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Roadways

North Carolina State Library
Raleigh



November-December, 1967

Huletide Greetings to All Highway Employees

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MERRY CHRISTMAS HAPPY NEW YEAR

Christmas is here again. It is that time of the year when beginning with December 1st, you can warn your children that if they are not good, or if they do not do thus and so, Santa Claus will find out about it. It is that time of the year when the moralist tells us about how Christmas is over-commercialized, under Christianized, losing its reverent meaning, and will soon be a thing of the past. Yet, somehow every year it's always the same as before.

December 25th, Christmas, that one day in a year of 365 days which epitomizes the spirit which everyone should have every day of the year. It is a time of unselfish giving. But contrary to the moralists opinions, the gift is not something you can unwrap, it is however a gift which I am sure that everyone of us has at one time received. It is the gift of togetherness. It needs no explanation because there is no explanation; for everyone has his own definition, but I am sure that everyone would agree that there is no finer gift in the world.

Merry CHRISTMAS is perhaps the phrase you hear more than any one phrase of greeting—But I Extend To You All The Very Warmest Wishes for a very Merry Christmas and the Happiest of New Year's.

Remember PLEASE To Drive Safely. We here in the HIGHWAY department believe in togetherness and each of you is a vital part of that togetherness, so be careful.

THE EDITOR

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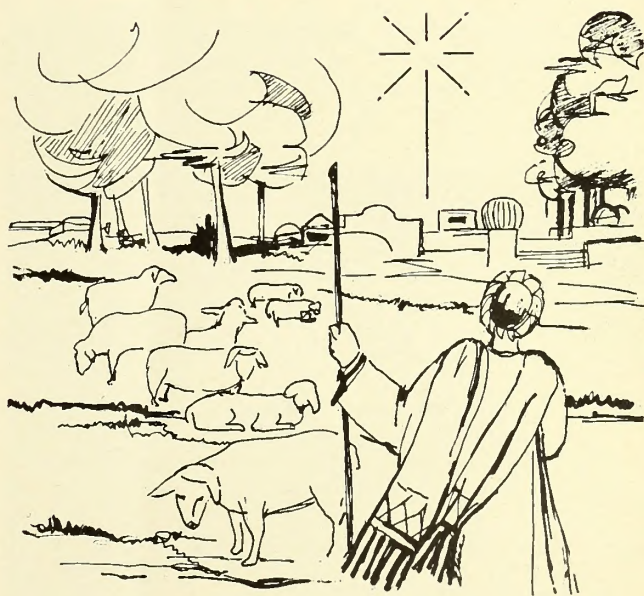
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Chairman and Mrs. Josephus M. Hunt, Jr.

More than two-thousand years ago there was born a Child in Bethlehem, and though there were many wise men in the world at that time only three had the courage, the willingness and the fortitude to actively seek out the Christ child, the one who was to become the Prince of Peace.

As our third Christmas together approaches, it comes at a time when the world is in trouble. This year at Christmastime, let us turn our hearts and minds back toward the true meaning of Christmas and pray, as He would have prayed, for Peace on Earth and Goodwill among All Men.



CONSTRUCTION—MAINTENANCE

By HUNTER IRVING

The Roadway Construction and Maintenance Departments of the North Carolina State Highway Commission is under the supervision of Hunter D. Irving, Assistant Chief Engineer, Construction-Maintenance, who is, of course, under the direct supervision of the Chief Engineer. In addition this office is staffed by State Construction Engineer, Mr. John H. Davis; Assistant Construction Engineer, Mr. W. E. Latham; Office Engineer, Mr. T. C. Hartman; Final Estimate Engineer, Mr. J. M. Coiner, who has three assistants, Mr. C. G. Smith, Mr. R. L. Willis, and Mr. Larry Cordell. Also, employed in the Construction-Maintenance office are two Steno IIIs, Mrs. Sally H. Rayle, Hunter Irving's secretary; Mrs. Grace Young, John Davis' secretary; one Clerk IV, Mrs. Virginia McDonald working with Mr. Hartman; one Clerk II, Mrs. Sara Cross, who also works with the Office Engineer; one Steno II, Mrs. Carolyn Riggs, who works for W. E. Latham and J. M. Coiner; one Steno I, Miss Mary Lee Griffin, working with Steno III and Steno II of Mr. Davis' staff. In addition to the above, there are 7 Area Construction Engineers; Mr. R. F. Deanes, Mr. J. E. Allen, Mr. Q. L. Sorrell, Mr. D. B. Roberts, Mr. L. H. Beam, Mr. R. H. Thompson, and Mr. F. K. Westwood. These men cover separate areas of the State assisting in field plan inspections and supervision of construction including final inspections and recommendations to the Chief Engineer for acceptance of constructed projects.

Also, working under this office and the supervision of Mr. Davis is Mr. John Walton, Bituminous Inspection Supervisor, and his staff. Mr. Walton's staff includes one Steno II, Mrs. Shirley Carroll, and six Area Bituminous Inspectors: Mr. J. A. McQueen, Mr. A. R. Cherry, Mr. J. E. Bobbitt, Mr. L. G. Cockman, Mr. G. G. Lupton, and Mr. W. P. Ware. These men cover and make routine inspections of bituminous work, assisting engineers and inspectors in the field with bituminous paving. In addition to those working out of the Raleigh



Left to Right: Mrs. Sally H. Rayle, Secretary to Assistant Chief Engineer, Construction—Maintenance; H. D. Irving, Assistant Chief Engineer, Construction—Maintenance.

Office, there are 72 Resident Engineers, who have direct supervision of construction under the supervision of Division Engineers. These engineers assisted by other engineering personnel totaling approximately 1,140 employees consisting of Assistant Resident Engineer, Technicians, Inspectors, and Engineering Aides stake out, inspect, and supervise work in the field. The present engineering complement lacks approximately 70 employees of being filled; however, this complement still needs to be increased by approximately 70 employees.

After plans and proposals are prepared, projects are advertised for letting on a given date usually the fourth Tuesday each month. Lettings are conducted by Assistant Chief Engineer, Construction-Maintenance, and Assistant Chief Engineers, Administration, accompanied by T. C. Hartman, Office Engineer.

Opening of bids is performed by Mr. G. W. Fulghum and others from Roadway Design Department, Proposals and Contracts Section, checking for correct attachments, etc., after which they are then turned over to Mr. T. C. Hartman for checking of bond, signing of contract, and other discrepancies that may be noticeable. After which reading of the bids is performed by Assistant Chief Engineers Hardesty and Irving.

During construction all partial payments, changes and extra work orders are submitted through our office for checking and forwarded to the Chief Engineer for approval. Final estimates are also submitted through our office for a thorough checking by the Final Estimate Section headed by Mr. J. M. Coiner. After checking, these are submitted also to the Chief Engineer by Assistant Chief Engineer with a detailed report recommending full payment if there is no overrun in completion or other discrepancies questioned by the contractor.



Left to Right: T. C. Hartman, Office Engineer; Mrs. Sara Cross, Clerk II; Mrs. Virginia McDonald, Clerk IV.

The Highway Construction Department has an administrative and engineering function staffed to the Chief Engineer through the Assistant Chief Engineer, Construction—Maintenance. It is headed by John H. Davis, State Construction Engineer, and other personnel directly assigned include W. E. Latham, Assistant State Construction Engineer; T. C. Hartman, Office Engineer; John D. Walton, Bituminous Inspection Supervisor; J. M. Coiner, Final Estimate Engineer; C. G. Smith, R. L. Willis, Mrs. Virginia McDonald, Mrs. Grace Young, Mrs. Sara Cross, Mrs. Carolyn Riggs, Miss Mary Lee Griffin, and Mrs. Shirley Carroll, all of whom work in the Raleigh Central Office.

The work of the Department is by nature largely a field function further staffed by seven Area Roadway Construction Engineers and six Area Bituminous Inspectors.

The general overall operation of the total department is to maintain direct liaison with the division construction forces to assure that the engineering, inspection, and payments to the contractor are in compliance with standard and uniform established procedures. All in accordance with plans, Standard Specifications, and contract documents. The department responsibilities include: development of uniform construction practicing procedures, the review evaluation and recommendation for Standard Specification, the general and specific counsel with construction personnel relating to technical and administrative matters, the review of monthly and final payments to contractors, evaluation and assignment of personnel allocations from a statewide level, the assimilation and preparation of various construction progress reports, final inspection of roadway work leading to recommendation for acceptance, and maintenance of close liaison with Bureau of Public Roads to insure Federal participation on contract work.

Office engineering section—Mr. T. C. Hartman has the working title of Office Engineer and is assisted in this capacity by Mrs. Virginia McDonald and Mrs. Sara Cross. The Office Engineer is responsible for reviewing, checking and evaluating all monthly and final payments to contractors, and contractor's payrolls in Interstate projects. He is responsible for all miscellaneous correspondence and for the assimilation of data used in the preparation of construction progress reports. Through the assistance of others, the Office Engineer maintains perpetual card index files with pertinent facts thereon of all contract projects.

Final Estimate Engineer—Mr. J. M. Coiner has the working title of Final Estimate Engineer and is assisted by Mr. C. G. Smith, and Mr. Ronald Wills. This section also utilizes the services of an Engineer in Training, who at the present time is Mr. Larry Cordell. The Final Estimate Engineer and his staff are responsible for checking all roadway final estimates prepared by the Chief Engineer. All records regarding final estimate for roadways are maintained by this section.

Bituminous Section—The Bituminous Pavement Section of the Construction Department is under the supervision of Mr. John D. Walton, who in turn is assisted by six Area Inspectors and one secretary. Assistants to Mr. Walton, are W. P. Ware, L. G. Cockman, Grady Lupton, James McQueen, J. E. Bobbitt, Albert Cherry. Personnel of this section of the Construction Department act as specialists in bituminous construction and give counsel and advice to field forces in this connection. They review and inspect all bituminous work for adher-



Left to Right: W. E. Latham, Assistant State Construction Engineer; John H. Davis, State Construction Engineer.

ence to specifications, plans, contracts, and sound construction practices. The section is responsible for the issuance of all initial criteria and any changes necessary pertaining to bituminous mixes and bituminous construction. They assist the Resident Engineer and the contractor's personnel in obtaining quality work, all in compliance with contract documents.

Area Construction Engineers — The Area Roadway Construction Engineers supervised by the State Construction Engineer are specialists in all phases of roadway construction and as such, serve as direct liaison between the division construction personnel and the Central Office in Raleigh. The seven Area Roadway Construction Engineers are: R. F. Deanes, in Greenville; Q. L. Sorrell, in Durham; J. E. Allen, in Fayetteville; D. B. Roberts, in Albemarle; L. H. Beam, in Shelby; R. H. Thompson, in



Left to Right: Mrs. Carolyn Riggs, Steno II; Mrs. Grace Young, Steno III; Miss Mary Lee Griffin, Steno I.

Asheville; and F. K. Westwood, in Sylva. The Area Construction Engineers make routine and specific inspections of work underway and advise division construction personnel toward compliance with contract and specifications. The prime responsibility of this section is to insure compliance with Standard Specifications, established practices, and to inspect the work in detail upon its completion with a view toward recommending acceptance from the contractor.

There are new techniques in construction developed over the last few years, one of which we are now using "Controlled Blasting (presplitting)". This is a precision blasting technique that controls overbreaks, increases safety, and produces economics in manpower and maintenance. Presplitting is a revolutionary new concept in the art of controlling blasting and procedures "Line drilled" results without the high cost of actual line drilling. This technique has the following advantages over usual methods of blasting used to produce the same results.

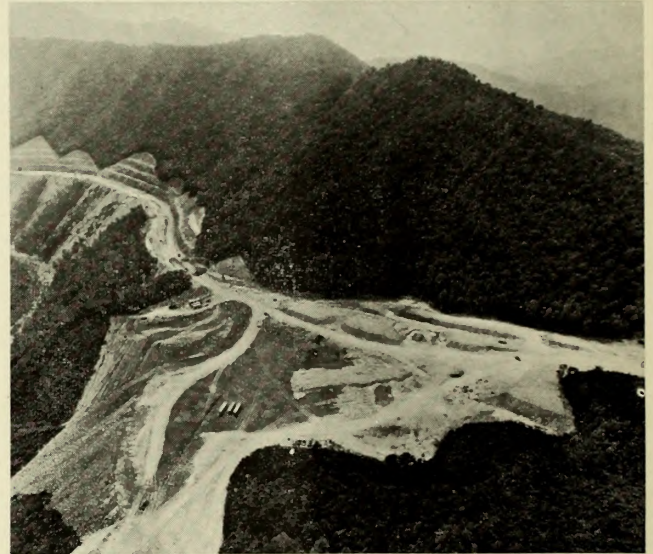
1. Rock overbreak behind the presplit blast holes is reduced to an absolute minimum less extra unpaid for excavation also fewer blast holes are required than for line drilling. Extra dollar savings in drilling costs.
2. Reduction in ground vibrations from primary blasting, — fewer complaints from nearby homeowners and industries.
3. Sheer, clean rock walls obtained greatly reduce scaling time.
4. Back shadowing reduced — much safer wall to work under; also, requires less maintenance.
5. "Entire depth of cut may be presplit in one blast — saves resetting up time." In number 5 above, you will notice statement that the entire depth of cut may be presplit with one blast. This can be done; however, we find that depths of approximately 25 feet maximum to be best for presplitting.



Left to Right: J. D. Walton, Bituminous Inspection Supervisor; Mrs. Shirley Carroll, Secretary to Bituminous Inspection Supervisor.

Following grading and structure work were three contracts let for crushing, placing stone, and surface treatment at a cost of \$2,691,364.82. This work was completed in the fall of 1967, after which paving contracts were let including boring of an additional tunnel to be completed and opened to traffic in late 1968. The present work under contract amounts to \$4,857,748.44 making a grand total of \$33,706,348.41 for construction cost only.

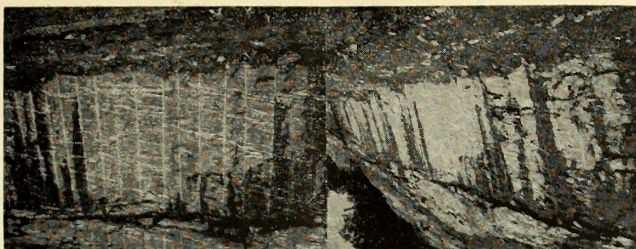
As you can observe from pictures, this has been, I believe, the most unusual and interesting job ever constructed in North Carolina, due primarily to the rugged terrain and rock excavation. In the pictures can be noticed benching of cut sections to prevent overbreaks and slides. Nevertheless, a considerable amount of sliding occurred regardless of the benching. Slides totaling approximately 800,000 cubic yards came down from the cut areas and had to be moved, another one on the lake side still shows some movement and corrective measures are to be taken to stabilize same before paving. Approximately 200,000 cubic yards of excavation has been removed from this slide area in order to lighten the load and reduce movement of the slide.



Above is a sight of one of the new Welcome Stations that will go on this road.

Slides are not uncommon on mountain work; however, as mentioned once before, controlled blasting technique (presplitting) almost eliminates this condition where rock is of such nature that it can be presplit.

The "Pigeon River Road" the western most North Carolina link of I-40 down the Pigeon River Gorge in Haywood County has received a lot of publicity in recent months because the "Last Leg" of construction on the 22 miles from Cove Creek to the Tennessee line has begun and paving will get under way in March of 1968. Some 21,758,000 cubic yards of mostly hard rock has been placed in fills up to 320 feet in height and in large waste areas, one of which held 2,000,000 yards and will be the site of North Carolina's Welcome Center on Interstate 40. Cut slopes are benched to slow down rock fall and hold future slides. Cut benches are at 40 feet to 70 foot intervals up the cut slope and are from 15 feet to 30 feet in width. One cut is 398 feet high and has six benches. Three tunnels, two retaining walls, seven bridges, two arch culverts, and several box culverts were necessary in the construction and these together with the concrete median barrier, which will be built within the next year represents approximately 67,000 cubic yards of concrete. Approximately 950,000 tons of coarse aggregate base course and 180,000 tons of asphalt plant mix will form the pavement structure.



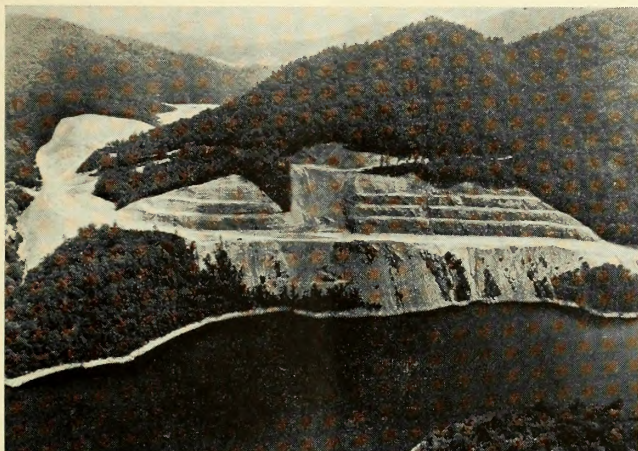
Theory of Presplitting

"Presplitting", as the name implies is a unique method of producing a plane of split rock prior to any primary drilling or blasting.

Although a cut may be presplit for the entire depth or to a preselected bench level.

Generally the system consists of: (a) drilling the line of small diameter holes in the same plane; (b) loading these holes with an option amount of explosives secured to primacords; (c) stemming the holes; (d) attaching primacord, trunk line, and finally detonating the primacord which together with the explosive accomplishes the presplitting action.

The option amount of explosives per hole is so selected that the resulting high gas pressure places the rock in tension. Tinsel cracks reinforced between holes results in a splitting of the rock between the lines of holes thus forming a plane of discontinuity.



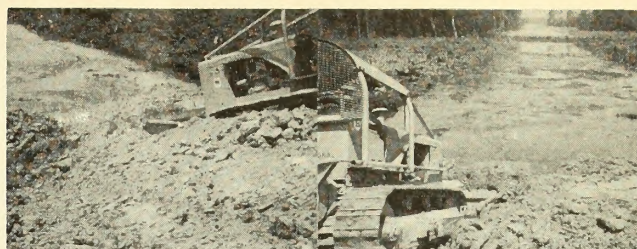
Site of Slide.

With the primary blast holes which are drilled within several feet of sheered plane are detonated, the broken rock peels away from the presplit face with no action occurring behind the presplit face. Pictures shown are rock cuts presplit on highway project 8.2070302, FH-38-1 (1), Jackson-Transylvania Counties.

We have some rock in North Carolina that will not successfully presplit due to being seamy and not real hard. The harder the rock without seams the better it presplits.

This technique was first tried in North Carolina in late 1964 or early 1965 along Interstate 40 through the Pigeon River Gorge. This work proved to be very successful and since that time it is being included in contract projects where rock excavation is to be encountered.

As a contrast to rock excavation and controlled blasting by presplitting, we now go to the northeastern part of the State where it is necessary to remove by machine or otherwise ten to fifteen feet of muck from swamp elevation by heavy equipment. Afterwards filling this canal with borrow excavation, placing a surcharge on end of



embankment as it is being placed for displacement of muck and unsuitable material below the excavated ten to fifteen feet. As this is being done, a bull dozer works on the end of the embankment pushing the surcharge



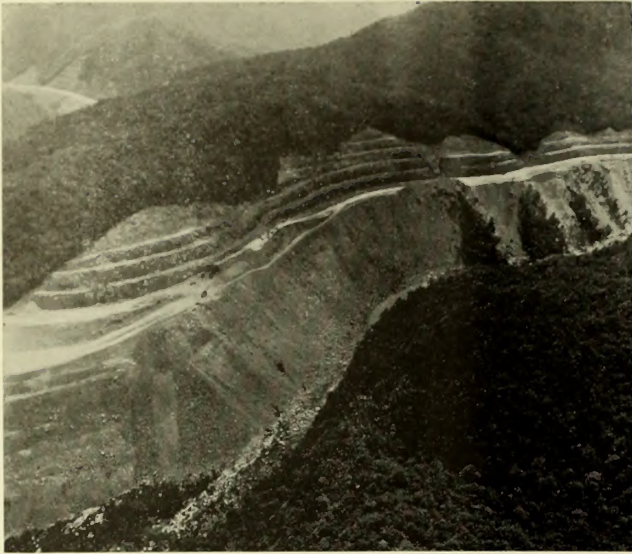
Left to Right: C. G. Smith, Highway Engineer I; R. L. Willis, Engineering Technician III; Larry Cordell, Civil Technician Trainee; J. M. Coiner, Highway Engineer II.

down into the loose muck material forcing it forward so as not to trap this material in or under the embankment. Displacement can be seen in pictures. By this means on the project shown in the pictures unsuitable material was displaced and removed to a depth of as much as fifty feet below swamp elevation. So as you see, eastern North Carolina has it problems also in highway construction.

The Most Outstanding Project

Beginning in March 1963 one of the most outstanding sections of road built in North Carolina was begun, this being the Pigeon River Gorge project, which is now a part of Interstate Route 40 was placed under contract for grading and structures which included No. 1 tunnel. This covered a distance of 6.59 miles from the Tennessee line to a point near Cold Springs. The cost of this project being \$1,650,895.96 and was completed April 26, 1955. Following this project, in January, 1957 an additional contract was let covering exploratory core borings at sites of two proposed tunnels at a cost of \$47,957.74. This work was completed April 25, 1967. Following this, additional contracts were let, one covering 3.63 miles to Asheville Contracting Company in February, 1958 from Waterville Dam on Pigeon River to a point 0.5 miles northwest of Fines Creek and completed August 20, 1959. One additional exploratory core boring project was let to Perry M. Alexander Construction Company, March, 1961 and completed June, 1961. Following this, contracts were let in 1961, 1962, 1963, 1964, 1965, 1966, with the final grading and structure work being completed in September of 1966. This grading and structures included seven different contracts with a cost of \$25,915,396.78. There were two clearing contracts with a cost of \$144,500-

ROADSIDE MAILBOXES



View of Presplitting

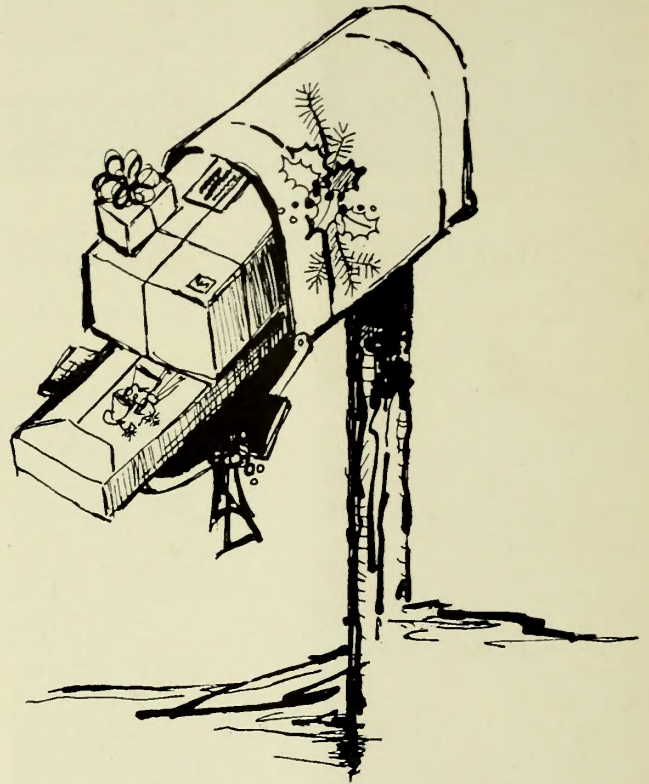
.00; three exploratory boring contracts amounting to \$97,338.37; this gives a grand total of \$26,157,235.15 for clearing, grading, and building structures on 22 miles through the Pigeon River Gorge.

There are numerous interesting highway projects under contract throughout the State; however, we do not have sufficient space to cover more. It appears now that 1968 will be the largest construction year in North Carolina's Highway History ranging from small projects to several within the two to three million dollar range.

As stated before there is a shortage in our Construction personnel complement, which we hope to fill with an increase in the complement for more assistance in handling this tremendous construction program. With the fine quality of construction personnel now employed and with additional personnel to fill vacancies. I feel positive that this work will be supervised and handled in a commendable manner by those in charge.

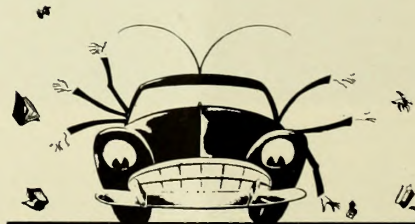


I-40 with Tennessee in the background.



