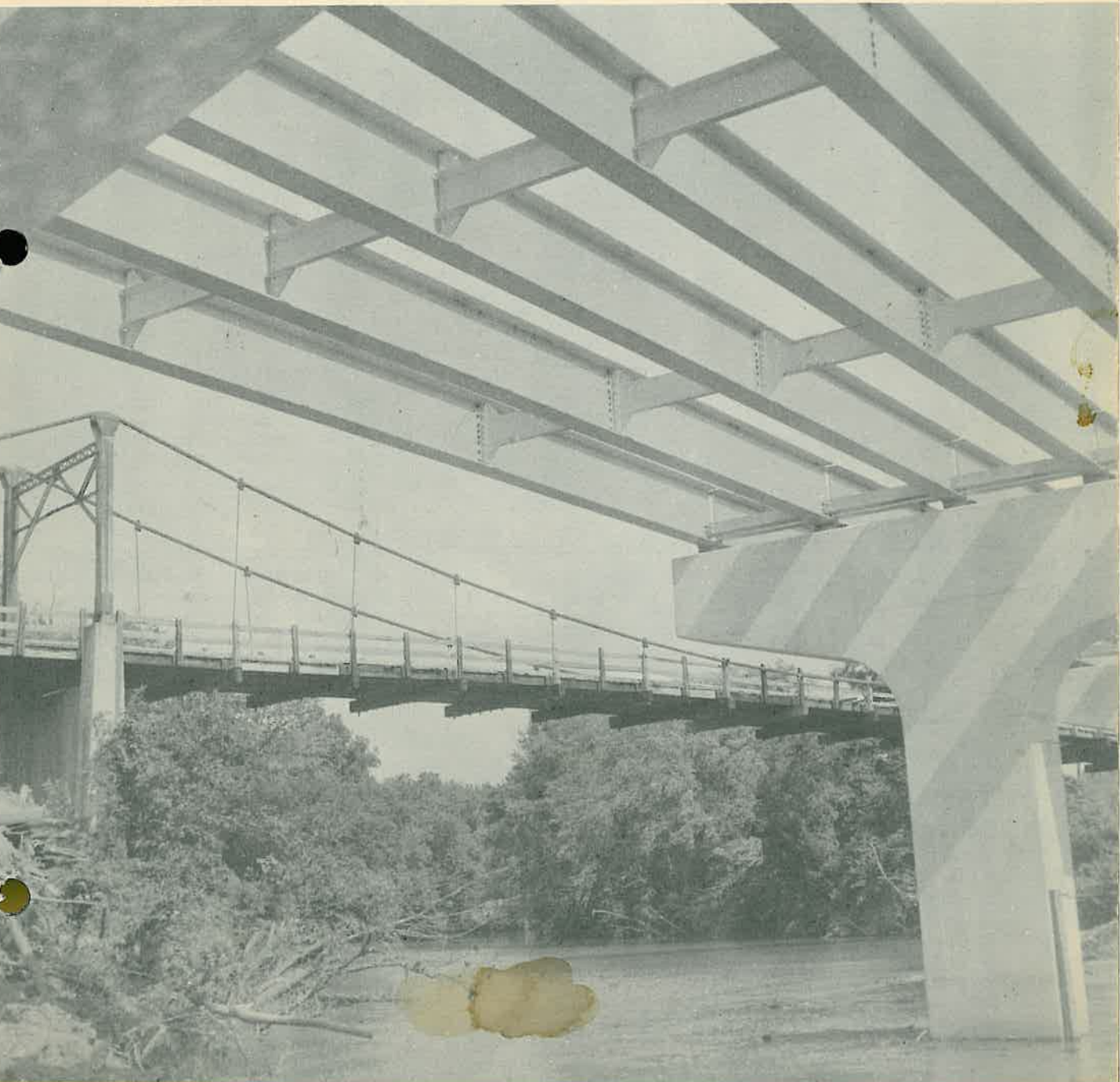


*uno space set ad 1/20-000*

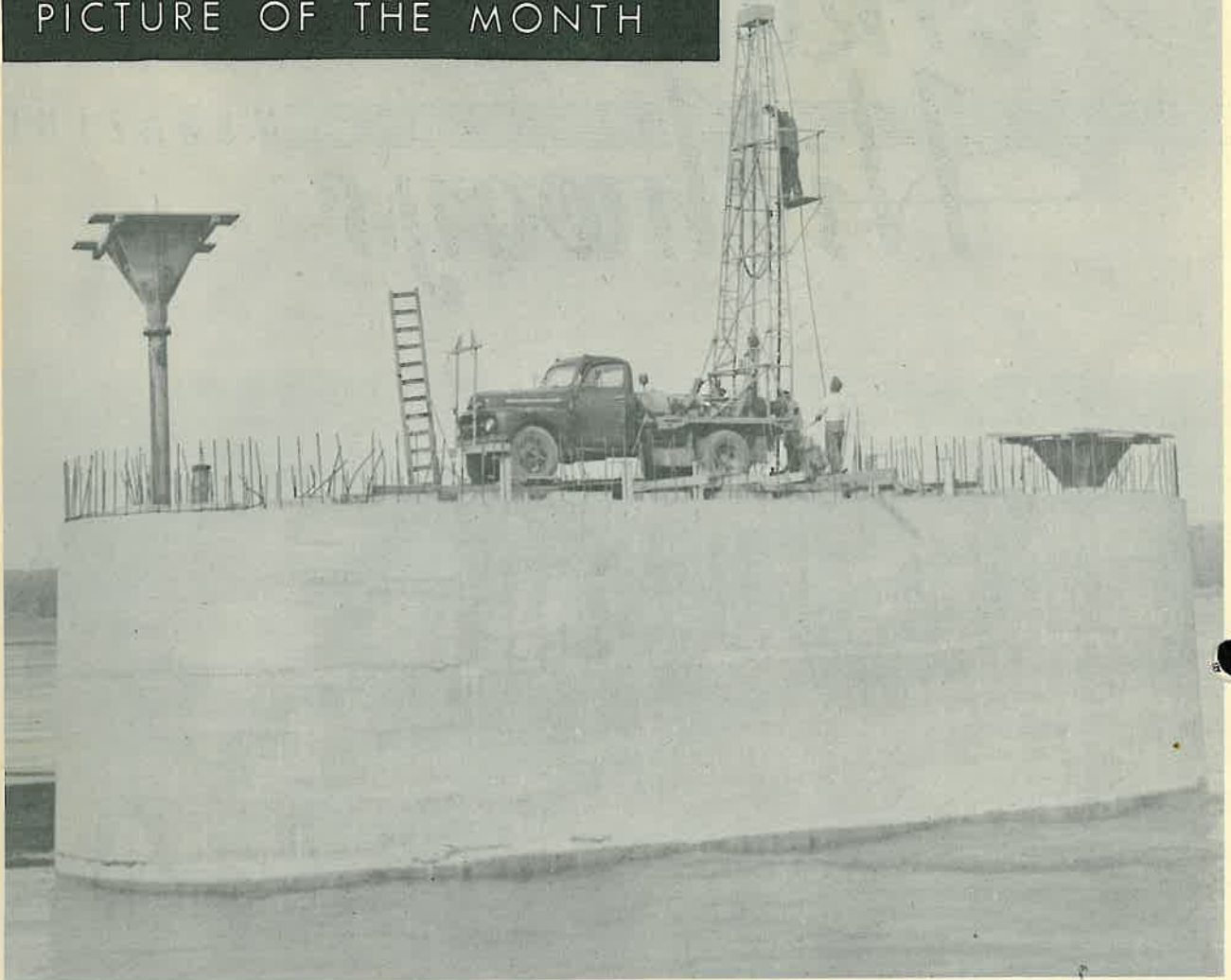
*fillers - 6008c*

# Arkansas Highways

MAGAZINE



PICTURE OF THE MONTH



Vol. VII FEBRUARY 1960 No. 2  
 Issued monthly for and by the employees of the  
 Arkansas State Highway Commission as a medium  
 of departmental news and other information.

