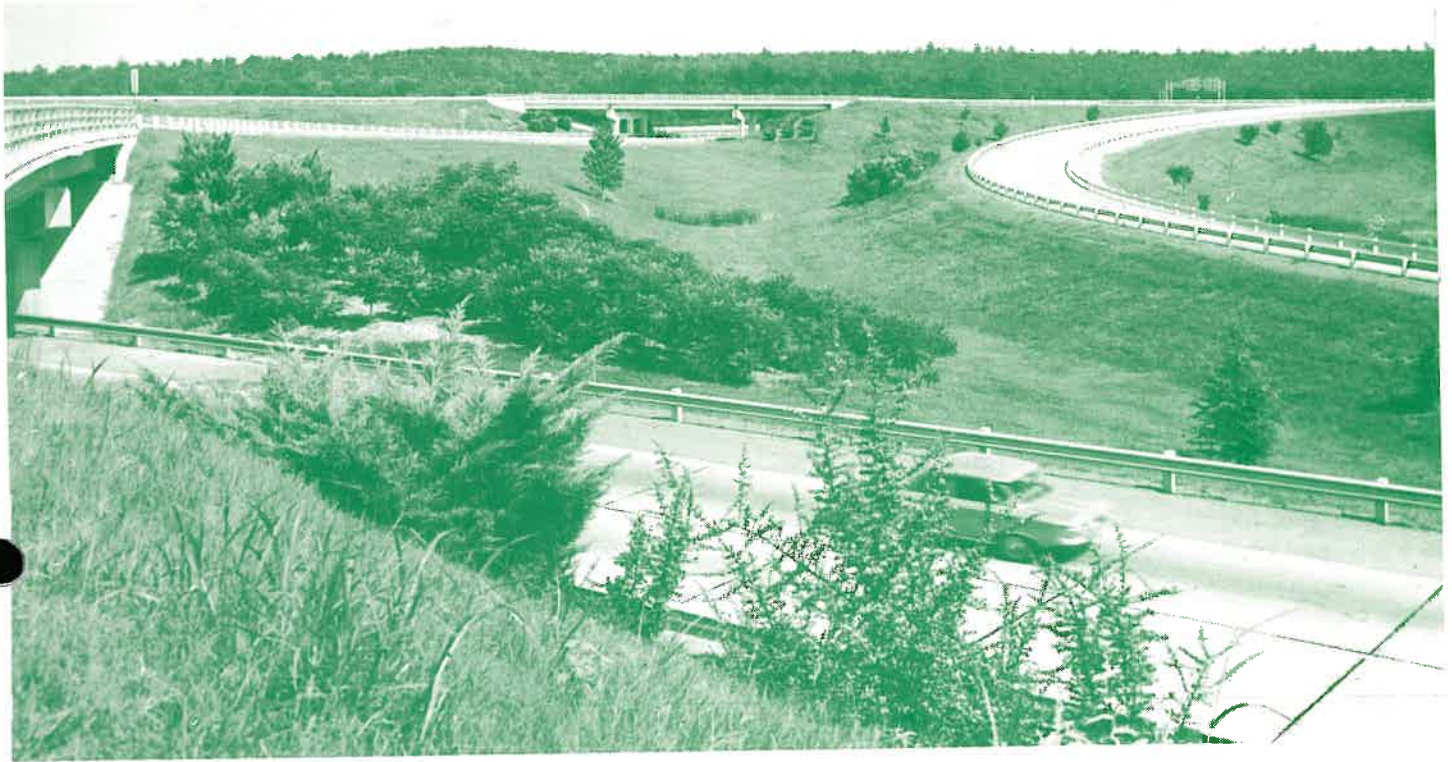


ARKANSAS HIGHWAYS

— MAGAZINE — AUGUST 1967



CLEVELAND COUNTY - ITS COLOR IS CHANGED BY GREEN THUMB PROJECT

By Tom Parsons - Pine Bluff Commercial

Editor's Note: The following is an extract of an excellent feature which appeared in the August 2 edition of the Pine Bluff Commercial and used with their permission.

Driving south on Highway 79 toward Rison, the perceptive driver will notice something different soon after he crosses into Cleveland County - but it's a difference that he won't be able to pinpoint immediately.

It will come, eventually: "It's greener!"

The reason is Green Thumb, a program to supplement the meager incomes of oldsters who have trouble making ends meet with that Social Security check or by "farming here and there," as one Green Thumber put it last week.

Cleveland County is one of eight counties in Arkansas with Green Thumbers working alongside the highways and roads. The project is administered by the Arkansas Farmers Union, with funds provided by the federal government.

One day last week, two of the three crews of Cleveland County Green Thumbers were working in the new roadside park on Highway 79 about seven miles north of here. Most of the 13 men were spreading mulch sod with shovels and rakes, while one was swinging an ax at new tree-sprouts (the better to keep the lightly forested 7½-acre park only lightly forested) and a second was pushing a power mower back and forth in the hot sun.

William Passmore, 63, of Kingsland, shut off the mower long enough to say a few words about Green Thumb.



William Passmore uses power mower to cut grass in new roadside park on U. S. 79.

He was proud of Cleveland County's Green Thumb program. "We've got the most wonderful program in the state - our county shows that," Passmore volunteered. "It's got nicer roads, nicer highways and nicer parks."

Passmore, like the rest of the Green Thumbers - except for the crews' foreman - is paid \$1.40 an hour for his services. He works three days a week, two weeks out of every three, for a total year's pay of about \$1,160.

Ages of the men in Green Thumb are spread over a wide range - but the range is at the top of the normal spread encountered in our youth-dominated society. The youngest is 58, the oldest 73.



Julius Robinson spreads mulch sod with a rake.

About in the middle of this range, at 64, is the foreman of one of the two crews working at the park, Julius Robinson of New Edinburg.

"I think the program is mighty fine," Robinson said of Green Thumb, "for several different reasons. We older people couldn't get no jobs anywhere, and Green Thumb has been a great help to us and to our families."

Robinson said that before he joined Green Thumb, he had been "just truck farming a little - at my age, I was too old to get any other job."

As a foreman he makes \$1.65 an hour, working the same hours as the men he supervises. This puts his Green Thumb wages at about \$1,375 a year.

The foreman of the other crew working that day, William E. (Ed) Beverage of Kingsland, was equally enthusiastic.

(Continued Page 4)

THREE RECEIVE LONGEVITY AWARDS

Felbert L. Stovall of Pencil Bluff and Leonard L. Thomason of Stamps received 30-year service awards and Nealy Parker of Ft. Smith received a 25-year award at the July 26 meeting of the Highway Commission. All service awards of 25 or more years are presented to employees by the Commission. John Harsh does the honors.



PARKER has been maintenance superintendent of District 4 since 1959. He was first associated with the Department in 1929. During World War II he left to work on government construction projects, later returning to the Department where he has been a rodman, instrumentman and inspector with the Construction Division. After a transfer to the Maintenance Division his positions were bridge foreman and assistant maintenance superintendent prior to being promoted to maintenance superintendent.

He is married to the former Hazel Arnett of Hope. They have two children.



STOVALL is the area foreman of Montgomery County where he was born and has lived all his life. He started with the Department in 1937 as a laborer and has since been a truck driver, motor patrol operator and distributor operator.

His wife is the former Florence Carter of Sims. They have four children. He is a member of the Penecostal Church of Pencil Bluff.

THOMASON is a motor patrol operator in Southwest Arkansas where he has always lived. He is married to the former Mary Lou Allen of Stamps. They are active in the Oak Grove Methodist Church where he serves as chairman of the Board of Stewards. He enjoys the outdoors and likes to fish and fox hunt.





(Continued from Page 2)

Pink May, area foreman, looks on as Green Thumbers spread sod in new roadside park.

"I think it's a wonderful thing," Beverage commented. "It's helping the state a lot as well as the employees. It's really been a lifesaver for some of the boys."

Pink May, state Highway Department area foreman for Cleveland County, echoed the sentiments of the Green Thumbers for whom he provides tools and finds projects to work on.

"They have done us a lot of good," May said. "We're proud to have them. It means we get work done that we couldn't have gotten to before."

May said that most of the work that he had found for the men in the program was concerned with erosion, "such as ditch-digging, sodding slopes and setting out shrubbery."

"It's more or less a project for beautification," he said.

On the way up from Rison to the roadside park, May pointed out several green slopes rising up to a line of trees along the edge of the highway's right-of-way. "Those were sodded by Green Thumb," he said.

Then pointing to another, bare slope. "They used to look like that."

May was also proud of the crepe myrtle that the Green Thumbers had set out on the approaches to the Highway 35 bridge over the railroad tracks outside of Rison.

The Rison Garden Club, he explained, donated the plants, and the Green Thumbers put them in, with tools provided by the Highway Department – a co-operative project.



The two Pulaski County Green Thumb crews are presently working on the Greater Little Rock Expressway where they are cutting weeds from around guard rails and bridge heads and mulching slopes. The foremen, Manuel Benton, second from right, first row, and Walter Thompson, third from right, back row, are shown with the members of their crews.

Green Thumb workmen are distinguished by the green helmets they wear. Their work necessarily puts them near the traffic lanes. On a high speed highway, that can be dangerous. When driving, take care where you see men at work in safety vests and helmets.



REPAIRS ON HIGHWAY 71

Area maintenance crews in Sevier County repair a sagged portion of U.S. 71 south of Lockesburg.



Lewis Gore operates the motor grader.



"Well, 'Miserable Mechanic,' they published your letter in the 'Complaint Column'."



The flagman is R. C. Steele.



John Kizer, left, and Jim Chaney

COMPUTER CENTER, DATA PROCESSING COMBINED

The Computer Center, which programs electronic engineering calculations, and Data Processing, which is oriented to handle administrative and planning electronic computations, have been combined and the unit will be known as Computer Services.

Pat Huddleston, former head of the Computer Center, will be the head, and Arthur C. Johnson, former head of Data Processing, will be the assistant head.

The Computer Center was set up in 1958 and Data Processing in 1961. Amalgamation of the two units will be beneficial to the divisions who use the services the most.

TWO EMPLOYEES ELECTED TO ASPE

Two Highway Department employees were elected as officers to serve in the Central Arkansas chapter, Arkansas Society for Professional Engineers for the year 1967-1968.

John Kizer, of the assistant chief engineer for planning office, was elected as first vice president.

James R. (Jim) Chaney, assistant construction engineer, was elected chapter director. An installation of officers was held at a dinner meeting at Golden Host Cafeteria the evening of July 11.



Hugh L. Wadley

WADLEY IS APPOINTED PERSONEL DIRECTOR

Hugh L. Wadley, assistant personnel director of the Highway Department since July, 1963, has been promoted to personnel director effective August 1, 1967. The position has been vacant since the untimely death of Dale Davison as the result of an automobile crash May 14.

Wadley holds a degree in business administration from Arkansas State Teachers College and was purchasing agent at AMF Cycle Company before coming to the Highway Department. He is a native of Little Rock, and has served four years with the Air Force.

Wadley is married to the former Janice Jensen, also a native of Little Rock. They have one daughter, Karen, 5 and reside at 3600 Willow Springs Road.



← Pat Huddleston, left, and Art Johnson

WHAT DOES IT COST TO OPERATE YOUR CAR?

Make a guess. And after you've made it, the chances are you're way off-base. A Bureau of Public Roads study shows that the American wage earner will spend more of his income this year for his automobile(s) and its operation than for any other item except housing.

Figures resulting from the study appear to be conservative, especially the cost of the car and the number of years driven for purposes of the study. Even so, the average amount comes to over \$1,000 annually. This averages from about 15 percent of the average family income, to about 20 percent of the lower-income family who can afford an automobile.

The Bureau used as a basis for study a 1967 four-door sedan owned by a Baltimore, Maryland family. The car cost \$2,800 and the analysts assumed that it would be driven 100,000 miles over a 10-year period. Few motorists drive the same auto 10 years but that is immaterial, since the average car, though sold or traded three or more times, is on the road that long.

The cost of ownership and operation for 10 years turns out to average 11.0 cents per mile, though costs would undoubtedly vary in different regions of the country.

The largest expense of operation is depreciation, which amounts to 2.8 cents of the 11 cents a mile. The typical driver, the report says, would drive 14,500 miles during the first year and the car's sales or trade-in value would then be \$842 less than the purchase price, making the first-year depreciation cost him 5.8 cents a mile. Year by year the depreciation decreases, making depreciation over the 10-year period amount to 2.8 cents per mile. For persons who trade cars every year, depreciation would be \$8,420-

ten times the first year's depreciation.

The next biggest item over the ten-year period, is for repairs and tires, amounting to 2.1 cents per mile. The study assumed that the average auto would be kept in good operating condition. Normal maintenance expenses such as lubrication, wheel alignment, tire and battery replacement, brake linings, etc. were included. During the life of a car replacements and repairs which must be made more than once include carburetor and fuel pump overhaul, radiator hoses, mufflers, tail pipes, etc. Rising maintenance costs in the later years of a car's life tend to offset the high cost of depreciation of the earlier years, so that the cost per mile is fairly constant over the 10-year period.