CHRISTMAS 1967

DON'T BE A LITTERBUG



KEEP AMERICA BEAUTIFUL

OUR THANKS AGAIN IN 1967

We wish to express our thanks and appreciation to our artist, Elise Speights, who has so graciously given her time and talent to our many Christmas drawings and sketches.

Dedication of I-95 – Gold Rock Interchange

Remarks By J. M. HUNT, JR., Chairman

Governor Moore, Mr. Valentine, Commissioner Renfro, Mr. Morawski, distinguished federal, state and local officials, guests, ladies and gentlemen:

This is a proud day for North Carolina! With the opening of this thirty-mile section of Interstate 95, we are able to provide travelers in this State with a major four-lane highway facility all the way from our border with Virginia to within 14 miles of our border with South Carolina.

Those who have lived in this area over the past several years will rejoice, I know, that this section of road is now complete.

Those who have driven along NC 48 between Roanoke Rapids and Rocky Mount will rejoice.

Those who have driven along US 301 between Weldon and Rocky Mount will rejoice.

And those who have seen traffic pile up on US 301 and on the US 158 connector at Weldon on holidays will rejoice.

In our rejoicing, there are some things and some names I feel are worth remembering.

All too often we tend to think in terms of an impersonal "THEY" when we speak of projects such as this one, but I can assure you that the men involved in this project were very much interested in it in a very personal way.

And there is far more involved in moving a project such as this one from idea to reality than at first meets the eye. There is not time today to give you a detailed accounting of the hours of planning and working that went into the construction of Interstate 95 from Weldon to Gold Rock.

Suffice it to say that engineers and planners of both the North Carolina State Highway Commission and the US Bureau of Public Roads have virtually lived with this project over the past four years.

There are those here today who walked over this project when it was



Governor Moore cutting Ribbon for new road with Chairman Hunt and Commission.

nothing more than a set of plans and 30 miles of swamps and pasture land.

There are those here today who saw the first earth moved in grading on this project, and who saw the last sign erected and the last grass planted.

There are some names we all should remember.

There is Worth Joyner of Rocky Mount, who was Commissioner from this Division when the first grading contract was let.

There is Carl Renfro of Wilson, the current Commissioner from this Division, who has moved the project along to completion.

Ed Koonce, who retired this year, was Division Engineer when this project was begun.

And Bob Dawson, who served as assistant to Mr. Koonce, is Division Engineer on the date of the opening of the project.

M. W. Moore served as Resident Engineer on the southern half of the project, and his counterpart north of NC 561 is Bob Deans.

To these men we owe a debt of thanks, as we do Mr. T. J. Morawski of the Raleigh Office of the Bureau of Public Roads and his staff.

And to Bill Babcock and Cam Lee and the staff of the State Highway Commission.

We must also remember the men of Ballenger Paving Company, Dickerson Construction Company, Barnhill Contracting Company, Ray D. Lowder Company, Wilson Construction Company, Triplett and Ryan Construction Companies, Southern Roadbuilders and Rea Construction Companies and Whitmeyer Brothers Sign Company.

These are the firms which graded, paved, erected signs and fencing and landscaped this thirty miles of Interstate Highway we are dedicating here today, and these are the names that we should remember.

Interstate 95 across the two Eastern North Carolina counties — Nash and Halifax — provides an important new addition to North Carolina's road system, but it provides even more.

The segment of this road in the North-bound lane South of NC 561 will provide the Highway Commission and the US Bureau of Public Roads with a continuing laboratory.

This fifteen-mile section includes eight experimental concrete pavement areas — six to nine inches thick and two specially reinforced sections eight inches thick.

Frank Pace, our pavement design engineers and others will keep these test sections under study.

From what we learn on these test sections, we will base our selection of concrete paving practices in the future.

As I said in the beginning, this is a proud day for North Carolina — for you, for our Governor, for the Highway Commission, and for the many individuals who gave hours, months and years of effort to the construction of this project. And I, as Chairman of your Highway Commission, am proud to take part in its dedication.

Dedication of Tarboro Bypass

Representative Eagles, Mr. Renfro, Mayor Roberson, Chairman Fountain, other distinguished officials and guests, ladies and gentlemen:

This business of coming to Eastern North Carolina to dedicate highways is getting to be a habit — and a good habit it is.

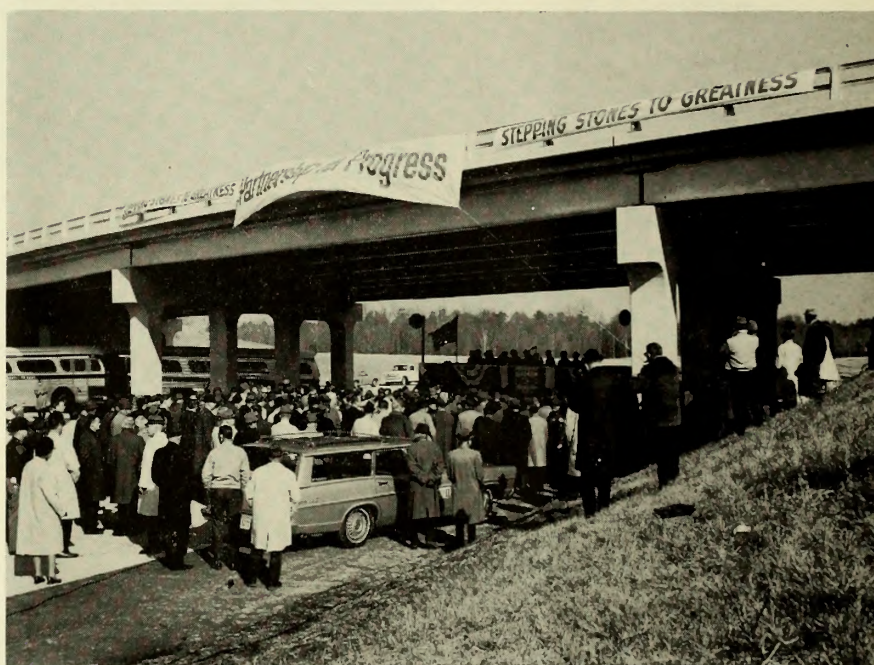
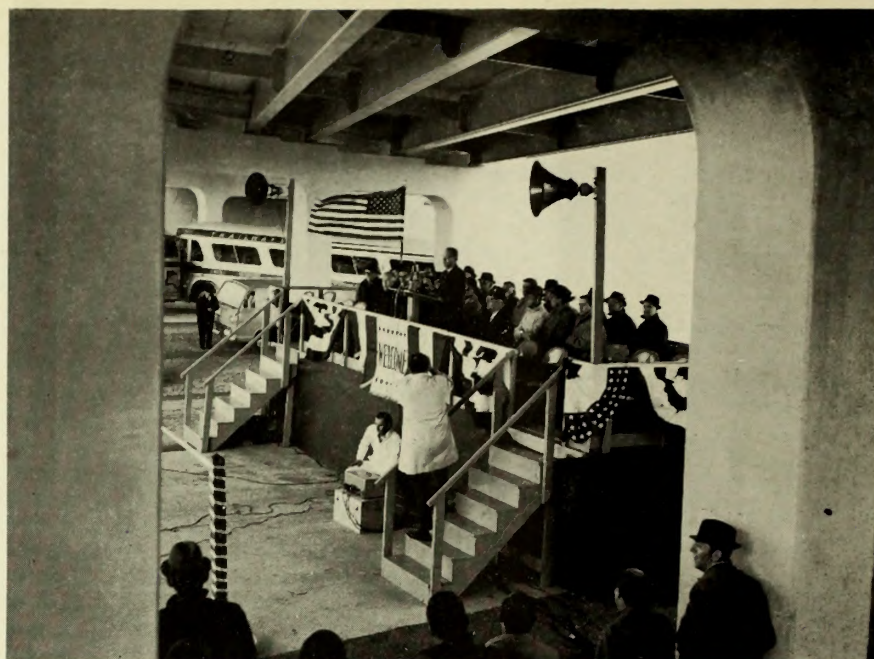
From a completely personal point of view, Eastern North Carolina is very dear to me.

It was from Eastern North Carolina that I got my first pledges of support when I decided to run for Speaker of the House. And the friendships which developed from that campaign and from other activities in the House have made lasting bonds between the East and me.

Friendships like the one between your Representative, Joe Eagles, mean more to me than I could ever put into words.

And the City of Tarboro itself has a special place in my heart.

Chick Turk and the late Willie Holderness came to my hometown — Greensboro — from here, and no one



will ever be able to properly account for what they meant to the economic and social growth of Greensboro.

Bob Norfleet, one of Greensboro's leading architects, and Bob Taylor of Jefferson Standard also have Tarboro backgrounds and added greatly to Greensboro's growth.

It has been my proud privilege over the years to call these men friend.

But, back to this business of dedicating roads in the East; late last month it was my pleasure to join members of the General Assembly, members of the Highway Commis-

sion and its staff and Doctor Leo Jenkins of East Carolina University in the dedication of the new Roanoke River Bridge between Oak City and Lewiston.

Today, we are here to formally dedicate to the growth and development of Tarboro and Edgecombe County this Tarboro Bypass.

Then, on December first, it will be my pleasure to return to this general area with the Governor and others from Raleigh for the dedication of almost 30 miles of Interstate 95 between Weldon and Gold Rock.

If you should notice a broad smile on Commissioner Renfro's face, it's there with good reason. This dedication today, and the one on I-95 on December first will make available two very significant links of highway to Eastern North Carolina.

I-95, with its US 301 connector, will give the State a four-lane highway all the way from the Virginia line to within hailing distance of South Carolina.

This project we are dedicating today is also very significant.

First, because it provides an important new bypass route for Tarboro. It also gives a new through traffic artery to those folks who live elsewhere, but work and shop in Tarboro. It takes away local traffic congestion from your downtown streets, thus giving Tarboro's business district back to Tarboro's people and traffic.

This project is also significant in that it was the first primary highway project to receive a "shot-in-the-arm" from the THREE-HUNDRED-MILLION dollar road bond issue.

The Tarboro Bypass was designed as a Federal-aid project and was on its way to be constructed with Federal funds. But, as we all know, there came a time when funds from the Federal kitty got a little scarce.

Realizing the importance of the bypass to the overall Tarboro road and street system, Commissioner Renfro set aside money from the primary bond funds available to this Division to move the project along toward completion. Today, it is ready for traffic long before it would have been had it been left as a Federal-aid project.

This five-mile link we are dedicating here today will not be the last of your highway needs in Tarboro, and neither is it the last project to be let to contract in your town during this administration.

It is my pleasure to announce today on behalf of your Commissioner, Mr. Carl Renfro, that plans have been completed on an Urban Bond project which will begin right here.

That project, on which we hope to call for bids in January or February, includes the widening to 64 feet and the installation of curb and gutter along Howard Avenue from the by-



Chairman J. M. Hunt, Jr. Cutting Ribbon.

pass all the way back to US 64 business.

In addition, we plan to call for bids at the same time on the upgrading to 24-foot wide pavement NC 42 from Conetoe to the Martin County line.

And, of course, work is already under way on improvement of NC 124 in Macclesfield and NC 42 in Pinetops.

This bypass was constructed at a cost of more than TWO-MILLION dollars as a partial four-lane facility, and is designed so that additional lanes can be added easily when traffic warrants and funds are available.

Your own Barnhill Contracting Company and William Muirhead Company of Durham started work on the project, which includes a new Tar River Bridge, in the spring of 1966. Now, in the fall of 1967, the project is completed and all yours. Traffic has actually been moving over it for three weeks.

I said a moment ago this bypass would not be your last highway project during this administration.

Neither will this ribbon-cutting today be the last time the Highway Commission will pay attention to this particular project.

There is, of course, regular maintenance, but there will be other work relative to the bypass.

For instance, after a project such as this one is opened, there are usual-

ly a few accidents. Some have already occurred on this bypass.

For that reason, after consulting with your Representative, Joe Eagles, and Commissioner Renfro, I have directed the Traffic Engineering Department to continue its surveillance of the bypass and to make recommendations as to what can be done to make this facility as safe as possible.

One check was made last Friday, and our Traffic people are working closely with your police chief, the Public Works Department and the City Manager's Office to come up with some solution for the situation at Wilson Street intersection.

The activities of our Traffic Department and your local officials will go a long way toward improving the safety of this bypass, but there is still a great need for your assistance.

I urge you as citizens to cooperate fully with your local law enforcement agents. I urge you to use your best driving manners. And urge the members of the local press to constantly remind all users of this bypass to use it with the greatest of care.

The safety and convenience of highway users here and across North Carolina is the prime concern of the Highway Commission.

We know that there are still many goals to be achieved in our overall highway program. We have not, and will not, be able to construct or improve every mile of road in the east or the west or the Piedmont which is



every member of the Highway Commission to plead your case in light of upcoming Federal road programs.

The Federal highway planners and our Congressional Delegation know that if the Interstate System is expanded after 1975, North Carolina expects to get connectors from our coastal regions to the Piedmont.

At the same time, North Carolina, and especially, the East, is changing. Our road needs are changing, and for that reason, Governor Moore is ready now to appoint a Blue Ribbon Commission to take a good look at how we are doing.

This special study group, which will take a look at the broad highway picture, in addition to our regular continuing highway needs study, is typical of the solid planning which your Highway Commission has always used.

Ladies and gentlemen, so long as we have the support of local people, so long as we set our sights on common goals and work together to achieve them, we can expect to see more dedications like this one today.

More for Tarboro. More for Eastern North Carolina. More for the State.

Chairman Hunt's Address at Oak City

Congressman Jones, Senator Harrington, Senator Wood, Representative Burden, Representative Everett, Commissioner Matthews, Mayor Johnson, Mayor Bunch, other local, county and State officials, guests, ladies and gentlemen:

It's not every day that a man gets to take part in the dedication of a monument so important as the one on which we are standing this morning, and what a wonderful occasion this is!

It gives me a great deal of pleasure to be here among you as the ribbon is cut on this highway project. Not because we are dedicating another multi-million dollar road project for Eastern North Carolina, but because with the passing of the scissors edge through the satin of the ribbon, still another barrier to the proper growth and development of this region has fallen.

For many years the people of this area of the Roanoke River Basin have been the victims of geography. They have been able to stand at their

considered important by someone. But we feel that we have been successful here in the East in providing many needed miles.

Here in Highway Division Four, Mr. Renfro has developed and put under contract a highway program involving one-thousand-two-hundred and seventy miles of road at a cost of almost TWENTY-FOUR-MILLION DOLLARS. And this does not take into consideration the projects done

by State Forces, nor those developed and not yet let to contract.

Your Highway Commission knows, your representatives in the General Assembly know, your Governor knows that there are some lacks in the highway system of this State.

For one thing, this area was left without an Interstate connection back in the planning days — the late forties and early fifties. But I have personally been to Washington with

DEDICATION OF OAK CITY-LEWISTON BRIDGE





homes and look across to their neighbors on the other shore. It was reaching them that was another matter. Those who lived in Martin County with business in Bertie and points north have had to travel many miles out of their way to find a river crossing. The same has been true of those in Bertie with business in Martin and points to the south.

This bridge and its accompanying system of smaller bridges and approach roads will end all that.

The distance from Oak City to Lewiston will be considerably shorter, and this section of Eastern North Carolina will be more tightly knit. And actually, this is only a beginning. On our designers drawing boards at this very minute are plans for extending NC-Highway-11 all the way to Aulander. Eventually, with construction moved forward as the funds are available, this route will provide a bypass for Lewiston and tie into NC-350, thus providing a much needed connector for the Greenville-Kinston Area to the corridor leading from the Ahoskie Area toward Norfolk.

I said at the beginning that it's not every day a man is invited to take part in the dedication of an important monument, and believe you me, this bridge is an important monument.

This is far more than a structure

of concrete and steel and asphalt. It is a physical expression of a spirit that has made Eastern North Carolina become great and dynamic.

This is far more than an investment of more than TWO-MILLION dollars in your tax dollars. It is the final result of years of planning and cooperative effort.

This bridge and those roads are far more than just a new avenue for the movement of people and commerce across the Roanoke River. They are symbolic of the New Day which has come to Eastern North Carolina. A new day reflected in new attitudes and efforts of the people of this great region.

Once, Eastern North Carolina was considered a sleepy, easy-going region, where farming was the only way of life.

While farming is still extremely important to this area, it stands now as a full partner to commerce and industry, and even farming has given up its old name for a new one—Agriculture.

Today, Eastern North Carolina is throbbing with new energy and new ideas. With new goals and more vigorous approaches toward them.

Today, Eastern North Carolina's new look — its new day — is reflected in many concrete ways.

It is reflected in the establishment of a University at Greenville — an institution which will pour still more and better ideas and new energies into this area.

It is reflected in your new attempts to interest industry in your tremendous labor force and your unbelievable water supply — probably the best in the United States.

It is reflected in your new approach to using all the tools at your command to bring new industry, new ideas and new money into Eastern North Carolina, such as the development of the fine Tri-County Airport at Ahoskie. Industry today must have air-travel.

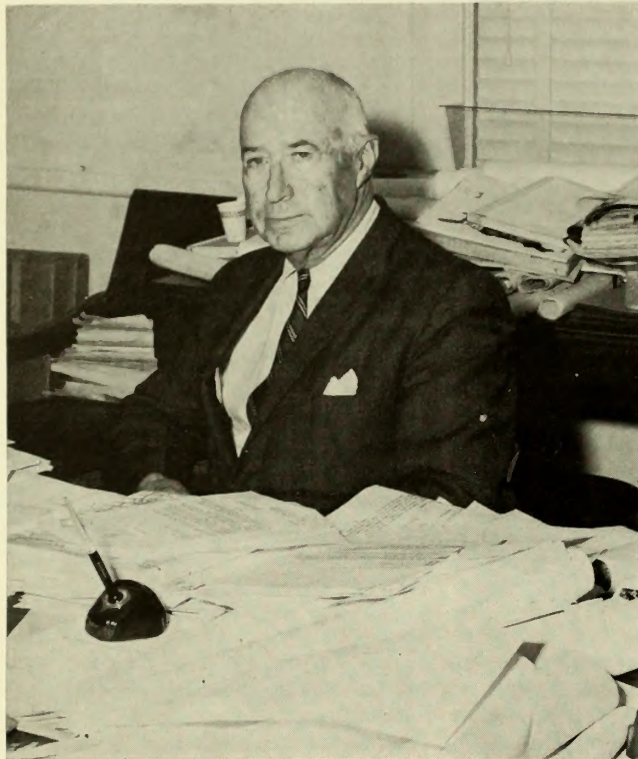
The new look of Eastern North Carolina is reflected in the size of your current highway program — your Commissioner, Don Matthews, has set up projects which are either completed or underway in this area totaling more than ELEVEN-MILLION FIVE-HUNDRED-THOUSAND dollars.

It is reflected in the new demands that you are making on your government in Raleigh through the Highway Commission and other agencies. These demand — the problems which you are experiencing — are healthy signs. They are signs of good, solid growth. They are signs which will keep industry, business and government interested in you and your future, and it will be my pleasure — working through your Commissioner Don Matthews — to offer you the continued services of the Highway Commission.

Don has a sympathetic ear, and Lord knows he is an interested as any man here in the growth and well-being of Eastern North Carolina, and he'll make every possible effort to meet any reasonable demand head-on, and with the help of his fellow Easterners, fill it.

Ladies and gentlemen, Eastern North Carolina has come of age due to your New Spirit. And I say again as I said at the beginning, what a wonderful day this is, and what a wonderful thing to take part in the dedication of this monument to the New Spirit of Eastern North Carolina.

Mr. Tom Burton, 7th Division Engineer, Retires



Mr. Tom Burton at his desk.

Only once in a great while does there come along a man who is so closely identified with the work he does as Tom Burton is.

The Highway System in this area — in Guilford, Alamance, Caswell, Orange and Rockingham Counties — bears his stamp.

In a word association game with folks who have lived around here for any length of time, you wouldn't have to go long before you produced the match "ROADS — TOM BURTON".

I know very well that's how I'd react!

Tom Burton has grown with the highway system in North Carolina. He and it have matured and come of age together, step by step all the way.

Back in 1921, Tom Burton was a young man of energy unbounded. Fresh out of VPI, he believed that the world had a tail to be grabbed and hung onto. He believed that a man could, through hard work and determination, shape his own destiny and at the same time, help to shape the destiny of his State.

North Carolina was, back during those days, shaking off the slowdown which had resulted from giving up much of its manpower to the doughboys band. The Tar Heel State was restless and growing — needing energetic young men like Tom.

North Carolina became somewhat of an "upstart" state in 1921. Who ever heard of a fiscally conservative state — a Southern state at that — issuing 50-million dollars in bonds to build roads with. Well, the world heard of it, and the echoes of that first big rumble haven't died away yet.

Tom Burton heard the thunder close at hand, and right there he cast his lot with the Highway Commission of

North Carolina, and though he got his first taste of the business in Virginia, he and North Carolina's roads have been part and parcel of the same program together ever since. Tom Burton is unique among employees of the State Highway Commission and has the distinct honor of being the only man to have served under every Chairman the North Carolina Highway Commission has ever had.

Tom Burton has been in a most enviable position. He has been able to view from the inside the growth and development of this Commission's responsibility from a few miles of roads — some paved, most not — to a system of more than 73 - thousand miles in every county, city and town in the State.

And with his experience which ranges from rodman and instrument man up through district engineer and division engineer, I'd have to be standing beside a banker before I'd try to tell you the amount of tax money he has seen converted into roads around here.

That same experience gives Tom the right to tell you, and all of you that his very sweat, blood and tears are a part of this Division Seven Highway System.

Tom Burton has roamed over every part of this division. He's scrambled up and down river bluffs and through laurel thickets. He's seen us go from sixteen-foot-wide pavements on which cars whizzed along at speeds well over 25 miles an hour to this modern day, with eight-lane expressways where cars zoom through urban areas at up to 50 - miles an hour. And he's built, or helped to build about every mile of all the roads in between these eras.

But even with all the time and effort he's given to the Highway Commission over the years, he's still found time to be active in his church, civic activities and those of Masonic and Shrine Orders, not just as a participant, but as a leader.

Tom Burton is a good man. He's a strong family man. He's a man who has given outstanding service and full effort to his every undertaking.

About January first, Tom is going to put away his engineering boots. He might swap his transit for a fishing rod — his log book for a novel, but he'll never be able to get away from the Highway Commission because of the years he has given it.

Tom can no longer run as far and as fast in a day as he once could. That unbounded energy of his youth is now tempered with the wisdom and solid judgment that a few years in a responsible position usually brings, but he is no less valuable a man.

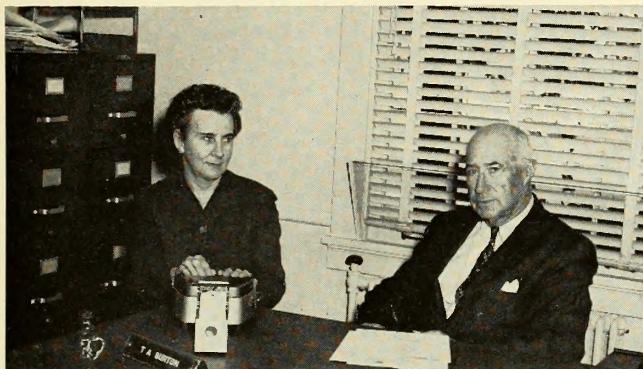
Tom, every man in this room considers it an honor and a privilege to call you friend. They know what you've done for this area and this State. They know you've gone the extra mile to do that "little something" that makes a man's memory of meeting you pleasant. They know that you're a good man and a good friend.

It would be useless for me to try to say just how much my own personal friendship with you over the years has meant, but I do want to say this before I quit.

The Highway Commission and this State are very fortunate that you chose the career you did. I'm proud to know you, prouder still to have worked with you these past two years, and I know that every man in this room joins me in wishing you all the very best in the years to come.

Mr. Burton was born October 18, 1901, son of George A. and Annah Wood Burton, in Mecklenburg County, Virginia. He was educated in the Danville public schools and at Virginia Polytechnic Institute at Blacksburg. Hesitating for a while as a young man between engineering and medicine, he turned to the former, and after leaving school, he got a job with the Virginia Highway Department, with which he had served part time during vacation while he was in college. Contact with a North Carolina engineering party near the State border resulted in Mr. Burton crossing the line to become a long-time member of North Carolina's road building and maintenance forces. On April 1, 1921, right at the beginning of the big bond issue push in road construction, he took a rodman's job with the State. He soon was promoted to inspector and then became an instrumentman working on top soil, reinforced concrete bridges and culverts and plain concrete pavement.