*Bold*  
*600*  
*10-B*

PICTURE OF THE MONTH: No, the truck driver didn't drive the vehicle upon the caisson which is part of the construction of the Helena Bridge. It was hoisted onto the top of the section to take borings and samples of materials 25 to 30 feet below the plan cutting edge elevation of the caisson. This caisson forms the base of Pier 14. The tremic section to the left is used for placing seal course of concrete at the base of the caisson.

*600*  
*8-C*

Commission Chairman *Lawrence Blackwell*  
 Vice-Chairman *Harry W. Parkin*

Members *James H. Crain*  
*Glenn F. Wallace*  
*Arnil Taylor*

*Stallins*

Director of Highways *F. R. Oliver*

Chief Engineer *Ward Goodman*

*600 10-B*

COVER PICTURE: This single column pier bridge spans the King's River on Route 21, Madison County. The photo was taken while under construction. It was finished September 11, 1959 at the cost of \$89,144. The old suspension bridge in the background was built in 1928.

Prepared and edited in the Personnel Division

*Martha L. Adams* - editor, vari-typist  
*Billie R. Hatcher* - vari-typist, artwork  
*Johnnie M. Gray* - Highway Department photographer

*600*  
*8-C*



*line sp. u*

# NEW TRAINING PROGRAM FOR

All visiting representatives were afforded an opportunity to visit various Central Office sections before returning to their homes.

A training program for new engineers (mentioned in the way in February when six graduate engineers, recruited Arkansas, and one already employed by the Department, were assigned to seven divisions in which they will work during the 18-month period. They all have engineering degrees and the six new ones were graduated January 1959. Delbert VanLandingham was graduated February 1959, and was employed in Roadway Design September 1, 1959. He will remain in Roadway Design two months, then go to the districts.

The consensus of opinion among officials seems to be that as a result of the meeting, the unified existing between District offices and Little Rock was further enhanced.

Chief Engineer Ward Goodman and E. L. Wales, engineer of Materials and Tests, were instrumental in setting up the program, which, in the opinions of the engineering heads, is a great advantage to the new engineers as well as the Department inasmuch as it will perhaps be an incentive for more graduates to come to the Department. The engineers will rotate their assignments every three months except in the traffic section of Planning and Research and Assistant Chief Engineer's Office, where the training is for six weeks. The other departments are Bridge Design, Construction, Materials and Tests, Roadway Plans, and the districts.

George Peevy, assistant to John Fendergrass, assistant chief engineer, has been appointed to act as liaison to communicate between the graduates and the Department staff.

Wilbert Chapman and Dale F. Loe started February 1. Wilbert's first assignment is in the assistant's office. For 14 months he was with the Department working as rodman with H. C. Sellars, resident engineer. He is 23; a native of Houston, Arkansas.

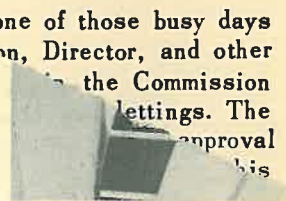
Dale has had five months experience as rodman and levelman working with C. V. Gutensohn. He is 21 years old, and a native of Prescott. He started in Bridge Design.

Marcellus G. Gross, 24, from Texarkana, attended Texarkana Junior College for a year before entering the University. He began work in Construction February 8.

James R. Little attended schools in Jonesboro and graduated from Osceola High School. He attended Tulane University for two years studying engineering. James, 24, is an Army veteran with two years service. He started in Construction February 8.

James R. Berry, starting in Materials and Tests on February 9, is a native of Springdale. He served for two years in the Navy, and is 25 years old.

Lester Rodger Jester, 27, Glenwood, Arkansas, is a veteran of the Army Medical Corps. He has had three months previous experience in the Department working with John Tallant as rodman. Lester was at Henderson State Teacher's College for a year before entering the University of Arkansas.



James R. Berry



Wilbert Chapman



James R. Little



Marcellus G. Gross



Dale F. Loe



Lester R. Jester



# S BITS...

600  
10-13

## PICTURE OF THE MONTH

cluded  
ngdale High  
seminar was attended  
ent officials. Johnnie  
er, accompanied Mr. Oliver  
showed his new film, "Arkansas  
which was just completed in January.  
February 9 Mr. Oliver spoke to members of the  
Student Chapter of Arkansas Society of Civil  
Engineers at the University of Arkansas. His  
subject was highways in Arkansas and Iran.

Ward Goodman, after a period of inactivity for a couple of years, has resumed his work with the Boy Scouts. Mr. Goodman, long a leader of the young men, was appointed Council Commissioner for eighteen councils, in a recent meeting. Mr. Goodman's interest and work in this worthy organization began many years ago when his son became a scout. He has received a Beaver plaque and Beaver Medal, one of the adult leader's highest awards, for his time in helping and guiding our young men of America.

Charlie Hooker, assistant division head of Surveys Division, suffered a severe heart attack January 11, which caused considerable worry to Charlie's many friends in the Department. The attack occurred as Charlie was returning home after visiting a friend who was hospitalized. We are all very glad to report that Charlie is holding his own now after passing an extremely crucial period, and he has been moved to a private room. It is important that Charlie have rest and quiet, so there is still a "No Visitor's Sign" on the door. We're all pulling hard for you, Charlie.

In a circular of January 22, Mr. Oliver expressed his appreciation to Raymond Jones, chairman, Irene Hawkins, and R. L. Narrell, outgoing members of the Advisory Committee, for their services during the past six months, and named those who will serve on the committee for the period of January 1 to December 31. Those he appointed are Pat Huddleston, chairman, Computer Center; Lola Buck, Accounting; and E. W. Rogers, Construction, members. This committee is ready to serve you, however, you must remember that their actions depend on your sending suggestions to them for a screening. Your suggestion is probably a good one but you will never know its fulfillment unless you offer it for action. The committee also provides the employees with an effective means of

conveying complaints to top managements. "In order for our organization to operate with real efficiency, we need to have the benefit of your thinking and harmonious cooperation. I know I can count on you." Mr. Oliver stated.

Employees are requested to submit suggestions in writing rather than verbally.

A Traffic Signal Seminar, sponsored by Traffic Signals, Incorporated, through the courtesy of the Highway Department, was held in the Commission Room on January 28-29. J. F. Williamson, Jr., Shreveport, Louisiana, lectured on the theory and application of traffic signals, controllers, and detectors. He also demonstrated all types of signal equipment.

A total of twenty-three were registered for the seminar representing AHD, from Little Rock, Pine Bluff, and Hot Springs.



Rhoda Bintliff and Arnold Weese, pictured above with Fred Tanner, were presented their Service Pins and Certificates of Merit January 26 in the Commission Room by Mr. Tanner. The two employees are members of the Buildings and Ground crew of Personnel Division. Rhoda, because of her working hours, from 5 p.m. to 10 p.m. is not seen too much by other personnel, but has 20 years of loyal service to the Department. Arnold was presented his 5-year award. Others present were: Raif M. Smith, Norman Smith, Bill Hays, and some other members of the night crew, Joe Hahnbach, Robert Arnold, Ralph (Gunsmoke) Post, A. White, Lucy Rhodes, and Hazel McKim. A big cake and cokes were served to those present. Congratulations, Rhoda and Arnold!



Neill Bohlinger, legal administrative assistant, was the after-dinner speaker at the Southeast Arkansas Legal Institute at Fordyce on January 27. Many other legal bigwigs in the area participated in the affair. Mr. Bohlinger's topic was, "Looking Backward Fifty Years."