The "typical" car was estimated to go 14.3 miles on a gallon of gasoline. In traveling 100,000 miles in ten years, therefore it would use approximately 7,000 gallons and the cost, excluding taxes which are computed separately - would be approximately \$1,500 or 1.5 cents per mile.

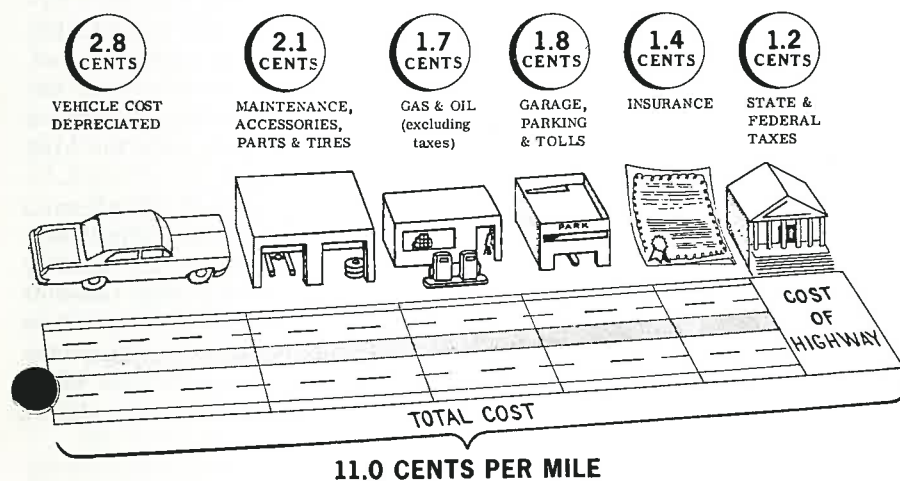
The American motorist, according to the study, spends more on parking and toll fees, an estimated \$1,805 in 10 years, than he does for taxes to build and maintain the highways over which he drives. This is an area where Arkansas motorists, very probably fall below the norm since toll roads are not common in the state and the cities are not large enough to require many to pay daily parking. Such is not true for the Baltimorean who pays \$8.10 in tolls for one round trip to New York by way of the Kennedy Highway and the Jersey Turnpike (and that amount was not taken into consideration by the analysts in computing the \$1,805). Broken down, \$1,805 figures out to be \$10 per month for garage rental, parking fees, \$54 a year and road and bridge tolls at \$6.50 a year.

Insurance costs, based on \$50,000 public liability and comprehensive fire and theft insurance with \$50 deductible for the first five years and no deductible clause in the next five years, amount to 1.4 cents per mile. (No mention is made of whether the insurance rate takes into account the high risk premiums for families who have drivers in that category.)

State and federal taxes for the car, gas, registration, titling, etc. at 1.2 cents per mile. Unless license fees are included in the registration costs, the amount seems to not be included in the computation. But the cost of license is no small amount and just try operating a vehicle very long without current plates, stickers, tags or whatever the various states require. (Continued on page 8)

COST OF OPERATING AN AUTOMOBILE

CENTS PER MILE



WHAT DOES IT COST TO OPERATE YOUR CAR?

(Continued from page 7)

Therefore, every mile that the typical Baltimore-an drives his typical car, it costs him: 2.8 cents for depreciation; 2.1 cents for repairs, accessories, tires and parts; 1.8 cents for garaging, parking and tolls; 1.7 cents for gasoline and oil, excluding taxes; 1.4 cents for insurance; and 1.2 cents for state and federal taxes...IF...he drives his car for 10 years, is lucky enough to get no parking and speeding fines and avoids bad driving habits such as tire-screeching stops and starts.

What does it cost to operate your car? Eleven cents per mile, at least, if you are careful and lucky.

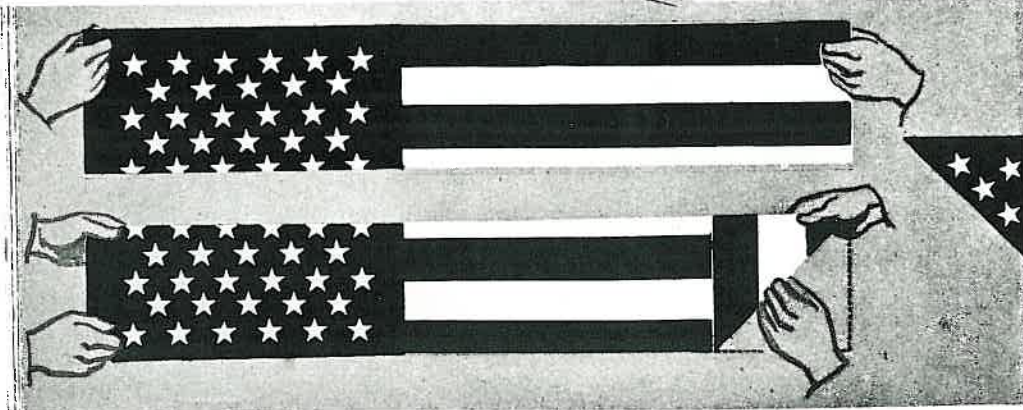
A BUSY SEASON FOR OUR MOWER OPERATORS

This summer has been unusually cool for the most part and interspersed with frequent and heavy rainfall, providing an extremely healthy climate for green growth. Our Department mower operators have really had their work cut out for them and even working steadily, the grass growth along the rights-of-way has gotten ahead of them.

The Department has 397 pieces of mowing equipment, all busy. Mowing cost for the month of June was \$207,296.24, and for July, \$1,212,329.59, making a total of \$1,419,629.83 for the two months. Figures for August are not yet available.

The department tries to mow all interstate and primary routes at least twice a year but some sections are cut as many as six times. Mowing a section of interstate requires longer than comparable mileage on a primary road because of wider rights-of-way, medians and the areas around interchanges. Primary mileage plus interstate which is open to traffic amounts to 32,282 miles.

* * * * *



HOW MUCH DO YOU KNOW ABOUT FLAG HANDLING?

Some of our most privileged employees are those whose duty it is to hoist and lower the flag of the United States at the various Highway Department District and area headquarters, ferries, etc. over the the state. If that is your job, be proud of it and don't take it lightly.

When to Fly the Flag

The flag should be flown every day when weather permits, especially on New Year's Day, Inauguration Day, Lincoln's birthday, Washington's birthday, Armed Forces Day, Easter Sunday, Mother's Day, Memorial Day (half-staff until noon), Flag Day, Independence Day, Labor Day, Citizenship Day, Columbus Day, Veterans Day, Thanksgiving Day, Christmas Day, the state's birthday (date of admission) and on state holidays.

Hoisting and Lowering the Flag

Two people are needed to hoist or lower the flag correctly. In raising it, one holds the flag to prevent it from touching the ground, the other attaches the line and raises the flag, keeping it close to the pole by holding the line rather taut. When the flag has left the flag-bearer's arms, he steps back. In lowering, the flag-bearer catches the flag and unfastens it.

Joy is indicated by the flag at full-staff, so hoist it briskly in the morning, but not earlier than sunrise. It should be lowered more slowly in the evening, and not later than sunset.

The flag is displayed at half-staff to indicate mourning. The proper procedure is to hoist it to the peak first, afterward lowering it to half-staff. Likewise, when it is ready to be taken down, raise it to the peak before lowering it.

The flag should never be allowed to touch the ground, the floor, or water beneath it. When displayed with other flags, the U.S. flag is always hoisted first and lowered last.

Taking Care of the Flag

After the flag is lowered, the flag is folded in a special way. First fold it lengthwise in halves, then in quarters, with the blue field on the outside. Finally, while one person holds it by the blue field, another makes a triangular fold in the opposite end and continues to fold it in triangles until the flag resembles a cocked hat, with only the blue field showing.

The flag should be cleaned when soiled, mended when torn. When worn beyond repair, destroy it privately by burning. Official flags are available for requisition from the central headquarters stationery and supply room where those in use need to be replaced.

HYDROPLANING - WHAT IS IT?

Information furnished by
B.K. Cooper, Ass't. Chief Engr.

Hydroplaning, the known cause of many automobile accidents, and the probable cause of many others, is being intensively studied by various research groups and more information is becoming available as to what it is and the factors that cause it.

Essentially, hydroplaning is auto tires actually riding on a sheet of water instead of on the pavement surface. However, the conditions which cause it are much more complex. There is also a mistaken theory that hydroplaning only occurs when traveling at a very high rate of speed.

When a car is driven on a wet highway, water may penetrate between the tire and the pavement. This penetration results in the formation of water pressure which raises a portion of the tire off the pavement. This pressure increases with increasing speed of the vehicle, supporting more and more of the tire, until at a critical speed, termed the hydroplaning speed, the tire is supported only by the water, and loses all contact with the pavement.

When does TIRE HYDROPLANING occur?

Tire hydroplaning occurs when the speed of the vehicle, tire inflation pressure, water depth on the road, condition of the pavement surface, and the condition of the tire are combined in such fashion that the tire loses contact with the pavement?

The combination of factors necessary for hydroplaning to occur are:

(a) Hydroplaning speed: Presuming for the moment that sufficient water is present for hydroplaning to occur, the speed at which a vehicle will hydroplane may be predicted with fair accuracy solely on the basis of tire inflation pressure. This can be more easily understood by realizing that the tire is flexible, and deforms under changing loads. It turns out that the ratio of weight carried by the tire to the area of tire contact on the pavement remains about the same, and this ratio of weight to area will always be very near the tire inflation pressure.

Based on hydrodynamic theory, a simplified equation has been developed to predict the hydroplaning speed of a pneumatic tire; namely, $V_p = 10.2 \sqrt{p}$, where V_p = hydroplaning speed in miles per hour, and p = tire inflation pressure in pounds per square inch. For example, a tire pressure of 16 pounds gives a hydroplaning speed of 41 mph; 24 pounds, 50 mph; and 32 pounds, 59 mph.

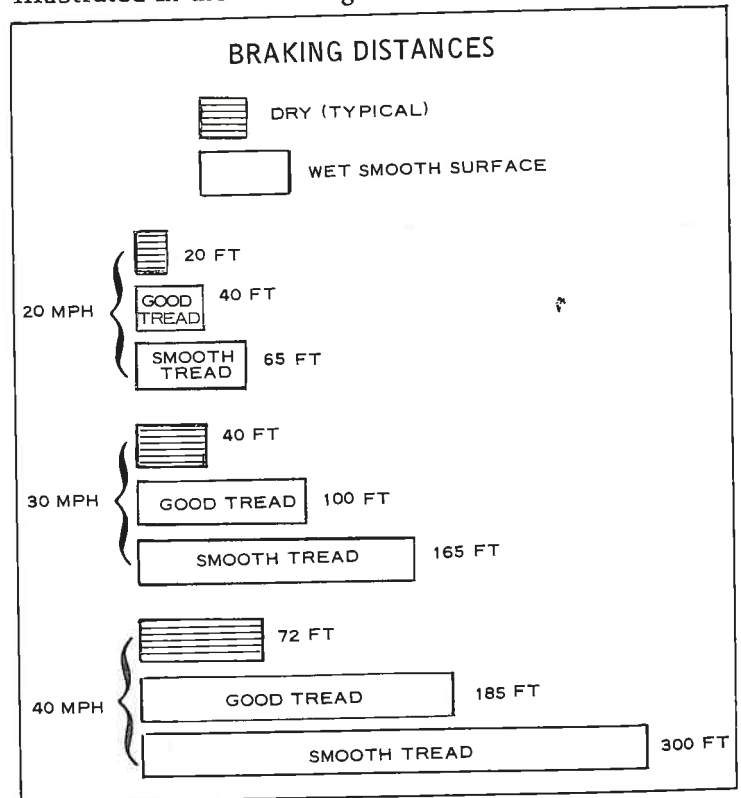
A note of caution: These speeds, which are well within legal speed limits, are speeds at which total hydroplaning occurs, with total loss of traction for steering or braking. Partial loss of traction owing to partial support of the tire by the water may occur well below hydroplaning speed, and result in critical loss of traction for a sudden maneuver at speeds well below those predicted. There is no advance warning that hydroplaning will occur.

(b) Water depth on the pavement: The equation given above presumes sufficient water on the pave-

ment for hydroplaning to occur. The actual water depth needed in a particular situation depends upon the size and number of "escape channels" present, which allows the escape of the water from beneath the tire and delays the buildup of water pressure. These escape channels may be provided by the pavement surface, through surface unevenness and grooves, or by an effective tire tread pattern. Research has shown that smooth or badly worn tires will hydroplane on a smooth surface in less than 0.04 inch of water! Good tires will hydroplane at the predicted speed when the water depth is greater than the depth of the tread on the tires, and the grooves in the tires become "choked" with water. Since it is difficult to judge the depth of water on the pavement from a moving automobile, a good rule of thumb is that when you can see patches of standing water, or the water is deep enough to cover pavement unevenness, you should assume there is enough water present for hydroplaning.