In February 1926, Mr. Burton was promoted to be a Resident Engineer, and was on construction in Caswell, Rockingham, Guilford, Randolph, and Davidson counties until he was transferred to maintenance July 1, 1931. He had just completed his services on the building of the bridge over the Dan River at Madison when called on to take over as maintenance supervisor in charge of betterments and maintenance in Rockingham and Cas-



Above Mrs. Margaret LaRogue Howell, faithful Secretary to Mr. Burton for 35 years. She is a native of Kinston.

well counties. He served thus until made District Engineer July 1, 1934, and placed in charge of maintenance and construction work in the Fifth Division, composed of Guilford, Alamance, Orange, Durham, Granville, Person, Caswell, and Rockingham counties. He has remained at this post, except for a brief period in 1949 when he was transferred with his same rank to the Seventh Division headquartered at Albemarle.

"My work has consisted of all types of road and bridge construction," says Mr. Burton, "and I was fortunate enough to have a part in the grade separation project at High Point as well as the one at Burlington. During the years from July 1, 1937, to 1949, we carried on a construction and extensive maintenance program except, of course, the period during the war when our construction was confined to access roads and military establishments. I would consider the job of the grade separation at High Point and the relocation of US-29 north of Greensboro, and relocation of US-70 at Hillsborough, as the outstanding jobs completed in the Division during that period."

Mr. Burton married Ruth Ragsdale, of Madison, and they have three children, Ruth, Kay, and Gay. Kay and Gay are twins. He is chairman of the Madison Recrea-

tion Commission, a steward of the Methodist Church and a member of the board of aldermen. He is a Mason, a Shriner, and a member of the North Carolina Society of Engineers. His hobbies are golf and hunting, both neglected of recent years. Mr. Burton has been a trustee of Madison Methodist Church — chairman of the Pastoral Relations Committee — Vice Chairman of the Board of Stewards. He was the Director of Madison Branch of Northwestern Bank and the Director of Penrose Park Country Club for 25 years. He is Mayor Pro-Tem, of the Town of Madison. It is with great praise and love that we come to the retirement of Tom A. Burton. The N. C. State Highway Commission will love you Tom and will remember you always as a faithful employee.

THE JOYS OF CHRISTMAS

By Charles Dickens
in "Pickwick Papers"

And numerous indeed are the hearts to which Christmas brings a brief season of happiness and enjoyment. How many families whose members have been dispersed and scattered far and wide, in the restless struggles of life, are then reunited and meet once again in that happy state of companionship and mutual good will, which is a source of such pure and unalloyed delight, and one so incomparable with the cares and sorrows of the world that the religious beliefs of the most civilized nations, and the rude traditions of the roughest savages, alike number it among the first joys of a future state of existence, provided for the blest and happy! How many old recollection and how many dormant sympathies does Christmas time awake?

We write these words now, many miles distant from the spot at which year after year, we met on that day, a merry and joyous circle. Many of the hearts that throbbed so gaily then have ceased to beat, many of the looks that shone so brightly then have ceased to glow: the hands we grasped have grown cold; the eyes we sought have hid their luster in the grave; and yet the old house, the room, the merry voices and smiling faces, the jest, the laugh, the happy meeting crowd into our mind at each recurrence of the season as if the last assemblage had been but yesterday. Happy, happy Christmas that can win us back to the delusions of our childish days, that can recall to the old man the pleasures of his youth, and transport soldier and the sailor and the traveler thousands of miles away, back to his own firesides and his quiet home!



His Christmas Gift

By NORMAN VINCENT PEALE

"Now when Jesus was born in Bethlehem of Judea in the days of Herod the King, behold, there came wise men."

Of course wise men came. They have always come to Jesus. They came to Him then and they come to Him now. And who were those wise men? We know only that they came from the fabled East which in those far-off days was a region of knowledge and culture.

Recently I flew from Calcutta to Benares to New Delhi to the Vale of Kashmir to Karachi and on over the vast expanses of Mesopotamia to Bagdad — over fabled romantic lands. And, looking down from an airplane upon that ancient terrain, I wondered about those wise men who came from this area. One could almost in imagination see them, lonely figures against eternal sands, motivated by some impulse they could only dimly understand to journey onward day after day always following a star.

* * *

More important than that star in the heavens was a star in the hearts of those thoughtful men. Another rendering of the Bible passage reads: "We observed the rising of his star." The wise men discerned that in the vast stream of human history an epochal event was about to happen, best described as the rising of a star that has been rising ever since and has yet to reach its zenith.

Other wise men came to Him also. There were shepherds, workers of the world, you might say, always close to poverty and struggle. Sometimes the wisest men are not necessarily those who delve into the great libraries of the world, or who have studied under notable teachers and received degrees from famous universities. The profoundest wisdom is often found in plain people.

* * *

There is perhaps a connection between perceptive understanding and association with quiet sheep under the stars. The shepherds mediating on the spectacular drama of the heavens were able one night to witness a marvelous thing. For over the



plains of Bethlehem all heaven broke loose.

Entranced, these simple men know instinctively that this extraordinary manifestation signified some great event. So they were drawn unerringly to a stable and knelt with others by a baby. The artfulness of this great drama is in the spectacle of those poor and humble men kneeling side by side with rich rulers and scholars. Each had been guided by the rising of His star and so they were all wise men come to Bethlehem.

* * *

The Bible tells us that the wise men returned to their own countries another way, referring perhaps not only to geography but also to attitudes. They returned home from Jesus' wiser wise men.

In spirit wise men still come to Bethlehem at Christmas time and there find in simple form the truth that God took upon himself, the form of a man and walked the earth. God knew that man could understand man; and therefore sent His Son, His best representative, to earth. He loved His Son dearly but sent Him because He also loved us.

* * *

The Reverend Sam Shoemaker, rector of Calvary Episcopal Church in New York City for many years, an erudite man of broad culture but with the rare gift of simplicity, once speculated on what God might have said to Jesus the night before he left to go to earth. He imagined God and Jesus conversing much as a human boy and his father might talk before the son leaves home.

God might have said, "Son, I'm sorry to see you go. I'm

sure going to miss you. I love you dearly but want you to go to earth and tell those poor souls down there how to live." And Sam though the last thing God might have said to Jesus was this: "GIVE THEM ALL MY LOVE."

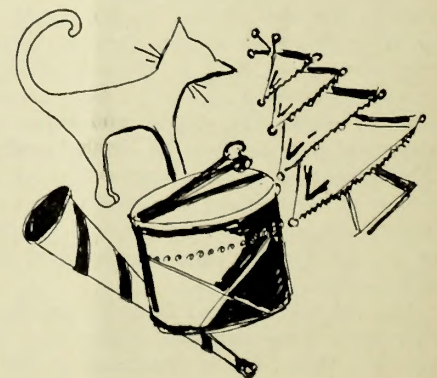
And that, of course, is exactly what Christmas means: "GIVE THEM ALL MY LOVE."

* * *

Sam Shoemaker used a little parable to show God's purpose in coming to earth. He pictured a scene on Christmas morning where children were playing with new toys. They have read the directions but cannot seem to make the toys work — they don't quite get the hang of it. So the father gets down on the floor and helps them get that knack.

Shoemaker commented. "That is just what God did. He saw us failing to get the knack of how to live so the great God got down on his floor of the world beside us to show us how it's done."

Perhaps that is indeed the real purpose of Christmas, simply to give us the knack of living.



Harold Rhudy New Sec.-Treas.

An N. C. State University professor in transportation engineering has been elected president of the N. C. Division of the Institute of Traffic Engineers.

Dr. Paul D. Cribbins of NCSU's civil engineering faculty was elected to the office during the division's annual meeting held this week in Raleigh.

Other newly-elected officers are R. V. Moss, city traffic engineer for High Point, vice president; and Harold C. Rhudy of Raleigh, assistant traffic engineer of the State Highway Commission, secretary - treasurer.

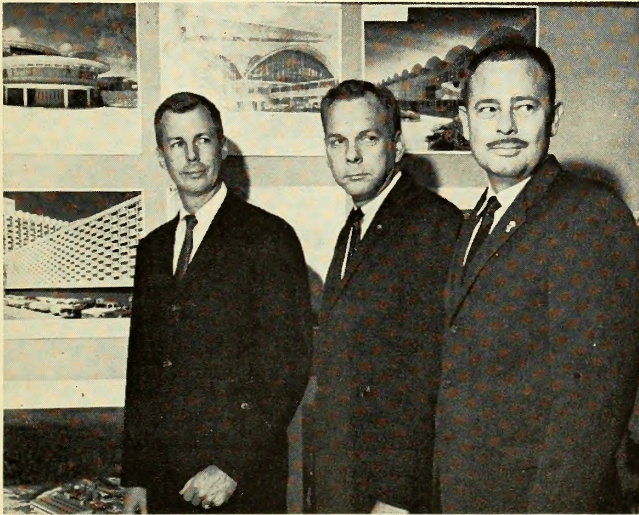
More than 100 engineers attended the annual event.

A. C. Hall Jr., director of planning for the City of Raleigh, was guest speaker.

Purpose of the organization is to stimulate interest in traffic engineering as a profession, to seek ways and means of solving transportation engineering problems in North Carolina, and to support continuing education programs for those actively engaged in the field.

The four year old division has grown to a current membership of approximately 150.

Membership in the North Carolina division is open to all national ITE members and, on an affiliate basis, to those active in traffic engineering.



TRAFFIC ENGINEERS ELECT NEW OFFICERS
— Newly-elected officers of the North Carolina Division of the Institute of Traffic Engineers met at North Carolina State University this week. They are, left to right, Dr. Paul D. Cribbins of NCSU's civil engineering faculty, president; R. V. Moss, city traffic engineer for High Point, vice president; and Harold C. Rhudy, assistant traffic engineer of the North Carolina State Highway Commission, secretary - treasurer.

ACCIDENT EXPERIENCE

By G. R. Fleming

Our accident experience from August, 1966, through August, 1967, has been disastrous. There have been a

total of 2,115 equipment and personal accidents listed during this period of time. These accidents have accounted for a total of 13,906 lost time days. This accident total also reflects one fatality. The number of lost time days accounts for the lost services of fifty-three employees for one solid year. This is especially significant in that most of the areas in which I have visited to date, the supervisory people are constantly complaining about being short-handed. This total of lost time days could have meant the services of four additional employees in each division for one year.

I think now is the time for reflection by all of us on ways and means to remedy this most costly situation. I believe now is the time for you to give this situation some long and protracted thought. I would very much appreciate the benefit of your knowledge and experience toward helping us remedy this very bad situation. If you have some ideas that you have promoted and had some success with, I would certainly like to know about them. Now is very definitely the time to get started.

It is sincerely hoped that our training series that has just began will accomplish something in our overall accident prevention program. In order to carry the point home very emphatically, it will require a concerted effort by all of our supervisory personnel to accomplish any gains on a long term basis. I would like to encourage the supervisory people to talk to their employees frequently and knowledgeably concerning accident prevention in their daily work habits. A five or ten minute meeting once or twice a week or even every day would be most beneficial.

This office would be most appreciative if you and your supervisory personnel would forward to this office a completed Form Number 100, signifying the extent and the content of the Safety Meetings you held each month.

A safety committee in each district area, composed of approximately three employees, possibly might be beneficial. This committee would be responsible for thoroughly checking into each accident that occurred in their particular area. This committee would also see that the responsibility of each accident is properly assigned. Some type of uniform disciplinary action should be instituted in very obvious careless situations and in cases of repetitious accidents. I would sincerely like to have your thoughts on this particular method of accident prevention.

Accident prevention is an attitude. If our supervisory people do not set the example, we can not, in good conscience, expect too much from our employees. A supervisors responsibility is not just to get the job done in the quickest possible manner. A supervisors responsibility is to get the job done in the most efficient and economical manner possible. This could only be accomplished by a very strong emphasis on employee attitudes toward their overall duties and responsibilities. An accident is a very costly happening. The Highway Commissions loss is measured in the costs of Workmen's Compensation, in lost man hours, and in the cost of equipment repairs and replacement. Accidents also cost the individual employee. In some cases, severe deprivation for his is experienced. Please give this very bad situation some conscientious thought. Any and all assistance in helping us to reduce our accident experience would be greatly appreciated.

Spirit Of Christmas Dips Into The Hills

By JOHN PARRIS

(Editor's Note: We wish to thank John Parris for allowing us to use one of his famous mountain Christmas stories.

By JOHN PARRIS

The elfin-faced little man shuffled along the crowded street.

He was old as fate is old.

He wore a thread-bare jacket too big for his tiny frame. There was a patch on one elbow. The sleeves were turned up about his tiny wrists. His hands were gnarled, the skin brown-spotted.

In his right hand he clutched a crooked, hickory cane.

As he shuffled along the tap-tap of the cane was lost in the noise of other feet and muted by the babble of voices, car horns, racing motors and the sleigh-bell music pouring from a loud-speaker.

There was something of the lost and lonely about him.

He seemed oblivious to the scurrying holiday shoppers.

He spoke to no one, and no one spoke to him.

He was just an old man in a tattered coat moving along among folks too hurried to give him a look. Folks hurrying along on last-minute errands, their minds on other things.

As he shuffled along, the old man peered upward into the passing parade of faces. Like he was searching for a familiar face.

Half way through the block the faces melted away, a pause in procession. And the old man halted, leaning on his cane.

Slowly he turned and looked back the way he had come. Then he cocked his tiny head, like he was listening for some particular, familiar thing.

He held his head that way for a dozen heart-beats. Then he shook his head, slowly, somehow wistfully, staring down at his feet.

Finally, he looked up, and for a moment a wisp of a smile lit his weathered old face. Then it was gone, like the fleeting shadow of a bird in flight.

But the old man didn't move. Only his eyes moved. And then he saw the little girl.

She stood all alone before the store window, her tiny face pressed against the glass.

She was blonde and tiny. She wore a faded red sweater over a blue cotton dress, and black cotton stockings and scuffed brown shoes which obviously were too big for her tiny feet.

She, too, was oblivious to the hurrying shoppers.

The old man stood and looked at her for a moment, then moved over to stand beside her.

He looked into the window too.

It wasn't a big store window. Side by side, the old man and the little girl filled its width.

Standing in the window was a little Christmas tree, festooned with tinsel of silver and gold and sparkling with many colored lights.

Right in the top of the tree was a little silver angel.

The old man looked down at the little girl, then back at the tree, and his eyes went to the angel too.

Then the old man with the elfin face bent down and spoke to the little girl.

"What do you see, honey?" he asked.

For a moment the little girl didn't seem to hear. Then she turned her face from the window and looked up at him.

"The angel," she said, and pointed a tiny finger at the top of the Christmas tree.

"Have you seen Santa Claus?" the old man asked.

The little girl nodded her head, said "Uh-huh," and her eyes went back to the angel.

"Did you tell Santa Claus what you wanted him to bring you?"

Again the little girl nodded her head.

"What did you tell him? Did you tell him you wanted a doll?"



JOHN PARRIS

John is author of a new book just published called "Mountain Bred".

The little girl shook her head. "The angel," she said. "That's what I want."

And she pressed her nose against the window and her breath made frost on it.

The old man was silent for a moment.

Then he said, "Come along, Honey," and he held out his hand. The little girl took it and they walked over to the door and went inside the store.

There the old man paused and looked about. He looked and waited for a clerk, but they were all busy.

And then a man with a great big smile came up, the store owner himself, and he said, "Can I help you?"

The old man said, "We want an angel."

"I'm sorry," the storekeeper said. "We don't have any angels. Have you tried down the street?"

The old man started to speak but the little girl tugged at his hand.

"In the window," she said. "There's an angel in the window."

And the storekeeper said, "Where in the window?" And the little girl said, "On the Christmas tree."

The storekeeper smiled. "You wait right here" he said. And he walked down the aisle and over to the tiny window. He reached in and took the little silver angel out of the top of the Christmas tree.

The old man and the little girl watched him come back with the angel in his hand.

Then the storekeeper bent down and handed the little angel to the little girl, and she took it in her hands and held it like it might break or melt or fly away.

The old man fumbled in his pocket for a moment and then drew out his hand. When he opened it there lay a quarter and a nickel and two pennies.

"How much is it?" the old man asked, and there was a little tremble in his voice, like maybe the angel would be more than the few coins in his hand. But the storekeeper said, "It's from Santa Claus," and smiled and patted the little girl on the head.

"Well," said the old man, "we thank you."

Then he took the little girl's hand and they moved through the door and out onto the street.

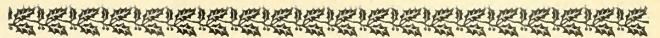
"I've got to go now," she said.

And with the little silver angel clutched in her hand she went running off down the street and disappeared among the hurrying shoppers.

The old man with the elfin face stood there for a moment and his eyes walked after her.

Then he turned and looked again into the window where the little silver angel had stood atop the Christmas tree.

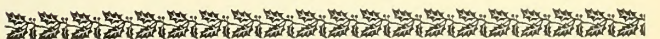
He smiled. Finally, he moved off up the street to become lost in the moving web of holiday shoppers.



My wish for you this Christmas
Is simple and sincere
Filled with hope, joy and pleasure
Just to have worked with you this
year.

So as you and your family
Celebrate in your own way
I'll be wishing you a mery Christmas
Have a happy day!

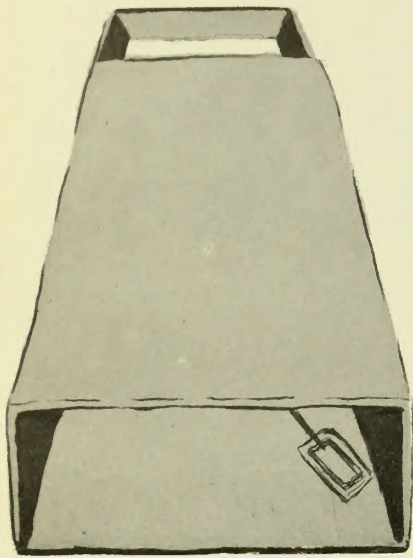
—Janie Williams
Highway Receptionist



For Instance, a Cowbell

The Bells of Christmas

By DOROTHY JENKINS



The mellow, sweet tones of church bells have heralded the tidings of Christmas throughout Europe and England since Medieval days. Now churches in many cities and towns in the United States have carillons, on which are played special programs for the holiday season. The real bells of Christmas, however, are the church bells.

A horse, an ox, a mule and a goat were in the stable at Bethlehem with the Christ Child. All of these animals were accustomed to wearing bells, but they were not the only animals that did. It seems as though almost every kind of animal has worn a bell of distinctive size or shape in their own country at one time or another.

The bell, shown in the accompanying photo, is a cowbell. It was made in the United States and, although it may not be more than 50 to 75 years old, it is battered enough to show that it has given good service. A bell of this typical size and shape used to be fastened around the neck of a cow to indicate her whereabouts, although it has been said this custom is disappearing gradually.

Like all cowbells, this one is made of one sheet of metal which is folded over neatly and riveted together along the two narrow sides. Cowbells tradi-

tionally are quadrangular and of good size. This one is $3\frac{3}{4}$ inches long and from $1\frac{3}{4}$ to $2\frac{1}{2}$ inches wide. The clapper or tongue consists of a hook to which is attached a ball of the bell metal. Like most cowbells, this one has a pleasing tone, rather deep and mellow.

Cowbells are the same shape in every country, but their decoration varies. This American cowbell shows traces of a golden bronzy paint which once covered the entire bell, inside and out. Cowbells here often were repainted, sometimes with a scene. One bell collector has the head of her favorite Ayrshire cow painted against a blue background on one side of her cowbell. In Switzerland and some other countries, cowbells usually were decorated with ornaments in relief.

Bells for goats and sheep were much smaller than those worn by cows. Goat bells were small and shrill in tone. They were made in pairs and the smaller one worn by the nanny goat, the large and slightly deeper toned bell by the billy. Only one sheep, the leader of the flock, wore a bell which was more melodious than goats' bells.

Before the days of automobiles, the merry tinkle from strings of bells attached to harnesses of horses that drew cutters over snowy roads added to the gaiety of Christmas. As a matter of fact, horses were likely to wear some bells during all seasons of the year. Mules wore large round bells, as much as five inches in diameter. These were the old crotal style, which is a round bell with holes in its sides and a tiny ball within. On the other hand, turkey bells were little flaring metal ones, about one inch high and $1\frac{3}{4}$ inches wide across the mouth.



Wilmington Claims Largest Christmas Tree

What may be the world's largest living Christmas tree — an imposing live oak decorated with 5,000 lights and six tons of Spanish gray moss — is expected to attract more than 100,000 visitors here before the end of the year.

Former mayor James E. L. Wade, who was responsible for first decorating the tree in 1929 when he was commissioner of the public works department, said it won the award that year for being the largest "living" Christmas tree in the nation.

Experts of the U. S. Department of Agriculture and state forestry officials estimated in 1929 that the tree was then 250 years old. Wade noted that 37 years have passed since the first estimate, said the tree is now 287 years old.

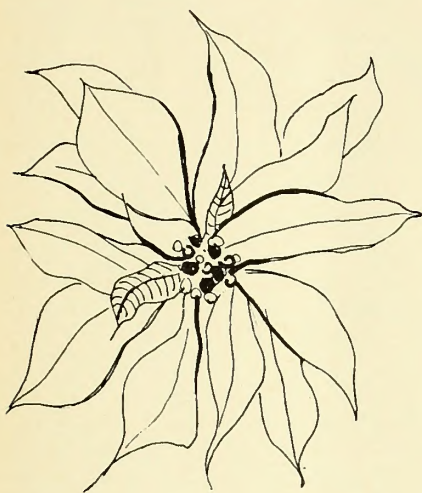
"In 1929," he said, "the tree was 75 feet high, it had a limb spread of 110 feet, and the trunk measured 15 feet and seven inches around. I'm sure these figures have increased since then."

During the national 1929 competition, Wade said, a taller tree was found in California but it did not have the limb spread of the tree in Hilton Park. The first-place award went to the City of Wilmington.

Wade was asked if he thought the tree was still the "largest living" one in the United States.

"I think it still compares very favorably," he replied, "but now there's no contest. No one has contested our claim at having the largest living Christmas tree."

Did You Receive A Poinsettia For Christmas?



The poinsettia, a traditional symbol of Christmas, is the most popular plant at this season. The quality of the plants available this year is better than ever before.

Real progress in poinsettia development has resulted in more beautiful plants and plants that are much easier to keep in the home.

There also is a greater variety of other flowering plants — azaleas, chrysanthemums, Jerusalem cherries, Christmas peppers, Christmas begonias, cyclamens, kalanchoes, gloxinias, primroses, calceolarias, cinerarias, African violets, miniature oranges and lemons.

Poinsettias come in three colors. Most people prefer red, but white and pink are becoming increasingly popular. The keeping quality of the three is similar.

Proper care of your plant in the home will keep it looking lovelier for a long time. The poinsettia is a tropical plant and is fragile and sensitive.

The best temperatures for poinsettias are between 70 and 75 degrees during the day and near 60, but not less at night. Give them all the light possible. Do not leave them near windows if there is danger of chilling.

Poinsettias should be well watered but not soggy. If the pot is wrapped in foil, poke a hole in the bottom to allow excess water to drain out of the pot. The amount of water required by a plant will depend on its particular situation. Normally, watering thoroughly once a day should be adequate.

Remove bracts when they start to fade and leaves as they start to yellow. It is surprising how much better your plants will look with a periodic cleanup.

The poinsettia flower can be used for a lovely Christmas arrangement. Contrary to some beliefs, such an arrangement can be done a day ahead of time without any danger of wilting.

First of all, decide what length stems are desired and then pull off the leaves to that point a day ahead of time, allowing the sap to drip and harden. This helps stop wilting when the stems are cut.

When the poinsettia blooms are cut, dip them into boiling water immediately. This will close the ends and not allow the sap to drip. Or the ends may be seared over a gas jet or a lighted candle.

Azaleas require large quantities of water. They may need watering as often as twice a day. Frequent syringing of the leaves prevents severe shedding when first brought into the dry atmosphere of the home.

If at all possible, azaleas should be kept in a cool spot while in bloom, especially at night. Although azaleas hold up amazingly well in a warm, dry atmosphere, they bloom out far too quickly and blossoms last only a short time.

Remove the flowers as soon as they have faded. Keep the plant in a sunny room until it is warm enough in the spring to plant it outdoors in the garden.

Potted chrysanthemums last for several weeks if given proper care. They dry out quickly, so check often to see if they need watering. Bright light or even full sun is necessary to keep the plant in good growing condition and to produce full coloration in opening buds.

