overnight at the Sheraton Boston and got lost while searching for a famed restaurant. Finally, they just went back to the hotel and took a taxi. Then their journey took them home to Connecticut where Chester enjoyed visiting with his relatives. In all, they had a real good time and we're real glad they're home again.



Cheerful people, the doctors say, resist disease better than the glum ones. In other words, it's the surly bird that catches the germ.

The pioneers who blazed the trails now have descendants who burn up the roads.



DISTRICT



Leslie Long

When the harvest of soybeans begins in mid-October, farmers in Desha, Chicot, Drew and parts of Lincoln County, will have a new marketing point for their crops. A grain elevator at Yellow Bend on the Mississippi, with a capacity of 490,000 bushels will be in operation before the harvest gets in full swing. We are proud to know that our highway crews and equipment play a big role in such projects. Highway 208, which runs from Halley to the foot of the river levee across from the new Cargill grain elevator installation will be the main route.

Mrs. O. A. Tooley, the one-woman Beautification Committee of the Crossett Iris Garden Club presented her problems to James Judkins, Ashley County foreman and W. K. Wilson, assistant maintenance superintendent. She refused to be discouraged by the past record over a period of 6 years of no discernible results for concern over the litter and weeds in that community. As a result, vigorous attack has been made on roadside weeds, rubbish and general face-lifting, from Hamburg to Crossett, and on the highways out from that area. Litter barrels were placed on all approaches to Crossett, as well as "No Litter" signs at frequent intervals. Mrs. Tooley is to be commended for her efforts in performing a real fine job.

Sandra Rawls, daughter of Mr. and Mrs. Calvin Rawls of near Rison, was crowned "Miss Cleveland County" recently at the Cleveland County Fair and Livestock Show. The 17-year-old blonde is a senior this year at Rison High School. She represented the county at the State Livestock Exposition in Little Rock in October and later in the Miss Pink Tomato and Forestry Queen contests. Miss Rawls was also voted "Miss Congeniality" by the other contestants. It was the first time both honors were received by the same girl. We are proud of you Sandra and sorry we do not have a picture to prove just how worthy you are of this title bestowed upon you.

There aren't many people who can brag over the same incident as L. K. Howell. On September 27 at 11:30 a.m., grandson, Knox Howell McMurray was born at Tyler, Tex.; and on September 28 at 11:10 a.m., grandson, William Paul Howell, was born at Pine Bluff. This brings the total grandchildren to five. The Howell's are very proud grandparents.

Selma and Van Dyke are grandparents to their FIRST granddaughter, Lara Michael, born September 20 at Methodist Hospital, Memphis. Phil and Sandra are the happy parents. Grandparents Chavises and Childers moved Sandra and Lara Michael to Houston this week to join 'Papa' Phil, who is attending the University of Houston.

District 2 office and shop employees, with their families, enjoyed a weiner

roast on the grounds at the Pine Bluff Headquarters. The affair was planned for an outing at Oakland Park but ole' man weather drove us inside. "Tis shame more people can't enjoy the savory baked beans Brewster Shalmy prepares. They are a real specialty. Selma Chavis ate the most hot dogs for any one person. We won't tell off on her tho'.

Unit 282 - known to us as Stringer and Allison have been away on vacation for two weeks and we are glad to have them back.

O.Z. McGehee, along with his other duties, acts as station attendant at Area Headquarters, Lincoln county. Our camera man slipped one over on O.Z. while he was partaking of his lunch. O.Z. has been with the department for five years and has recently been commended on his efficiency in performing a very fine job.



O. Z. McGehee



DISTRICT



Edna Lewallen

Mr. and Mrs. James Tittle are the parents of a daughter who arrived October 1 in Nevada County Memorial Hospital. She weighed 8 pounds and has been named Robin Lynn. Clovis Tittle, shop foreman, is the proud grandfather.

At a special assembly program in the Hope High School recently, Linda Huckabee, daughter of Sam and Dorothy Faye Huckabee, was chosen one of the favorite 16 seniors. Congratulations, Linda; we're happy for you.

Ben Wilson, crew leader in Little River County, received his 20-year service awards in October.

The Arkadelphia High School Concert Band will represent Arkansas at the sixth

annual Four-States Bandmasters Convention January 20-21 at Texarkana. Bill Clark, son of Mr. and Mrs. Adell Clark, is the director of the Band.

Floyd Pharris, Sr., equipment supervisor, took off for a few days to watch the World Series and to visit Texas, and his family in Little Rock.

We are happy to report that Elmer Clark is back at work after being in Veteran's Hospital. Also, John Edwin Barham, Thomas Woodley, Calvin Bunn, and Howard Turner are all much improved at this writing.