What are the consequences of TIRE HYDROPLANING?

The most serious consequence of tire hydroplaning is the loss of traction which is necessary for safe steering and braking. This may be a partial loss of traction due to partial hydroplaning, or total loss of traction at total hydroplaning speeds. The loss in braking capability due to partial hydroplaning is illustrated in the following chart:



The losses here are due to partial hydroplaning, since the tires on the test automobile were inflated to 24 psi, giving a hydroplaning speed of 50 miles per hour. Note that good treads were reasonably effective in providing good tire traction in the test water depth of 1/10 inch.

The driver must remember that losses in traction not only result in increased stopping distances, but in decreased steering control. This may leave insufficient steering capability to hold the road, especially on a curve or a crowded road. Side winds could also result in loss of steering control.

What is being done about TIRE HYDROPLANING?

Some states are using a serrating technique, originally developed for airport runways, which consists of sawing shallow grooves longitudinally in the pavement about one-half inch apart. When the pavement is covered with a thin sheet of water in rainy weather the grooves tend to offset the tendency of the car to "hydroplane" and perhaps spin out of control. Skid resistance is also increased. Other successful processes for increasing the coefficient of friction and alleviating or eliminating skidding accidents, such as applying a seal coat with an abrasive-resistant aggregate or adjusting super-elevation transitions are used where conditions dictate their need.

What can you do about TIRE HYDROPLANING?

- Slow down when the roads are wet. A wet road may be just as slippery as an icy road; all traction is lost at hydroplaning speeds.
- Be alert for standing water or puddles, especially on curves.
- Keep good tires on your car, and keep the tires properly inflated.
- Increase following distances to give yourself more time and distance to stop or control your car.
- Be alert for side winds which can affect vehicle control.
- Adjust your speed to road conditions, and remember that hydroplaning can occur well below posted speed limits.

SEXTILIS IS UPON US!

By the old Roman calendar a new year began in March and the sixth month was called Sextilis, sex-being a combining form meaning six. But during the reign of Emperor Augustus Caesar (63 B.C. - 14 A.D.) he changed the name of the month to honor him because he considered it his lucky month. His reason seemed to be well-founded. It was in August that he entered his first consulship, celebrated victories in three battles, received the oath of allegiance from the cliques within the Roman legions, put down the civil wars and conquered Egypt.

The Dutch used to call August Oost-maand, meaning harvest month. The Saxons, who apparently were not as good farmers, called it Weedmonath, weed month. But for we Southerners, the French Republican calendar hit the nail on the head when they named this month Thermidor. Translated that simply means hot!

It must have been on a typical August day that poet Joseph C. Lincoln felt moved to pen these words:

NINETY-EIGHT IN THE SHADE

*Pavements a-frying in street and in square,
Never a breeze in the blistering air,
Never a place where a fellow can run
Out of the shine of the pitiless sun:
"General Humidity" having his way,
Killing us off by the hundred a day;
Mercury climbing the tube like a shot -
Suffering Caesar! I tell you it's hot!*

*Collar kerflumoxed all over my neck,
Necktie and bosom and wristbands a wreck,
Handkerchief dripping and worn to a shred
Mopping and scouring my face and my head;
Simply ablaze from my head to my feet,
Back all afire with the prickles of heat, -
Not on my cuticle one easy spot -
Jiminy Moses! I tell you it's hot!*

*Give me a fan and a seat in the shade,
Bring me a bucket of iced lemonade;
Dress me in naught but the thinnest of clothes,
Start up the windmill and turn on the hose:
Set me afloat from my toes to my chin,
Open the ice-box and fasten me in, -
If it should freeze me, why, that matters not, -
Brimstone and blazes! I tell you it's HOT!*



CAPLE AND HIS MAGICAL... AND LOVELY PROTEGE

Frank Caple, our efficient and dependable procurement officer, buys thousands of dollars worth of merchandise for the Highway Department every day and he is very careful how he spends our money. But there's another side to him. He is an accomplished thief and pickpocket, too, (though he doesn't like his sleight-of-hand described so literally.) For instance, he can lift your wallet right out of your pocket without you knowing it, take the shirt off your back without laying a hand on you and relieve you of your wrist watch and you will be unaware of it until he returns it. And what's worse, Frank has a pupil in his legerity school.



Frank and Patricia in a practice session.

Patricia Pugh of North Little Rock, who has won a number of beauty pageants as an accomplished singer and dancer, wanted something different for a talent number in the Miss Arkansas competition in July. She is a good friend of Frank's daughter, Pam, and he suggested magic. She liked the idea and asked Frank to teach her.

The proof of his accomplishment as a prestidigitator is undeniable, since Patricia was adjudged the first runner-up to Miss Arkansas of 1967, and was crowned Queen of the Water Carnival held at Batesville the weekend of August 5. She will enter the Miss Sweetheart of America competition over the Labor Day weekend and use magic as her talent. Contestants eligible for the Miss Sweetheart pageant are all the first runners-up in Miss America prelim-

CHECKING ALINEMENT ON BRIDGE PIER FORM

Billy Dale Rodgers checks the alinement of a concrete form on a pier being constructed as part of the bridge job now in progress across Arkansas River on Highway 1 between Dumas and Gillett in southeast Arkansas. Rodgers is a summer employee in Ken Tyler's residency and will soon return to Arkansas A & M College at Monticello where he is studying mechanical drawing.



inaries. It is sponsored by the Hoopston, Ill. Jaycees and Jaycettes.

The lovely Miss Pugh currently holds the titles of Miss Little Rock and Miss Little Rock University. As Miss Little Rock she officially cut the ribbon at dedication ceremonies of the Highway Department's new central headquarters building at Little Rock in November of last year. She is the daughter of Mr. and Mrs. Vern C. Pugh, 503 West 4th Street, North Little Rock and is a junior at L.R.U. majoring in secondary education.

JUNKYARDS - ON THE SCENE MANY YEARS

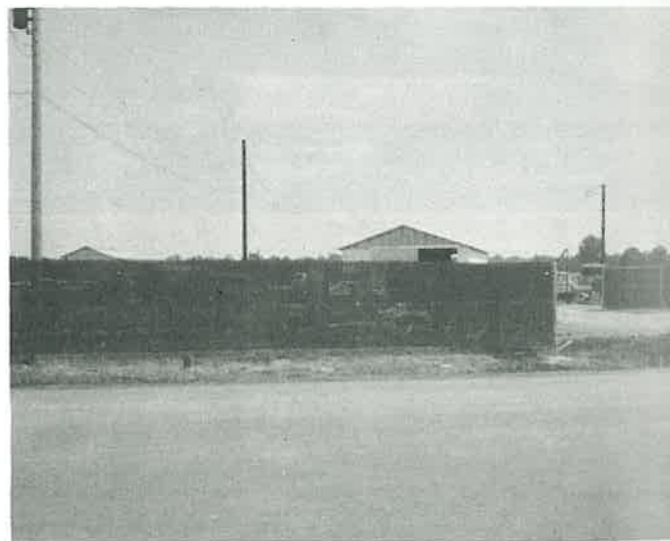


Concern and notice of how many junkyards line the nation's highways and what can be done about them has largely come to the forefront in the last decade but the junkyards themselves have been with us for a long time, as evidenced in this old photograph dating back to 1937 which someone unearthed in a file. The location is uncertain but it appears to have been there for quite some time when the picture was made.

The Highway Department has completed screening 14 auto junkyards at a cost of \$27,750. Thirty-six more yards are in the process of being screened or are under contract, at an estimated cost of \$106,000.

LITTER REMOVAL COSTS \$48,930. FIRST 6 MONTHS

The Department maintenance crews picked up and disposed of 2,120 loads of rubbish from Arkansas highways the first six months of 1967, at an average cost of \$22.61 per load, or a total cost of \$48,930.68. Trucks were driven 12,877 miles and 28,219 man hours were expended in road cleaning.



Screening of Richard Beans' yard on U.S. 67-167 between Little Rock and Jacksonville was completed in July.

FRAGMENTS OF ANCIENT DEMOCRAT MAKE INTERESTING READING

Mary Day Herndon, Editor

John Hall, heavy bridge maintenance engineer, rescued a portion of the March 3, 1890 edition of the Arkansas Democrat from the warehouse fire in North Little Rock in June and passed it along to the Magazine office. There is only part of two pages but they make for some interesting reading. Ads from Chas. S. Stiff's, Gus Blass', and M. M. Cohn & Co. make the span of years small, however, the ads are unusual in that no pictures are used.

The Blass ad lists numerous bargains to be found in their dry goods "emporium", and is signed "Respectfully, Gus Blass & Company". ("Emporium" has a quaint sound that I like. I'm sorry that we have very few, if any, "emporiums and tonsorial" parlors left. Perhaps the reason is that a way of life contemporary with the terms have also long since ceased to be.) Merchants from the "country" are urged "...to call and take a look through Blass wholesale departments before making their spring purchases.

Among the items in Stiff's ad are solid sterling silver teaspoons, \$4.40 per set of six. "Slow sellers" are said to be down 25 percent. As part of a furniture company advertisement, the owner invites the public to call and get prices before purchasing, since space did not permit all sale items in the store to be listed.

Sarsparilla seemed to be a particularly fast-moving item in the 1890's. Hood's Sarsparilla ("Peculiar to Itself"), had many "peculiar" points which made it superior to all other medicines... peculiar in combination, proportion and preparation of ingredients...peculiar in its strength and economy ("100 doses, \$1.00"),... "peculiar in its good name at home...peculiar in its "phenominal record of sales"...and peculiar in its medicinal merits ("... accomplishes cures hitherto unknown..."). Peculiar choice of word to promote a product, isn't it?

On the other hand, Preston's "Hed-Ake" cure was said to do the job in 15 minutes, but warned in no uncertain terms that "...it won't cure anything else."

An account is given of 16 students who graduated from the medical department of Arkansas Industrial University (U. of A.). The graduation was held at the Capital Theatre and among the graduates was George A. Waters, "of Indian Territory."

Another article tells of the suicide of a man from Lonoke who grabbed a pistol from his pocket and shot himself in the head while shopping at a Little Rock store. The man evidently suffered brain damage from becoming overheated while fighting fire some two or three years before, as the story states that he had suffered since that time from "queer noises" in his head and a note found on his person

stated that his head pained him so that he could not stand it longer.

A circumstance when honor didn't pay is related in a fascinating tale which occurred in California back in 1851 concerning the hanging of a woman. The paper gave no reason why it used the story which happened some 39 years before. Just human interest, perhaps. The story related that a young Spanish-Mexican woman, a remarkable beauty named Juanita, "...dwelt in an adobe house...with her paramour." Late the night of July 4 as a group of miners walked past her house "...full of patriotism and something else a good deal stronger..", a man named Cannan stumbled against the light, rudely constructed door of Juanita's shack and fell half inside. His friends quickly helped him up, at the same time admonishing him to be quiet because a woman lived there.

The next morning, a sober Cannan accompanied by a friend, returned to Juanita's house to apologize for the disturbance he had created the night before. Both Juanita and her paramour met them at the door and seemed very angry but both spoke in Spanish, which neither of the others understood. Nevertheless, Cannan made his apology but the woman only seemed to become angrier and suddenly drew a knife, rushed at Cannan and plunged it into his heart.

The local citizenry at once assembled, elected a judge and jury, and tried both Juanita and her companion. She justified her action by saying that the man had broken into her house at night and the next morning had used insulting language to her. And if that did not justify her action, she said that she had been so beside herself with rage at the time of the murder that she was wholly irresponsible.

The case was summarily closed and the jury, without wasting any time in deliberation, found her guilty of murder in the first degree and sentenced her to death. The sentence was carried out the same afternoon. The doomed woman, maintaining her composure, chatted with friends as she walked to the gallows. Richly dressed and her beautiful black hair neatly braided, Juanita mounted the ladder to the scaffold without a tear, made a short speech saying the man had only gotten what he deserved and if she were spared she would act again in exactly the same manner under the same provocation, and passed the noose over her head with her own hands.

☆☆☆

As the policeman helped the battered man up from the pavement in front of the saloon, he asked:

"Can you describe the man who hit you?"

"That's what I was doing when he hit me," the man replied.

AN UNUSUAL CROP OF SUNFLOWERS

Curtis Lee Oliver, area foreman of Scott County, likes to grow flowers as a hobby. He works at it but for him the effort is a labor of love. From the looks of the sunflower heads shown here, his thumb is really green.

He has grown sunflowers on the same row in his garden at Waldron for 10 years. This year there were 32 plants. The head of the largest one, which he sent in to the district headquarters at Fort Smith, weighed five pounds.

The head he is holding weighed 4¾ pounds. Ten of the blooms were about the size of the two shown and the others about two thirds that large. Some of them grew approximately 12 feet tall.

Oliver planted several in the flower garden at the area headquarters two years ago and this year there were four blooms.

Another source of pride to Oliver is his banana tree. It is five years old and this year produced a cluster of 10 bananas. Note them on the stalk growing down in the picture.