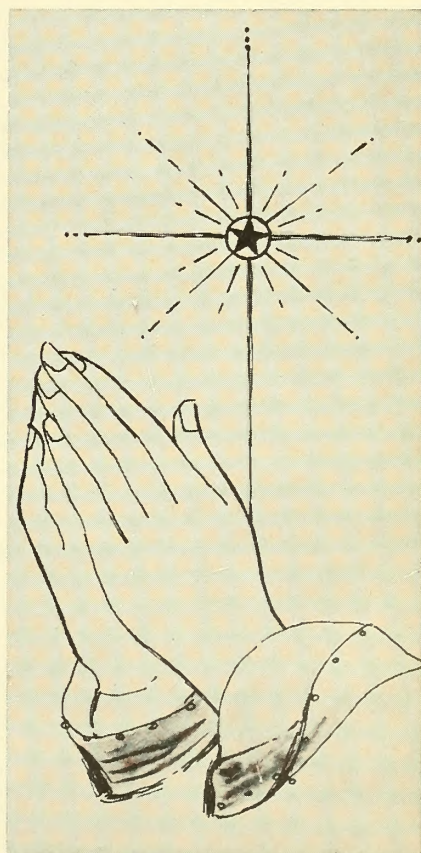
Try to keep it in a cool location, particularly at night. When the plant has finished blooming, keep it growing until spring, when it can be cut

back and planted outdoors in the garden.

Cyclamen is one of the most beautiful of all winter pot plants. However, it is the most difficult to keep successfully in the home. The key to a long-lasting plant is cool temperature. If the night temperature is much over 55 the leaves will turn yellow and the buds die.

If, in addition, the light is poor, the leaves will die back quickly. Large amounts of sunshine and cool temperatures are essential to the life of the cyclamen. Water the plant as soon as the soil feels dry to the touch on top. Avoid getting water into the crown of the plant.

Gloxinia is one of the few flowering plants that does not require direct sunlight. It needs good light, however. It also tolerates higher temperatures than most, as high as 75. Gloxinias rot easily, so be careful to avoid overwatering. Yellow spots appear on the leaves if water that is not at room temperature touches them.



Glory To God In The Highest

The familiar angelic song heard by the shepherds haunts us: "Glory to God in the highest, and on earth peace among men with whom he is pleased!" There is not much peace on our earth anywhere on looks. The words mock us, and we feel like crying with the Prophet Jeremiah: "They say, 'Peace, peace,' when there is no peace"

It is hard to remember, however, that the times are far from being abnormal. There never have been many periods of peace on earth. We tend to think of hostility and war as the final collapse of efforts to maintain normal relationships, but history proves otherwise. It is peace which is the exception.

Somebody with a mind for statistics figured out that of the last 3,000 years of world history there have only been 227 years of universal peace. The ratio of war to peace is 13 to one. Within the last three centuries alone there have been 286 separate wars among the continental nations of Europe, an average of almost one per year. No fewer than 8,000 peace treaties, each supposed to last forever, were signed between 1500 and 1860, and the average time they remained in force was two years!

* * *

Moreover, although we cannot simply say that international problems are only interpersonal problems writ large, there is surely some connection between the conflicts that engulf nations and the conflicts that embroil individuals. Here our record, written in the files of divorce courts, church and community rifts, and the estrangements of former friends, is little more encouraging. Where can peace be found?

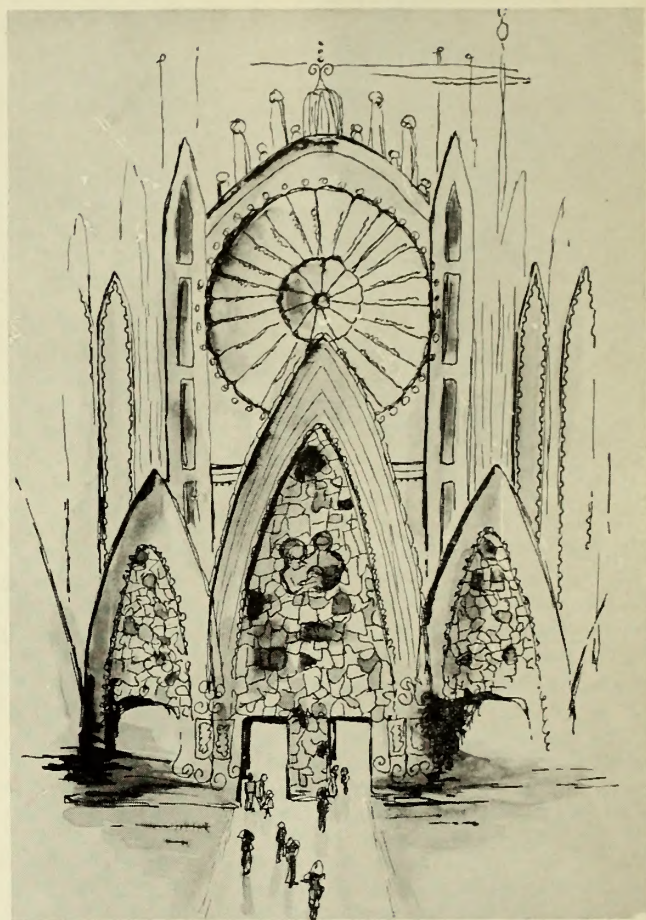
This brings us back to the angelic song: "Glory to God in the highest . . ." Is this merely a pious sentimentality to be mouthed from pulpits at Christmastime and to be sung in some of the Christmas hymns? Is this poetry only? Is it an unrealizable aspiration of man? Let us ask ourselves what God must have meant when he saw to it that these words were recorded in Scripture.

The important thing to note is that the peace proclaimed by the angels was accompanied by another announcement. What was that? "Glory to God in the highest." Mark well the order of these two parts of the proclamation, for this truth modern man too readily forgets. There is no peace in the human heart and no peace attainable in human relationships when men refuse to give glory to Almighty God as the highest they know.

* * *

The world is full of schemes for ordering peace, but these are doomed to the scrap heap piled high with discarded pacts and promises. They are doomed like their predecessors because they are based solely upon some form of human rearrangement of already known factors.

Here is an example. For more than ten years the United Nations Commission on Human Rights struggled to agree upon a statement of the universal rights of man. At last it worked out a formula. But then one important government refused to ratify that statement. That was our own. Our representatives could not accept the document because no acknowledgment could be secured from the Communist countries that the rights of man inhere in



his nature as created by God and that, therefore, his rights are inalienable and can neither be granted nor taken away by the state. Where men do not acknowledge the sovereignty of God, peace is unlikely.

* * *

Apply this problem to national or community problems. How are these to be solved? Some people talk about "separation of church and state" as if the ordering of life outside the walls of the church had nothing to do with religion. "Keep this out of the pulpit," they say. "This is a political matter, or a question for the police and the courts," they contend. Don't you ever believe that! Neither in Congress nor in the courts is interpersonal hostility ever settled. It is settled only in the hearts of men who are willing to say, "Glory to God in the highest!"

But bring the matter one step closer home — to the personal life of each of us. A flood of books will be sold at Christmas, many of which will offer peace of mind and heart to the readers. And the writers will reap new royalties from these clever proposals for straightening out all the kinks in our psyches. And most of it is pure claptrap.

There is no peace in the heart apart from man's adoring confession of faith: "Glory to God in the highest!" As Augustine put it long ago in his eloquent prayer, "Thou hast made us for Thyself, O God, and our hearts are restless until they rest in Thee."—L. D. J.

July 25, 1933.

Mr. N. L. Nicholson
2325 Crockett Avenue
Charlotte, N. C.

Dear Sir:

Your letter of July 7, attaching blue prints showing proposed standard layout for grade separations, etc., has been referred to this Office. The plan as outlined certainly makes an excellent disposition of traffic, however, I do not feel that it will be applicable to North Carolina highways as it will not obtain the immediate future on account of the excessive cost.

At the present time there are no structures on the North Carolina highway system requiring the erection of two highways. Should we have occasion to build such a structure we will consult the plan as outlined in the sheets attached to your letter.

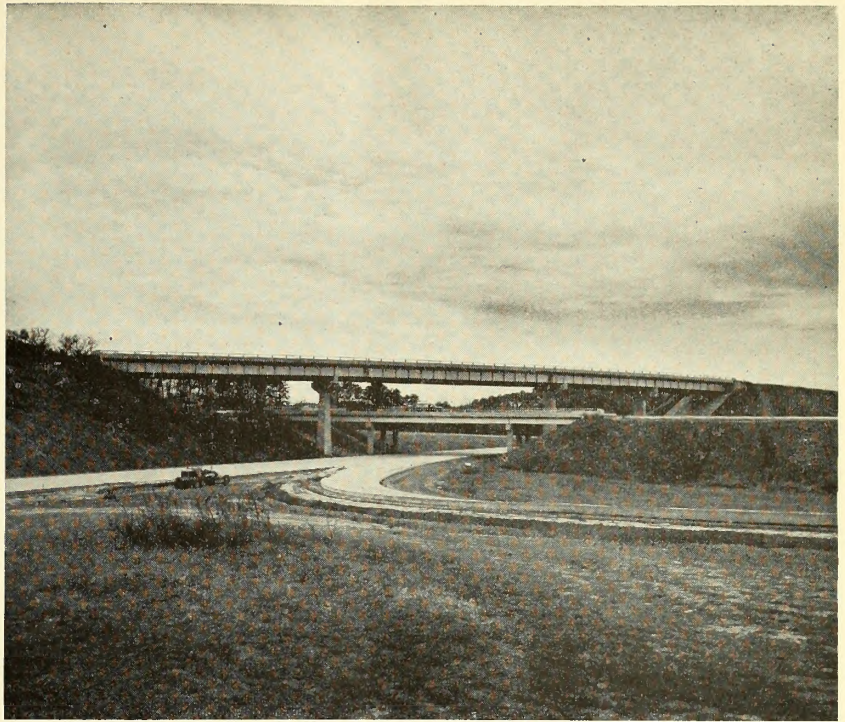
Yours very truly,

B. W. Davis

B. W. Davis
Equipment Engineer - Safety Engineer.

E:DP/24
CC-

Mr. W. L. Craven
Bridge Engineer
State Highway & Public Works Commission
Raleigh, N. C.

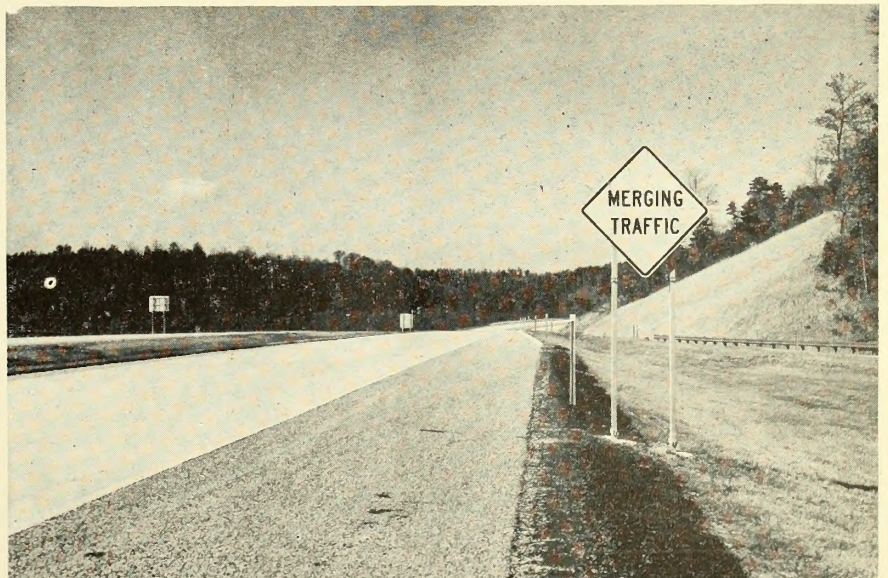


Above is a recent picture of the Tri Level Interchange at Asheville which was predicted would not be built for sometime as in the letter at left dated July 25, 1933.

The Freeway Planning Commission announces that construction will begin immediately on an underpass and interchange right where your house is sitting. Wishing to avoid imposition to you the Commission voted to move your house to Alberta, Canada, to avoid placing an off ramp through your bathroom.



New Break-A-Way Signs that has a joint at the base and hinge at top. It kicks the post up and it swings up out of the way of the automobile giving the car free to go under this type of sign.



New Traffic Signs.

N.C.S.H.P.E.A. ASSOCIATION NEWS

A REPORT TO THE EMPLOYEES

By OTIS M. BANKS & DAVID W. KING

In order to give the membership of the Association the thinking of the female members, we are quoting here a letter received from Mrs. Pat Abernethy, District Office Secretary at Nashville, Division Four. Pat was the first elected female General Secretary-Treasurer and did an outstanding job during her year in office. She has always been a loyal supporter of the Association and has served many years as Secretary in Unit Four. The letter follows:

Box #44
Nashville, N. C.
September 26, 1967

MEMO TO: 1966-67 General Officers
1966-67 Advisory Committee
Mr. Otis Banks
Mr. David King

As General Secretary-Treasurer this past year, my role was principally that of an observer. As such, I think that a report as well as a confession is in order at this time.

Last year when I promised to keep my mouth shut and do as I was told, I had no intention of doing any such thing. That was, as you probably know, simply feminine double talk and typical feminine tactics. On the way to my first committee meeting I had qualms of conscience about intruding on the relaxed atmosphere of your heretofore womanless gatherings, but not enough to keep me from going. I had a mission and, although I have a natural antipathy toward the image of the talkative bossy female, I have absolutely no scruples concerning quiet maneuvering to gain objectives.

This is to report that I found no occasion for maneuvering, quiet or otherwise. I have never seen better organized, harder working or more harmonious groups than those with which I met. If I kept my mouth shut, it was simply because anything I could have said would have either been superfluous or of no significance to the overall objective. Consequently, any ideas I may have entertained in the beginning concerning injecting the feminine point of view into proceedings were quickly abandoned. In effect, I am reluctantly conceding that the Association will survive, and even function effectively, with or without the feminine touch.

As General Secretary-Treasurer, I do not believe that I contributed one single solitary thing to the association, but the Association contributed immeasurably to me. It was certainly one of the most enjoyable experiences I have ever had and I appreciate very much the courtesy and consideration shown me. Through the meetings I learned much that is helpful to me in my work. Most of all, I left each time with added respect and admiration for those participating. It was indeed an honor to be associated with you and I shall remember each occasion with pleasure.

Please accept my sincere thanks for a very happy year, my warmest personal regards and best wishes for the coming year.

Sincerely
Pat Abernethy

TO ALL OF YOU, YOUR FAMILIES AND FRIENDS, WE EXTEND HEARTIEST WISHES FOR A VERY MERRY CHRISTMAS AND FOR A HAPPY AND PROSPEROUS NEW YEAR.





Pot Luck

By KEITH HUNDLEY

The Purely Personal Ponderings of the Purveyor of Potluck Expressed Poetically in:

THE COMING OF CHRISTMAS

By KEITH R. HUNDLEY

My two little girls have been darlings this year,
and more darling than ever as Christmas draws near.
Most of the annum they pout, fight and cry,
but come the first of December—uh—they're sweet
as pie

Vickie, the oldest, usually fast to retort,
gives me no sass now, and doesn't talk short.

The little one, Leithie, a real imp from the
South,
is getting so butter won't melt in her mouth.

There's no more yelling, "Washup 'fore we eat",
be it lunch or supper, their hands are plump neat.
There's much cleaning and sweeping and making of
beds,

much picking and packing and combing of heads.

Their rooms, how they sparkle, their floors,
how they shine,
and to go us one better, they clean Shirley's and
mine.

They take out the garbage, rake leaves from
our tree,
yelling, "Don't do that, Daddy, leave it for me".

They piddle and putter and do this and that,
if they don't let me work soon, I'm gonna get fat,
They always help Mama, and to the cooking
they tend,

ask no advance on allowance, they watch what they
spend.

They eat all their spinach, Leithie even tried
squash.

Then last night I heard Vickie say, "let me do the
wash".

Even in Church they stay as quiet as a mouse,
and I'm holding my breath that they won't paint
the house.

They're prim little ladies, no duties they shirk.
Without one yell or "look here", they get their
homework.

They mind their own business and never butt in,
when I'm talking to Shirley or even to a friend.

They never say "Christmas" or "gift" or "pre-
sent",

but they're quick with allusion and fast with a hint.

They do drawing of Santa — of course, they're
just messing,
and they repeatedly ask how to make turkey
dressing.

They walk through a room, not their usual
jog,

but always that question, Where's the Sears catalog?"

The calendar's marked the whole month of
December,

twenty-fourth circled red so I'll have to remember.

They whisper a lot into each other's ear,
talking just loud enough so we parents can hear.

I seem to have heard tea set and hipster tape
deck,

a new Monkees Album and, oh . . . what the heck?

Knowing their pattern like a well-worn text,
their lists for each other lying unhidden is next.

"Oh, now they know what you want, even the
surprise",

"I didn't want them to know yet", then a wink of
the eyes.

This niceness and goodness, though I love it
so well,

can last only December; such a short spell!

They're good, but so crafty, so cagey and sly,
I pray that the month will go flying by.

I crack my knuckles, chew my nails to a nub,
and try hard to remember, "what is in Christmas
Club".

I know that they love us, that's never my fear,
but thank goodness this happens only once in a year.

The presents are purchased, and old Santa's
alerted,

We laugh while they scheme, not once have we
blurted.

The secrets are ours; they're Shirley's and mine
and we act pleased and stunned as they primp, clean
and shine.

It's pleasing to possess two gems in the rough;
see them sparkle a month, but I've had enough.

My nerves are so edgy, like a steel spring
they're coiled.

Oh, hurry, Saint Nicholas, before I get spoiled.



Headquarters

By Jewel Adcock

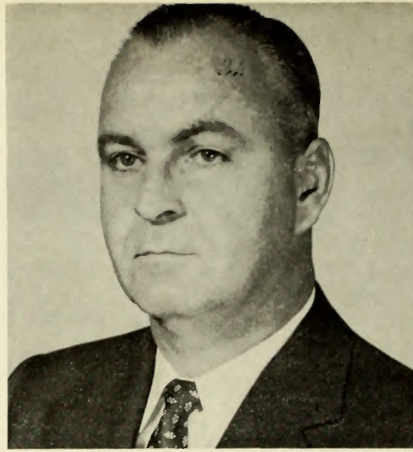


BRIDGE — It's nice to have new employees **KENNETH DRIVER** and **TOM PATE** in the Department. Kenneth is a trainee. Tom, a native of Raleigh, is married to Sue Whitley, also of Raleigh. Just out of

the Navy. He was formerly with the recruitment office here. The Pates are parents of a 3½ year old son. **CHARLES POTTS** is a temporary employee in Final Estimates. Other new additions to Bridge are **HOYLE LOWDERMILK** of Raleigh, **NANCY HARDING**, temporarily employed as a secretary, and **MARGARY PEARSALL**. Margary replaced Sally Stewart as secretary and is from Mt. Olive. She was employed at N. C. State University before joining Bridge.

RONALD DAVENPORT and **ALFRED AVANT**, trainees, have left Bridge and are now in Advance Planning. **ROYCE CARROLL** is back at work after a siege of four months in the Army Reserve. **LYMAN BRYANT**, who is on six months military leave in the Army Reserve, later going to paratrooper school, was married October 21st to Betty Ann Bulgin of Franklin. Congratulations Lyman!

SUE ROYAL of Benson is enjoying living in Raleigh — especially since it no longer is necessary to commute. The **BILL GOODWINS** are proud parents of a new son, Bill, Jr., born November 17th. Bill is in the Co-op Program and is due for



Highway employees and fellow workers were greatly saddened by the death of Mr. Jim Duncan, November 12th

Jim was born in Raleigh, August 6, 1917. He attended the Raleigh City Schools.

After graduating from high school, he was employed by the Location Department of the Highway Commission as a chainman on the Blue Ridge Parkway. He held various positions with Location and Bridge Location Departments. Since 1955 he has been Squad Leader in Roadway Design. His total service with the Highway Commission was 29 years and 5 years with other engineering firms.

Funeral services were held November 13th at the Tabernacle Baptist Church and burial was in Restlawn Memory Gardens.

Jim was well-liked by everyone who knew him. He was a dedicated and loyal highway employee. His personality will be missed very much within the organization as well as his work for the department.

Immediate survivors are his wife, Helen Wood Duncan, three sons, James D. Jr., William H. and Robert H.

more schooling at Holding Institute. **BILL ROGERS**, **BOBBY POWELL**, **SAM USRY** and **C. B. PATTON** attended a welding seminar at Greensboro, November 9th. **BOBBY POWELL** now has plenty of "deer" meat in his freezer since a hunting trip to Hyde County where he bagged a 4-point buck.

NEIL SALMON, **BOB ELLIS** and **JOHN SMITH** recently took a three-day surf-fishing trip to Cape Look Out. The fishing was successful — mostly flounder, but the unexpected happened. Their beach buggy broke down and stranded they were. After plowing through a mile or more of marsh land, the boys finally reached

their cottage. "Scout" Bob Ellis went for help and the Coast Guard rescued the buggy by towing it back to the waiting group.

JERRY HEALY, accompanied by his wife, his children and his mother, went to Hartford, Connecticut for a cousin's wedding. On the return trip, they spent a day sightseeing around New York City. The **CHUCK CATO** family recently moved into their brand new home at 3520 Carolyn Drive, Brentwood Estates.

Bridge employees held their annual Christmas Party at the Carey C. Jones Memorial Park Center in Apex, and as usual, it was a wonderful success! Many thanks go to **GERALD WHITE**, who has been in charge of these parties for several years. **GARLAND MITCHELL** did a fine job as Master of Ceremonies, and **JUDY BLEVINS**, who is so talented, was credited for the beautiful decorations. Highlighting the entertainment was Shearon Lienau, Miss Apex of 1967, and second runner-up of the Wake County Beauty Pageant — such a beautiful girl and a beautiful voice.

BRIDGE MAINTENANCE — Our deepest sympathy is extended the family of H. R. EARLY. Mr. Early died November 20th.



The Sacred Heart Cathedral was the scene of the wedding Saturday, December 16th of the lovely Miss Rebecca Ann Wilson who was married to William Everett London, Jr., in a 2 o'clock ceremony.

The bride is the daughter of Mr. and Mrs. William Alfred Wilson and her father is head of the Commission's Roadway Design Department.

Mrs. London will graduate from North Carolina State University in January with a Major in Math. The newlyweds will live in Raleigh.



Miss Anna Elizabeth House became the bride of Rogar Glenn Daniels in a lovely ceremony at the First Christian Church in Robersonville, September 3rd.

The bride's parents are Mr. and Mrs. Howell of Robersonville and the bridegroom is the son of Mr. and Mrs. Wheeler V. Daniels of Oak City.

Mrs. Daniels is a graduate of Hardbarger Business College and is now employed in the Roadway Design Department. Mr. Daniels attends N. C. State University.

The newlyweds live at 707 - A Daniels Street.

BRIDGE LOCATION — One of the many benefits for employees whose work sometimes requires travel is the opportunity occasionally to work in one's home town and visit the family. Recently two survey parties, under the supervision of R. L. SPENCE and J. W. COLLIER, were working in the Elizabeth City area and were invited to the home of Bobby Spence by his parents for a very enjoyable evening meal. Everyone enjoyed the fine hospitality extended to them by Mr. and Mrs. Spence.

GUS SAPARILAS is in the process of having a new home built in the Scarsdale area, located on the north side of Raleigh. Gus hopes to move in by the first of the year.

DON GREENE and his family recently spent an enjoyable weekend at Emerald Isle. JACK EDGERTON returned from his annual week's vacation deer hunting with a 15-point buck!

From Vietnam to Bridge Location. All employees welcome back BOB GREENE who just returned from a year's duty in that country. Congratulations to JOHN and Judy COLLIER who recently moved into their lovely new home in Starmount. Good luck to ALLEN KEEL on his new job in the Second Division. New faces in the Department are JAMES LIPSCOME, HUBERT GILL and WALTER PARKER.

PERSONNEL — JOYCE CLARK and family enjoyed a short trip to Virginia Beach during Thanksgiving to visit relatives.

Department Head RAYNOR WOODARD and his wife recently spent some time in Pensacola, Florida with their son, Jimmy Woodard and wife. Jimmy is in the Naval Officers Candidate Flight School there. November 19th - 22nd found Mr. Woodard in West Virginia attending the Southeastern Association of State Highway Officials Convention along with several other highway representatives.

TED AUSTIN has been making a number of recruiting trips to various colleges and technical institutes around the state.