The fifth annual Highway Short Course, sponsored by the Engineering Experiment Station of the University of Arkansas, and the Arkansas Highway Department, in cooperation with the Division of General Extension, will be held in the engineering building of the University February 25-26. Most of the division heads will attend, plus other engineering personnel.

Director Oliver has been named as Chairman of the American Association of State Highway Officials' Committee on Uniform Accounting and the Special Auditing Committee. These appointments were made by David H. Stevens, president of AASHO. Mr. Oliver, who will hold the post for four years, was informed of the appointments by A. E. Johnson, executive secretary of AASHO, and formerly a director of AHD.

Carl Hosack, motor pool superintendent, Jimmy Ann, Personnel Division, and George Foster, Right of Way Division, were the three known local survivors of the first team which represented the North Little Rock High School in interscholastic athletic sports, and as such, were on hand for the annual North Little Rock Sports Award Banquet held in the North Little Rock Armory February 4. Jim and George were the members of the first Basketball squad and Carl was the first recognized athletics director and coach. C. M. "Uncle Fat" Matthews, Construction Division, was a player on the first North Little Rock team to compete with Little Rock in 1925. P. S. North Little Rock won!

A meeting of Maintenance District Bookkeepers was held in the Game and Fish Commission Auditorium on January 29, 1960.

The meeting was "kicked off" with welcoming speeches by F. R. Oliver, Ward Goodman, R. B. Winfrey, R. M. Smith, J. R. Henderson, and Fred Tanner.

Chairman Fred Leebrick then took over, discussing the aims and plans of the Accounting Division as they have developed the past year and as it is anticipated they will in the future.

An open forum was held in the afternoon session discuss certain of the planned procedures, and the discussion was gratifying.

Raif M. Smith discussed the obligations of Accounting personnel in closing.

All visiting representatives were afforded an opportunity to visit various Central Office sections before returning to their homes.

The consensus of opinion among officials seems to be that as a result of the meeting, the unified spirit existing between District offices and Little Rock Accounting was further enhanced.

January 27 was another one of those busy days for our Highway Commission, Director, and other key personnel who take part in the Commission meetings and hearings, and contract lettings. The Highway Department affairs are discussed, approval or disapprovals are agreed upon, and in this particular meeting seven members of the staff received Service Pins and Certificates of Merit. This is a customary procedure when employees have served the Department for 25 or more years. Many of the recipients' friends and well-wishers were on hand for the ceremonies. Jessie Lee Goins was presented his 35-year award, which came on the heel of his retirement a few days earlier, on the advice of his physician. Thirty-year pins were presented to William H. Moore, Planning and Research; Elmer Morgan, Sr., District 2; James Lester Owens, District 8; and Russell Newsom, Materials and Tests. Frank Fleming, Equipment and Procurement at Jacksonville, and Carl I. Hosack, motor pool supervisor, were given 25-year awards.

Our congratulations to all these gentlemen. The fact that they received the long-years awards is proof of their loyalty and devotion to the Highway Department.



AHD employees who received their Service Awards January 27 are pictured front row, from left: Frank Fleming, Carl Hosack, W. H. Moore, Russell Newsom, Elmer Morgan, Sr., James L. Owens, and Jessie Lee Goins. Back row: Commissioners Harry Parkin, Lawrence Blackwell, Director Oliver, Commissioners Glenn Wallace and Arnil Taylor, Chief Engineer Ward Goodman.

Men still die with their boots on...but too often one is on the accelerator.



# MAINTENANCE PROBLEMS SOLVED BY DISTRICT ONE

by James F. Hamilton  
District Maintenance Superintendent

It is my opinion that the different maintenance divisions have evolved methods of work and in some cases actual design of jobs that are of maintenance nature which are unique and which other divisions might use to good advantage. The purpose of this article is to point out some of the methods and designs which we use in the hope that some other division may find some of them useful. The following interchange of maintenance procedures could be very helpful.

1. We have experimented this summer with sand-asphalt mix ditch checks and valley gutters. We increased the asphalt content about twenty per cent above the amount used in making overlay material, stability, of course, was not a prime consideration in a material for this use. Compaction was a problem, a hand tamp was the only thing we could use. The checks and gutters have withstood several heavy rains satisfactorily, however, it remains to be seen whether they will continue to function through the winter months. In the event we do not have any failures in cold weather on checks and gutters we will be able to recommend this practice where severe ditch erosion conditions exist.

2. To obtain a good grass cover on steep slopes we get the best results by using bermuda sod and top soil, placing about a five inch layer on the entire slope. Windrowing the sod and soil with a motor patrol and loading trucks with a front end loader will speed the work to a point where costs are not prohibitive. For best results this should be done in May or June. On slopes that are flat enough, a wobble wheel roller should be used immediately after placing the soil-sod mixture. If the slopes are too steep to permit rolling, the placed material should be thoroughly wetted as quickly as possible. Either practice will cause the soil to become packed around the roots and insure prompt growth of the vegetation.

3. For the past few years we have sawed and removed concrete at constructed joints to obtain a three inch expansion joint. We do this at those joints which are showing definite signs of distress. This practice is frowned upon by Portland Cement Association, however, we feel that we have saved quite a lot of expensive concrete patch placement and to date we do not find any failures at these sawed joints. We have discontinued construction an expansion joint in our concrete patches, because such patches are much more trouble to place and show a greater percentage of failures.

4. The use of 245D basil bark spray last winter has proven very successful and we intend to expand this work this winter. Several foremen are requesting permission to begin use of this material in September before ditches become filled with water. The danger of damage to cotton is such that we will not use any of this type spray until after the first killing frost. We believe that in three years we can relegate the brush problem to a minor status with this type of program.

5. We have experimented with a soil sterilant and a herbicide spray this year. The herbicide spray has proven to be the cheapest and most effective. The cost of this material, however, is such that we will not be able to use it as extensively as we like to do. We would like very much to have a low cost method of eliminating vegetation at bridge ends, sign posts and guard rails.

6. When using cement stabilized gravel to repair areas of bad base failure, the mixing of the gravel and cement in a fairly dry mix can be a troublesome chore. One of our foremen taught us to use a front end loader to mix a truck load of gravel with cement prior to loading on the truck. You can get a uniform mix of gravel and cement quicker and cheaper this way than any other we have tried.

7. The use of homemade surface heaters for winter patching on asphaltic concrete pavements have proven their worth for us last winter. We make these surface heaters by cutting the heads out of old oil barrels and ripping them down the sides. You then weld the half sections end to end to form a hood of any desired length. A kerosene torch placed in one end of the hood will heat the covered area quickly and help insure the patching material to stay in place. For best results the hood should be placed over the patch after the asphaltic patching has been raked and this material heated prior to rolling. A small diameter pipe welded to each end of the hood provides a convenient way of handling the hood when it is hot.

8. We have found our Tarco tailgate spreader very useful in placing small amounts of dry sand or chips on bleeding areas of asphalt pavements.

9. It is our intention to make eight storage battery operated red blinker light stands that we can place on the shoulder of the road. We plan to use these lights at bridges in the West Memphis area during periods of bridge icing to obtain better traffic control during such periods.

10. In passing it seems right and proper that



Attention be given those problems we have not yet solved:

1. All road surfaces smooth at all times.
2. All roadside ditches well drained.
3. All signs replaced after having been shot up or knocked down within a few days of occurrence.
4. Grass and weeds always cut before attaining a height of six inches.
5. Carcasses of dead animals removed before complaining phone calls are made.

As soon as we get the above minor items worked out we will submit a supplementary article to the magazine giving details.

## NEW LOAN POLICY IN CREDIT UNION

At a meeting in December of the Credit Union Board of Directors, a less stringent policy regarding loans was approved, which could be a big advantage to the members of the union.