Jodie Waddle and family spent the week end in Oklahoma City visiting his sister, Mrs. Vadna Childers and family.

Congratulations to Thomas Smith and wife who are parents of an 8 pound girl, Lisa Ann, born September 27, and to John Gray and Mrs. Gray, who also have a daughter, Ja Vonna Sue, born October 23. Little Miss Gray weighed 9 pounds, 14½ ounces.

Some of the visitors we had recently were Arlene Davis, stock clerk from Camden, and Joe Schamer, Jim Lowder, R. V. Keene, Bo Cruse, and Bill Pryor, from Little Rock.

We are happy to say that R. V. Wilkison is back at work and feeling fine after a stay in St. Michaels Hospital in Texarkana.

We had two birthday parties this month in the District office. The first was for Vicki Denman who celebrated her 20th birthday. Vicki is the clerk in the resident's office in Hope. The second party was for Linda Cox and Charles Webb. Linda is the clerk in the interstate resident's office in Hope and Charles works in Mr. Wilkison's office. I didn't get their ages but it was rumored that Charles was twice as old as Linda but, really now, I can't quite go along with that. Cake and coffee were served at both parties and everyone seemed to enjoy getting together.

Congratulations to David E. Beard who received his 5 year service award.

We extend our sympathies to W. C. Beck, whose father died very suddenly October 17, and to Lena and Ted Maryman in the death of his sister, who was killed October 10 in an automobile accident on Highway 67.

DISTRICT 4

The Informers

H. L. (Bud) Hodnett, assistant maintenance superintendent, and Mona Gross, secretary, were surprised with a birthday coffee on their birthday October 10. They enjoyed it and all the other office force helped them to enjoy it.

R. N. Parker and family have just returned from vacation which was spent visiting and touring points of interest in the eastern states. Of course the point of most interest was a fox hunt in Tennessee.

Ned Brashears, of Construction, is building a new home near Danville, but still plans to work with us in the Waldron area.

Columbus Dalmut, area foreman in Sebastian County, will receive his 25-year service awards at the Commission Meeting November 23. Congratulations, Columbus!

Those who received service in October were C. W. Riggs, 15 years, F. E. Parliment, 10 years, and J. R. King, 5 years. W. M. Johnston received his 5-year awards November 1. Johnston also celebrated a birthday October 28 by attending the Inspectors' School, being taught by M. C. Peevy, assisted by J. D. Spurling at the District Headquarters at Fort Smith.

Larry Belt of Construction and his new bride, the former Kay Oden of Van Buren, are now making their home in Van Buren.

Our sympathies go to the Jack Coleman family in the loss of his father in October.

DISTRICT 7

Burnham and Campbell

Joyce and Bob Myers are proud parents of a little daughter born September 27. Miss Kimberly Paige Myers arrived weighing 4 pounds, 14 ounces, and was greeted by a very nervous father. Bob is assistant engineer for Norman Pumphery in Camden.

Eddie Parker is leaving for the Army and Nick Wagon is leaving for the Navy. Sorry these boys have to go and hope they can soon return to the Department.

Mary Nell Carlson, field clerk, is leaving for a much more pleasant experience. She will be on a six-month maternity leave and we are expecting the good news soon. Mary Nell and Joe have something else new - a 1967 gold Pontiac Executive.

Harris Hearnberger and J. R. Clemons have been transferred from the Camden Construction office to El Dorado with J. B. Williamson.

Congratulations to the following on receiving their service awards: Kermit Sanders Wendell, 10 years, and Henry Edward Bennett, 15 years.

On October 14 at 7 p.m., the Maintenance department at Magnolia hosted a "feast" prepared especially for their wives. E. V. (Hey Boy) Booth and H. F. Harwell were responsible for the delicious beef stew and fish. The get-together was thoroughly enjoyed by all despite a downpour and intermittent power failure. Each wife particularly enjoyed the out-of-the-kitchen evening.

New employees in Magnolia Construction are: Robert S. Jackson and William Cunningham, both engineer helpers for A. W. Hardy Jr., and Robert Kirkpatrick, who is working for J. R. Rogers, area foreman at Magnolia.

The M. D. Milligans are proud of a daughter born September 13. The new

little Miss tipped the scales weighing 5 pounds, 5 ounces. She will answer to the name of Linda Dinail.

Harlan Burnham, Sula's husband, is doing nicely after a serious operation at St. Joseph's Hospital in Hot Springs. We hope he will soon be home. Sula is bookkeeper.