He also planted a banana tree at the roadside park at the junction of U.S. 71 and Highway 23, 11 miles north of Waldron. Banana trees in this climate have to be taken up and stored to prevent freezing during the winter months.

It's to the Department's credit that many of our employees are willing to do a little bit more beyond that which is required.

Curtis grows all kinds of grapes and has a small orchard. Immediately behind him in the picture is a muscadine vine, which produces a large, purple, very tart fruit.



SUMMER NIGHTS AT GRANDPA'S

J. C. Lincoln

Summer nights at Grandpa's—ain't they soft and still!
Just the curtains rustlin' on the window-sill,
And the wind a-blowin', warm and wet and sweet—
Smellin' like the meadows or the fields of wheat;
Just the bullfrogs pipin' in amongst the grass,
Where the water's shinin' like a lookin'-glass;
Just a dog a-barkin' somewheres up along,
So far off his yelpin' 's like a kind of song.

*Summer nights at Grandpa's—hear the crickets sing,
And the water bubblin' down beside the spring;
Hear the cattle chewin' fodder in the shed,
And an owl a-hootin' high up overhead;
Hear the "way-off noises," faint and awful far—
So mixed-up a feller don't know what they are—
But so sort of lazy that they seem to keep
Sayin' over 'n' over, "Sonny, go to sleep."*

Summer nights at Grandpa's—ain't it fun to lay
In the early mornin' when it's gettin' day—
When the sun is risin' and it's fresh and cool,
And you're feelin' happy 'cause there isn't school?—
When you hear the crowin' as the rooster wakes,
And you think of breakfast and the buckwheat cakes;
Sleepin' in the city's too much fuss and noise;
Summer nights at Grandpa's are the things for boys.

The foreman of a jury reported rather angrily to a judge that no agreement on a verdict was in prospect: "The jury will have to continue its deliberations," ruled the judge. "If you haven't come to a decision by seven, I'll have twelve suppers sent in for you."

"If your Honor doesn't mind," said the foreman, "I suggest that the order be changed to eleven suppers and one bale of hay."



AUGUST 14 - A GREAT DAY 25 YEARS AGO

August 14 a quarter century ago was truly a great day. It was the day when World War II unofficially came to an end with the surrender of the Japanese to the Allied forces.

With the passage of that 25 years many changes have come about. Japan has rebuilt their country, become one of the leading manufacturing centers of the world and one of the United States allies. Much of the high feeling between the two nations has passed with the years. Nevertheless there are many people who can never entirely forget the ravages of war visited upon them and their loved ones. Such a person is Dwight Purvis, a sophomore at Abraham Baldwin College, Tifton, Ga. and first cousin of Ann McNabb of the Accounting Division.

Purvis was asked by one of his professors to write a tribute speech. As the subject of the speech he chose his uncle, Master Sgt. Wendell M. Best, United States Air Force, Ann's father, who was a victim of the infamous Bataan death march.

TRIBUTE TO A SOLDIER

This soldier that I pay tribute to was in the hands of the cruel Japanese for three years.

First, I'd like to describe his life in the filthy prison camp. He was captured when Corregidor surrendered to the Japanese forces in World War II. The Death March that followed left many dead along the road. His will to survive at all cost brought him through. The food of these camps consisted of rice mush. They were given about half a cup a day. Much suffering and disease followed. Beatings, long beards, no baths, body lice, and clothes worn to shreds was part of the horrifying experience. His bulldog determination, endurance as strong as the Rock of Gibraltar, and a profound faith in God brought him through a living hell. These same traits enrich his life daily and have had a lasting influence on me.

The first consideration was to secure enough food for survival. The prisoners went on work details. They cut okra, pulled grass from vegetables, and cut sugar cane. This man brought into camp at night tender blades of grass to boil. He drank the juice for a little nourishment. His determination often wavered, but somehow it was his philosophy, and still is, to never give up. Many died because they simply gave up and didn't fight the disease and hunger that was so prevalent.

McArthur's forces returned after three long years and the American prisoners were liberated. This man had endured many hardships and as a result of malnutrition his sight was greatly impaired. He was flown to the states with an impeding handicap for life. Pain racks his body continually but never for one time have I heard him complain. His headaches are most severe and he often takes from eight to ten B.C. daily.

He accepts his suffering as a brave soldier and is very optimistic, although unable to see well enough to read or drive. He operates a farm with much success, along with his wife's aid and that of a tenant. The High Production Peanut award was given to him some few years ago. To see him endure the daily suffering, accept a dim vision and carry on so well makes me feel grateful for my physical well-being. His life has influenced me never to complain.

All men have faith in something or someone. This man's faith was in God and in himself. Faith is the strong feeling he clung to while a prisoner that some day he'd return home. One of his most prized possessions is a prayer book he kept with him in prison. It is tattered and torn, for he read it three times before losing his vision. Recently, it was renovated and his only daughter carried it in her wedding. He lives a good life, honest, truthful, and has faith in the same God that brought him home.

His determination to do for himself, the acceptance of continual pain, and true faith in God and himself has been an inspiration to me.

This man that I've spoken of is a former Master Sergeant in the U.S.A.F., Wendell M. Best.

He is my favorite uncle. With much respect and high regard I dedicate these lines:

Who puts his faltering feet
upon the narrow way

HIGHWAY DAMES WILL RESUME MEETINGS

The Arkansas Highway Dames, auxiliary of the Highway Department, will resume monthly meetings after a summer respite. The first meeting of the fall season will be a luncheon on Thursday, September 28 at 11:00 o'clock in the Department cafeteria. After lunch the group will move to the auditorium where Johnnie Gray, staff photographer, will show the 1966 and 1967 Highway films.

Each lady whose husband is a Highway employee is eligible for membership and all are encouraged to attend and become members. Anyone who desires more information about the Dames may call Mrs. Bobbie Moore, president, at LO 5-9291.

Officers for 1967-68 are, in addition to Mrs. Moore, Mesdames Wilma Perkins, vice president; Yvonne Mulhollen, recording secretary; Eyleene Gray, treasurer; Rebecca Daggett, corresponding secretary; Lillian Lee, parliamentarian; and Eleanor Longcoy, historian.

101 MILLION IN U.S. LICENSED TO OPERATE MOTOR VEHICLES

Arkansas has 983,000

According to the Federal Highway Administration of the U.S. Department of Transportation, there were nearly 101 million motor-vehicle operators' licenses in force in the United States at the end of 1965. It is estimated that of the 101 million licensed drivers in the nation, nearly 9 million were under 20 years of age, and 4.2 million were 70 years old and over. Male drivers made up 58.9 percent and females, 41.1 percent of the total.

According to the report, Arkansas has 578,000 licensed male drivers, and 405,000 female drivers, for a total of 983,000 licensed to operate motor vehicles. The male readers may receive some pleasure from the fact that in every state, and including the District of Columbia, male drivers outnumber female.

On a national average, male drivers make up 58.9 percent of the total. In Arkansas, the percentage is 58.8. However, the figures include motor-vehicle operators' and chauffeurs' licenses, which are in most cases, issued to men.

And gropes through darkness
to the light of day

Will find that for each step
in faith, though eyes are dim,

God will advance a shining
mile to him.

4.4 MILES OF I-40 OPENED

Another 4.4 miles of I-40 has been completed and opened to traffic in Crawford County, making a total of 271.14 miles of interstate highways now in use. All of the mileage open is not yet complete but is being used. Another 13.91 miles have been completed and will be opened as soon as connections to existing highways are completed.

The newest section extends from the end of existing pavement on I-40 northwest of Van Buren to the Highway 71 interchange at Alma. The contractor was Ben M. Hogan Co., Inc. of Little Rock. The contract was awarded August 24, 1966 in the amount of \$1,212,530. and included both roadbed construction and surfacing. Jack Coleman was the resident engineer for the Highway Department.

Nationally, 24,000 miles of the 41,000 mile interstate mileage are now open and it is possible to drive on four-lane, limited access roads all the way from Bangor, Maine, through New York and Boston to Tulsa, Oklahoma. That's a far cry from twenty-five years ago when, according to the log of the steamer Revenue, three months and 16 days were required to make the trip from Pittsburgh, Penn. to Fort Towson, Okla., some 70 miles west of DeQueen on Red River.

SEE THE U.S.A. ...IN YOUR...

Chevrolet, so the television commercial lilted by Dinah Shore goes. All our folks don't drive Chevys by any means, but this summer they've really been seeing the U.S.A.

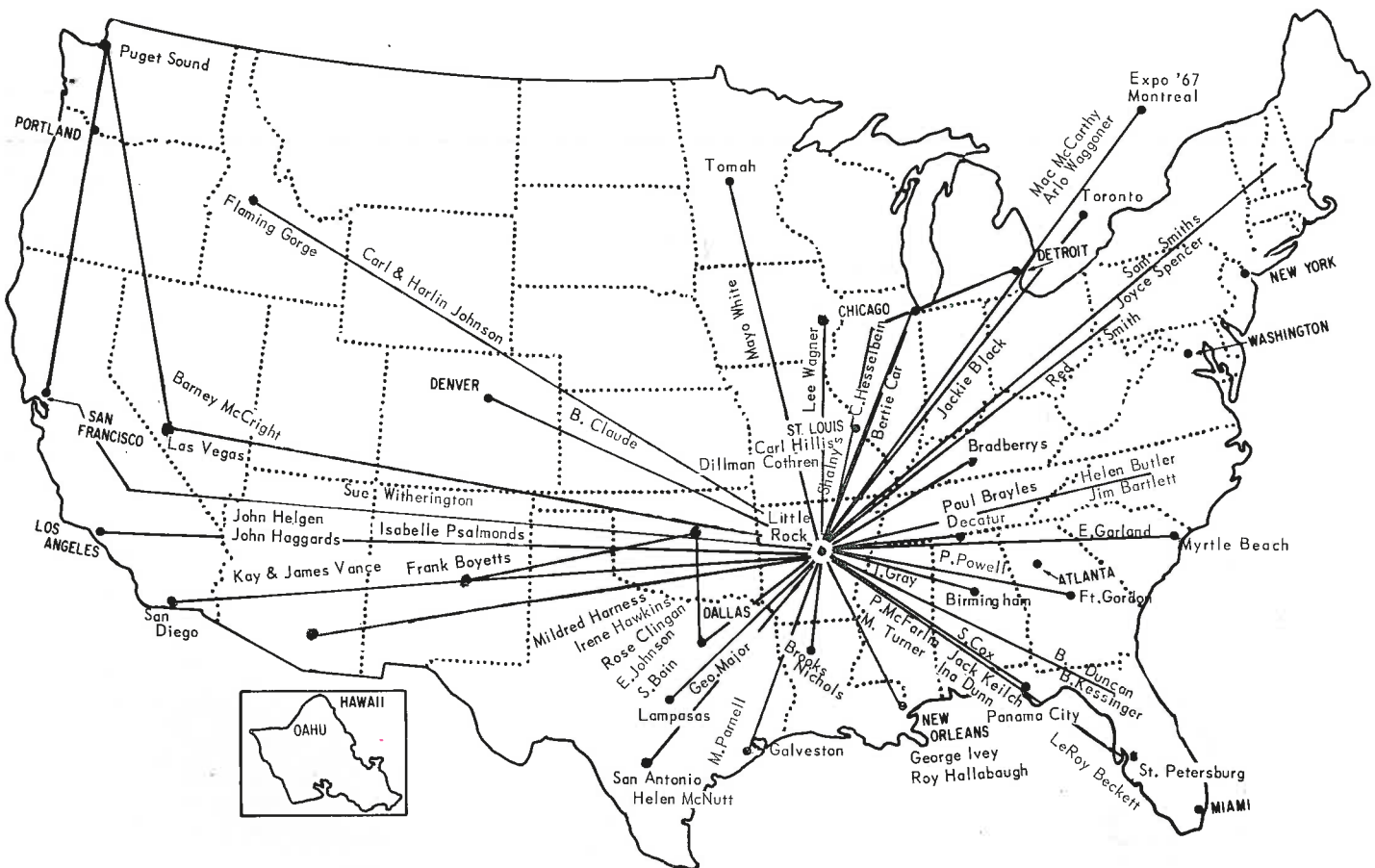
So many employees reported so many vacations taken to so many destinations we thought it would be fun just to see how the trips would look on a map.

Those shown don't by any means represent all the ports of call so if your name isn't shown, don't be offended. And there are no doubt many modest vacationers who didn't let us know they went anywhere.

The summer vacation has become a way of life to Americans and most all families make a trip somewhere.

Many of our employees are loyal Arkansans who spent their traveling time seeing the "Land of Opportunity", and there are many beautiful and interesting places within the state to enjoy for pleasure, relaxation and enrichment.

(And just as soon as we get this issue of the magazine "buttoned up" and to the printer I hope to head for Galveston and the Gulf coast myself. Ed.)