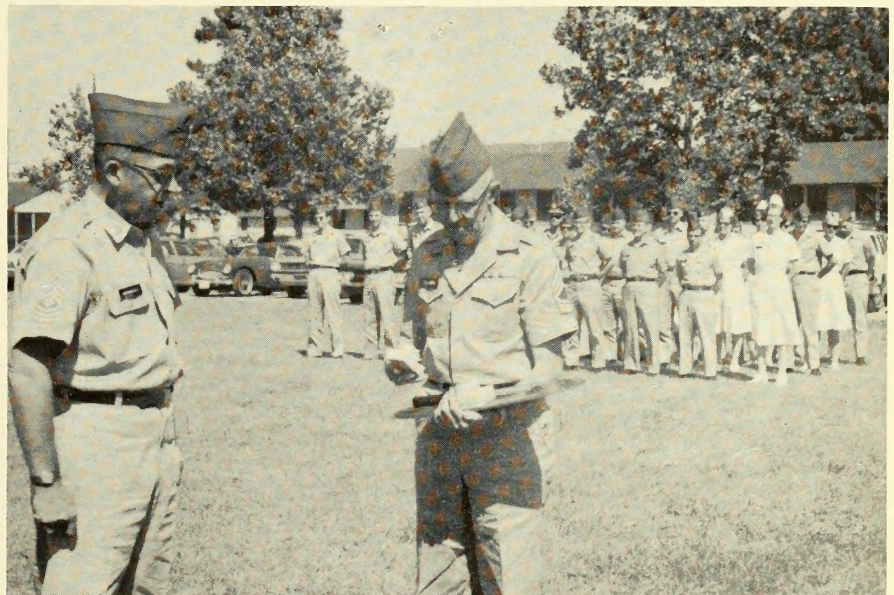
Members of Personnel recently

helped JOANN VAUGHN and RON WOLFE celebrate their birthdays. Each was honored with a birthday cake from the department and a luncheon at the K & W and Balentines respectively. Happy Birthday again to Joann and Ron.

RIGHT OF WAY — The Department welcomes two new employees: LINDSAY GOULD of Raleigh, a graduate of East Carolina College and single. CARROLL WILSON of Granville County who lives in Cary, is married and has five children. Carroll is a graduate of East Carolina College and was formerly employed by the Board of Paroles.

DAN SHOEMAKER spent a week in the hospital after undergoing surgery. The girls on second floor entertained JENNY FERRELL with a surprise "Stork" shower recently. Jenny is taking five-months' leave to await the event. JUDY BISHOP is back at work after slipping on her hardwood floor and breaking her jaw. Judy says she got awfully tired of drinking her meals through a straw.

Several members of Right of Way went out of town during Thanksgiving. W. J. MURRAY went deer hunting in Northampton County. ELEANOR TAYLOR and her family went to Augusta, Ga. to visit her



**SGT. WILLIE BULLOCK RETIRES FROM MILITARY DUTY
AFTER 21 YEARS SERVICE**

In recent retirement ceremonies at Fort Bragg, North Carolina M/Sgt. E-8 Willie L. Bullock, Zebulon native and local magistrate retired from the U. S. Army. Sgt. Bullock served 8 years on active duty and in excess of 13 years in the active Army Reserve Program. At the time of his retirement, Sgt. Bullock was Chief Wardmaster of the 3274th U. S. Army Hospital in Durham.

Mr. Bullock is employed in the Roadway Design Department as Clerk in Plans and Proposals Section.

sister. JACK BATCHELOR visited his mother in Charlotte. BOB SHEETS and family were in Asheville for a few days due to the death of a relative.

ROADWAY DESIGN — MARTHA ENSCORE and her husband vacationed the first week in November at Miami Beach, where they relaxed in the sun when they were not playing golf or fishing. They enjoyed the night clubs, too.

Odessa, Texas and Monterey, Mexico was the scene of a two-weeks vacation in October for the DAVE COOKES.

WILLIE BULLOCK and his wife, Dixie, visited friends in Williamsburg. Then they journeyed to Coatesville, Pa. where they visited more friends and did some sightseeing. On the return trip home, they visited Fort McHenry and Fort Meade where Willie was once stationed in service.



King mackerel provided good sport for these intrepid fishermen, at Harkers Island. Left to right are Glenn Stallings, Terry Harris, Glenn Grigg, Ed Siler, Roger Hawkins, and Jim Bryan. All but Stallings are Traffic Engineering personnel. The biggest fish of the day, October 5th, was caught by Hawkins.



Marvin Cavanaugh, Dick Lewis and Joe Creech take a break at the Location Department Golf Tournament at Pine Grove Golf Club in Shelby.

Roadway Design is glad to have the following new employees: DAVID C. JONES, STEPHEN R. WOODALL, WILLIAM C. WILKINS, MICHAEL E. FORREST, BRYCE C. CLODFELTER and JOHN L. WALSTON.

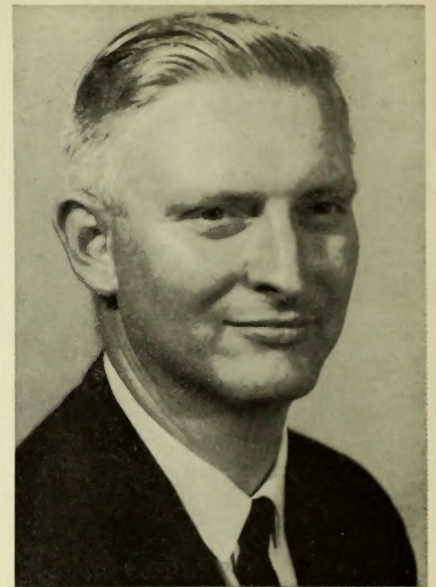
PHOTOGRAMMETRY — Photogrammetry welcomes several new employees: WADE ELLIOTT transferred from the Division of Community Planning in Washington, N. C. to the Drafting Section. New in the Photo Lab are FRANK W. DENNING, JR. from Wilson and HAROLD C. BISSETTE of Raleigh. WILLIAM ROBERT LEWIS of Conway, S. C. recently joined the Survey Section.

All employees enjoyed the Department's annual Christmas Party December 9th at the Holiday Inn. AL TATUM of the Stereo Section and his family enjoyed a trip to Merritt Island, Florida in November.

LOCATION — It's nice to have JANE FINCH back at work in the Map Department after a leave of several months to be with her husband, Harry, in Fort Knox, Kentucky. Harry is now serving with the Armed Forces in Viet Nam.

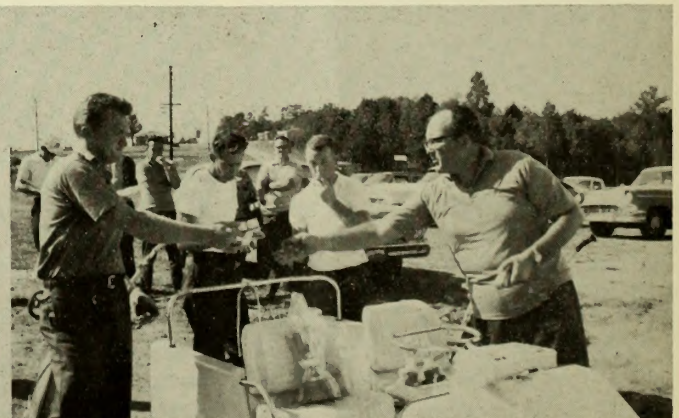
Employees are glad to see DAVE BINGHAM back on the job after a recent leg operation.

Miss MARY EMMA PEELE became the bride of Robert Edward Tripp, III in a lovely ceremony at Memorial Baptist Church in Williamston Saturday, November 18th.

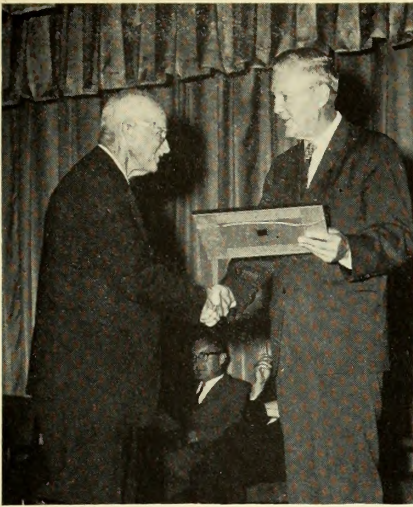


Area Traffic Engineer R. J. Dodge is the new president of the Southern Section, Institute of Traffic Engineers. "Bob" is a graduate of N. C. State University and holds a certificate from the Yale University Bureau of Highway Traffic. A native Tar Heel, he has been with the Traffic Engineering Department since 1951, with the exception of two years spent in army service, half of that time as First Lieutenant in the Combat Engineers in Korea.

The brides's parents are Mr. and Mrs. Charles A. Peele of Williamston and the bridegroom is the son of Mr. and Mrs. R. E. Tripp, Jr. of Raleigh. Mrs. Tripp is employed as a Draftsman with Location and Mr. Tripp is a student at NCSU. The Tripps are living at 1315 Pineview Drive in Raleigh after honeymooning at Miami Beach, Florida.



Dick Britt (left) accepts his prize from Location Department Golf Tournament; Chairman Don Wilson.



H. FRED WALLER, SR. RETIRES

Materials Technician H. Fred Waller, Sr. of the Department of Materials and Tests retired October 10th, with more than 45 years service with the Highway Commission. Mr. Waller was a dedicated, faithful and efficient employee.

To show their esteem, fellow employees of the Department presented Mr. Waller with a retirement gift along with their best wishes for good health and happiness in his retirement. Mr. Waller says he and Mrs. Waller are really looking forward to spending time at the beach with a newly - acquired trailer and boat.

Mr. Waller is the father of two sons: H. Fred Waller, Jr., a Major with the United States Air Force, and Frank E. Waller, a Materials Technician in the Chemical Laboratory of the Department of Materials and Tests.

EQUIPMENT — Co-workers will miss BILL BIGGERS who recently transferred to the Purchasing Department as Assistant Purchasing Agent. BUCK WOOD transferred from the Equipment Depot as Bill's replacement.

DOT and Jack STEPHENS recently donned their wings for an exciting trip to San Francisco, Honolulu and Las Vegas via Trans-International Airlines. Dot and Jack are becoming "world-travelers," as this is their second trip this year with the International Jet Set — they toured several European countries earlier this year.

BILLY and Henry LOWERY with daughter, Miriam, recently visited Mr. and Mrs. Keith Williams in Charlotte. Mrs. Williams and Billie are twin sisters.

PLANNING AND RESEARCH — Traffic welcomes CHARLES BUCKLEY who is now employed permanently as a Traffic Analyst I. Charles is a graduate of UNC at Chapel Hill. REGGIE FOSTER and DON MURPHY of the Mapping Section are both sporting new cars. Anyone needing fruit cake should see A. E. BEVACQUA.

BARBARA MITCHELL and her husband, Halton, visited Michigan in November. Get well wishes to A. J. NICKS, who has been sick at home.

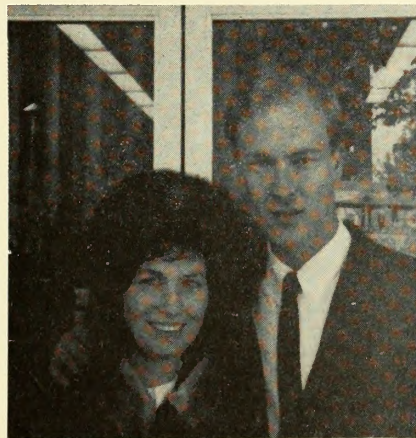
Our sincere sympathy is extended to GUY C. FARMER and MILTON NARRON upon the recent death of their fathers, and to CHARLES MOORE upon the recent death of his mother, which is also MYRTIE DIXON'S sister.

Department employees greatly enjoyed their annual Christmas Party December 21st at the Charcoal Steak House.

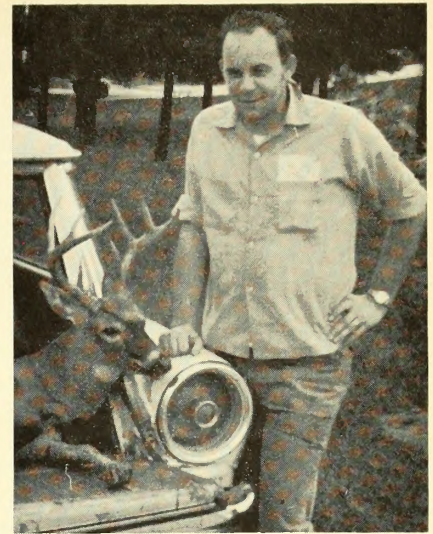
TRAFFIC ENGINEERING — Sincere sympathy is extended to JOHN E. HOLLINGSWORTH and his family upon the death of his father, Archie E. Hollingsworth of Teachey on October 31st.

ROGER HAWKINS entered the Charlotte Eye, Ear, Nose and Throat Hospital for eye surgery November 27th. He remained there for two weeks and is convalescing at the home of Mrs. H. G. Shults, Route 1, Gastonia, 28052. Roger expects to be away from the Raleigh office for about six weeks.

Congratulations to the DON R. DUPREES whose little daughter,



Jim Bryan of Traffic Engineering shares his interest in country music with Loretta Lynn, rated the No. 1 female folk singer, when both attended the convention of disk jockeys in Nashville, Tenn. this fall.



Proof of a successful hunt, Carl Lusk of the Photo Lab stands beside the deer he recent killed in the Sands Hills Wildlife Refuge.

Donna Sue, was born November 9th; and to the CECIL CLARKS whose baby son, Shane Cecil, arrived October 25th.

J. O. LITCHFORD attended the SASHO meeting in White Sulphur Springs, West Virginia the week of November 20th. J. M. LYNCH attended the Skid Resistance Committee, American Society for Testing Materials in Ocala, Florida, October 30th-November 3rd. GLENN GRIGG attended the 21st Annual Highway Conference sponsored by the Virginia Department of Highways at Virginia Military Institute, Lexington, Virginia, October 26th-27th.

ED FRAZELLE and family made a trip to Dallas, Texas for a week in November. Mrs. Frazelle, who is director of elementary education in Wake County, was a delegate to the Southern Education Association in that city.

CHRIS and Louise STAFFORD visited his family in Philadelphia for several days in November.

SHERRILL FLOWERS of Johnston County and CHESTER WEST from Winston-Salem are temporary employees in Special Studies Section. Chester, an engineering student at NCSU, works part-time. BRENDA PRICE will spend the Christmas holidays in Atlanta, Ga. GENE EDMONDS was in the hospital again in November, but is out now and doing well.

OLIVE H. DONAT attended the graduation of her son, Win, from Naval Officer Candidate School in Newport, R. I. October 20th. HAR-

OLD M. STEELMAN, who is completing the training program, has joined the Signal Section staff. A graduate in C. E. from NCSU, his family includes his wife, Jo Ann, and a 9-months old son, Michael.

The Department's annual Christmas party was a dinner-dance in the Clan Room, Balentine's Restaurant, Cameron Village December 8th.

ANDY WARD, a Clemson alumnus, and ED FRAZELLE, a State graduate, went together to see the 1967 gridiron battle of the two schools, in a true test of friendship. Andy sets his status on that Saturday as a man in a thousand, because of all the people who went from Raleigh to Clemson for the game, he is one of the few who came back happy.

MATERIALS AND TESTS — Employees of Materials and Tests held a gala Christmas Party December 15th at the College Inn. A fine steak dinner and dancing were enjoyed by all present.

CHIEF ENGINEER'S OFFICE — Our deepest sympathy is extended to Mrs. ALENE FOLTZ upon the death of her mother, Mrs. Alma Sheets of Winston-Salem, December 1st.

PURCHASING — Co-workers missed Mrs. LEONA SIDBURY while she was ill with pneumonia. At this writing, we are happy to state that Leona is well on the road to recovery.

PUBLIC RELATIONS — Highway friends of former ROADWAYS Editor Margaret Burk will be glad to know that she and her husband, Robert J. Carlson, with daughter, Christina, and son, Robby, are now living in Raleigh after moving here from Attleboro, Massachusetts this year. Margaret and Bob reside in Hidden Valley in their beautiful new colonial home. Just recently the Carlsons bought North Hills Book & Stationary, where Bob is in business. Our deepest sympathy is extended to Margaret upon the recent death of her mother, Mrs. Joseph M. Burk of 2408 White Oak Road.

Public Relations recently received a card from Roger Fish, former mail room employee with the Commission. Roger says: "The 'Sailor Boy' is really enjoying South America. The

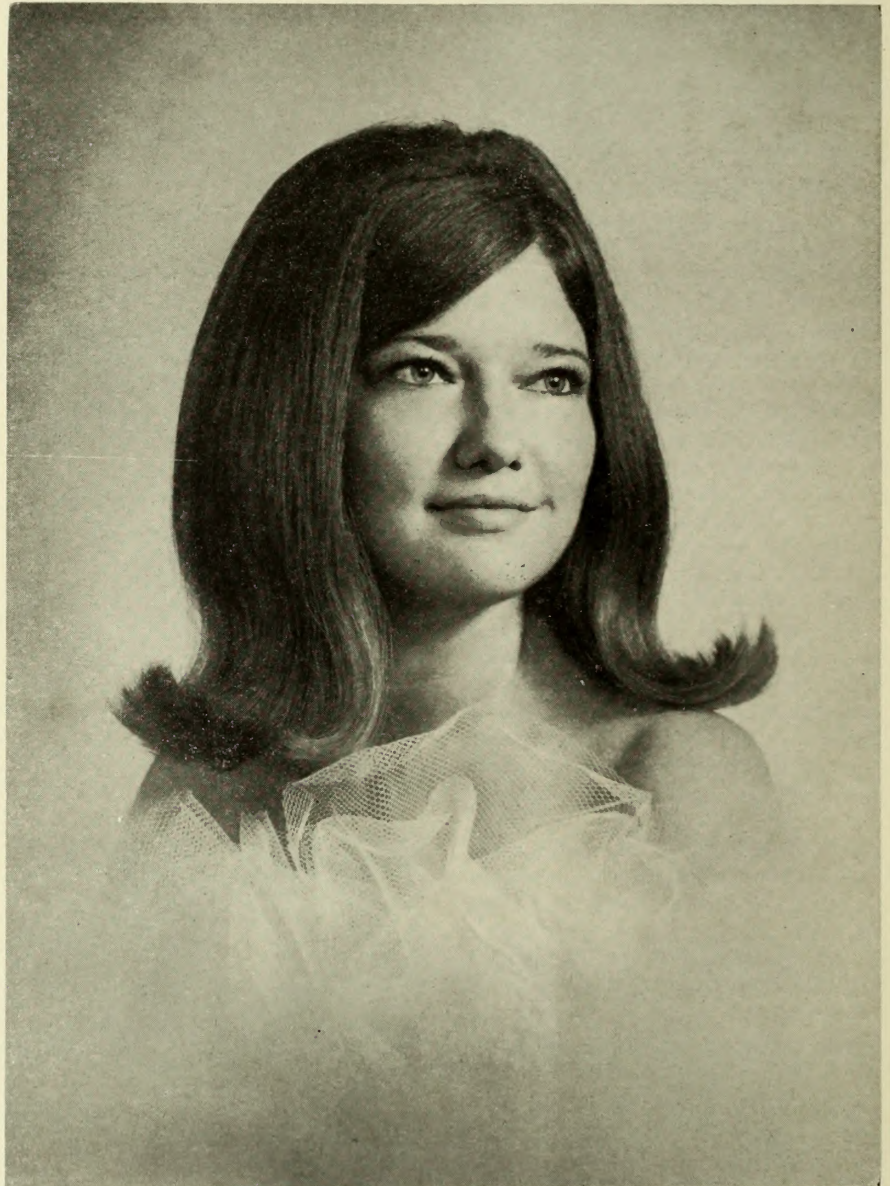
mountains down here are covered with snow. Everything seems so beautiful. Am really enjoying the ROADWAYS. Plan to see you all around the first of the year." Well, happy sailing, Roger, we'll be looking for you in '68.

MERRY CHRISTMAS AND HAPPY NEW YEAR to all of you!

—Jewel Adcock

ASSOCIATE EDITOR'S NOTE:

To all my correspondents for headquarters throughout the building, I would like to take this opportunity to express my gratitude for the fine help you have given me in gathering the news for ROADWAYS this year.



Miss Hilda Grey Spivey of Asheboro became the bride of Joseph Albert Westbrook, Jr., of Newton Grove, November 4th in the Armsfield Baptist Church in Asheboro.

Mrs. Westbrook attended Elon College. Mr. Westbrook graduated at

Fayetteville Technical Institution.

The couple are making their home at 1936 Smallwood Drive in Raleigh where the bridegroom is an employee in Roadway Design of the Highway Commission.

By JEWEL THOMAS ADCOCK



The blind man walked slowly down the street
 Oh, if the holiday tinsel and lights he could see
 The deaf man came along
 Oh, if he could hear a Christmas song
 And next the mute walked down the street
 Oh, if he could only say a greeting and speak
 And then the "whole man" came along
 But there was something wrong!
 He had a look of greed upon his face
 As he strode down the street in haste
 He passed the blind man but didn't see
 he needed help to find the cane he dropped
 He hurried past the deaf man but did not hear his
 Christmas greeting or stop
 And when the mute lifted up his hand in a gay holiday
 wave
 The "whole man" sped on, too busy to return it, for time
 he was trying to save
 He did not see the light change as he stepped into the
 street
 He didn't hear the deaf man shout a warning as
 the car knocked him off his feet
 He didn't see the blind man who cried, "God Bless,"
 as he lay there dying in the street
 And as the mute bowed his head, a silent prayer to repeat
 The "whole man" was dead and would never again speak!

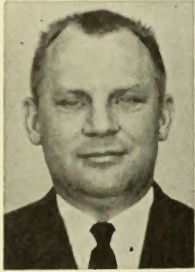
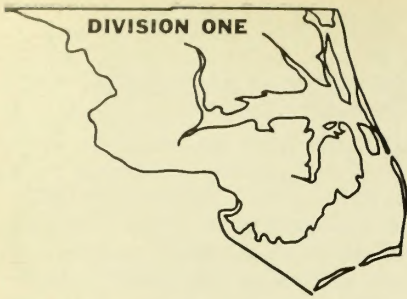
ROADWAYS wishes a Merry Christmas and Happy
 New Year to Vickie and Leithie Hundley, daughters of
 Keith Hundley, Public Relations Officer.

THE ANIMALS CHRISTMAS TREE

By JEWEL ADCOCK

It was a beautiful sight to see
 The night the animals came out to decorate the wood-
 land Christmas tree
 They gathered round the tree in the bright moon glow
 To behold the sparkling wonder with icicles and snow
 Grey squirrel brought nuts to lay at its base
 Brown chipmunk had wood carving for its boughs to
 lace
 Black bear brought red berries to make the tree gay
 The deer hung pine cones in a very special way.
 The snowbirds sang carols - their token to the tree
 Making the forest ring with music and a mood of
 festivity
 The animals stood back and shouted with glee
 What a grand Christmas we'll have with our very own
 tree!
 The moon shone brightly and the stars twinkled above
 The tree truly sparkled with the animals gift of love.





M. G. Carawan
Division Correspondent

Mr. and Mrs. LOCKWOOD PEELE attended the Shrine Ceremonial in Raleigh November 25 and, the following weekend, did some Christmas shopping in Richmond. Mrs. Peele is Stenographer in Division One.

Mrs. ANN WHITE, Stenographer in Division One, accompanied by her family, visited in Statesville recently.

Get well wishes are extended to Mr. Bruce Callis, Husband of Mrs. SHIRLEY CALLIS, Stenographer. Bruce underwent surgery recently at Duke Hospital.

Mrs. NEDRA HOLLOMAN, Stenographer in District 2, visited in Raleigh on Veterans Day and toured the State Building.

Mr. M. E. ALLSBROOK, with the Road Oil Department, and family have visited relatives in Leggetts lately.



Brenda Daughtrey is the new Stenographer in Division One, Right-of-Way Department. She is a native of Northampton County. She and her husband, James, reside on Colony Street in Ahoskie.



This sweet picture was taken when Kimberly Ann Copeland was six months old. She is the daughter of Mr. and Mrs. Durwood Copeland of Ryland. Mr. Copeland works with the Construction Department from the Elizabeth City Construction Office.

Miss Sue Felton of Atlantic Christian College, Wilson, was a recent guest of her parents, Mr. and Mrs. J. R. FELTON. Mr. Felton is Landscape Supervisor.

Get well wishes go to THAD THOMAS DAVIS, Machine Operator II, who is still confined to his home with illness.

Welcome back to LEE DRAPER, Machine Operator III, who has returned to work after an extended illness.

P. L. JACKSON, Supervisor, spent Thanksgiving week on vacation in Durham and Charlotte.

DONNIE WOOD, who has resigned from the Highway Construction Department, was given a party with all the trimmings November 16th by his fellow workers. A good time was had by all, including the chaperones, W. M. (COONIE) SMITH, Miss NANCY PRITCHARD and DOT GARD.