Others on the sick list are John Coke and J. C. Davis, and Frank Mulligan who is in the hospital with a touch of pneumonia. We wish them all a speedy recovery. Lee and Jesse Parker spent the week end of October 28 in Dermott where their father-in-law is seriously ill. We hope there are brighter days ahead for the family.

Clifford Smith, our tire repairman, is looking forward to a trip to New Orleans where he will visit his son and family. Clifford is quite proud of his grandchildren.

Our sincere sympathies are extended to Harris Hearnberger in the recent loss of his father.

Give Thanks

DISTRICT 8

McCoy & Howell

James Arthur (Buddy) Paine and Martha Ornsbey were married August 20 at the First Baptist Church in Russellville. They are making their home in Russellville where Buddy is working with Resident Engineer T. G. Orton, Jr. Congratulations and best wishes to this fine couple.



Newlyweds Mr. and Mrs. "Buddy" Paine

Mrs. Sam Evans, Mrs. Robert Hutchins and Mrs. Louis Bramlett, wives of employees in Van Buren County, were among those receiving medical attention at the Clinton Hospital for spray poisoning occurring on their job at a local plant. We wish them a speedy recovery.

Congratulations are in order for Bill and Betty Allred of Conway. They became proud parents for the first time September 27 when LITTLE John David, weighing 10 pounds, and 3 ounces, made his appearance. Bill works for Lawrence Fletcher, resident engineer, at Conway.

Gary and Sarah Garner are also due congratulations on their birth of their daughter, Carmen Beth, Gary works for Resident Engineer T. D. Casey in Russellville.

We are glad to have T. A. Berry back on the job after recovering from surgery.

Welcome back to Larry A. Wilson who has returned from 6 months' military service. Larry lost about 10 pounds in weight, but none of his vim, vigor and vitality.

Employees of District 8 enjoyed a fish fry Saturday afternoon, October 15, on the bank of the beautiful Dardanelle Lake at the Ouita Recreation Area, within the city limits of Russellville. We had catfish, hushpuppies, fried potatoes and everything else that makes

for a feast. Joe Duvall and Erwin Olinger did their usual fine job of preparing the food, and with the able help of Lewis McGee, Kenneth Ellis, Carroll Sigler, Bill Taylor and Woody Applegate served employees and families all they could eat.

Cecil Weaver, Johnnie Havener and Dewey Childers received 5-year service awards this month. A 15-year service award was presented to Hoyt Smith, a district patrol operator of Clinton.

Employees of this district were saddened by the death of Bonnie Littleton, retired job superintendent of Dardanelle. Mr. Littleton had retired in 1963, but he never lost interest in the progress of the Department and the people he worked with.



DISTRICT



Morton and Braswell

Jeff and Bea Davis have returned from an enjoyable and exciting vacation trip to Kentucky, Washington, D.C., and New York State. While in New York, they visited with their son, Bill, and family.

Cloman "Cy" Auman took two weeks recently and reported he had a good time visiting and 'rambling' around.

Shirley Mac Foster enjoyed a week her vacation visiting with her family friends.

Our Get-Well-Soon Wishes are sent to Truman Sims who is ill.

Neal Taylor had surgery at the Boone County Hospital and will recuperate at his home for several weeks. We send Neal our wishes for a speedy recovery.

Lu Hulsey and Delores Terrell of Houston, Tex. visited in the new home of Lu's sister and brother-in-law, Edris and Joy Braswell at Green Forest. They attended the Baylor Game at Fayetteville and enjoyed a fishing trip during their visit.

Curt Shaddox, resident engineer at Huntsville, resigned October 31 to join the firm of Crafton and Tull at Rogers. We will miss Curt and wish him good luck in his new job.

Carl Sanders was transferred from District 4 to replace Curt at the Huntsville residency. We are very happy to welcome Carl back to District 9.

Our sincere sympathy is extended to Minnie Shinn in the death of her mother, Mrs. Charlie Boos, who passed away October 5 at Colorado Springs. Funeral and burial were at Des Moines, Iowa.



"Aside from the after effects, the serum did cure his sinus trouble."

Hal Phillips, a cartographer in P&R, shows promise as a cartoonist. He has drawn several others with clever captions which we will be showing from time to time. Hal, who started to work for AHD in March, attended the University for two years.

TO THE PUBLIC

No one appreciates our bridges and roads
No matter how much we toil
We test the cement, the gravel loads,
The sand, the stone and soil.

The Yellow, White and Red Lead Paint
We test before its use;
We work so hard, good roads to build
So, Public, Why the fuss and abuse?

Takes time to build a decent road
Haste makes waste, they say
"Do a good Job" is our code
In the end it will surely pay.