\$285 BILLION NEEDED FOR 10-YEAR NATIONAL POST INTERSTATE HIGHWAY PROGRAM

Arkansas Needs \$2.1 Billion

It was realized a long time ago that the 41,000 miles of National Interstate and Defense Highways now under construction and scheduled for completion by June, 1973 would not be sufficient to meet the traffic needs of the nation by 1985. So, three years ago the American Association of State Highway Officials felt that the time was right to give consideration to the development of a post-1972 highway program to that Congress would have adequate time to consider the matter and take action to assure uninterrupted highway development.

In order for a special AASHO committee assigned to develop the future needs program to make a recommendation, each state was asked to furnish documentary support and factual data from independently-made studies for the decade 1975-1985 and present them to the committee.

The preliminary report was presented to the Senate and House Public Works Committee in June. Federal Highway Administrator Lowell K. Bridwell expects to release a report later this year, which together with the reports from the individual states, is expected to be the basis of a future program.

The preliminary report indicated that the total needs for roads and streets for the 10-year period will amount to \$209.59 billion plus an anticipated 2½ percent per year cost increase, bringing the total to \$285 billion.

The recently completed Arkansas roads and streets needs study indicated that here in the state we need to build 23,681 miles of roads which would cost an estimated \$2,103,952,948 calculated at 1966 construction prices. The mileage is broken down as follows:

State highways	13,576 miles	\$1,617,046,081
County roads	4,144 miles	94,791,290
Municipal streets	5,961 miles	392,115,577

RESEARCH ENGINEER ATTENDS INTERNATIONAL CONFERENCE

Wilbert Chapman, engineer of the Research section of Planning and Research Division, attended the second International Conference on Structural Design of Asphalt Pavements at the University of Michigan, Ann Arbor, August 7-11.

In keeping with the worldwide nature of the meeting, each chairman of the eight meeting sessions hailed from a different country.

Some 700 engineers, scientists, and asphalt paving technologists from 43 countries attended the conference, which is sponsored by the University Civil Engineering Department, Michigan Highway Department, The Asphalt Institute and the University of Michigan Extension Service.

AN ENGINEER PEN PAL WANTED

John C. Sutherland, Engineer of Dumaresq Shire (county), Australia, is vitally interested in the American road program and at one time made a five-month tour of roadwork in Alabama, North Carolina, Iowa, Tennessee, Maryland and other states. He wishes to exchange information on techniques of road construction, state aid, standard specifications for Arkansas highways, etc.

Mr. Sutherland, who is in his fifties, may have some interesting information of his own to exchange since the method used in sealing roads in Dumaresq Shire are supposed to be unique in the world. They do not use hot mix plants or methods, yet they have some of the best sealed roads for the method used of any place in the world.

The request is made through the son of Henry E. Schalchlin, 6808 Blue Bird Drive, Little Rock, whose son is with an oil company in Australia and calls on Mr. Sutherland. Any engineer, state, county, city, private industry, or whatever connection, who is interested in people of other countries and their way of doing things is encouraged to write Mr. Sutherland. Address correspondence to: Mr. John C. Sutherland, Shire Engineer, Dumaresq Shire Council, 211 Beardy Street, Armidale, N.S.W. 2350, Australia.

He is also interested in receiving publications by the Arkansas Highway Department.

**DRIVE DEFENSIVELY.
HOLIDAY DRIVING
DEMANDS IT!**



Published to save lives in cooperation with The Advertising Council and the National Safety Council.

OVERHEARD AT THE BARBER SHOP

The mayor of Waterloo, Iowa hit upon an ingenious idea. He figures that barbers have contact with nearly everyone in the city and talk a lot themselves, so he called a meeting of the city's barbers and furnished them with facts and statistics for stories about City Hall.

HIGHWAY SAFETY STANDARDS SET BY GOVERNMENT

Federal Transportation Secretary Alan S. Boyd recently announced 13 standards which states must meet to qualify for federal funds to combat traffic hazards.

There is no time limit for compliance but all states must demonstrate progress toward meeting all 13 standards by December 31, 1968, or expect a loss of funds. Boyd said the goals are ones which all "states are expected eventually to reach." The standards are as follows:

Periodic Motor Vehicle Inspection — Each state shall conduct periodic inspection of all registered vehicles or an experimental, pilot, or demonstration program approved by the Secretary of Transportation. Every registered vehicle in the State must be inspected at time of initial registration and at least annually thereafter, or at approved intervals. The scope of inspections must equal or exceed criteria now being drafted by the National Highway Safety Bureau of the Federal Highway Administration.

Motor Vehicle Registration — Each state will be required to have a motor vehicle registration program, and a record-keeping system able to provide rapid identification of each vehicle and its owner. Data is to be made available for accident research and safety program development. Gross laden weight of all commercial vehicles also must be registered.

Motorcycle Safety — Individuals must be licensed and examined specifically for the operation of motorcycles. Operators will be required to wear approved helmet and eye protection when operating cycles, and seats and footrests are mandatory for motorcycle passengers, who must also wear helmets. Each cycle will have a rear-view mirror.

Driver Education — Comprehensive driver training programs which meet state standards to be made available to all youths of licensing age. Certification of instructors and licensing of commercial driving schools is required. Research, development, and procurement of practice driving facilities such as simulators and other tools, for both school and adult training programs require. Requires training and retraining programs for adult drivers.

Driver Licensing — Each state will conduct a driver licensing program to insure that only persons physically and mentally qualified may drive — and equally important, to prevent needless denial of the right to drive to any citizen. Physical and eyesight examinations, knowledge of traffic laws, ability to comprehend traffic signs and ability to operate the vehicle for which an individual is licensed, will be required by this standard. It directs that drivers shall be re-examined at least once very four years for visual sharpness and knowledge of road rules. It calls also for establishment of a medical advisory board to advise the state licensing agency on physical and vision standards. And, it requires the keeping by each state of continuing records of driver histories as well as the means for quick retrieval of these data.

Codes and Laws — Each state will develop and implement a program to achieve uniformity of traffic codes and laws throughout the state, including uniform Rules of the Road for all public streets and highways. It also will be encouraged to develop a plan to make its Rules of the Road consistent with those of other States.

Traffic Courts — A procedure by which state traffic courts notify the state traffic records system of all convictions for moving traffic violations. The standard recommends that individuals charged with hazardous moving traffic violations be required to appear in court. It further recommends uniform accounting systems in each state for traffic fines, and uniform court procedures for traffic cases.

Alcohol in Relation to Highway Safety — Each state, in cooperation with its local subdivisions is required to develop a program to reduce traffic accidents generated by persons driving under the influence of alcohol. States are required to establish specific test procedures for determining a driver's blood alcohol content, and the blood concentration

level at which a driver may be deemed in these procedures to be intoxicated shall not be set higher than .10 percent by weight. A person placed under arrest for operating a motor vehicle while intoxicated or under the influence of alcohol is deemed to have given his implied consent to an alcohol content test. Finally, alcohol content examination of fatal accident victims and surviving drivers of such accidents is urged.

Identification and Surveillance of Accident Locations

— Each state, in cooperation with its county and other local governments, will operate a program for identifying and investigating high accident locations and maintaining surveillance of locales with high accident rates. A systematic program for development of methods for making safety corrections at these locations also is required. Measures are called for to reduce accidents, and to evaluate safety improvements at these sites.

Traffic Records — A statewide system, and compatible local systems, to include all traffic data for the entire state, are required by this standard. These systems will be capable of providing summaries, tabulations, and special analyses of data, and they will include driver, vehicle, accident, and road records that are compatible for purposes of analysis and correction.

Emergency Medical Service — Each state, cooperating with its local subdivisions, will have a program to insure prompt emergency medical care for accident victims. The standard calls for first-aid training for emergency service personnel. It requires development of criteria for the use of two-way communications systems for dispatching aid. Systems for operating and coordinating ambulances and other emergency care facilities will be established. The standard also calls for comprehensive State planning of emergency medical services.

Highway Design, Construction and Maintenance — Existing streets and highways must be maintained in a condition that improves safety, with modernization of existing roads and new highways being carried out under safety standards issued or endorsed by the Federal Highway Administrator. It requires lighting of expressways and other major arteries in urbanized areas, high accident locations, and major intersections. And, it calls for such design features as clear road-sides, breakaway signs, special guardrails and bridgerails, and signs at freeway interchanges directing motorists to emergency care facilities.

Traffic Control Devices — The final standard directs that each state, in cooperation with county and local governments, will have a program for traffic control devices (signs, signals, markings, etc.) which will conform with standards issued or endorsed by the Federal Highway Administrator. Existing control devices also are required to be upgraded to conform to these standards. Preventive maintenance, repair, and day-and-night inspection of all traffic control devices is called for.

Each standard provides for periodic evaluation of programs developed or improved under it. This will be carried out by the National Highway Safety Bureau in cooperation with the states.



"I'll show him . . . calling me stupid!!"

AROUND the DEPARTMENT



Julia Halliburton and Sibyl Maddox of Materials and Tests have been elected vice president and secretary of the Greater Little Rock Toastmistress Club. The installation of officers was part of a dinner meeting held recently at Alamo Plaza Restaurant.

How can anyone have as much energy in the summer as Sibble Cox (Personnel), who is busy as two beavers working on her farm and trailer most every weekend near Beebe. She's painting the porch, gardening and heaven knows what all. Takes all the energy I can muster to her her tell about what she has done.

It was good to have Jane Mann with us again taking Joyce Spencer's place in the Chief Engineer's office while Joyce and her family toured the New England states. Jane worked with us a few weeks last summer.

Joyce reports a great time on their vacation which took them all the way to New York City and on up to Bar Harbor, Maine. Her son, Billy, will spend several days the last of August in Nassau.

Virginia Williams of Internal Audit and her husband had guests from Shreveport the weekend of July 29 who were making their first trip to Little Rock. She said they were very impressed with our fair city.

Brenda McCraven, secretary to Otha Hewitt in Traffic Services, has had her share (and several other people's) of bad luck while driving. While stopped at traffic light July 14 her car was hit from behind. She sustained a painful back injury that cost her several days' work and necessitated daily therapy treatments at doctor's office. On August 2 as she was coming to work from the doctor's office after taking a treatment, someone pulled out from behind to pass her on the expressway and sideswiped her car, bounced off, and hit her a second time. Even though she put on the emergency flashers as she was slowing to stop, another car hit her from behind, completely destroying her car and hospitalizing Brenda. She is still in Memorial Hospital in North Little Rock at this writing, August 10, improved but still having to take daily therapy.

Jo Malone, secretary to Assistant Chief Engineer Bill Moore, just happened to mention that her daughter, Linda, graduated cum laude and was one of Hall High's four graduation speakers. How can a mother keep quiet about an honor like that! Linda will enter Centenary College at Shreveport in the fall and expects to major in either journalism or Spanish. She is quite an accomplished seamstress and is spending the summer supplementing her wardrobe.

Johnnie Gray, staff photographer, his wife, their son Harold and daughter Amy vacationed in Birmingham the first week in August. Johnnie enjoyed a visit with two fellows who had been friends of his when they were youngsters and he had not seen in many years.

S. H. "Pete" Daggett of the assistant chief engineer for planning office, is recuperating at Arkansas Baptist Medical Center after suffering a light stroke August 2. Pete is the one who keeps everyone on their toes and finds every-

body's errors. We need him to hurry and get back on the job.

Margaret Weathers, Construction Division, was delightfully surprised with a mixed arrangement of flowers and chosen as "Secretary of the Day" by radio station KMYO on her birthday, August 11.



ACCOUNTING DIVISION

Mildred Harness

After reading the news that Phyllis and Mell wrote for the month of July, it makes me want to be absent again. My, what a fine job they did! Many thanks.

Lee Wagner and family are on vacation, visiting his parents in Cedar Rapids, Iowa.

Linda Winbury spent a wonderful week in Panama City, Fla., and came back with a suntan that lends credit to her statement of just relaxing in the sun.

Floyd Pharris and family also vacationed in Panama City and besides a suntan, Floyd is sporting a new beard or should we say a "grow it yourself" coffee strainer. Very distinguishing, Floyd.

Phyllis Copeland resigned to become a housewife. She was presented a very pretty blouse and a gold pin with her initial on it, at a Division "pot-luck" lunch. Bless you, Phyllis, and we wish you the very best in the future.

Carl Morris resigned from Accounting and is taking a job in the Budget Finance Department in the State Capitol. A going-away party in the form of a "pot-luck" lunch was given, and a gold tie clip with his initial was presented to Carl, along with our best wishes in his future endeavor.

Mr. and Mrs. Bob Rankin, (our Sherry) have moved into their new home in Sherwood. They have been sodding the lawn, and would not turn down any volunteers for help. Sherry says she has muscles that ache that she didn't even know she had.

We welcome to Accounting, a new file clerk. Diann Pitts, who lives in Benton with her husband, Toni, and pet puppy "Jock". Her hobbies are reading and playing the piano.

Wilma and Janice Koonce, daughters of Pat, are vacationing in Evansville, Ind. with Pat's parents. They participated in the "Little Olympics" as they have been for several years. Good luck, girls.

The Accounting Division wishes to extend our deepest sympathies to Les Perry, on the death of his nephew in a bicycle accident.