The new policy works like this: If you have been an employee two years, and a member for the same length of time, you may borrow, on your own signature, \$100. If you have been employed two years, and a member for two years, you may borrow, on your own signature, \$200. In other words, the amount you may borrow is \$100 for each year you are employed and a member but only up to the amount you make each month, not to exceed \$500. So, on your own signature, even if you have been employed ten years and a member of the Credit Union ten years, and made over \$500 monthly, you could only borrow \$500. The policy should prove a boon to some of you who have held back for a loan because of reluctance to get co-signers. Of course, all loan applications are still subject to approval of the Credit Committee whose responsibility it is to determine whether it is necessary, in the interest of the Credit Union, to get co-signers.

At the February 4 meeting, the committee approved the purchase of a bookkeeping machine. It has been estimated that such a machine will reduce the time it takes to keep up the accounts to a conservative figure, to 75 per cent. The Credit Union also has a new location. Formerly housed in the State Treasurer's Office, it has been moved to Room 460 of the Capitol Building where you can get financial advice, or make application for a loan in more private surroundings.

The Credit Union's Annual Shareholder's Meeting was held January 25, at which time Johnny Beavers, chief accountant in the Accounting Division, was elected to serve on the Board of Directors for a one-year term.

## New Highway Film Out

For almost thirty minutes the viewer of Johnny Gray's new movie, "Arkansas Highways," can take a delightful trip over the state by land and by air, for glimpses of Highway Department work plus many other attractive features in our Land of Opportunity.

At the beginning of the film, Johnnie, who usually manages to achieve a dramatic effect, caught the wheels of an automobile speeding along. Intermittently during the trip, various areas are covered including the Livestock Show/ a turkey shoot, the Blytheville National Cotton Picking Contest, a good portion of a football game with the Razorbacks at Fayetteville, to name only a few. The plane trip gives a bird's eye view of minute, winding ribbons of highways over Arkansas' multifarious terrains, including Highway 7, one of the ten most beautiful in the nation, and other portrayals, all of which point up the scenic wonders, and the progress we are making. The movie is filmed in glorious color. In many scenes, particularly the depiction of autumn in Northwest Arkansas, Johnny has captured the glories of the Ozarks with the richly colored maple trees of reds, yellow and orange, and the mountainous splendor.

The film, like his others, will eventually be shown to all the employees in the districts, so you can see it for yourself. Johnnie has received so many requests for showings that he has had to order several more copies, which will be available to schools, civic groups, and other organizations.



## Tallant Given Promotion

John Tallant, resident engineer on the industrial spur at the Fourche Interchange in South Little Rock, assumed the duties and responsibilities of assistant construction engineer to represent the Construction Division in District 2, 3, 6 and 7. This announcement was made January 29 by Director Oliver.

John, 41 years old, is a native of Glenwood, Arkansas. He attended Arkansas A&M College in Monticello, and was graduated from the University of Arkansas in 1949 with a Bachelor of Science in Civil Engineering. John has been with the Highway Department for ten years in the capacities of instrumentman and resident engineer. He is a registered professional engineer, a member of the Arkansas and National Societies of Professional Engineers, and is editor of the "Arkansas Engineer" and chairman of the Publication Committee of the Arkansas Society. John is a veteran of three years in the Army, is a member of the Masonic Lodge, is married and has one daughter.





## Carl I. Hosack

### ...Man of the Month

Carl Irving Hosack is the kind of person to whom people just naturally gravitate. I don't know whether this is due to his ability to converse intelligently on practically any subject, his personality itself, or a combination of the two, but gravitate they do.

For the very few of you who do not know Carl, here is some lowdown on him. I say "very few" because Carl seems to have more friends than you can shake a stick at. Carl usually runs into someone he knows, or vice versa, wherever he happens to go, whether it's in or out of the state.

Carl received his 25-year Service Awards last month in the Commission Room. This long record with AHD began February 1, 1930 in the Maintenance Division as maintenance supervisor. Subsequently he held positions as federal aid supervisor, assistant highway engineer, working with "Cap" Förd in Plans and Surveys, and weight station supervisor. The latter position he gained after he had formulated the plans and had his crews build ten of the weight stations in the state. Carl became motor pool supervisor, under the jurisdiction of Equipment and Procurement, in 1953. Because of the nature of his duties, assigning state cars and keeping a record of same, Carl maintains his office in the Central Building.

The brief history with AHD, mentioned above, is by no means the extent of his career or other activities, however. Carl was born in Denison, Kansas, where he received his early education. His late father, a native of Pennsylvania, was associated with the public schools all his life, and a transfer brought the family to Little Rock in 1905. Carl was graduated from Little Rock High School and went on to the University of Illinois for over three years, and State Manual Training College at Pittsburg, Kansas, studying industrial art. This

qualified him to accept a position as athletic director and head of industrial arts at Crossett High School where he remained until June 1915. He held the same position at Texarkana for two years before entering the service for World War I. Carl, long known for his patriotism, didn't tarry long after war was declared in April 1917. By May he had passed his physical and was assigned to the First Army Officer's Training Camp at Ft. Roots. He was commissioned a 2nd. Lieutenant while there, then transferred to the 236th Field Artillery at old Camp Pike in North Little Rock. He also was in pilot and aerial gunnery training at Post Field, Oklahoma and Selfridge Field, Michigan. Carl had received his sailing orders for duties overseas, when they pulled him off for an assignment which, Carl states, he would advise anyone to turn down. He was in charge of 250 prisoners kept behind electrically charged fences, who were either draft dodgers or had gone A.W.O.L. His job called for him to deliver them to LeMons, France, which he did without losing a man. He received a receipt for the prisoners at the stockade at LeMons. From there he went to St. Maxiente in France, for training on airplane motors and then to Tours. He followed Eddie Rickenbacher, whom he knew, at Tours and said of the ace, "he tore up more planes than any of the rest of us put together."

Before Carl was discharged in June 1919, he was placed as construction engineer at old Camp Pike, a position he kept until he accepted a job with the North Little Rock High School. The football program was just beginning then and it was under Carl's tutelage that one of the more famous names in Arkansas got his start - Glen Rose, a former basketball star and now head basketball coach at the University of Arkansas. The North Little Rock job probably would have been an indefinite assignment, but as luck would have it, the school closed because of political factors involved. He returned to Crossett where he set up the first physical education program, and then back to Texarkana, for a program there. He was also associated for a number of years with Dawes Brothers, a Chicago utility firm, before coming to the Department.



### Traffic Volume Count Made

A map of the annual traffic volume on Arkansas highways, has been published.

The highest volume for 1959 was at the Arkansas end of the Memphis and Arkansas Bridge over the Mississippi River, with a count of 25,000 vehicles crossing that point every 24 hours for the year. The count is the average number. The lowest number is 50, at numerous places on highways in the sparsely settled counties in North Arkansas. Runner-up for the highest count is on U. S. 67-70 at the southwest corner of Little Rock, with an average of 24,300 a day. The map lists other points in the state, primarily the major cities, which have high traffic counts. The busiest highway overall seems to be U. S. 67, which crosses the state from the northeast corner to the southwest corner. Its highest count is 11,900 near the Air Base and the lowest is 2,800 between Pocahontas and Corning. Y. W. Whelchel, head of the Traffic Section of Planning and Research and his employees, and certainly Bill Moore, who drew the map, are to be commended for this interesting document which is available to the public.

Carl will fool you. He gives an impression of being a rather crusty individual, with perhaps a touch of testiness in his slow, deliberate drawl, with a slight trace of Kansas left in some of his pronounciations. But this exterior is only partly correct, because this seemingly aloofness is simply that he minds his own business. He is a man with very definite ideas on certain subjects, either vehemently extolling or protesting the merits of a certain topic, and is inflexible in most of his beliefs.