E. A. WALKER, Supervisor in Dare and Currituck Counties, spent the holidays duck hunting, and reported very good luck.

VETTER J. WILLIAMS, Machine Operator on Hatteras Island, who was injured in a highway truck accident, returned to work November 14 after being out since August 4 of this year.

J. C. MONDS of Gatesville has been out since July 14 due to sickness and, up to this date, has still not been able to return to work with the Commission.

Z. F. PAYNE of Manteo, who is Bridge Tender at the Roanoke Sound Bridge, is in a Norfolk hospital after being badly burned when a stove he was lighting at home exploded.

FLOYD GILDEN of Grandy, has returned to work after being out on extended illness for the past six weeks.

Born to Mr. (PeeWee) and Mrs. LEROY ABBOTT, a son, November 7th. Abbott works with the Commission out of the Manteo Maintenance Yard.

Mr. and Mrs. JIMMY TURNER have a new baby girl, born October 22nd. Mr. Turner is Bridge Tender at Elizabeth City.

We regret that ill health has forced Mr. R. G. LEGGETT, Machine Operator I in Martin County to retire. Mr. Leggett began work in 1945 and rendered many years of faithful service to the Commission. We wish him a quick recovery.

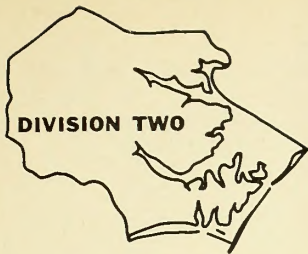
A speedy recovery is wished for E. D. HARRIS, Hyde County, who has been out on extended illness and for J. B. BAILEY, Martin County, who was disabled due to a mower accident at home.

We are happy to have R. L. SAWYER, Tyrrell County, back to work after an illness.

STELLA R. WINDOM, Stenographer in the Plymouth District Office, underwent surgery in Norfolk General Hospital on October 19th. She is now convalescing at home. Hurry back to work Stella!



This 19-point buck was killed by Rupert W. Hasty, Jr., November 20, 1967, in Southampton, Virginia. Young Hasty is the son of Rupert W. Hasty, Maintenance Supervisor, of Jackson.

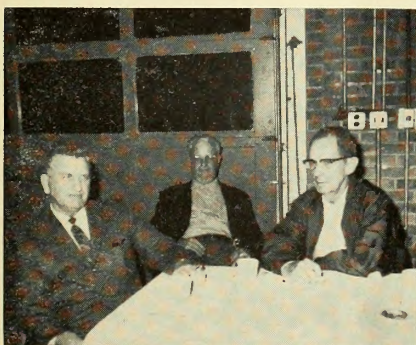


Hazel Baker
Division Correspondent

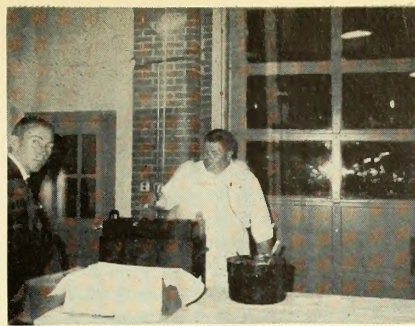
JOE FULCHER, Equipment Department, had the misfortune of breaking his foot about October 13th. Joe will be "laid" up for a couple of months and we wish for him a speedy recovery.

Craven-Pamlico NC State Highway & PWA held a barbecue and chicken dinner at the Maintenance Garage on November 10th. Mr. Z. M. ROBERTS, Chairman, did an excellent job of making all the arrangements and a good time was had by all on hand. C. W. SNELL, CARL DIXON, Mr. and Mrs. DAVID KING, Mrs. SYBIL SMITH, and Mr. and Mrs. E. D. CREDLE and daughter, were some of the guests in attendance. C. W. YOHAN and Mrs. Smith did a fine job of handling the bingo games we played and some of us still can't figure out why we didn't win with so many games being played but then everyone cannot be lucky.

Congratulations to Mr. and Mrs. C. P. SHAW, who became the proud parents of a baby boy, John Martin, born October 9th, weighing 7 lbs. 11



C. W. Snell, C. Y. Griffin, and Carl Dixon are shown at the Craven-Pamlico Maintenance Garage in New Bern November 10, 1967 at the barbecue and chicken dinner. Looks as if they are "patiently" awaiting their "dinner."



Pictured is the Craven-Pamlico Co's. Employees' Association Chapter's Chef, Ray Whorton, doing a "bang-up" job of cooking. Edwards Cousins looks on.

ozs. They also have a three-year-old son, Skip.

Division 2 will miss FAYE MOORE, Steno II in the R/W Department, who resigned her position October 27th to become a housewife. Faye and her family have moved to Spring Hope.

The welcome mat is out for Mrs. BETTY PAUL, who returned to the Right of Way Department October 30th as Steno II, after having been employed with the Prison Department for the past year.

Division 2 also welcomes CHARLES L. CLARK, who transferred from Project Control in Raleigh October 27th. Charles will be working with the Right of Way Department.

WALLACE CHANDLER will be worked with the Right of Way Department temporarily. Wallace comes to us from the local Appraisal Department.

The welcome mat is out for Miss BECKY YOUNG, who was recently employed as Secretary in the Division Office.

HAZEL L. BAKER, Secretary in the Division Office vacationed the latter part of October in Washington, D.C. and Niagara Falls, Canada.

We would like to take this opportunity to introduce and welcome to the force, Mrs. GLADYS WILLIAMS, as our new Secretary in the Appraisal Section. S. H. SHEARIN, JR., M A I.

The American Institute of Real Estate Appraisers of the National Association of Real Estate Boards recently announced that Mr. S. H. SHEARIN, JR., having met the prescribed requirements, has been



Leslie Ipock, Rt. 2, Ernul, N. C., M. O. I in the Maintenance Department in New Bern, has reared this deer from a young fawn. Although he has his own fenced in area, the deer is let out at times to "romp" and has never left Mr. Ipock's premises.

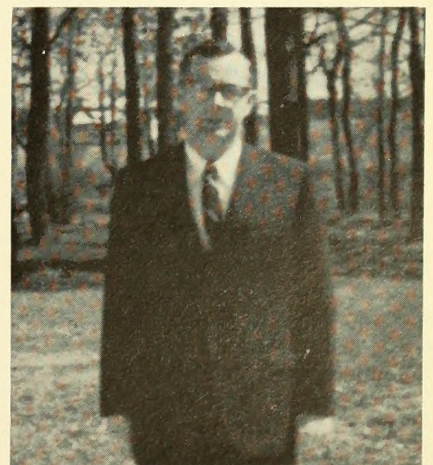
awarded the Professional Designation M. A. I.

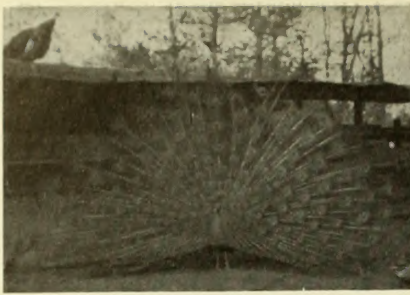
The Appraisal Institute is the nation's oldest and largest organization of professional appraisers qualified to value all types of real property.

To receive the Professional designation of M. A. I., the recipient must demonstrate by written tests, fully documented appraisals on the different major types of properties, all of which are graded by the Institute; possess extensive experience in appraising and related fields; be of good character and high moral conviction; and, have the recommendation of members of the Appraisal Institute who are familiar with his work and professional integrity.

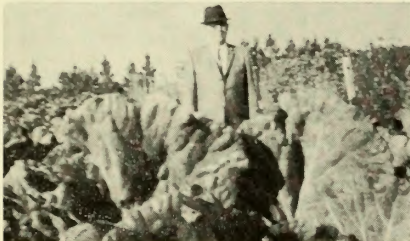
Mr. Shearin is the Area Appraiser of Area I of the Appraisal Section of the Right of Way Department.

Our hearty congratulations go to Mr. Shearin and we wish him success as our newest M. A. I.

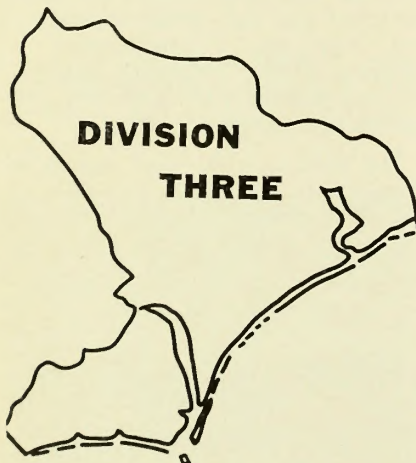




This lovely peacock is also a "pet" of Mr. Ipock's. She is a beautiful creature when she spreads her feathers and looks like a rainbow when all "spread out." Mr. Ipock's farm must be a very nice place to visit with so much "color" all about and his own zoo.



Maint. Supervisor, John Lee Humphrey of Morehead City, proves that he is an expert at raising vegetables. This shows him standing in his collard patch, which is estimated large enough to furnish half the county's population with one meal.



IRENE HEWITT
Division Correspondent

We have had a few employees doing some fall and winter traveling. ARLENE MOZINGO of R-O-W recently spent a few days in our lovely mountains of N. C. ROSE DUNCAN, Secretary in Div. Office recently went on a business trip with her husband to Paducah, Ky. and Metropolis, Ill. Rose returned to work in a beautiful new yellow Pontiac. Also, LINDA FISHER of R-O-W recently took a

trip to Bradia, Fla. to see her parents and other relatives. Since Linda and her two children hadn't seen their relatives in a long time; they really enjoyed seeing each other and the little boys spent the entire time being spoiled by the grandparents.

Congratulations to Mr. and Mrs. J. C. LAVINDER who were married November 12th. Jim is Asst. District Engineer in Clinton.

We would like to wish J. O. WILLIAMSON a speedy recovery. He has been out on Sick Leave for several weeks. He is Maintenance Foreman III in Sampson County. ROY D. BROWN of R-O-W has returned to work after having surgery. We are so glad to have him back.

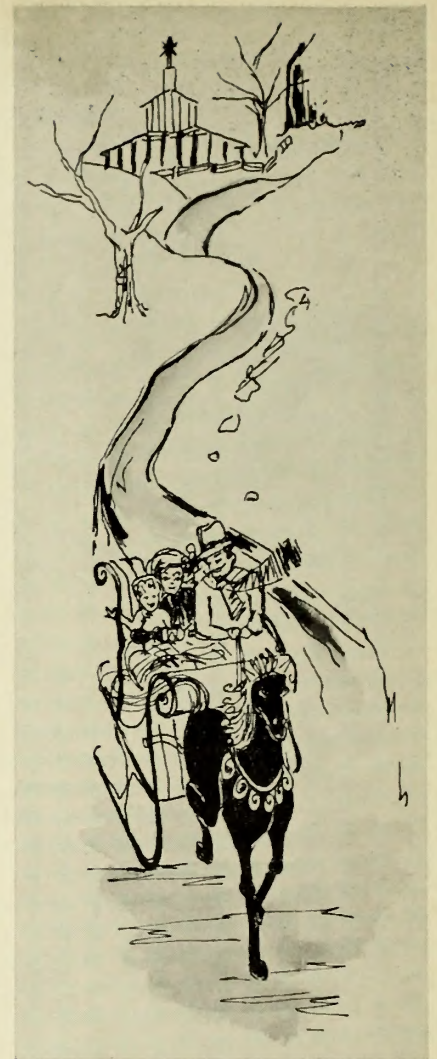
The WILL DAVIS family surely has a nice Xmas present. They have just moved into a very lovely new home practically overlooking the Municipal Golf Course. I know they are going to enjoy it very much.

On December 1st our Division had its annual Division supper, at the equipment shop. Barbecue, slaw, hushpuppies, coffee and tea was enjoyed by 764 employees and guests after the invocation by J. (ROBBIE) ROBINSON, Asst. Dist. One Engr. MR. DUPRE and our Commissioner ASHLEY MURPHY expressed their appreciation for the job done in the past year by our employees after which Mr. Dupre and Mr. F. J. BASS, Asst. Division Engineer, presented service pins for 1967. Some of the guests attending were T. J. McKIM, our former Div. Engr. now retired, Mr. J. RAYNOR WOODARD, Mr. CLOYCE ALFORD, Mr. KEITH HUNDLEY, Mr. J. O. LITCHFORD, Mr. W. A. WILSON, Mr. W. H. WEBB, Mr. J. J. POWELL, and Mr. J. O. LITCHFORD of Raleigh. Also DAVID KING of our Association and Frank Howard from Occidental Life Ins. Co.

David Earl Sikes, son of OSCAR SIKES of Bridge Maintenance Dept. has recently returned home to spend Christmas with his family after being in Korea for the past 13 months. It will certainly make Christmas much merrier for the Sikes family.

Also, Charles Parker, son of Mr.

C. C. PARKER, Road Oil Supervisor, was recently home from Viet Nam.



We hope this does not apply to any of our secretaries —

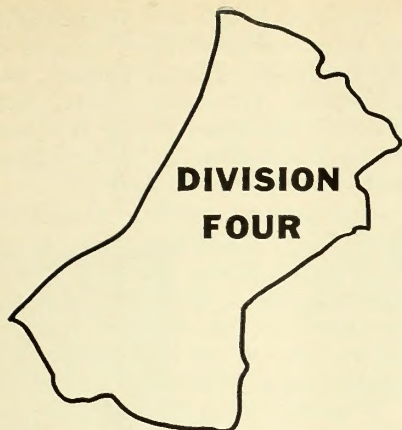
As the secretary just could not seem to make it on time to the office in the morning, the boss suggested she see a doctor.

Armed with the pills the doctor had prescribed, the secretary went home, got to bed early, slept well and awoke at dawn feeling much refreshed.

She walked into the office five minutes early, beamed at her boss and said, "I had no trouble at all getting up this morning."

"That's good," he replied, "but where were you yesterday?"

Sign posted on the office bulletin board — Double your pleasure, double your fun, Xerox your pay check.



MARGARET BAREFOOT
Division Correspondent

Wilson County Chapter met November 3rd at the Division Equipment Shop for a delicious barbecued chicken supper. Mr. OTIS BANKS, our speaker for the evening, was detained because of car trouble. Understand this is the first time Mr. Bank ever missed a meeting. PAT ABERNETHY came to our rescue and told us all about what went on at the Convention in Durham. 75 members attended.

Everyone here is getting ready for the I-95 Dedication to be held on December 1st. The Honorable Governor Moore will be on hand to dedicate and cut the ribbon for this new highway.

Division Four Office has a new resident, Mr. J. I. LYNCH, JR., Area Maintenance Engineer. Welcome!

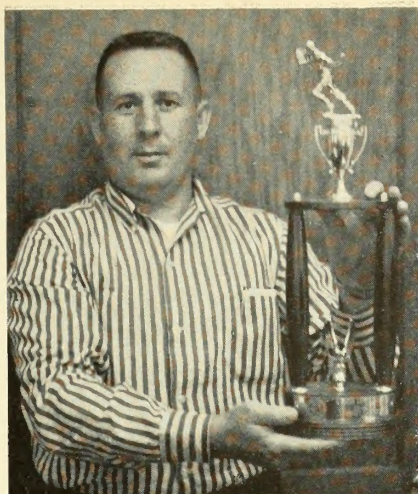
WOODROW WILLIAMS has returned to work after being in the hospital.

QUENTIN LAMM has returned to work after being out 3½ months with a back ailment.

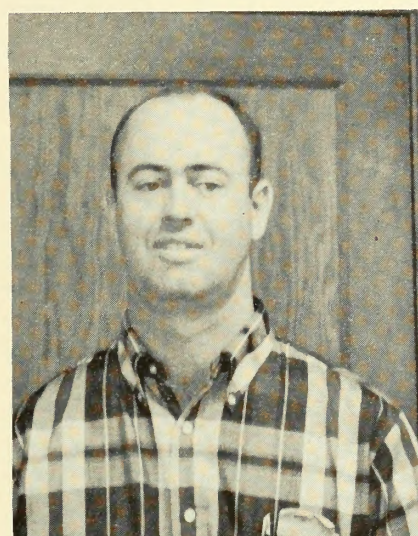
Welcome to Mrs. MARIE B. GLOVER new Stenographer in the Equipment Department in Division Four. Marie joined our staff October 16th.

District One employees celebrating birthdays in November and December are: November 4th—LARRY PEPPER; November 14th—LAWRENCE CAMERON; November 20th—CECIL BIRDSONG; December 9th—HARVEY HARDY, JR.; December 10th—BOB DEANES.

Employees resigning from the Weldon Construction Office recently to enter military service were Engineering Aides JAMES WARREN and M. C. LITTLE, JR.



H. Dwight Hall
Engineering Technician II



H. E. Hardy's office in Weldon
Harvey E. Hardy, Jr.
Resident Engineer
Weldon Office

DWIGHT HALL, Engineering Technician II in Weldon, coached The Gaston Rebels (midget football team) this season. Dwight proudly reports that his team won the midget league championship with a winning record of 8-0-1.

Best wishes to JOHN FITZHUGH, JR., Highway Inspector I in Weldon, who has been absent from work several weeks due to a broken leg received in an automobile accident.

Employees in the Weldon Construction Office have said their farewells to Mr. BOB DEANES as their Resident Engineer and now congratulate him as the new Area Construction

Engineer. We wish him much success in his new position.

We also congratulate Mr. HARVEY E. HARDY, JR. as our new Resident Engineer in Weldon. Mr. Hardy resides at 111 Valley Drive in Roanoke Rapids with his wife, Sandra, and their three children, Shearon, Allen, and Eddie.

District Three employees welcome Mrs. HILDA H. SKINNER to our ranks. We are happy to have Mrs. Skinner working with us as Clerk in the District office.

We also welcome these new employees in Johnston County Maintenance: BOBBY GENE MASSINGILL as Truck Drivers and the following Laborers: CHARLES E. DUBLIN, WILBERT BRIDGERS, JOHN I. McLAMB, JR., WARREN HOLDER, JACK BAKER, JESSE KING, JOHNNY ADAMS, WILLIE E. PARKER, GASTON O. RAYNOR, LEE G. PETTIWAY, PERRY G. GUPTON, JR., ROBERT COIT, LONNIE HOLDER, JAMES M. HAYES, CHARLIE LEWIS, and WILLIE RAY.

We welcome the following new employees, in Wayne County as Laborers: FRED SIMMONS, JAMES H. LOFTIN, JARVIS B. SUTTON, JOHN A. HOWARD, BRISTER E. MILLER, JOSEPH ANDERSON, NOAH HARVEY, JR., JAMES MURPHY, JOSEPH L. SMITH, CLIFTON BARNES, RAY GRADY, FRANKLIN D. GREENFIELD, WILLIAM W. HILL.

Mr. IRA BRYANT, Truck Driver, recently enjoyed a vacation trip to Florida where he visited his son. CHARLES TURNAGE (Machine Operator) and SAM STEVENS (Machine Operator) also took November vacations.

Mr. and Mrs. HENRY WIGGINS were pleased to have their daughter and her family visit with them during the week of Thanksgiving. Mr. and Mrs. Nelson Hale and their children came from Troy, N. Y. to spend the Holidays with their parents and while home Mr. Wiggins and his son-in-law caught some nice trout off the pier at Surf City. Mr. Wiggins is the Maintenance Supervisor in Wayne County.

Our deepest sympathy to Mr. STACEY FULGHUM who lost his wife on October 14th.



Devonya Ann Turnage (age 8) and Sheiia Lanae Turnage (age 3), daughters of Mr. and Mrs. Charles Turnage. Charles is a Machine Operator I in the 4th Division of Wayne County.

Sympathy is also extended to Mr. EDGAR KEARNEY whose mother, Mrs. Lennie Ham Kearney, passed away November 3rd, and to Mr. MARION F. JONES who lost his father on October 15th. Also to Mr. WILLIAM WILSON who lost his mother in October.

Best wishes to the following employees in District Three who have been out of work due to illness: WILLIAM G. WILSON, W. H. PRIDGEN, JR., W. L. DAUGHTRY, R. J. HALES, B. E. PITTMAN, ALONZA BARBOUR, and PRENTICE E. GARRIS.

Welcome back to C. W. ADAMS after a tour of duty in the U. S. Army in California. Mr. Adams is an Aide in the Construction office in Goldsboro.

The Construction Department at Goldsboro has moved into its new office in the Hollowell building at 2702 East Ash Street.

J. E. and HILDA SKINNER have moved into their recently purchased home in Goldsboro. J. E. is Resident Engineer in Goldsboro and Hilda is a Clerk in the District Three office.

Goldsboro's Construction office welcomes JERRY THOMPSON who has been assigned to their office as Assistant Resident Engineer.

District One employees celebrating birthdays in November are: J. A. BISSETTE, E. J. BUTLER, FRANCES COCHRANE, GIFF DAVIS, J. E. HARRISON, L. N. HOLLAND, R. A. JENKINS, H. E. PERRY, M. W. RHEA, E. L. SMITH and I. L. WOOTEN. December birthdays are celebrated by the following: R. V. BRETT, J. C. CARLISLE, J. R. EDMONDSON, LOUIS GREEN, HENRY L. HALE, ELBERT MITCHELL, R. L. MORRIS, R. B. SPAIN, and W. F. TAYLOR.

ANN GRIFFIS, Clerk in the Weldon District Office, recently enjoyed a vacation in South Carolina and Georgia visiting relatives and friends.

Get well wishes to: JOHN P. UPTON, Brenda D. Hardy, wife of PAUL HARDY, JR., Lillian Irene Harlow, wife of A. C. HARLOW, Ann W. Thigpen, wife of WILLIAM THIGPEN, and Margaret Neal, wife of J. G. NEAL.

Welcome back to work GEORGE CLAY and ALGIE HARLOW. Mr. Clay was hospitalized during his illness in Rocky Mount Hospital, and Mr. Harlow was ill at his home in Enfield.

Mr. and Mrs. BOB LANCASTER have a new home on South Elm Street in Weldon, a location convenient to Bob's work at the District Shop.

HARRY LIGHT, JR., who was injured in an accident at the District Shop several weeks ago, has returned to work and seems to be almost completely "mended".

Mr. and Mrs. W. M. MASHBURN spent the Thanksgiving Holidays in Annandale, Virginia, visiting their daughter and son-in-law.

Several of our employees are finally getting some time off after a long, hard summer: J. C. JERNIGAN, J. R. JONES, R. C. CORBETT, R. C. PARKER, D. W. STEHLEY, J. G. BARNHILL and J. L. LEWIS are now enjoying the pleasure of using up all that compensatory time they earned this summer. J. C. JERNIGAN is planning to take a trip to Florida soon — Now's the time, J. C., While it's cold weather!

We all were saddened at the death of J. C. JERNIGAN's mother, Mrs. Nora Leary of Roper.

Everyone in this office was delighted at the completion and opening of the new 64 By Pass of Tarboro. The dedication ceremonies were held Tuesday, November 21st at 11 o'clock at the intersection of Western Blvd. and Howard Ave. in Tarboro.

Someone ask PHIL ROBBINS, RUSSELL PARKER and J. C. MANNING if you can catch fish at Emerald Isle. I think they will tell you that the best chance is at night. They went a few weeks ago and caught about 150 fish.

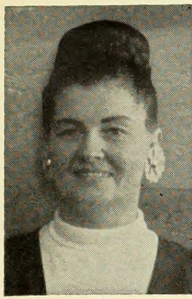
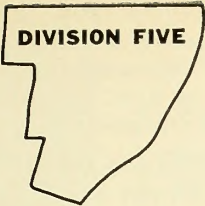
DONALD STEHLEY has just returned from a trip to Pennsylvania to visit his mother and father.

Best wishes are extended to Mr. GROVER WINSTEAD who has been ill for some time. Mr. Winstead is with the Equipment Department in Nashville.

Mr. J. V. KEMP has returned to work following recent hospitalization. Mr. Kemp is a machine operator with Nash County Maintenance.

Recent welcome visitors to the Nashville District and Construction offices were Mr. SAM WILLIAMS and Mr. H. P. TAYLOR, both of whom are retired from the Commission. Mr. Williams was Division Four Right of Way Agent and Mr. Taylor was a Resident Engineer.





Peggy Bright
Division Correspondent

Get well wishes to Mr. Leon Harris, husband of HILDA HARRIS, Steno in District Two, who recently underwent an appendix operation. Hilda reports he is doing very nicely.

Welcome back LARRY PARRISH, Road Oil Clerk, who has returned to our midst.

Get well wishes to Mr. P. G. MURPHY, JR. who has been a patient at the Veterans' Hospital in Durham.