Mell Jones' daughter, Teri Lyn, recently returned from Lucerne Valley, Calif. where she spent her summer vacation with her grandparents.

Mr. McCarthy took his family, John, Kevin and Nancy on a sight-seeing trip to Expo '67. They saw many interesting places, among them Niagara Falls, and the sights of Expo '67. Also a most appropriate highway sign reading "Squeeze to the Right".



BRIDGE DESIGN

Betty Claude

Mary and Veral Pinkerton are singing lullabies to their third daughter, Carrie Maria, born July 14. Carrie weighed 6 pounds 13 ounces. Veral was hoping for a boy this time, but I don't believe he plans to give Carrie away anytime soon. Congratulations, Veral.

Dallas Vire had bad luck recently with his new Ford station wagon. It had just been delivered on Friday and Sunday morning they were awakened by a loud crash in their driveway. Investigating the noise they found someone had driven a truck into the rear of his new car and left on foot. Dallas now has another new car and we hope has better luck with this one. To this date they are still wondering who the truck belongs to.

Harold and I had a wonderful visit in Colorado recently. We walked across the Royal Gorge at Canon City, Colorado, which is 1,055 feet above the Arkansas River, then took a railway ride to the bottom of the gorge. The Arkansas River is not too wide at this point, but that is quite an engineering marvel. Pike's Peak was something to see also. We rode up on a bus and down by cog railway. The temperature was 56° on top and the scenery was magnificent. Estes Park was beautiful also. We saw snow on the mountains there and it is a fisherman's paradise. I decided I would wade in one small stream, and I just put my toes in and I immediately took my foot out of the water because it was so cold. We loved the weather in Colorado. Warm, but no humidity. I am ready to move there if I can talk Harold into suffering the winter snows they have.



COUNTY PROGRAM

Barbara Oldham

We would like to welcome a new employee, Mike Red, to our Division. Mike has recently completed basic training for the Army National Guard at Ft. Polk, La. and then AIT (Advance Individual Training) at Ft. Sam Houston, Tex. His training was in the medical field. Mike enjoys water skiing, sailing, and he is single.

We are also glad to have Mike Pearce back from two weeks guard camp. Glad you made it back, Mike!

Marvin Griffin and family recently enjoyed a week's vacation in Myrtle Beach, South Carolina.

Todd Salkeld is leaving August 16th to return to school in Ebensburg, Penn. We all wish him the best of luck in the future. We do have a parting thought for Todd... "Don't forget to watch all those stop lights between here and Ebensburg."

We are not much on news this month, we are just a busy, busy office.

See you next month...



EQUIPMENT AND CENTRAL SHOP

Tyronza Hines and Sue Fuller

Everyone will miss Martha Pearle who is now a PBX operator in the Federal building. Martha had over 10 years service with the department.

Vickie Robbins, 12-year-old daughter of Benny Robbins, is on the Championship little league softball team of Little Oaks Ball Park. Each girl of the Chandler Convoy team will be presented a trophy.

I, Tyronza, am replacing Martha Pearle and happy to be back at work after being away about a year. I was formerly with Accounting Division, and am enjoying seeing old friends.

The following employees have taken their vacation this month: Helen Lature, L. M. Harper, Tony Schmelzer, George Ashworth, Mac Skelton, and Willie Williams.

We extend our sincere sympathies to James Hardcastle on the loss of his father, July 3rd.



FINAL ESTIMATE

Linda Harris

One of our typists, the former Cheryl Moore, is now Mrs. James Robert Pool. Cheryl and Bob were married June 30, at Collegeville Missionary Baptist Church.

They are residing in the Collegeville addition south of Little Rock.



The 9th floor ladies surprised Cheryl with a potluck lunch June 22. She received many lovely, useful gifts. Also, the members of the Final Estimate Section presented Cheryl with an electric can opener.

A few in our section have taken their vacations. Dub and Marguerite Rogers had as their guests, Marguerite's brother and family from Seattle, Washington. They visited in Forrest City with Marguerite's mother, and took a trip to Vicksburg, Mississippi.



John Helgen

John Helgen and his wife traveled to the West Coast. Their first stop of interest was San Raphael, New Mexico where they visited an adobe town, ice caves and the El Moro Mountain. Second stop was Grand Canyon, then on to Scottsdale, Ariz. by way of Oak Creek Canyon. John's parents live there and had three trips planned in and around the vicinity. Then onto Long

Beach, California. While in California they visited Knotts Berry Farm, Disneyland, ABC Television Studios and enjoyed the Pike and swimming in the ocean.

On the way home they stopped in El Paso and spent a day shopping and looking over Juarez, Mexico. The last stop was Carlsbad Caverns. Along with adding 4000 miles onto the Chevy, a few pounds were gained but really who cares, John says they had fun putting them there and there's 51 weeks to take them off and get ready to go somewhere else.

John's first day back at work some of his co-workers had a putluck lunch to welcome him back.

Several issues ago, we reported the purchase by Mike Burrows of a \$200 coon hound. At the time we warned Mike to take exceptional care of such a valuable animal. As is usually the case, our advice was ignored, and the dog expired last week at a veterinarian hospital. Our deepest sympathies to Mike, and congratulations to all racoons in this area who will be allowed to live a little longer.



MATERIALS AND TESTS

Sibyl Maddox

Maurice Tillery and his parents took a weekend trip to Hollis, Ark., in the Ouachita Mountains, recently. He says the scenery is beautiful.

Wedding bells...Norman Cobb, one of our inspectors, will be married August 2 to Miss Lois Kirkpatrick, daughter of Mr. and Mrs. William Kirkpatrick of this city.

Robert Bracknell, another of our inspectors, and wife announce the birth of a baby girl, Sabrina Gaye, July 13.

Stephen Shumaker has resigned to accept other employment. We will miss him.

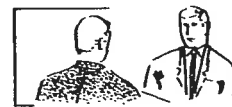
Steve Sloan, an engineering student at the University of Arkansas, is a new summer employee in the basic lab.

Our office has surely been enjoying the beautiful roses brought by Mr. Schneider.

THOUGHT FOR THE DAY...

"The only people who never make mistakes are those who never do anything".

--Lloyd Morris--



PERSONNEL

Dorothy Lehman

Early in July Angela Bain, Shirley's daughter, had a week of fun at Lonsdale a church camp with a group of junior-age girls. The last week in July Shirley and Angela left for a vacation in West Texas and a visit to Six Flags over Texas.

Frank and Ceal Newsham are settled in their newhome and busy with yardwork. When you see Frank, ask him about their rock garden. Oh, well, Frank, it's always a woman's prerogative to change her mind. And that grass didn't go to waste, did it?

Jan Commander joined our office staff the middle of July and although we'll have her for only a short time, we certainly are enjoying knowing her. Jan, a stewardess with Delta Airlines until her marriage, has attended the University of Missouri at St. Louis. Upon moving to Little Rock she attended LRU until her employment at AHD, and plans to re-enter in September. Her hobby is ceramic work and she plans to hold a bazaar with a friend some time before Christmas. We might do well to watch the newspapers so as to find that little something different for a particular Christmas gift.

This reporter has enjoyed some pleasant weekends of boating and swimming at Lake Hamilton. I'm not a fisherman, but I love to swim.

Tommy Hartley, Marie's husband, was honored with a birthday supper the first Saturday in August. The affair was celebrated by some twenty members of his family at Burns Park.

Sibble and Robert Cox and daughter, Puddin', are driving to Panama City the second week in August so until next time, we're anxiously awaiting news of their jaunt.



Betty Gene Wiggins, who joined P&R as an economist in July, comes to us from Associated Planners, Inc., of Little Rock, where she had been employed since 1959. She assisted with preparation of the Downtown Central Urban Renewal Plan and the preliminary "Arkansas River Region Comprehensive Development - 1980" report. She has also been associated with Metroplan. She is a provisional member of the American Institute of Planners and began her career in this field as a draftsman, also having had considerable experience in printing. She is an enthusiastic bowler in her spare time.

Ten young men are working out of our office this summer to help with our seasonal workload: Ray Short of Bigelow, Scott Clark of Malvern, Jon Keel of Mena, James Eads, Jr., and Kenneth Holt of Jacksonville, Jerry Higginbotham of North Little Rock, Tim Brothers, Bill Margrave, and Danny Beacham of Little Rock, and

Jimmy Brown of Stuttgart. Their first assignment was weighing trucks on the annual Loadometer Survey.

Welcome to all.

Legeina Kellar had three cakes for her birthday, July 21st; baked by Florence Routh, June Brown, and herself. We all had to have a sample of each one - "to please the cook".

Joann Niehaus brought her baby boy, "Robbie", in for inspection (he passed with flying colors).

We had a visit from Pat Patton, who says he is enjoying living in Kentucky. He looked well. Bill Smith, our old Interstate authority who left us a couple of months ago and is still sorely missed, is reported to be sporting a good-looking new green Chrysler sedan.

Tennis has usurped some of the golf time for Larry Johnson, Charley Parsons, B. C. Lewis, and Bill Looney. Eavesdropping indicates that B.C. is the old pro of the outfit - at least in tennis.

We learned that Fred Helton, who recently joined our happy team, is a 1965 graduate of OBU in Social Sciences and is a former coach.

Pat Pattillo confesses that his weakness is sausage; he is getting it from Benton now. (Ask Pat how he liked the "Yum Yum Tree" at the Olde West Theatre. He may only give a quiet chuckle but you'll have your answer. Ed.)

The new Miss Arkansas, Sharon Ann Evans, is a good friend of Phyllis and Bernie Munnerlyn and was a bridesmaid in their wedding last December.

Howard Snow, who builds ship models in his spare time, has brought a very handsome product of his effort to decorate his office.

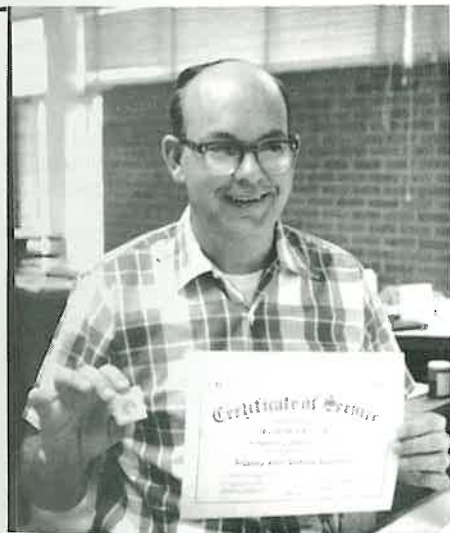
Ken Bynum left us for a two-week guard camp assignment with the Marines at Camp Pendleton, California.

VACATIONERS: Edith Garland and family visited Myrtle Beach, South Carolina, with stops at Stone Mountain and Atlanta, where they saw the Cyclorama.



PLANNING AND RESEARCH

P&R Staff



Pete Benetz

Pete Benetz received his 15-year service awards, presented by J.R. Henderson, and the occasion was celebrated by Mapping and Drafting with a cake and coffee party. Pete is a cartographer and all-around good fellow.



Planning and Research was delighted by the recent visit of Fred McCormack's three little charmers: Denese, 4; Renee, 5; and Karen, 6. They won the hearts of all with no effort. Fred is a cartographer.

Their most exciting experience — a ride on a very high roller coaster. Peggy McFarlin and husband vacationed at Panama City, Florida. She has a pretty tan, but Tommy has burned legs. Bob and Becky Kessinger and son Jeff have returned from a week's stay in Florida. Mayo White and his family went to Tomah, Wisconsin, for a week and report it an ideal spot. Pete Powell and wife visited their son, Jeff, who is at Fort Gordon, Georgia. Buddy Lewter and family spent the 4th of July holidays at Decatur, Alabama, on the Tennessee River, swimming, boating, and fishing. Points of interest to the north were visited by Howard West and his family during the week of July 4th. It was Six Flags over Texas for Ed and Sunny Johnson and their brood. For Chester Jester and family — Lake Greeson and a visit to Camp Polk, Louisiana, where his wife's cousin is serving. Legeina Kellar and family went to Clinton, Greers Ferry, Marshall, and Harrison, sightseeing. Harold Woolsey says he took his vacation to relax with his family. They went to Conway fishing and also to Clinton, and his children kept him hopping, playing ball. And Winnie Lyles and her family spent a week on Lake Hamilton in Hot Springs.

We were sorry to hear that Chester Willis' grandmother fell and broke her hip.



ROADWAY DESIGN

Virginia Ashlin

Congratulations to Paul and Shirley Haydon who had a baby girl July 16th. The young lady was named Karen Sue and weighed 4 pounds and 11 ounces.

Wayne and Ouida Sutton are the proud owners of a new white Plymouth. They drove it to Texas on their vacation recently.

The Brooks Nichols family spent a week's vacation on Lake Bisteneau near Shreveport, La. where they enjoyed fishing and relaxing.

Congratulations to our newlyweds, Mr. and Mrs. Bill Duncan. The bride is the former Sharon Pearrow of Little Rock. They exchanged their wedding vows July 15th at Temple Baptist Church and then honeymooned in Florida. We wish them much happiness.