By the same token, he is of an altruistic nature and will go to any lengths to help a friend if needed or called upon, even if it's only being a 'sounding board' to their troubles. He has a profound love for animals, particularly his two dogs, Bulger and Micky. Bulger has acquired a reputation of being a talking dog, a talent he assumed when he yawns creating a noise that sounds very much like speaking. The dogs always accompany Carl on his frequent hikes through the woods or hunting trips.

Carl, since the death of his father last December, lives alone in North Little Rock, with his two dogs as his companions when he is not surrounded by some of his many friends. But even without the cronies he is much too preoccupied with his interests to be lonely, nor has he sentiment for such a state. Carl has always been an outdoor man, but playing handball is right up there with hunting and fishing. He has been playing this game for over 25 years and still goes down to the YMCA twice a week for matches. He has entered and won several tournaments in and out of the state.

Carl and two of his friends are the envy of many of their contemporaries. The three bought an old school bus a couple of years ago and had it converted into camping or fishing quarters. The bus is fitted out with beds, cooking quarters, and practically anything else for the outings, and what's more, they can drive it to their location. Many persons have remarked that they have never seen anything like it.

Last, but his chief interest, is his daughter, Mary Lou Billingsley. Mary Lou, a very talented girl who married not long ago, made quite a name for herself in scholastic circles while attending schools in Little Rock and Little Rock University. Honors on top of honors were heaped upon her for her outstanding scholastic record. She shares her father's love for nature and animals and before her marriage she was often Carl's companion on hikes through the woods, on on hunts.

Carl has led a rich, full life, With Mary Lou, his friends, his dogs, and his many interests, I think that he will continue to do so for many years. -M.A.

A sign at the outskirts of a Nebraska town reads, "Fine of \$1 for every mile in excess of 25 mph. Pick the speed you can afford."

*Herbert Floyd Helton*  
 HERBERT FLOYD HELTON

*Herbert Floyd Helton, 56, died suddenly at his home in North Little Rock January 18, as he was preparing to go to his job as mechanic in Equipment and Procurement. "Dutch," as he was better known, began working for the Highway Department in 1945 in Central Shops where he served in several capacities. He was in the Personnel Division briefly in 1956, as a mechanic and maintenance man. Our sincere sympathies are extended to his wife, Lola, and three children, two of the home, who survive him.*

FOR SALE: Civil War Fans - "The Union Indian Brigade in the Civil War," or (The Five Civilized Indian Nations in the Civil War) by Wiley Britton; published by Hudson Publishing Company, Kansas City, Missouri, 1922, 474 pages; Illustrated-Indexed; Original binding in good condition. Will sacrifice for \$8.50. Contact Betty Grimes, Ext. 254.

LIKE NEW - 24x36 Drafting or Artist table, center post type, fully adjustable, \$18.50. W. H. Moore, Planning and Research, Ext. 291.

*files - 600 8-C*



# Planned Access

## The Extent Of Police Power

An earlier article (November) comparing Eminent Domain and Police Power pointed out that:

Eminent Domain is equated with "taking."

Police Power is equated with "regulation." In the first action, a private right belonging to an individual is taken from that individual (in effect purchased) by the State, then abolished or converted to a public right. In the second action, a private right is regulated (usually restricted or limited) by the State, for the benefit of the public but the right in its modified form remains vested in the individual.

Frequently, the question hinges upon the facts of each case. Has the action been such as to modify the right that it is; in effect abrogated, thus pushing the action over the borderline into the area of Eminent Domain, making the injury compensable?

A vested private right is not specific to the point of individual caprice as against the public good. Thus, a landowner, deprived of certain areas of access to a holding but having reasonable areas left, cannot argue "I want to enter and leave my property here not there, hence I should be paid for that point of entry." Such an argument is capricious and without weight. Few people in a democratically organized society would be so foolish as to advance an argument so obviously without merit. But that thought, along with opportunist greed, is the foundation of a great mass of rationalized and specious argument in cases hinging upon the extent of police power.

This area is one of exploding population and burgeoning economy. This situation of more goods for each person (more automobiles!) and more persons to have more goods for each person (more automobiles!!) within essentially the same place as before, has created very complex conflicts between private rights and public rights - is still creating them, and compounding them. One of today's major headaches is the need to determine the extent to which private rights may, with justice, be modified for the sake of the public good, without appropriating those rights. At some point modification may reach a point of diminishing returns and so affect the economy (although the point may not become apparent until years later). On the other hand, too great an appropriation (with consequent compensation) would place too great a burden on public revenues with equally disastrous economic affects. A third possibility would be an unwise and unhealthy reconciliation of the two problems (a nice illustration of the metaphoric "horns of the dilemma" by the arrogation of too much power to government (an illustration for the

greedy of the metaphor, "hoist on his own petard").

Probably in no area of mid-twentieth century life does this conflict arise more frequently than in the provision of facilities for automotive transportation!

The establishment of the legal principle subordinating the private rights of abutting owners along public roads and streets to the public right of a proper use of these roads and streets, called for some lawful method of reasonable regulation or control to provide:

a) An equitable, just, and lawful delimitation of the exercise of the rights of abutting owners as subject to -

b) The greater public right to a reasonable (orderly and convenient) and safe passage over the abutted upon highway or street.

The method was inherent, of course, in the police power of a state (government).

The Police Power is perhaps the oldest power of government having its earliest use in the preservation of the peace within the tribal organization for the protection, and preservation, and perpetuation of the organization. It was extended soon to a respect for and protection of property rights from which Eminent Domain would eventually stem, and the ancient form of taxation, physical service, which was later to develop into one of the greatest of governmental powers.

One court, in 1940, quoted a law professor in a case over lands for a town ditch as follows:

"...private property may be taken under the regulatory and taxing powers as well as that of eminent domain. The taking is referable to the police power if it is 'a mere incident to a valid regulation to promote the public interest'; to the power of eminent domain if it is taken primarily for the purpose of permitting the government...either to inflict an injury upon the very property taken for a public use, or to utilize it for a public use other than (raising revenue)."

It is clear that the power to acquire by eminent domain and the power to control by the police power are separate and distinct powers of the state and domain and the power to control by the police power are separate and distinct powers of the state and as such, must be considered separately.

The quotation from the good professor, an expert, illustrates, too, the unprecise use of a word which then leads to more confusion and argument. The word in point is "taking", and "taken" under which he has blanketed both the total action eminent domain (and taxation) and the conditional action of police power. The courts almost universally reserve the word "taking" for the total action and the word "regulation" for the con-



ional action, as set out in the first paragraph of this paper.

In the conditional action under the police power, the mere disturbance of the rights of the abutting owners, through imposition of new uses of highways or usages on highways which are consistent with highway purposes, must be tolerated. But regulations or modifications, which unduly delimit or unreasonably intermeddle with the rights of the abutting owners, cannot be sustained. Rules and regulations must be reasonable, striking a balance between the public and the private interest.

A California court, in outlining the distinction between a taking by eminent domain and the exercise of the police power, stated in 1943:

"In considering this problem, the court must weigh the relative interests of the public and the individual, so as to arrive at a just balance in order that government will not be unduly restricted in the proper exercise of its function for the public good, while at the same time giving due effect to the policy in the eminent domain clause of insuring the individual against an unreasonable loss occasioned by the exercise of a governmental power. ...The factors to be considered are, on the one hand, the magnitude of the damage to the owner of the land, and on the other, the desirability and necessity for the particular type of improvement and the danger that the granting of compensation will tend to retard and prevent it...And although the rule may be difficult to apply, it is not an arbitrary one...obviously, as the judicial decisions on the subject increase in number, the result in a specific case may be predicted with increasing accuracy." Then in 1947, a Minnesota court said:

"...Prevention of a use of a property by an exercise of the police power does not involve an unconstitutional deprivation of property and is uncompensable....Whether a public authority possessing the police power and the power of eminent domain should exercise the one or the other to accomplish a given objective rests in the exercise of sound discretion. The police power involves regulation of use of property without appropriation of it. The power of eminent domain involves a taking of the property...The fact that a less burdensome method than the one chosen might have been adopted to accomplish the objective does not render the one chosen unconstitutional or unreasonable."