Mrs. Carl Painter is at home now after surgery at Watts Hospital. Our very best to her for a speedy recovery. Mrs. Painter is the wife of Asst. Division Engineer CARL C. PAINTER.

The Painter's have a very good reason to smile these days, and be mighty, mighty proud. Their son, C. Cyrus, Jr, a student at Northern High School has been nominated for a Morehead Scholarship. We are all pulling for him.

We welcome the following men to the Right of Way Department: WILLIAM GAEDE and WALTER WOOTTEN, who are helping with the Secondary Roads. JACK HUGHES who is working on Primary Projects. WILLIAM DARTT who was transferred from Ahoskie to be Area Relocation Advisor for Divisions 5, 6 and 8.

Now for a report from BOB PASCHALL, the Aviator of the Durham Right of Way Department: One weekend recently when he was out for a spin in one of those fancy airplanes, he noticed someone very familiar on Cloud 9; upon a closer look he discovered it was a co-Right of Way Agent—HOYLE THACKER, who has been on Cloud 9 since September 1st when his first grandchild (a very pretty little girl who was named Lisa Mi-

chelle Lucas) arrived weighing 7½ pounds. Mr. Paschall reports on his way back to earth he passed BETTYE JONES, a typist in Right of Way, who should be landing shortly since staying on Cloud 9 since May 31st when her first grandson was born and named Stephen James Griffin, Jr., and weighed 5 pounds and 11 ounces. (Bettye also has a granddaughter, Laura, 4, who is just as cute as a picture).

Congratulations are in order for Bob, who is now a solo student pilot and has his fingers crossed that he will get his license in the very near future. Our "Aviator" is being transferred to Albemarle, which we regret even though it is just for a few weeks.

Congratulations to JERRY HIGGINS for doing such a good job with the American Right of Way Association meeting which was held at the Jack Tar Hotel in Durham, November 3rd and 4th.

We are sorry to hear that Mrs. Georgeanna DeBlanc, wife of A. L. DeBLANC, is confined to the hospital, but are glad to hear she is doing so well. Hope she will be home very soon.

ALVIN LAWS killed a deer while hunting near Butner recently. It was an 8 point Buck and weighed ap-



Above Alvin Laws with the deer he killed.

proximately 150 pounds. Alvin said that this was the eighth deer that he has bagged during his hunting career. Alvin is Area Foreman with the Maintenance Department in Granville County.

Employees on the sick list recently included ROY BLACKWELL, GLENWOOD BROGDEN, LEONARD CLAY, LENWARD AVERETTE and BRUCE HOCKADAY. All have returned to work.

VENCEN MORTON also has returned to work after being on sick leave.

ALVIN LAWS, ERNEST OAKLEY, JOHN SETZER and PENDER WOODLIEF were on vacation recently.

Good fishing is anticipated in Ream's lake next spring.

JOE GREENWAY failed to bag a deer while hunting recently. He plans to get one before the season closes.

GLENWOOD BROGDEN and GEORGE WOODY had good luck while rabbit hunting recently.

FRANK LAWS had good luck while deer hunting recently. He killed a four point buck which weighed 125 pounds. Frank is Machine Operator 3 with the Maintenance Department in Granville County.

HOWARD RIGGAN and family recently moved into their new brick home on Stovall Road. The house has seven rooms including utility room and also has two baths. Howard is machine operation 3 with the Maintenance Department in Granville County.

SAM AVERETTE hopes to return to work soon. He has been in the hospital for several days.

JOHN HART and WALTER RUTLEDGE were on sick leave recently. Both have returned to work.

HENRY HICKS, EARNEST OAKLEY and MARVIN SEAT were on vacation for a few days recently.

MARVIN SEAT purchased a Pontiac automobile recently.

Water is quite low in Lake Reams due to the recent dry spell.

JOE GREENWAY still hopes to bag a deer before the season closes. He had good luck while bird hunting recently.



Rose Swain
Division Correspondent

The Construction Chapter of the North Carolina State Highway and Prison Employees' Association held their meeting on October 6th at the Lock No. 3 Park on the Cape Fear River in Bladen County. Those attending were treated to a steak cook-out. Chief cooks were N. S. DAY, Division Engineer, K. C. BUTLER, Assistant Division Engineer, and J. E. ALLEN, Area Construction Engineer. After the most delicious meal, the meeting was held and a program was presented on the resolutions passed at the state convention, by BILL WHITE, SWAIM KING and CHARLIE SEAY, delegates to the convention. Everyone seemed to have had a wonderful time, as you might guess by the pictures.

Mr. and Mrs. N. S. DAY, accompanied by Mr. and Mrs. SAM WILSON enjoyed a weeks vacation in October. They took a trip to Windsor, Nova Scotia and spent a weekend in New York City.

Mr. and Mrs. K. C. BUTLER vacationed with friends, Mr. and Mrs. Marion Clark, for a week early in November. They traveled down the west coast and back up the east coast of Florida.

Mr. and Mrs. ROY CAIN of Elizabethtown, spent a week in Jackson, Miss. visiting their son who is chairman of the Chemistry Dept. at Millsapps College in Jackson. Mr. Cain is with the Construction Department in Whiteville.

We're glad to have A. E. DIXON, of the Right of Way Dept. back at work after surgery at Duke Hospital. We wish him a quick recovery.

Mr. R. A. AVERITT, Equipment Superintendent, is home recovering

from an operation. It will be nice to have you come through the office singing "Moonlight Bay" again, Mr. Averitt. You've been greatly missed by all of us.

Mr. A. R. TOWNSEND, Auto Parts Supervisor in the Equipment Dept., has a son, Sp4 William F. Townsend, who has just returned to Viet Nam for an extended tour of duty after a forty-five day leave.

Mr. M. S. HAMILTON, Machinist in the Equipment Dept., has a son, James Hamilton, in the army, stationed in Bangkok, Thailand.

We were saddened by the recent deaths of three Division Six employees.

T. P. (TOMMIE) O'BERRY, Highway Inspector III, died on November 18th, after an illness of several months, and funeral services were held at Evergreen Methodist Church, Evergreen, on November 20th. Mr. O'Berry began working with the Highway Commission in 1929, and worked in different parts of the state, but has been in Division 6 for the past number of years. Sympathy is extended to his wife and two children.

ANDREW LAMB, Maintenance Foreman II, died suddenly on November 7th, after working on that date. Funeral services were held on November 9th at Hyde Park Baptist Church, Lumberton, where he had been an active member and a deacon. Mr. Lamb was employed on two different occasions with the Commission, the last continuous beginning in 1950. Sympathy is extended to his family.

VERNON THOMPSON, of Whiteville, passed away at 9:00 A.M., Thursday, November 30th. He was employed on April 21, 1942, and was a Machine Operator III.

HOMER BLACKWELL, of Brunswick, had a heart attack on September 28th, and has not returned to work. We wish you a complete recovery, and hope to have you back soon.

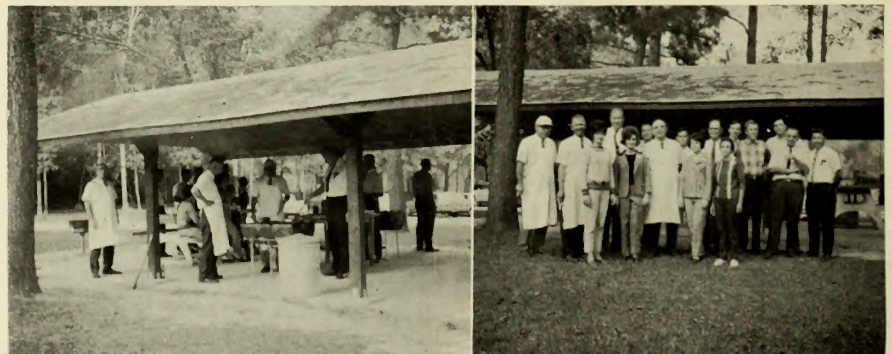
ADDITIONAL DIVISION SEVEN NEWS

Here's hoping for Lonnie R. Reece a long and happy retirement after so many years of devoted service to the State.

Ivy Bluff Quarry Forman, George G. Henderson and family of Leasbury spent the week end of October 14 in Black Mountain with Mrs. Henderson's sister, Mrs. Lloyd Graves. They enjoyed the beautiful scenery on the recently completed part of the Blue Ridge Parkway.

Sympathy to Hassel Riggs in the recent death of his father, W. Massey Riggs, of the Corbett Ridge Community.

And, of course, we have recently had a wedding in the organization. Our attractive telephone and radio operator, Elizabeth Everett, was married on October 15, 1967, at Smyrna Presbyterian Church in Rockingham County, to Garth D. Green, who is now in the military service and stationed at Fort Bragg. Garth was with our Construction Department before entering service. We're glad he is letting her stay with us while he is away.

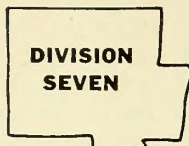


Steak anyone
These are the experts.

Early in the evening, when the crowd first began to gather.
Here are the cooks, their helpers, and on-lookers.



Carolyn Graves
Division Correspondent



**DIVISION
SEVEN**

Resident Engineer Brame's daughter, Pat, returned home from Japan recently after having spent 10 months there with her husband, who is on military duty. No need to say that Jack is happy to have her back home.

Our yearly Division Meeting was held at Camp Burton on November 11, with Chairman Hunt the principal speaker — he really did a fine job in extolling Mr. Burton's activities during his career with the Highway Commission, and we all listened with interest and regret as Mr. Burton is retiring on January 1, and will be missed by all of us. However we wish for him the very best.

Several of our retired employees were with us at the Division Meeting and we enjoyed seeing all of them

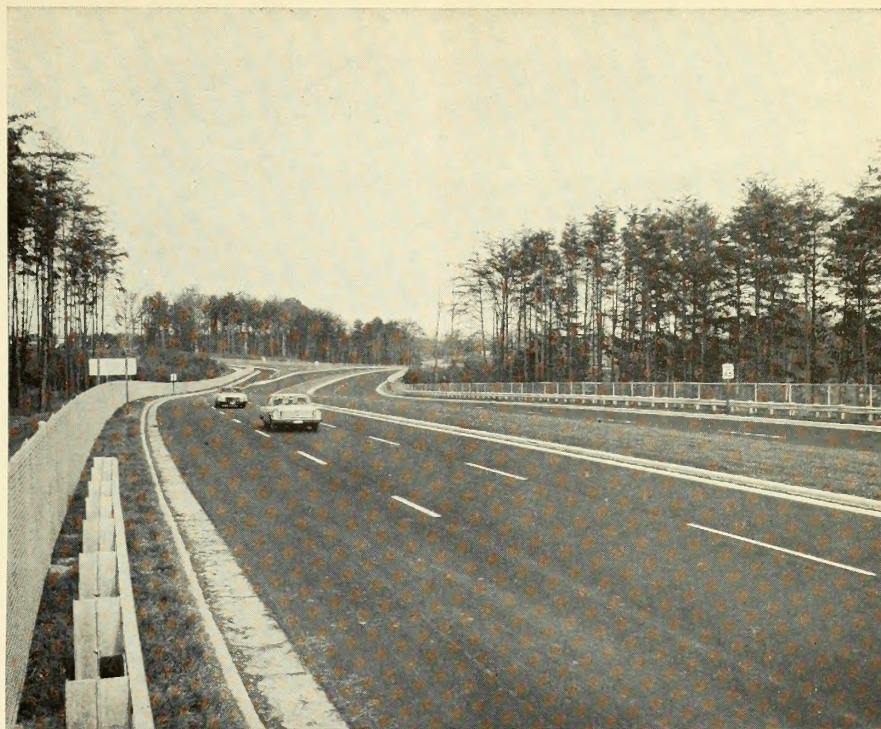
The barbecue served was just marvelous — many thanks to Mr. Alley and his men for the wonderful food.

The Greensboro Chamber of Commerce sponsored ceremonies opening a section of the beautiful Wendover Avenue project — from Westover Terrace to Friendly Avenue —

CHAIRMAN HUNT'S DEDICATION OF WENDOVER AVENUE

I am always proud to take part in the dedication of any highway facility in North Carolina, but that, as a native son, I feel that pride two-fold when the dedication is here in Greensboro.

A great many of us here today have seen the development of the street and highway system of this fair city come a long way. We've seen urban traffic grow from a trickle to a flood. We've seen the Highway



Site of new opening of Wendover Avenue in Greensboro

Commission and our local planners work hand in hand and side by side to meet our traffic needs as they develop, although I know there have been times on Saturday afternoons downtown when we all wondered — sometimes aloud — if our progress couldn't be a little faster.

A great many of us have been involved in the dreaming and the planning and the work which has resulted in the construction of this facility we are here to dedicate today, and the others which have already been opened or will be opened in the future.

Many of us have been involved, but none more than our present Highway Commissioner Tommy Harrington of Leaksville, our Division Engineer, Tom Burton, his assistant, Paul Welch — and Paul will become Division Engineer on January 1st. There are many others to whom we owe a great deal on this project: Mr. Clendenin, Mr. Follin and his Chamber of Commerce Roads Committee, Mr. Medford, our City Engineer, and Mr. Hickerson, Resident Engineer for the Highway Commission, and so many more that time does not permit me to name them all.

These are excellent examples of the calibre of men who have develop-

ed this State's excellent highway program, and they exemplify the soundness of this State's system of highway administration involving both career and limited term appointed officials. These men, and men like them have done a great deal for Greensboro, the Seventh Highway Division and Piedmont North Carolina. We owe them a debt of thanks.

Just as North Carolina's Highway System, which today consists of more than 73-thousand miles of roads and streets, did not grow up over night, this project which we are dedicating here today did not just pop out of the ground.

The idea, the conception of this Wendover Avenue Connector, began after World War Two, and it was originally conceived as a Memorial Highway.

Along the way, as the Highway Commission and the cities began to plan mutually for the development of Urban Thoroughfares, it became an important intermediate loop in Greensboro's Thoroughfare Plan.

This loop joins the East Wendover Avenue section completed in 1963 and swings over to Friendly Avenue. Eventually, the city proposes to extend the loop on to tie into Interstate 40, thereby providing a much needed connector to the airport area where

a good deal of industrial development is under way, and where more is certain to follow.

This new Wendover Avenue will now provide a relief valve for traffic which once congested our downtown area and West Market Street, thus allowing the citizens of Greensboro easier access to the downtown section, and speeding up the flow of through traffic which once became bottled up on downtown streets.

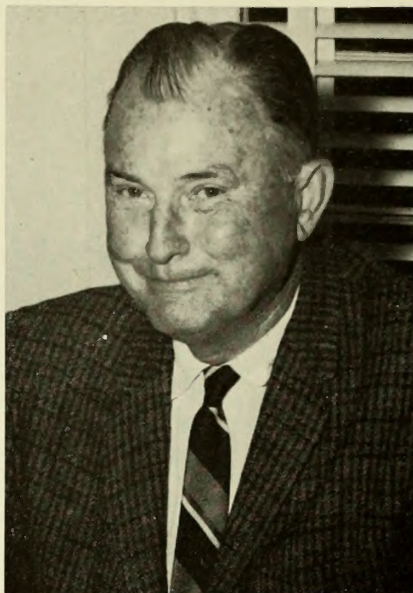
This FIVE MILLION DOLLAR facility with its six-lane divided construction is an important part of a highway program under way in this area today. But it is just that . . . a part. Commissioner Harrington, with the assistance of city and county leaders here and across this Highway Division, has set up projects which are now either completed or under way, having a total value of \$18.5 million. And it includes secondary, primary and Interstate projects, as well as urban projects such as this one, with more yet to come. It gave me a great deal of pleasure to see Tom and Commissioner John F. McNair of Laurinburg join hands across Division lines just recently to hold the hearing on construction of US 421 south from Greensboro to Liberty. A highway, when finally brought up to modern standards, will provide a greatly needed artery for commerce and the tourist business from the Piedmont to the coast and port areas of Southeastern North Carolina.

We are indebted to all those who put forth effort in the planning and development of this project — to Mr. Harrington, Mr. Burton and the local Highway Commission staff; to city leaders and planners over the years; to W. F. Babcock and the Highway staff in Raleigh; to the contractors, F. J. Blythe, Jr., John Brinkley, and J. W. Thompson; and to all the men who worked on the project.

This facility, which they altogether have given to the city of Greensboro, will add greatly to our mobility and to our growth potential. But it is my hope that it will become much more.

It is my hope that this completed section will stand as a challenge to present and future leaders of this city and the Highway Commission, to move with all possible vigor to complete Wendover all the way over to the Interstate, adding still further to local mobility and enhancing still more the future of Greensboro and the Piedmont.

MR. PAUL WELCH SUCCEEDS MR. BURTON

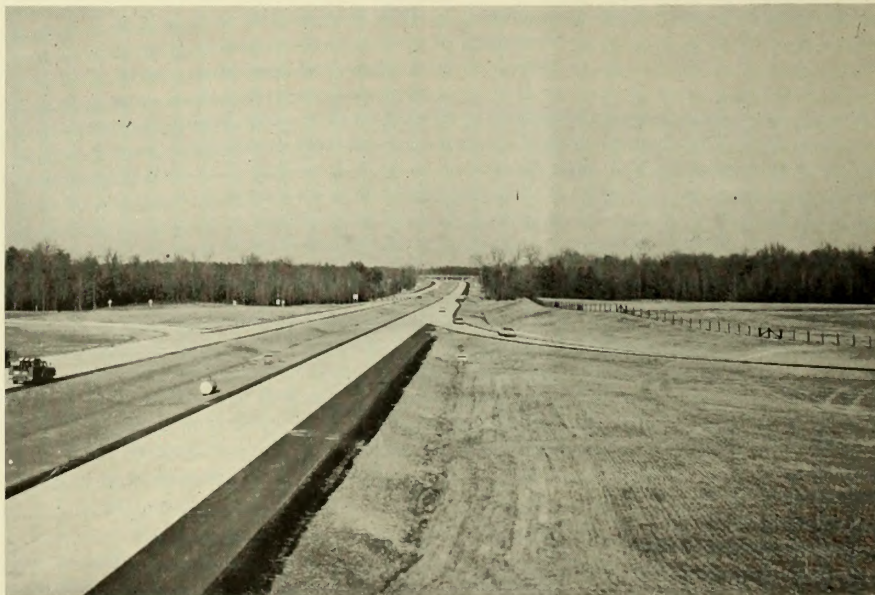


Mr. Paul L. Welch who will succeed Mr. Burton was born in Lexington, North Carolina on June 22, 1906. He was educated in the Lexington Schools and graduated from North Carolina State College June 1926 with a B. S. in Chemical Engineering. He is married to Dorothy Pfaff and they have one daughter, Carolyn Welch Elam and Mr. Welch is a proud grandfather of two adorable grandsons — Mike and Eric.

From June 1931 to September 1935 he worked with U. S. Corps of Engineers and the U. S. Coast and Geodetic Survey as a Junior Engineer.

Mr. Welch was Mayor of Hamilton Lakes from 1950-1956. He is a member of the Town Council 1956-1958 until Hamilton Lakes was annexed to Greensboro on July 1, 1958. He is a member of the North Carolina Society of Engineers. He is a member of the Presbyterian Church of the Covert and served as Deacon for 10 years. During his employment with the North Carolina State Highway Commission he worked in North-western part of the State as well as the Piedmont Section. His hobbies are fishing, playing golf, and baby sitting with his two fine grandsons. Roadways wishes to congratulate Mr. Welch upon his promotion and succession to Mr. Burton.

He was employed by the North Carolina State Highway Commission as an Instrumentman on June 1926 and resigned June 1931. He returned to the Commission on September 18, 1935 as an instrumentman in July 1937 he changed to Office Engineer and on February 1941 was made a Resident Engineer and in July 1951 was made Assistant Division Engineer.





Virginia Williamson
Division Correspondent

We are glad to report that W. G. GARNER, District Two Maintenance, is back at home from the Sanatorium where he has been confined for several months. We hope he will soon be able to be back on the job.

It is good to have FRED HARRIS back in the Maintenance Office at Troy, following a recent illness.

We are also glad to hear that the wife of FRED SYKES, Technician in the Sanford Construction Office, is well and doing fine after a recent scare of illness.

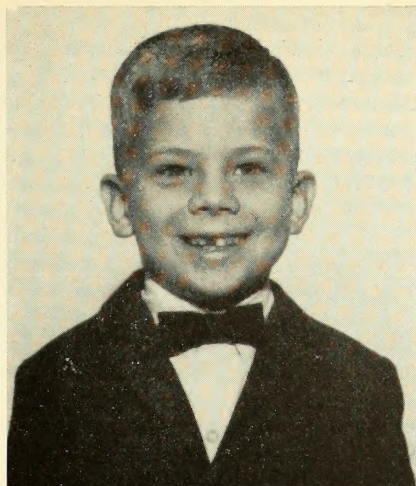
We are saddened to learn of the death of the wife of LAWTON HATCH of the Road Oil Department; and the mother of C. C. STRIDER of the Road Oil Department.

Our sympathy to A. L. NELSON, Resident Engineer, on the death of his father-in-law in Mobile, Alabama; and also to DAVID BOYLSTON, Assistant Resident Engineer, Wagram on the death of his mother-in-law in Columbia, S. C.

Congratulations to JOEL ISLEY and family, Sanford Construction Office, on moving into their new home at Bear Creek.

Among those vacationing were JOHN BUIE and wife, District Two Maintenance, who report having a most enjoyable trip to New Orleans.

Mrs. T. G. Poindexter, wife of former Division Engineer Gwyn Poindexter, paid a visit to the Division Office recently. She is fine and teaches in the Aberdeen Schools; Tommy, the son, is with Esso Standard Oil and now located in Barcelona, Spain, with her family; Ann and her family live in Southern Pines; and Sally as most you will remember as the youngest of the family is a senior at East Carolina University, majoring in Art.



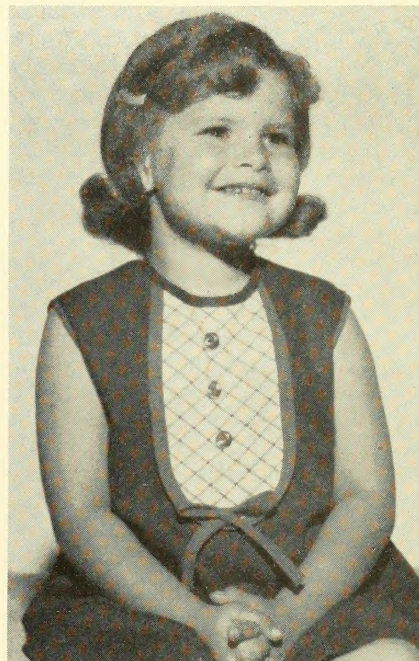
Thomas Hamilton Cameron



Martha Kay Cameron

Welcome to new employees — MAXINE EDGE is the new secretary in the office of Resident Engineer A. L. NELSON, in Wagram; and JUDITH OWENS is the new secretary in the office of Resident Engineers T. K. SMITH and K. E. McFADDEN in Asheboro. These are most welcome attractions to these offices along with the working assets offered. We welcome these two new secretaries in our division.

We are glad to hear that GRADY PRESSLEY, District Two Maintenance, is able to return to his home after being confined to the hospital. We hope you will be well and able to be back on the job real soon, Grady.



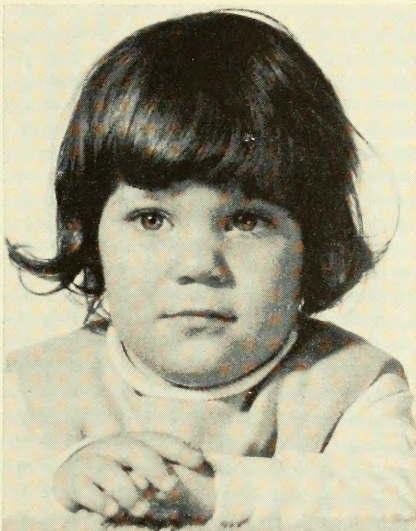
Patricia Lynn Nickens, daughter of L. C. Nickens and Mrs. Nickens, District Two, Moore County.

Her fifth birthday— isn't she a doll.

These two good looking and happy youngsters are the grandchildren of Mrs. Opal Baughn, Secretary in the District Two Office in Aberdeen. Mr. Alex Cameron, who retired from the Maintenance Department last year, is the proud grandfather.

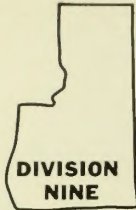
Congratulations to Dan Jordan, son of Assistant Division Engineer and Mrs. HENRY JORDAN, on celebrating his sixth birthday (with a party.) We understand fun was had by all.

Welcome to JACK PEATROSS of the Right of Way Department who comes to us from Raleigh. It is nice to have you with us, Jack.