Arlo Waggoner took the kind of vacation I'd like to and went up through the north, then on to Canada where he saw the Expo '67. He said there was sure a lot to see and he really enjoyed it.

On July 18, Frank Hutchison received his 20-year service award and pin. Cake and coffee were served in his honor.

Ralph Rogers and his family spent a week on Lake Hamilton water skiing and swimming. Cameron Lowe spent a week of his vacation and just relaxed around

home. George and Lynn Major combined their vacation with one of his favorite hobbies, Indian dancing and participated in one of the contests in Texas. George won fourth place which according to him means he is the fourth best Indian dancer in the state of Texas.



RIGHT OF WAY

Right of Way Staff

ENGINEERING SECTION: We welcome two new employees, Doug Huett and Wayne Parrish. Both boys may look familiar because Wayne was an employee here three years ago prior to enlistment in the Army. Doug was with a group of students from Petit Jean Vocational School who made a tour of the Central Highway Department headquarters in April. Wayne is a Little Rock native and Doug's home town is Morrilton.



Doug Huett



Wayne Parrish

We were sorry to lose Bill Whalin but would like to wish him lots of luck in his new job with a private engineering company in Detroit. We're going to miss Bill and his wife, Charlotte (Sam), a former employee in the Administrative Section and hope one of these days they will come back this way for a visit.

The only vacationer in this Section for several weeks now was Herman Schmidt. He and his wife, Marilyn and daughters, Sherrie and Stacy, spent a week in Hot Springs at the home of Marilyn's parents. It rained most of the time they were there but they managed to get in a little fishing, skiing, and swimming.

APPRAISAL SECTION: James Walker, son of Walker Watson, was chosen to play on the Burns Park all-star team, Babe Ruth league and in the State all-star tournament.

Bob Hamilton and family flew to Iowa over the 4th. While there they attended the celebration of his parents' 55th wedding anniversary; also his niece's birthday.

Charlie Scott spent several days in the hospital recovering from surgery. He is home now, and feeling better. We wish him a real speedy recovery.

Mr. Mashburn has been sick several days. We were real glad to see him return to work today. He is feeling much better now.

Herbert Heffington and wife Wilma spent last week fishing and relaxing at their cabin at Greers Ferry. Herbert came back today, August 2, sporting a new tan.

Henry Williams's wife, Gwen, visited the office recently and brought their two girls, Sherry Lynn and Natalie Ann. It was the first time most of us had seen Natalie Ann, who was born in December. They certainly are pretty little girls. Henry and Gwen are real proud of them.

Marilyn Padgett, a former employee of Appraisal and Acquisition Sections, came by for a visit and had lunch with us. Marilyn is enjoying being a full time mother.

UTILITIES SECTION: As of this writing, Sue Witherington is on vacation in California. Could she be taking a screen test?

Frank Wiggins is also out of town for two weeks at a military school in Oklahoma (chalking up Brownie points for that big promotion.)

Jim Bartlett recently vacationed at the Great Smoky Mountain National Park and the Cherokee Indian Reservation in North Carolina. He and Wynona also paid a surprise visit to a distant cousin with whom they had corresponded for five years, but had never met. The cousin first contacted Jim while tracing her family history.

Alton Van Patten spent all his vacation time and money fishing on the White River for rainbow trout. He said, "Fishing was fine! — The catching wasn't so hot — but the fishing was fine!"

Carolyn Halbert spent a leisurely vacation with her parents in Prattville.



WEIGHTS AND STANDARDS

Robert B. Pinson, a Weights officer who works with a roving crew in the northwestern part of the state, completed 20 years with the Department in July. He lives at Harrison.

Calvin Cooper, another Weights officer, with a roving crew in northeast Arkansas, completed 10 years in July. Both received service pins and certificates

from Roy Johnson, chief of Weights and Standards, in Little Rock on July 19.

Pinson and his wife, the former Clea Keeter, also of Harrison, have two sons. He is an outdoorsman who likes to fish and hunt.

Cooper lives at Beech Grove near Paragould. He and his wife Juanita have two daughters, both of whom are teachers at Paragould. His hobbies are bowling and golf.

Gray Albright is back on the job after convalescing from surgery.

Memmy Turner and her mother spent two weeks in July lazing and enjoying the leisurely way of life at Panama City.



Roy Johnson presenting awards to Robert B. Pinson



Calvin Cooper receiving awards from Roy Johnson



DISTRICT



Janet McElduff

AN ODE TO THE EDITOR

A dillar, a dollar, and does Mary hollar
When you just quit sending in news.
Please give me some help and lets pacify her,
And keep her from having the blues!

Well, here goes with what we have, and if the construction end outweighs the maintenance end, its because I hear more construction news than anything else.

Philips Guajardo was in the office the other day and I didn't know that he was married last March to Johnnie Sue Ivy who hails from Florida. Philips works for A. H. Cockrill, resident engineer in Wynne, and after I got that little bit of news out of him he gave forth with other bits of information from their residency. Jimmy Wesner has a darling little boy named Curtis Lynn that we didn't know about, and Larry Mills of Harrisburg is getting married in September to Nina McCulla, whose picture is enclosed. Several of their men have also been to National Guard Camp, but need I go into that!



Nina McCulla

Out of our maintenance office Red Smith and family have just returned from a lovely trip to Pennsylvania visiting their daughter and precious granddaughter, Yevette. Red and Nancy had Yevette and Paula, her mother, while their daddy and husband was overseas, and you better believe it when we say they miss them, now that they are living in Pennsylvania. Red said the countryside was perfectly beautiful this year in Pennsylvania due to the rains they have had.

Mildred Stacy and family vacationed in the Smokies, and Glenda Grafton and family camped out several days at Bull

Shoals. Nearly froze to death, but loved every minute. Hazel and Charlie Matthews are missing their daughter, Mot, who is chaperoning a group of young people from Wynne in Europe for six weeks.

Back in the construction division we have a new field clerk in West Memphis, Neida Bettis, who sounds lovely over the radio. Wish they would appoint me social secretary and let us get together once in a while so everyone could meet face to face the people they communicate with daily via radio, telephone, and correspondence. That's beside the point, but we welcome Neida.

Jim Tucker has Mike Carpenter busy getting the stock room in shape for automation. They've visited several districts who are already in operation and Mike is going strong here. The first thing he did to upset us was make us move the coffee pot, but when he explained it was boss's orders, we consented.

Everybody's so busy we just barely say good morning, and I was going to say that the Commish must be busy too, cause he hasn't been by lately, but he (Maurice Smith) just walked in. It's been raining cats and dogs almost all week, and being part-time farmer and part-time highway man, you can imagine what this weather does to him. Think I'll just close my mouth and typewriter and sit still.

You all come see us!



DISTRICT



Leslie Long



Ed "Sarge" Nissblatt

Most of us assume that Ed "Sarge" Nissblatt received his nickname from his army career. NOT SO, he is a retired Chief Warrant Officer, W3, Adjutant General Section with 22 years' service. Sarge has been stationed in the faraway places we dream of, Panama, Korea, Japan and Italy. He has been awarded many medals, including the Legion of Merit. Sarge, a native of Patterson, N.J. met his wife, Mozelle, in El Paso, Tex. She, being a native of Arkansas, persuaded him to settle here in Pine Bluff. They have just vacationed and celebrated their 21st wedding anniversary.

Mozelle saw service with Sarge in Japan and Italy. They have collected many unique and beautiful items from their overseas tour of duty. Lamps from Japan and Italy, camel seats from Morocco, hi-fi set, crystal and china from Germany, paintings from Italy and Holland, Persian rugs from Iran, and beautiful marble topped tables from Italy. They also purchased their living room, bedroom and dining room suites in Italy.

Ed is a member of V.F.W. and the Officers' Mess at the Pine Bluff Arsenal. He enjoys watching T.V. on their color set, especially programs pertaining to government and history. He also receives great pleasure from his favorite pets, "Duffie", a collie and "Clancy", the Bassett. Ed was dubbed "Sarge" by his buddies at the Pine Bluff Vocational School where he completed a course in Mechanics. And, alas, after all the interesting places and sites, his favorite quotation is "See America First".

Chief Engineer John Pendergrass was guest speaker at the Pine Bluff Rotary Club on Tuesday, July 18. He was introduced by District Engineer John Harris and was assisted by Johnnie Gray, Department photographer in the presentation of his program.

Brewster, Sunny and John Shalmy took a jet trip to St. Louis to see son, Mike and wife Becky and little Bronwyn who will soon go to make their home in Virginia.

Wilton and Shelby Wright and daughters, Margaret and Carole from Mobile, Ala. have been vacationing with his parents, Will and Polly Wright. "Mr. Will" is our payroll clerk and he loves fishing. He took off a couple of days to introduce "Cat-Fish Haven" to the visitors. Little Margaret, who celebrated her fourth birthday while here, caught the first fish. Will and Polly were delighted to learn that their grandchildren will soon be moving nearer to Pine Bluff, as they are transferring from Mobile to Natchez.

"Red" Goins, John Hollis, and the Richard Morgans took a camping and fishing trip. The fish weren't biting and they got hungry so started for home, only to find out that someone had "lifted" Red's spare, tire, wheel and all, off his new Chevrolet pickup.

James and Laura Pierce vacationed with friends in Northwest Arkansas and the only bit of info I can get out of James is what a wonderful trip they had and what good eating, the most wonderful shrimp, oysters, scallops and trout. Even I know you don't catch all of these kinds of fish in Northwest Arkansas.

Born to Mr. and Mrs. Don Scogin on June 21, 1967, a girl, Stacy Renee. Don is an engineering aide at the Resident Engineer's office in Monticello.

Glen H. Jacks, former crew leader in Lincoln County, has been promoted to Area Foreman to fill the vacancy created by the death of Billy Edmonds. Jacks is also a former area foreman, having relinquished the job two years ago because of ill health at that time. He lives at Star City and has been with the Department 18 years.



DISTRICT



The Informer

Helen Butler is still breathless over the beauty of the tall pine forests, and the Smoky and Blue Ridge Mountains of North Carolina. She and her four-year-old granddaughter, Cricket, enjoyed the bus trip tremendously, and also the visit with relatives in Durham and Hendersonville.

Our own state is a lovely one to travel, also. Proof of that is in the motor trip through Arkansas the office personnel and shop mechanics were treated to via the Highway Department film, courtesy of Mary Day Herndon on July 18. While here Mary had her picture taken with the sunflower brought in by Curtis Oliver, our Scott County Area foreman. It measured only 13½ inches in diameter.



SOME CORSAGE: This mammoth sunflower head was one of 32 blooms which Curtis Oliver of Waldron cultivated. He says about half of them were nearly as large as this one and the others were a little smaller. It measured 13½ inches in diameter, without the petals. (I tried to get Fuel Clerk Don Cooper at Fort Smith to hold the sunflower and let me make the picture but Don insisted that posing with flowers wasn't exactly his forte, and that he was much better as a photographer. Ed.)

Speaking of our green thumb gardeners, Nelson Keller (welder at District Shop), brought in a perfect tomato which weighed 1¼ lbs. Delbert Young of the "City" crew has shown off some perfect ones, too, and is now boasting about his green peppers. And how about Mr. Clayton's beautiful peaches! Don't know how Bill Michael's eating garden is, but he raises beautiful iris. Recently when he had to thin them, two of the girls in the office were the proud recipients of some "clumps".

Our S.W.S. (sidewalk superintendents) are quite satisfied with the progress of our remodeling. To date we have gotten below ground to surface. With the pipe laying and reinforcing almost completed, hopping over trenches between the front office building and the shop

offices is about over, too. Sure gave the girls exercise and the others a lot of laughs.

For the first time in almost 30 yrs. Carl Winn and his five brothers were all together for a family reunion at Carl's home in Fort Smith. With as many as 28 sleeping there in one night, we are sure they were crowded, but happy to see each other and to catch up on news. A wonderful vacation for all of them! Carl is one of District 4's job superintendents.

There must be several in our district who have had, or will have, interesting vacations. Why don't you all let us know so we could share it in the news. So far, Marge and Helen are doing all the talking.

Marge Parnell, our fuel clerk, returned from her nine day vacation at Crystal Beach, Tex. all suntanned and full of praise of the resort near Bolivar, Tex. which is about 10 miles from Galveston. According to Marge, this would be a happy vacation spot for anyone who would enjoy sailing in the bay on one side, fishing in the channel going from the bay to the Gulf of Gilchrist and the not-too-high waves of the Gulf on the other. There is always a wonderful breeze from the Gulf, a smooth sandy beach from which to enjoy the buffeting of those waves for the non-swimmer and for the brave ones who dare to swim farther out, the riding of those waves while swimming toward shore. Many sand dollars are to be found, and flounder, mackerel, and croaker can be caught near the shore.