There are many cases, however, which cannot be placed in any category, and whether eminent domain or police power is applied turns upon the facts of the particular case and not upon any specific rules of law.

(continued in next issue)

## M&T EMPLOYEE VISITS BELGIUM

R. C. Turney, materials inspector in Materials and Tests, wife Georgette, and 12-year-old son Douglas, took a trip in December which most of us can only dream about.

The Turneys flew by jet from New York to Paris, France where they boarded another plane to take them to Willebrook, Belgium, for a 30-day visit with Georgette's parents and family. It was R. C.'s first trip back since he was stationed there during World War II, when he met and married Georgette, however, it was Douglas' second trip to Europe; the first time was with his mother when he was four years old.

Belgium is, of necessity, a thrifty nation, R. C. said, as the wages are not high by our standards, but living expenses are less. It is not much different than the United States in many other aspects; the people are taxed heavily, and their social life is similar to ours. They place great stress on "togetherness" and usually the entire family will go out for an evening of dining and dancing, even to the smaller children, who dance right along with their parents.

Though the nation is small the population is large, consequently, they must conserve space. The houses, in which they take great pride, are close together and most of them are two-storied. They have modern movies; most are American films, but television is censored and controlled by the bishops and Catholics, the predominating religion.

The highways in the vicinity the Turneys visited are poor, so stated R. C., and many of them are old cobblestone. Their methods of highway constructing are far from modern and most of the equipment is antiquated. Fluorescent lights, used in their street lighting system, illuminate the streets to the extent that motorists have only to turn on their dimmers. The motorists drive all makes of automobiles - American as well as other foreign makes, and, according to R. C., they drive wildly. Bicycles and motor scooters are also popular modes of transportation.

Belgium's education system is much different than ours. The children go to school five and a half days a week and after eight years, their formal education is completed. Unless they go to college, they go to work immediately in a factory or other industry.

Willebrook is more or less a suburb of Antwerp, sixteen miles away and their hosts of friends there entertained them royally, particularly over the New Years holiday which is celebrated more than their Christmas on December 6.

---

A teenager can be said to be grown up when he considers it as important to pass an examination as to pass the car ahead.



# Around The Departments - 6008C

## PLANNING AND RESEARCH

*Marjarine Turner*

Billy K. Cooper has been designated as assistant engineer in Planning and Research. This responsibility, which became effective February 1, is in addition to his present assignment as head of the Traffic Engineering Section of the Division.

Bill Moore received his 30-year Service Awards at the January 27 meeting of the Commission. The awards were presented by the Commission and Mr. Oliver. Bill is the second oldest man in the Division - in years of service. Congratulations.

"Bart" Bartleson is back at his desk after a three months absence because of illness. The Road Inventory and Road Life Section didn't look right without Mr. B.

Ken Graves resigned last month to enter Little Rock University. We will miss Ken's smile, but we're glad to see him continue his schooling.

The Joe Lovells are proud parents again - a boy, born December 6.

We have two new employees in our Division: Jane Hindman in the Traffic Surveys and Analyses Section, and Charles Smother in the Road Inventory and Road Life Section.

Billie Whiteside entered St. Vincent's Infirmary Sunday, February 7, for minor surgery.

Standard procedure in our office now includes early morning inspection of Bea Davis' shoes. One morning during the recent special session of the Legislature, two of Bea's friends from Eudora came by to see her. Bea took the ladies to lunch, and then over to the State Capitol to see a mutual friend. Bea returned to the office happy about her visit with her friends. About 4 p.m. one of the girls said, "Bea, what is wrong with your shoes?" Well, the only resemblance one shoe had to the other was the fact that both were black. One was of the two or three year ago vintage with thick heels and open work on the toes; the other, the up-to-date type with toothpick heels and a bow on the toe.

## EQUIPMENT AND PROCUREMENT

*Avalee Padgett*

Congratulations to Frank E. Fleming and Carl Hosack who were presented their 25-year Service Awards by the Highway Commission at the Commission Meeting on January 27.

Doris and Jerry Healy spend most of their week ends visiting Doris' mother, Mrs. Marie Davis, a patient at the State Sanitorium, Booneville.

Welcome to Hugh Faqua, a former employee at Central Shops, and also to Leroy Newton, mechanic in the light equipment shop in Jacksonville.

Kitty Kirkpatrick, senior at Texas Women's University, Denton, Texas, is visiting her parents, the Lem Kirkpatricks, during mid-semester holidays.

Patsy Navens spent the week end in Memphis with her sister, Mrs. Joan Hill. Patsy took her mother with her and they report a nice time.

We extend our heartfelt sympathies to the family of Herbert F. Helton, employed in Central Shops, who passed away January 18.

Also we extend sympathies to A. G. Jackson, Central Shops night watchman, whose mother passed away recently; and to H. W. Pittman, former employee in E & P in the loss of his wife.

## BRIDGE DESIGN

*Virginia Tackett*

The flu bug in varying types and degrees of severity caught up with Frank Battisto, Bill Wilson, Bob Oberle, and Baldy Vinson. Frank very generously shared his with his entire family, but he found that you can't get rid of it by giving it to somebody else. Larry Carlson, home from the University of Arkansas for midterm, worked in a few days visit to his sister Catherine in Montevallo, Alabama before it struck him, and now he's hoping to be well enough to get back to Fayetteville for the University's delayed opening.

Bob Cartwright has uncrossed his fingers, at least part way. His little girl was recovered from mumps and so far there's not an indication that her little sister or Bob, neither of whom have had mumps, caught the germ.

Peggy Price got out of her wheel chair and off crutches (the result of a recent automobile collision) just in time to see "My Fair Lady" with Willette Cartwright. Almost everyone in Bridge Design saw the musical and everyone was delighted with it.

Our duck dinner, provided by the Carlsons and Bastians, with Anne Vinson, Helen Battisto, Esther Williams, Sue Rownd, and Don Dong as guest cooks, was a huge success as usual. We had nearly 100 per cent attendance and were pleased to have as our guests Mr. and Mrs. F. R. Oliver and Mr. and Mrs. Ward Goodman.

From the group of U of A midterm civil engineering graduates entering the Highway Department training program, the Bridge Design Division has drawn Dale L. of Prescott. He will be with us for three months and then move on to another division. If all the others fit into our division as congenially as Dale has, we may have to find room for them all here as permanent Bridge Designers.

## MATERIALS AND TESTS

*Julia Halliburton*

Frances and Irvin Roller have moved into their new home at 1906 South Monroe.

We are sorry to report that Doug Turney, son of R. C. and Georgette, is suffering from rheumatic fever. N. Roach of Plummerville is improving from flu and mumps which kept him out two weeks. Others who suffered from flu were: Granville Roark, Jake Clements, Jr., Donald Younger, Bobby Hughes, Charles Tullos and Joe Magness.

Bobby and Lucille Hughes are the proud parents of a baby girl, Angela Doll, born January 24 at Jonesboro Hospital. She weighed 8 pounds, 6 ounces.

Russell Newsom was awarded his 30-year Service Awards at the last Commission Meeting. Congratulations, Russell!

Glad to report that Mildred Havens, wife of Doyle, is recuperating at Conway from a sick spell. Donald Younger is back at work after having minor surgery on a foot.