If the Public only knew
They would hesitate to find-fault;
They would realize the work we do
And criticism would surely halt.

The Public's safety we bear in mind
We want the best roads in the land
So, if we get a little behind
Please, Public, won't you understand?

Sibyl Maddox
M & T

ARKANSAS HIGHWAYS

VOL. XIV

NOVEMBER, 1966

No. 11

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

THE COMMISSION

Chairman. Wayne Hampton
 Vice Chairman. Arnil Taylor

MEMBERS

Truman Baker
 John W. Harsh
 Maurice Smith

Director of Highways Deputy Director & Chief Engineer
 Walter E. Hicks Ward Goodman

Martha L. Adams. editor, layout, vari-typist
 Jay Ehrhorn. vari-typist, artwork
 Johnnie Gray Department photographer



LET US GIVE THANKS

WHY SHOULD Americans wait until Thanksgiving to give thanks for the many things we have and for the many things we do *not* have?

Let's give thanks today that we have the freedom to worship God openly in our own way. And let's give thanks, too, that we do *not* have to fear the heavy tread of hobnailed boots in our places of worship.

Let's give thanks that we have the right to decide where and when we want to work—for whom and for how much. And then let's be thankful that we do not have a government-run agency telling us, "You be a baker!"—"You be a machinist!"—telling us how long and for how much to labor, without even the right to protest.

Let's be thankful we have the privilege of choosing from dozens of different brands and products—and let's be thankful that we do *not* have to buy from a government store with standardized one-color, one-shape, one-price goods.

Let's be thankful we have the right to own savings and property—and thus be independent. Let's give thanks we do *not* have a government that owns all the property and so forces us to become dependent on government handouts.

Let's give thanks that Americans have the finest cultural advantages . . . and that we do *not* have anybody denying us the priceless right to make our country, make our own lives, even better! » »

—National Association of Manufacturers.

This'll Kill Ya!



A poultry breeder noticed a hen was ailing and, fearing fowl pest, he wrung her neck and sent the corpse off to have the malady diagnosed. Some days later he received his report: "The bird died of a broken neck."

Wife: "And that man on the tow truck had a nerve charging \$10 a mile to tow me from the parkway. But I showed him!"

Husband: "What did you do?"

Wife: "I made him earn every cent of it. I kept the brakes on."

A man was complaining to his friends that his wife was always nagging him for money. "Last week she wanted \$200. The day before yesterday, it was \$125. And this morning she asked me for another \$150."

"That's crazy," his friend replied. "What could she possibly do with all that money?"

"I don't know," said the husband. "I never give her any."

The youngster's first day at school was not a happy one. "I don't like school," he declared, "but I've got to stay here until I'm 14." The teacher's sympathy was only lukewarm. "You are worrying about that? Think of me. I have to stay here until I'm 65."

An Englishman, having dinner in an American Home, was asked by his hostess what part of the turkey he preferred.

"If it's okay with you," he said, "I'm partial to the breast."

The hostess, smiling diplomatic, replied, "I don't know how that part of the turkey is described in England but here in America we call it white meat!"

The following day the Englishman stopped at a florist shop, bought an expensive corsage for his hostess of the day before and enclosed a card which read! "Thank you so much for a nice evening. Please do me a favor and pin the enclosed on your white meat."

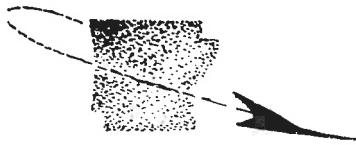
Mrs. Smith: "Where did that naughty little boy of yours get that gash on his forehead?"

Mrs. Brown: "Your little angel hit him with a brick!"

A baseball manager who had an ulcer was in his physician's office for a checkup. "Remember," the doctor said, "don't get mad, don't get excited, and forget about baseball when you're off the field." Then he added, "By the way, how come you let the pitcher bat yesterday with the tying run on second and two out in the ninth?"

The mother put her two children to bed, then proceeded to change into baggy slacks and an old blouse before washing her hair. As she was shampooing, she heard the youngsters getting noisier with each moment. So she stopped, wrapped a towel around her head, and stormed into their bedroom to tell them to go to sleep immediately.

As she left the room, she heard her two-year-old ask her sister in trembling tones: "Who was that?"



ARKANSAS STATE HIGHWAY DEPARTMENT

P.O.Box 2261 Little Rock, Ark. 72203

RETURN POSTAGE GUARANTEED



Henderson Ferry saw more activity than usual when 27 camps and their families from Kansas City, Mo. spent two days in Henderson fishing and camping out. The group belong to a club in the Missouri city.