Galveston boasts a \$350,000.00 municipal auditorium given to the city by the deceased flour magnet, Mr. Moody. He also gave a hotel to the Methodist Church for a rest home. A 15-mile tour of Galveston by Jeep-drawn train is available to take sightseers to the old, beautiful homes of the city, and to the wharf. The oldest hotel, "The Galvez", still stands and has a modern swimming pool just across from the sea wall. As in most coastal towns, the seafoods are superb, especially crab and shrimp. The Texas Highway Department operates a toll-free ferry which leaves every 20 minutes for Bolivar.

It's about a 12-hour drive from Fort Smith and Marge highly recommends it as a fun vacation for a week if you love the water and want to rest and relax in the sun. By the way, she says the Texas roads are superb in that area. You can drive by Beaumont, population of 250,000, where the first oil well came in in 1906 and is also an inland port. Also, Houston is only 65 miles from Galveston and could be visited on the way back. We've been told that it is worth the trip to Houston just to see the Astrodome!

Emerson Hammell, shop foreman, and Eugene Symonds, welder, have moved! After 17 years in a small home, where ne and Ruby raised their three children, Emerson moved a few blocks down the street to a larger one. More space for visitors -(their grandchildren, perhaps?). Symonds stayed where he was on S.H. 162 east of Van Buren, just moved the old house off the property and built a new home. A lovely new setting for his attrac-

tive 18-year-old daughter, Linda, and a few gray hairs for him.

Bob Griffin, shop mechanic, is building his home by himself with the help of his wife Linda, and children, Bobby, Bonita and Boyd. Although it is not quite complete, they are enjoying living in it already. It takes a great deal of Bob's spare time and energy, but worth it, we are sure.

Jimmy Don Gregory has the only truly air-conditioned vehicle on our crowded parking area - a Honda - which he joyfully rides to and from work.

Congratulations to our Maintenance Superintendent, R. N. Parker, who received his 25-yr. service award this month. And also to F. L. Stovall, who received his 30-yr. award at the same time. "Red" Stovall retired as Montgomery County area foreman the first of the month and we wish him the best in his retirement and hope he enjoys his leisure. Do come up to see us occasionally, Red.

Bill Baugh, retired Maintenance assistant, stopped by to see us one day and we were happy to see him. It had been quite some time since he had been up to see us. Wish more of you old friends would come by.

Asa Duncan comes in every once in a while to get Highway maps. Believe me, he is really an Arkansas promoter. Every time he takes a trip he takes along a supply of maps to pass out along the way. This year they have been unable to take a vacation, as Mrs. Duncan has been in the hospital, so Asa has been giving maps out to interested people who visit at the hospital.

Ronald Keene and Carl Morris were here just briefly. Ed Orsini and Nelson must like us pretty well - they're still with us. Harley Sexton, Legislative auditor, is also with us at the present time, helping Ed and Nelson.

Other service awards presented in July were J. C. Lancaster, bulldozer operator, 10-yrs., and C. C. Ellison and T. Cowan, carpenters on the Bridge crew, five-yrs. Congratulations to the three of you.

See you next month.



DISTRICT



Burnham and Campbell

Employees who received service awards during the month of July were Reyburn H. Paxton, 20 yrs., and Kenneth William Richey, 10 yrs., both with Gayle Gunn's residency at Arkadelphia; Ronnie M. Belt and Herbert E. Walsh, 5 yrs. each. Walsh and Belt work with the maintenance crew.

"Dad," the eight-year-old boy said with determination, "I'm running away from home. Will you call me a taxi?"

* * *



DISTRICT



McCoy and Howell

Loyd (Butch) and Betty Cochran are the grandparents of Amanda Leigh Paris, the daughter of Nancy and Kenny Parish of Hector. She was born June 7, weighing 8 pounds and 9 ounces. Butch is the job superintendent at Hector.

D. R. Mitchell, resident engineer in District 3, his wife, Betty, and daughter, Karen, visited this last weekend with Netha and Loren Brown.

Kenneth Ellis became grandpa on July 11. His daughter, Charlotte, and Robert Yeager are the parents of David Elan, who weighed 7 pounds and 8 ounces.

Assistant Maintenance Superintendent Tommy Kinslow, his wife, Bobbie, and their sons visited Leon C. Ward and family in Texarkana, Ark., recently.

Service awards were received this month by A. P. Carmichael, truck driver, 15 yrs.; Claude Shuffield, area foreman, 10 yrs.; and G. O. Martin, instrumentman in construction, five yrs.

District Engineer John Price and his wife are driving a new Galaxie Ford, burnt amber with white top.

Ann Nicol, who has temporarily replaced Mary Howell as District secretary, is leaving the end of July. Mary will be returning, and we will be happy to have her in our midst again. Good luck, Ann, in supervising the building of your new home on Lake Dardanelle.

Doug Bice, son of District Maintenance Superintendent Bernard Bice, is on a winning baseball team for the American Legion. Their team is the Area 6A Champions, and they will play in the State Meet in Newport on August 9th. Doug plays in various positions.

Our sympathy is extended to Kenneth Ellis in the death of his father, Jack M. Ellis, of Sallisaw, Okla., on July 6.



DISTRICT



Shirley Morton

John Melvin Tate has been Area Foreman of Marion County for nine years and is considered to be one of the top foremen in the District. He is a 100% native of Marion County.

J. M. was born near Flippin on February 23, 1922. He attended school there graduating in 1939. His first job was with the National Youth Administration at Yellville where he was timekeeper for several months until he enlisted in the CCC Camp at Everton. During his two years' service with CCC, he was supply room clerk and was sent to Little Rock for six months training at the National Defense Radio School. He relocated to Kansas City, Mo. where he was a riveter with North American Aviation but after a few months, returned



John Melvin Tate, area foreman, Marion County

to Yellville and was employed by the Soil Conservation Service as an engineering aide. He started to work for AHD at Yellville as a laborer in 1947 and was a truck driver, asphalt raker and crew leader before being assigned as Area Foreman on July 1, 1958.

There are approximately 135 miles of state highways in Marion County which are excellently maintained by J. M. and his crew: Coy Austin, Ullis Cline, Hoyt Dodd, Leslie Gregory, Elbert Huddleston, Homer Jones, J. W. King, L. B. Layton, Huey P. Long, Robert Wood and Joe Park Yocham.

J. M. was married to Jerry Lou Rains July 5, 1958. They have two fine sons, John Wayne, 7, and Jackie Layne, 2. J.M. is a member of Yellville Masonic Lodge No. 117.

His hobbies of hunting and fishing lead him to spend many a day in the woods and on lakes and streams in the Yellville area. He is very proud of his honorary membership in the Lunker Club of Bull Shoals Lake and White River Association. He was presented a certificate of membership in 1964 for two of the lunkers he has caught, an 8 lb. 7 oz. bass and an 11 lb. 5 oz. trout.



DISTRICT



Isabelle Psalmonds

Service awards for July went to Chester Cooper, pile driver operator, Paragould, 15 yrs.; W. L. Crump, area foreman, Craighead County, 10 yrs.; and Johnny Varvil, patrol operator, Paragould, 5 yrs.

Rex Hall, job superintendent who resigned several months ago to enter business for himself, is back on the job

as Job Superintendent. It is good to have him back and we all say "Welcome, Rex."

Sam Smith, district engineer, and his family have just returned from a vacation trip to the East Coast and New England. He reports that they had a wonderful time and saw many interesting things.

Jackie Black, secretary to the Resident Engineer in Paragould, made a trip to Toronto, Canada, to visit her daughter and family. This is always a good trip for her.

Charlie Hesselbein, job superintendent, Paragould, and his family took a vacation trip to Chicago and Detroit and had a wonderful time. Unfortunately as they passed through Kentucky, traveling peacefully down the tumpike at 60 miles an hour enroute home, a car ploughed into the rear end of Charlie's car. Charlie and the boys were bruised up but his wife, Betty, received a severe whiplash and is wearing a neck brack and has quite a bit of pain. There were also extensive damages to their car.

The Hesselbeins moved into their new home in Paragould over the June 30th week end. We know they will enjoy the the new home, but hope they don't get lost with all the room they now have after living in a trailer for some time.

Kay Vangilder, receptionist and radio operator, and James Vance, son of former Job Superintendent Joe Vance, were married at Jonesboro on July 8th. They flew to San Diego, California and spent time there and in Los Angeles. Kay reports an exciting trip - especially the plane ride. Best wishes and much happiness, Kay and James.

William "Scotty" Hesselbein, 11-year old son of Charles, was pitcher on his

Little League team. He was chosen to play right field for the Paragould All-Star team, which won second place in the regional tournament. Needless to say Charles and Betty are proud parents and we say "Congratulations, Scotty".



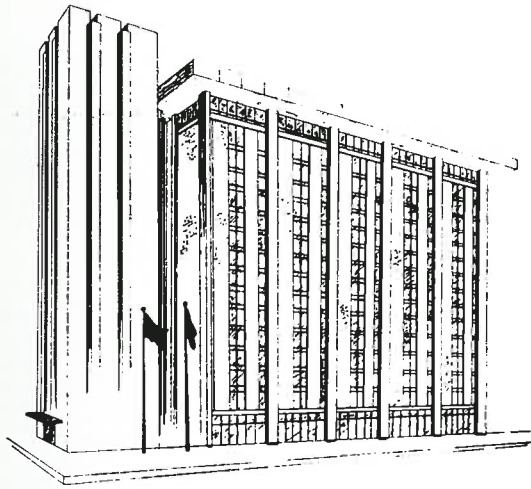
William "Scotty" Hesselbein

H. C. Martin, resident engineer, Paragould, is the proud grandpa of a fine grandson named Kenny Jones. Clif thought at first that he was too young to be called "Grandpa" but I don't think he objects to the title now that Kenny has made his appearance. Congratulations to the proud parents, Alice and Bob, and to grandpa and grandma Martin.

William David "Dub" Loggins, laborer with the Clay County crew, suffered a fatal heart attack on July 24. He lived Rector and Mr. Loggins had been an employee of the Highway Department since March 20, 1967. All of us wish to express our sincere sympathy to his family.



Kay Vangilder



ARKANSAS HIGHWAYS

Issued monthly by and for the employees of
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and other information

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THIS'LL KILL YA



First Neighbor: "What are you burying in that hole?"
 Second Neighbor (Curtly): "Just replanting some of my seeds."
 First Neighbor "Seeds? Looks more like one of my hens."
 Second Neighbor: "You're right. The seeds are inside."

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There was a college vet who flunked his final exam because he gave the formula for water as HIJKLMNO. He thought the professor said H to O.

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Four card sharps got together on a train and a tense, hard-fought contest ensued. Suddenly, the dealer tossed his cards down and said: "This game is crooked!"

"What makes you think so"? asked the card sharp on his left.
 "I can tell" replied the dealer, "because that guy is not playing the same hand I dealt him."

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Patient: "How much will the operation cost?"
 Doctor: "Forty Dollars."
 Patient (nervously): "Will it be dangerous?"
 Doctor: "Nonsense! You can't buy a dangerous operation for forty dollars."

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Husband to sleepy, tousled wife at breakfast table: "When do you go back to the beauty shop for a check-up?"

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The hard-working secretary was telling about the great volume of letters she had been writing lately. She said, "I handled so many letters yesterday that last night I finished my prayers with "Yours Very Truly,""

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Clerk: "What can I do about women customers who insist on talking about low prices of the good old days?"
 Floorwalker: "Just act surprised and tell them you didn't think they were old enough to remember back that far."

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Six housewives, living in the same apartment building, fell into a dispute of such magnitude that it resulted in their being hauled into court.

When the case was called they all made a concerted rush for the bench and reaching it, broke into bitter complaints at the same moment. The judge, sat momentarily stunned, as charges and counter-charges filled the air. Suddenly he rapped for order.

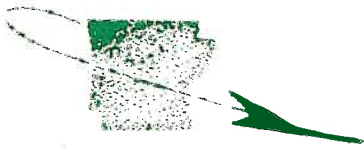
When quiet had been restored, the patient magistrate said quietly: "Now, I'll hear the oldest one first."

That closed the case.

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"It looks like rain," commented the waitress as she served the customer a cup of coffee.
 "Yes," answered the customer, "but I'll drink it anyway."

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BLYTHEVILLE A.F.B. CALLS ON A.H.C.

Among the delegations who appeared before the Highway Commission at the July 26 meeting was this group from Blytheville, many of whom were Air Base personnel. They came to request improvement of Highway 151 from Blytheville to the base. Among those making up the delegation were Col. Frank Scurlock, base commander, and Col. Eugene Minietta, wing commander, who are holding a chart used in their presentation.

Cover: **LANDSCAPING ON I-30 ADDS TO DRIVING PLEASURE**

Smooth sumac, juniper, pyracantha, crabapple, cedar deodara (Southern spruce), magnolia and other shrubs and trees planted on the right of way at the Southern Terminal interchange of Interstate 30 and U.S. 65 lend their beauty to the traveler's view of the road south of Little Rock.

These two scenes were photographed a few yards apart on the northbound lane of I-30, where the first plants and trees were put out by the Department, in 1963, as a beautification project.