Regel Cotton, inspector in our division, resigned January 16 because of ill health. We shall miss him.

Footprints on the sands of time can be either those of a great soul or a big heel.



## ATA PROCESSING CENTER

*Lana Holland*

One of our employees, Eston Tony Yandell, attended IBM School at the IBM Company in Little Rock on January 25-29. He learned how to wire the 407 accounting machine.

Art Johnson will attend the mid-winter National Director's Meeting of the NMAA (National Machine Accountant's Association) in Ft. Worth, Texas on February 17-19.

Gladys Plunkett's daughter, Sue, was home from college and visited us. She finishes in June and plans to be a home economist. We are all real proud of her.

Lane Jetton, Erma's son, passed his first semester at Little Rock University with flying colors. He's all ready for the second one.

Nedra Barton of our division, and family, spent a week end recently at Centerpoint visiting relatives.

## PERSONNEL DIVISION

*Sarah Neel*

Jimmy Zinn, Betty Ray, Sibble Cox and Bill Hays all had birthdays within 10 days, so we celebrated them all at one time by having cake and coffee and presenting them with small gifts. Best wishes to all of them for many, many more.

Sibble spent the week end in Magnolia celebrating her son's birthday on January 31. In fact, she and her family keep the road hot between Little Rock and Magnolia. She reports that her new grandson, who underwent surgery recently, is improving every day. Belated Happy Birthday to Birdie Wright, who celebrated on January 18, and may you have many more, "Robin."

We are happy to have Lavona Croft as a new employee in our office. Lavona is from Evening Shade, where she spends her week ends, but has been in Little Rock about a year.

Billie Ruth Hatcher is spending her last month with AHD. It depresses us to think of her leaving us, but we know she is leaving for a very good and wonderful reason. We shall all miss her mucho. She plans to spend her leisure time oil painting while awaiting the stork.

The Ivan Daes (Verna) and Betty Ray, drove over to Hot Springs to their cabin one Saturday not long ago, for the purpose of having "water witch" Betty try to find out if they had any springs under the ground. Sure enough, Betty's divining rod indicated there may be, so they are waiting for good weather to start digging.

Eugene Caldwell, Buildings and Grounds employee, also had a birthday on January 29. Our heartiest congratulations to you, Mr. Caldwell.

## ACCOUNTING

*Jimmy Meyers*

Johnny Beavers has been counting his pennies after the noon hour and for some reason is always coming up short...??? Johnny was recently elected to serve on the Board of Directors of the Capitol Credit Union. Johnny will serve a one-year term.

Your reporter has changed her name - did 'ya notice? The bridegroom is Ronald E. Meyers, and the event took place at Geyer Springs Methodist Church on February 5. A party was given in her honor in our office and she was presented with a beautiful lazy susan.

We are happy to have Joe Schamer back with us after his illness.

## RIGHT OF WAY

*Betty Grimes*

The Appraisal Section honored Bob Derryberry with a luncheon at the Sam Peck Hotel on his last day with the Department. Bob, a dyed-in-the-wool Texan, resigned to take a position with the Texas Highway Department. He and his family will live in "Big D."

William Henry (Hank) Willaims, appraiser, was married to Miss Gwen Dola Hughes, of Mena, January 30. We extend our congratulations to the newlyweds.

Biddy and Raymond Holiman are excited about their new home on Rose Street even though moving is usually considered a chore.

The flu has been making the inroads into the personnel of this division. Those who haven't suffered themselves, have had members of their families ill during this past month.

## CONSTRUCTION

*Lucille Dishongh*

Raymond Jones and Ed "Dub" Rogers, were out of the office for a week with that old flu bug.

We are very happy to have John Tallant with us. John has been appointed assistant to Mr. Shumaker.

## DISTRICT 2

*Ouida Grimes*

J. L. "Blondie" Goins and Elmer "Red" Morgan received their 30 and 35-year Service Awards in Little Rock on January 27. Blondie retired on January 22, for health reasons. We shall all miss him but wish him much good luck. We are planning a party for him February 11.

Charles R. Gaddy has moved into a new home at 1800 Dakota Drive.

I am very happy to be back on the job after being in the hospital a few days and another two weeks at home, with rheumatic fever. Thanks to all so very much for the beautiful flowers, gifts, cards, visits and prayers.

We extend our deepest sympathies to Woodrow Wilson and family in the loss of his brother, who passed away in Florida recently.

## DISTRICT 3

*Olive Jackson*

We were happy to have as visitors on January 11, Ward Goodman, Raif Smith, Don Martin, and W. C. Johnston, who were enroute to Texarkana to attend a meeting. Also, we were happy to have R. B. Winfrey and E. L. Wales as guests recently.

B. C. Lewis, assistant maintenance superintendent, retired from the department on February 1, after serving almost 25 years. B. C.'s association with the Department began back in 1924 as a rodman. We all miss him and wish him the very best of luck and happiness in his retirement. The Lewises plan to make their home in Florida.

Cecil McCorkle, one of our bridge laborers, has resigned to go in business for himself. Cecil is now owner and operator of a service station. Good luck in your new venture, Cecil.

Olive Jackson, bookkeeper, and Sam Huckabee, stock clerk, attended the Bookkeeper's Meeting in Little Rock on January 29, which was a very beneficial and informative meeting. Following the meeting we enjoyed seeing and visiting employees in some of the offices.



*District 3 (cont.)*

We extend our deepest sympathies to the following in their losses this past month: J. E. Lowder, whose nephew, David Hankins of Lewisville, died of injuries on January 9, following an automobile accident. David, who was in the service, was returning to his base in Georgia after the holidays; Loyd Haynie, in the death of his brother, Earl Haynie of Camden, who passed away January 15; and to Elmer Horne, whose father, Ed Horne, passed away January 13 in Nashville.



*Boone*  
This is little Linda Denice Bolls, age 15 months. She is the daughter of Sue and Arlen Bolls of Little Rock, and the granddaughter of Ardell (our maintenance superintendent) and Nellie Clark.

**DISTRICT 5**

*A. L. Moser*

Walter Allen, bridge engineer, now retired, paid us a visit this month. He and Mrs. Allen are making their home in Yellville, Arkansas. Other visitors at various times this month were: R. B. Winfrey, C. Don Hayes, Bert Rownd, and R. H. Mattox, all from Little Rock; Asa Duncan, Jacksonville; and J. M. Smith, bridge inspector. We are glad to have had all of you and come back.

Several in our district have been on the sick list. Among them were: Lee Tharp, who underwent surgery in Little Rock, but is back on the job; Delmus Martin, Izard County, sprained ankle, and is still off; Brooks Barnes was ill for three weeks, also Mrs. Barnes was in the hospital at the same time; James Anderson, who is in the Veteran's Hospital, Little Rock; and Sally McMillan, who was off for a week. Hope all who are still ill will get well soon.

Elmer Decker of Heber Springs, received his 10-year Service Pin and Certificate of Merit recently.

Mr. Stork worked overtime this past month. Mr. and Mrs. G. C. Anderson have an 8 pound, 7 ounce boy, Rickey Shane, who arrived January 16; Mr. and Mrs. George C. Cavaness also have a fine big, 10 pound, 12 ounce boy named George Clayton. The little one arrived January 31. Mr. and Mrs. Glenn Herndon, also have a boy, Tony Lynn. Tony weighed 7 pounds, 8 ounces, and was born February 3. All mothers and sons doing nicely, and our congratulations to the happy couples.

John Gipson, State Heavy Bridge Maintenance Division, and his crew, are in District 5 this month repairing the White River Bridge.

The bird season closed January 31, and those who reported good luck were: Bernard Bice, C. L. Bradberry, Freece Kimmer, G. C. Anderson, Ralph Rollins, Carl Flippo and Fate Denniston.

Mr. and Mrs. Edgar McCowan and daughter, Martha Dale, made a week end trip to Houston this month. They reported a good trip.

Mary Lee is the new payroll clerk in District 5.

**DISTRICT 8**

*Netha Brown*

Our district has been hard hit by the siege of flu. Many of our employees are unable to work at this time. Illness, of one kind or another, seems to be the rule instead of the exception in our seven counties. R. E. Batson, district maintenance superintendent, is now a patient at St. Mary's Hospital in Russellville; Clayton Crow, patrol operator in Yell County, is in Baptist Hospital, Little Rock, and John E. Gray, a bridge carpenter, is in the University Hospital in Little Rock. It is everyone's sincere wish that they will all be back on the job soon.

R. B. Winfrey and Jake Clements made a popcorn visit to our office on February 3. It is always pleasant to have visitors from the Little Rock and other district offices.

James L. Owens, better known as "Leck," our assistant district maintenance superintendent, received his 30-year Service Awards from the Commission in January. He wears his pin and shows it to everyone with great pride. Congratulations, Leck.

Two of our employees in Faulkner County, Coy Bent and Kendall Belote, were struck by cars in separate accidents last month. Both suffered severe bruises, but were fortunate that no bones were broken. Coy has returned to work but Kendall is unable to at this time.

**DISTRICT 9**

*Edris Hulsey-Shirley Morton*

Visitors recently in our district were: R. B. Winfrey, Don Hayes, Bert Rownd, A. G. Rives, Ed Orsini, and Gerald Sisk.

Curtis Pangle and family are the proud owners of a beautiful new 1960 Ford.

Congratulations to Mr. and Mrs. Garlen Bowling, who are the proud parents of an 8 pound, 2 ounce baby girl, Seeley Ann, who arrived in Fayetteville on December 30. Also, congratulations to Mr. and Mrs. Jim Caviness on the arrival of their fourth child, a girl, February 2.

Al Foster and family have moved to the building at 106 West Ridge and have their quarters on the east side of the building.

Minnie Shinn is a justifiably proud owner of a new 1960 Dodge Dart. As "Cookie" says, "It is a classy blue wheel, Dad!"

J. E. Hudson, area foreman of Boone County, on two recent occasions, has been confined in the local hospital and is now convalescing at home. We hope Walter will be able to return to work soon. Also, we extend our sympathies to Walter and family in the loss of his little granddaughter at the home of her parents in Chicago, Illinois.

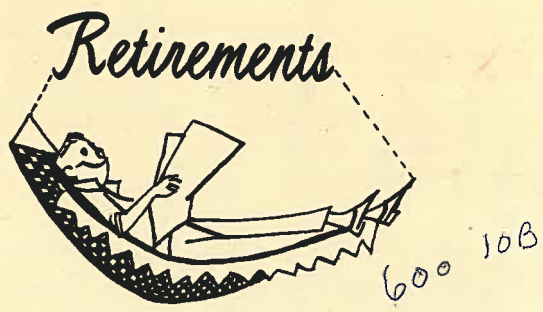
Our deepest sympathies are extended to the family of J. R. Tucker, who passed away on January 24. J. had retired from the Department after having served as district maintenance superintendent for 11 years. Also sympathies to the family of Billy Ray Anderson, whose grandfather passed away January 27 at Timbo, Arkansas.



740-80  
15

# THIS'LL KILL 'YA...

by Jimmy Zinn



AHD employees who retired as of December 31, 1959 were: Vernon E. Scott, Mary McLane Hill, George W. Allen and Joe Steel Hall. Jessie Lee Goins retired January 25, 1960 and Ernest Clyde Connelley retired on January 19, 1960; William C. Payne and Benjamin Conrad Lewis, January 31.

The newly hired salesman wrote his first sales report to the home office. Obviously, the new "hope" was a blithering illiterate but here's what he had written:

"I seen this outfit which they ain't never bought a dimes worth of nothing from us and I sole them a coupl't hunert thousand dollars of guds. I am now going to Chicago."

But before the itinérant could be given the heave-ho by the sales manager, along came another letter. "I cum hear and solt them half a millyon."

Fearful if he did and fearful if he didn't fire the illiterate peddler, the sales manager decided to dump the problem in the lap of the president. The following morning, the members of the ivory tower were flabbergasted to see the two letters posted on the bulletin board and this letter from the president tacked above: "We ben spendin two much time tryin two spel instead of tryin to sel. Let's wach those sails. I want ever boddy should read those letters from Gouch who is on the roûe doing a grate job for us, and you should go out and do like he done."

The little girl, by the way of punishment for some minor misdemeanor, was made to eat her dinner alone at a little table in a corner of the dining room. The rest of the family paid no attention to her presence until they heard her audibly delivering grace over her own repast: "I thank thee Lord for preparing a table before me in the presence of mine enemies."

A man was going down into the subway. The stairs were wet and slippery. He lost his footing, slipped, and slid to the bottom. On his way down he tripped a woman, who fell into his lap and went down with him. When they reached the bottom she was a little dazed and did not immediately get up. The man politely remarked, "Madam, this is as far as I go."

A professor's little boy, aged four, appeared at his father's study door claspng in his hands a forlorn-looking little chicken which had strayed from a neighbor's incubator.

"Willie," said his father sternly, "take that chicken back to its mother."

"Ain't dot any mudder," answered Willie.

"Well, then, take it back to its father," said the professor, determined to maintain parental authority.

"Ain't dot any fadder," said the child, "ain't dot anything but an old lamp."

Absent-minded Professor: "Say! I remember giving someone a lift, and when I got here I got out and thanked him for his kindness."

A drunk was very indignant on being arrested. He staggered up to the desk sergeant, pounded his fist on the desk and shouted: "What I wanna know is why I'm being arrested."

"We brought you in for drinking."

"Well, thas differnt'...thas fine. Let's get started."

A timid husband was advised by his psychiatrist to toughen up at home. That evening, this ordinarily quiet guy told his wife she was taking orders from him...and that after she put out his paper, she jolly well better lay out his evening clothes.

"I'm going out alone," he declared, "and do you know who's going to dress me in my tuxedo and black tie?"

"Sure," said his wife, "the undertaker."

"Well, my son, what did you learn in Sunday School today?"

"We learned all about a cross-eyed bear."

"About a what?"

"Yes, sir, named Gladly. We even learned a song about him: "Gladly, the cross I'd bear."

## A RESOLUTION OF THANKS

The Dermott Chamber of Commerce adopted a resolution which was sent to the Highway Department, expressing its appreciation to the "Arkansas State Highway Commission for constructing said new, modern, safe, convenient highway entrance into Dermott." Prior to the new highway, the only entrance into Dermott from the east was the original trail carved from the wilderness in 1832 when the town was first settled by its founder, Dr. Charles McDermott. That entrance into town was paved in the early 1920's without State funds but through local taxation by an improvement district, the Arkansas-Louisiana Highway Association, the first of its kind in the United States. The old entrance was dangerous and caused a number of accidents not to mention the fact that visitors to the town found it difficult to find their way into or out of the town because of the century-old road's out-of-the-way location. The new highway into Dermott leads from U. S. Highways 65 and 165.

## NICE WORK

### ...If You Can Get It

A "slight" error of several million dollars was made in the article, "Goodman Reviews AHD 1959 to Engineer's Society," in the January issue. At the end of the article it was stated that future plans would include \$40 million for the construction of three freeway bridges south to Pine Bluff. If that was true, there would be quite a few people pretty happy. The sentence should have read "the construction program for the coming calendar year will approximate \$40 million. Included in the program will be the new highway south to Pine Bluff and three jobs on the Freeway project in Little Rock.