Sharon Whitesell, 15 Mos.

Daughter of Fred and Linda Whitesell, Division Staff Engineer Division Eight.



Dorothy Phelps
Division Correspondent

"Best Wishes" for a long and happy retirement to JOSEPH D. SCHENK and MURRAY L. LOWDER, who retired on September 30th. Both were employed at the Maintenance Department in Rowan County.

Mr. Schenk was a Maintenance Foreman and had been employed for 33½ years. Mr. Lowder was Machine Operator and had been employed for approximately 19½ years.

The employees at the Davidson County Maintenance Department were shocked and saddened by the sudden death of JAMES CLODFELTER on October 29th. Mr. Clodfelter was a Maintenance Foreman who had been with the Commission for 25 years and had planned to retire next year.

We extend our deepest sympathy to the JOHN "REID" EVERHART Family at the recent death of Mr. Everhart's father. "Reid" is a Machine Operator at the Davidson County Maintenance Department in Lexington.

We wish a speedy recovery for FRANCIS W. SCHENK, Machine Operator in the Rowan County Maintenance Department, who suffered a severe stroke on September 28th.

Playing "Robin Hood" paid off for WILLIAM "PAUL" GREENWAY, Mechanic Foreman at the District Equipment Shop, Salisbury. Paul bagged himself a nice "Buck" while hunting with a bow and arrow this past Fall.

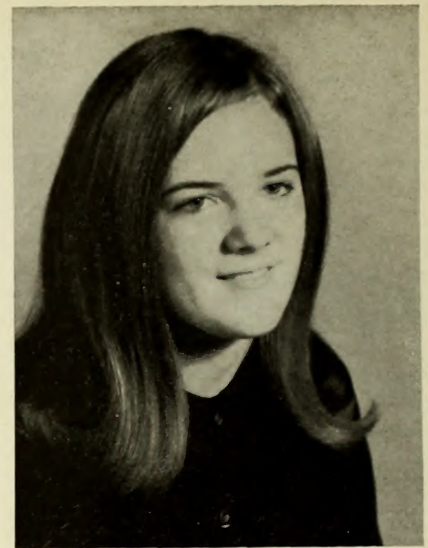
Our deepest sympathy is extended to L. O. EATON and family in the

loss of his daughter, Mrs. Faye Eulaine Eaton Rouse of Kinston who passed away on October 9th at N. C. Memorial Hospital, Chapel Hill. Mr. Eaton is employed as a Maintenance Foreman III with the Stokes County Maintenance Department.

We wish to welcome two new employees who joined our Maintenance Forces on November 11th. L. H. CREECH, JR., Truck Driver, Forsyth County Maintenance Department and J. C. ADKINS as a Machine Operator I with the Stokes County Maintenance Department.

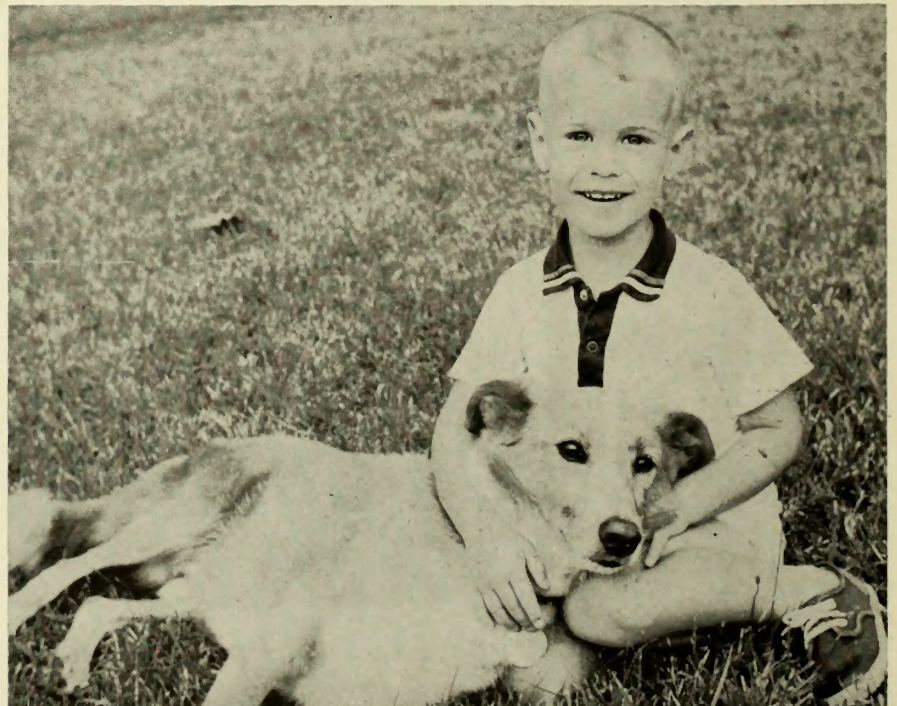
Mr. and Mrs. ROBERT CHEW, JR., have returned from a vacation basking in the warm Florida sunshine. They visited son, Robert, III and wife and little grandson, Robert, IV, at Merritt Island, Fla. Little Robert, IV, will be seven months old December 7th. Mr. Chew, Jr., is District Engineer at the Winston-Salem District Office.

There's no place like home! Mr. BUCK PATTERSON has been named AREA LOCATION ADVISOR for Divisions 7, 9, and 11, and transferred back to the Winston-Salem Office. Welcome home, Buck.



JUDY PHELPS was named Reynolds High School Football Homecoming Queen for 1967 at the Reynolds-Parkland game on Friday, October 27th. Judy has served as a member of the Junior-Senior Committee, Senior Executive Committee, Pep Board, Y-Teens, Sophoteers, Serviteers, French Club and Young Life. She is the daughter of Mr. and Mrs. D. E. PHELPS., Division Stenographer.

G. M. LEE has resigned from Right of Way Department to accept a job with private industry.



Above is the son of C. P. Shaw and his dog. C. P. is former Right of Way Agent from Div. 9, but has been transferred to Greenville as Right of Way Agent. You can tell from this picture that he loves his dog.



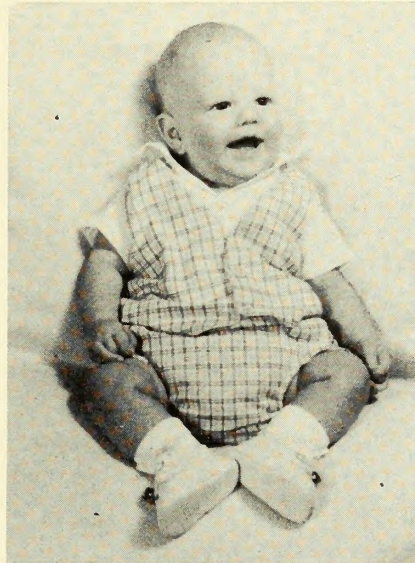
The employees in the Construction Department at Salisbury rolled out the "Welcome Mat" for Mrs. PATRICIA "PAT" MORRISON, who began work November 20th as typist in the Resident Engineers Office. Pat's father, Mr. CURMAN MARTIN, is Road Maintenance Supervisor with the N. C. State Highway Commission in Raleigh. Pat resides with her husband at 120 First Street, Spencer. We are all happy to have her and truly hope she enjoys working with us.

Santa Claus made his round a little early to the DANNY BURWELLS. Their "First-Born", a son, arrived on December 4th, in time for his father to recuperate by the 25th, we hope. Danny is Assistant Locating Engineer in Winston-Salem, and we are all very happy for Danny and Dawn.

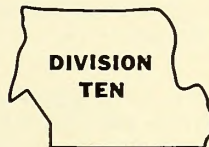
RACINE VAN DUSEN of Right of Way has been invited to speak to Winston-Salem Grade Schools on ALASKA. She can speak with authority since she resided in Anchorage for three winters and three summers, returning to North Carolina following the major '64 earthquake.

EDITH CARPENTER, Right of Way Stenographer, has returned to the office after having been confined to the Progressive Care Unit of Baptist Hospital.

JULIE and Nils LARSON have recently returned from a trip to the Canadian Provinces. While in Canada they visited Nova Scotia, New Brunswick and Montreal to view some of the architectural designs of Mr. Larson on the University of New Brunswick, and St. Francis Xavier University in Nova Scotia. Julie is a Secretary in the Road Oil Department and reports that anyone interested in fresh Canadian Balsam Trees for Christmas (1968), should place their order now.



DARION YOUNG



J. W. Jones
Division Correspondent

Welcome to FRANKLIN BREWER and his wife, Marjorie, and their four children. Franklin went to work in the Right of Way Department on November 27th. We hope they will be happy here.

The Right of Way Department and Division personnel are having their Christmas Party at Lake Lynn Lodge December 20th. We will be honored with the presence of Mr. W. J. MURRAY and Mr. D. E. BEACH of Raleigh, and it is our understanding that Mr. Murray will be the Emcee for this gala event.

The Secretaries in the Right of Way Department got the Christmas spirit early this year and decorated the office on November 30th, with a Christmas tree and other Christmas decorations.

Frank Russell, husband of RAYE-MELL RUSSELL who works as a secretary in the Right of Way Department, is now at home recuperating from recent surgery. Everyone in the Right of Way Department wishes him a speedy recovery.

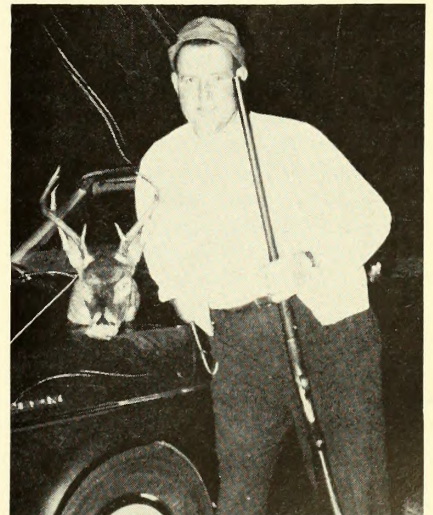
Congratulations to Mr. HOWARD M. CRUTCHFIELD, JR. for passing Course II of the American Institute of Real Estate Appraisers at the University of Virginia.

Sympathy is extended to F. W. DOUGLAS, JR., in the recent death of his father. F. W. is a Truck Driver in Anson County.

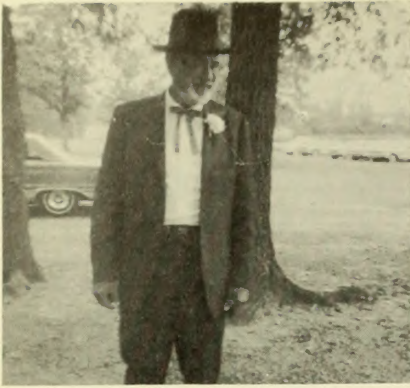
We welcome Mr. J. H. WHITE back to work after being out of work with a broken arm. Mr. White is Supervisor in Anson County.

We wish for JOSIAM PERRY a speedy recovery. He is a patient in a hospital in Charlotte at this time. Mr. Perry is a M. F. III in Anson County.

Welcome back to their respective jobs, from extended illnesses, are E. C. SHINN, M. F. II in Cabarrus County and W. L. PENNINGER, M. O. I in Cabarrus County.



The above picture shows Road Oil Foreman Claude Ridenhour with the head of an eight point buck that was taken in the Uwharrie section of Montgomery County. Claude felled the deer with a single barrel 12 gauge shotgun and was the only one with a party of 14 that could control this animal.



Dewitt Green, M. Y. F., is pictured showing off a natural grown beard that he grew in celebrating the 100th anniversary of Center Grove Methodist of which he is a member. Mr. Green won the contest for having the best groomed beard among many members of the church who participated.

Plans for a Christmas Party for all Cabarrus employees and their families are being made, to be held on December 20th. We look forward to this happy occasion.

Stanly County Personnel have had a very good year, a large volume of work being accomplished and in a very satisfactory manner.

There has been only a minimum of sickness, however, we take this opportunity to extend get well wishes to S. E. CURLEE, M. O. III and A. C. PARKER, Truck Driver and wish them a speedy recovery.

Stanly County hunters have done very well in the woodlands this hunting season, with very much hunting being done and plenty of meat being put on the table (so we hear).

C. P. EUDY, M. O. IV of Stanly Maintenance, went squirrel hunting and got so many squirrels that he had to make two piles of them, couldn't get them all in one pile.



This small boy on the back of the truck is J. P. White. His father is standing beside the truck. Mr. J. P. White is a M. F. II in Anson Co. At the time this picture was made his father was with the Highway Commission. And worked with the Commission until his death.

Congratulations to T. L. PATTERSON on his appointment as Assistant District Engineer in District 1. He was formerly Maintenance Supervisor in Cabarrus County and will be missed by the Cabarrus County employees, as well as the public with whom he was associated.

Mr. H. E. (PETE) HINSON, a Construction Engineer and his family spent a week of October in Atlanta, Georgia attending the Atlanta 10,000 Drag Race. Over the Thanksgiving Holidays, they were with relatives in Newport News, Virginia. They returned home via Williamsburg, which made their third trip. It proved more interesting than ever.



Graphic evidence of our Stanly hunters' skill is presented by this photograph of Phil Thompson and his 6 point buck. Phil is an M. O. III in Stanly County.

Condolences to the family of Mr. J. L. McKEE, who died November 15th. Mr. McKee was employed with the Maintenance Department.

Mrs. McKee asked that we express her thanks to all State Highway Employee's who took part in the services and for the many courtesies shown during her recent illness.

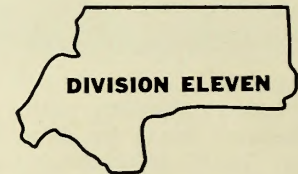
Congratulations to C. N. (CARL) WHILDEN, JR. and T. V. (TOM) STATON, JR. Mr. Whilden was recently appointed District Engineer and Mr. Staton as his Assistant to the Division 10, District 2 Office in Charlotte.

Also, we are happy to welcome Mr. W. S. (BILL) BIRMINGHAM, JR. to the Staff of the Charlotte District Office as Engineering Aide.

Condolences to the family of Mr. J. R. Glosson, who is a brother-in-law to Mr. BILL C. HAGLER, Maintenance Foreman IV in Mecklenburg County.



Photograph showing left to right, H. W. Love and R. L. Burris, Cabarrus County employees, with a bountiful catch of flounder. Either these men know their business or had a great deal of luck. The fish were caught on the North Carolina Outer Banks, conservative figure of the pounds was set at 250



Dolores Rogers
Division Correspondent

Sympathy is extended to Division Engineer J. E. DOUGHTON in the recent death of his niece, Mrs. Lorraine Reeves Donnelly.

We would like to welcome D. M. FOSTER, District I employee, back to work after serving two years with the U. S. Army, one year of which was spent in Vietnam.

Best wishes go with District I employee A. C. LOWS who was recently drafted into military service.

Get well wishes are extended to the following Maintenance Employees who are out on Sick Leave: L. I. SHEARIN, J. M. WALKER, and H. F. STOKER. We hope they will be able to return to work soon.

Congratulations to the following Maintenance Employees who are proud parents of new babies: Mr. and Mrs. J. D. WHITE, a girl born October 12th; Mr. and Mrs. CLINT WOOD, a boy born October 17th; Mr. and Mrs. A. M. HOBSON, a boy born September 6th; and Mr. and Mrs. R. H. STYERS, a girl born November 26th.

Congratulations to Engineering Technician I **JERRY D. HANDY** who was married November 11th to Linda Jo Parsons.

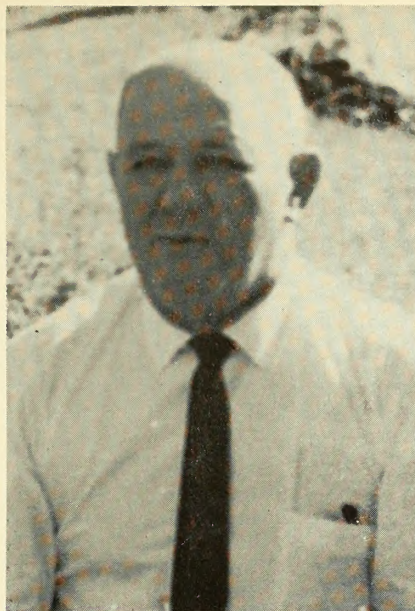
We would like to welcome Mrs. **PEGGY LOWE** to the Eleventh Division. Mrs. Lowe recently transferred from Resident Engineer T. A. **WINKLER'S** office in Hickory and is employed as a Clerk II in the Road Oil Department.

Several employees in this Division have been deer hunting since the season opened but the only hunters who have reported killing a deer are **W. G. SMITH** in Yadkin County and **W. D. BENNETT** in Alleghany County.

District Engineer and Mrs. **R. M. BRADSHAW** visited their son, Morris, at the University of Georgia during October and attended open house at the Phi Gamma Delta Fraternity of which Morris is a member.



Bernard A. Benge, son of Mr. and Mrs. Lester A. Benge of Route 1, State Road, has been promoted to Airman First Class in the U. S. Air Force. Airman Benge is a vehicle operator at Castle AFB, California. He is a member of the Strategic Air Command, the nation's combat ready intercontinental missile and bomber force. He is a graduate of Elkin High School and is married to the former Deborah Wiles of Route 1, Hays. Bernard's father, Lester Benge, is employed as a Machine Operator 1 in the Landscape Department.



Highway employees were saddened by the death of **GRADY C. PHILLIPS**, Maintenance Foreman IV in Yadkin County, on November 6th. Although he was out on Sick leave for an extended period, he had recently returned to work and death was unexpected. Mr. Phillips had been employed by the Highway Commission for 42 years and he will be missed by his fellow employees and friends. We extend our deepest sympathy to his family.



Jean Cline
Division Correspondent

The Shelby Construction Party welcomes **CHARLES E. ANDERSON**, Highway Engineer I, back to work in November after a lengthy illness.

A. D. LOWERY, Highway Inspector II, visited South Dakota in October.

New employee in Construction at Shelby is **ROBERT HUGH HARDIN**, Engineering Aide.

Welcome to Traffic Services Department employees, **VINCENT ROBERTS** and **JOHN CAMP**, who have been placed on the permanent payroll.

Sympathy is extended to the family of **OLEN PIERCY**, Traffic Services Department employee, who died October 31st.

Congratulations to the **CECIL CLARKS** on the birth of a son, Shane Cecil on October 24th. 7 lbs. and 12 ozs. Cecil is Division Traffic Engineer.

Sympathy is extended to **DURON BRIDGES** of the Road Oil Department on the death of his mother.

A speedy recovery is wished for Mrs. **CARL ACKER, JR.** who recently underwent surgery.

Welcome to **MARK WILLIS**, who is now working in the Right of Way Department, Shelby.

Congratulations to Mr. and Mrs. **A. B. ALLEN** on the birth of a daughter, Kelly Michelle, on November 20th.

On December 8th **A. B. ALLEN** and **M. N. PARROT** will leave the Construction Department to further their training program in the Location Department.

C. G. POSTON, Cleveland County Employee, has been appointed one of the Trustees for the Cleveland County Unit of Gaston College in Shelby.

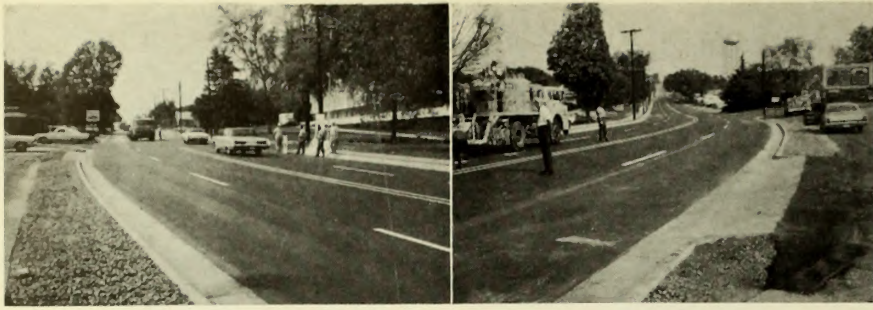
We are happy to add to our District Office Employees, **JAMES ROSCOE GRIGG**, who was placed on payroll as Engineering Aide in the District One Maintenance Office.

DON BLANTON of District 1 Office reports to "Uncle Sam" in December.

We would like to congratulate Mr. **A. LEON PRICE** on the new addition to his family. He now has three sons, the youngest being born October 13th. Mr. Price is a Highway Engineer in Statesville Construction Department.

Miss Fredna Rose Bost became the bride of **JOSEPH ELBERT MAHAFFEY, JR.** in a lovely ceremony at Broad Street Church of Christ, Saturday, November 25th. The bride is the daughter of Mr. and Mrs. Fred Marshall Bost, Jr., Statesville. The bridegroom is the son of Mr. and Mrs. Joseph Elbert Mahaffey, Sr. of Statesville, and is an Engineering Technician with the Construction Department in Statesville.

JERRY FRANKLIN FORD of Statesville Construction Party and Kay De Neal Ostwalt were married on October 14th. Best wishes go to both of them.



Above are pictures showing centerline crew painting on recently widened Grover Street project in Shelby. Resident Engineer on this was W. H. Manley. Contractor: Spangler & Sons of Shelby. One picture shows Clyde G. Poston, Jr., Traffic Services Supervisor standing in the center of the road near their new Paint Truck.

BUTCH LAIL, JR. is eagerly awaiting to go on a week's vacation to Miami Beach during the Christmas holidays. He is with the Statesville Construction Party.

Mr. KENNY KRESS leaves for New Orleans December 3rd to take a week's vacation. He is a Statesville Construction Party employee.



Messrs. S. R. STUTTS, G. W. PEARSON and E. T. COLES, Iredell County employees, are out due to illnesses. We wish for them a speedy recovery.

Margaret M. Reavis, wife of V. B. REAVIS (M. F. 4 in Iredell County) recently took a tour with several other Homemaker Club Members from the county. This was primarily a United Nations study tour, with stops in Washington and other points of interest.

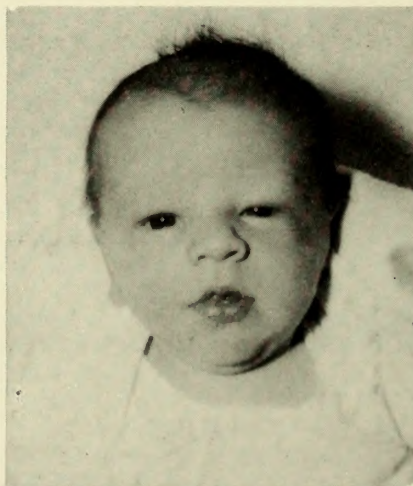
Sympathy is extended to M. C. PHARR (M. O. 2 in Iredell County) in the death of his father on November 15th.

A plaque of recognition was presented to Mr. JAMES P. RAE, Area Appraiser for Area 5, at the American Right of Way Association Seminar for Carolina Chapter #31 held in Durham, the 3rd and 4th of November. Mr. Rae served as Vice President for a few months in 1967, and took over as President upon the resignation of Mr. J. McNARY SPIGNER. The plaque was awarded for a job well done. In further recog-

nitition, he was elected President for 1968.

Mrs. BETSEY HAYMOND has recently joined the Secretarial staff of the Area 5 Appraisal Section. We wish to welcome her as a new State Employee.

I am sure we all read in the newspapers a few ago of the great find CLIFFORD SWANN made. Clifford, is with the Equipment Department, found a 456 carat ruby "somewhere in Buncombe County" and recently went to New York, where he sold the ruby to the internationally known jeweler, Mr. Harry Winston, for an undisclosed amount. Mr. Winston will present the stone to one of our national Museums for permanent display and, after examining the stone, he informed Clifford that it was over one million years old and too hard to cut, but a perfect ruby and the largest ever found in the United States.



Benjamin Dicel Buchanan was born October 22 and the picture was taken when he was just one day old. Benjamin weighed 8 lbs 1 oz and is the second son of Ed Buchanan who is in George Prescott's office.

ROY SAYLES of the Equipment Department and his wife had double trouble in the worst way this month and are co-patients in St. Josephs Hospital here in Asheville, both with pneumonia. We sincerely hope that they both make a speedy recovery.

Our deepest sympathy goes to the family of VAN DEAL, who passed away on November 6th. Van was with the Highway Commission in District 2 for 35 years prior to his retirement in December of 1964.

HARRIET GOSSETT'S husband Burgin has been on the sick list for several weeks and we all hope he gets well soon.

MARGARET STEWART, secretary for the Road Oil Department had visitors from all over during the Thanksgiving holidays. Her grandson Ricky was here from Marietta, Georgia; her brother and sister from Indialantic, Florida and her niece and husband from Huntsville, Alabama.

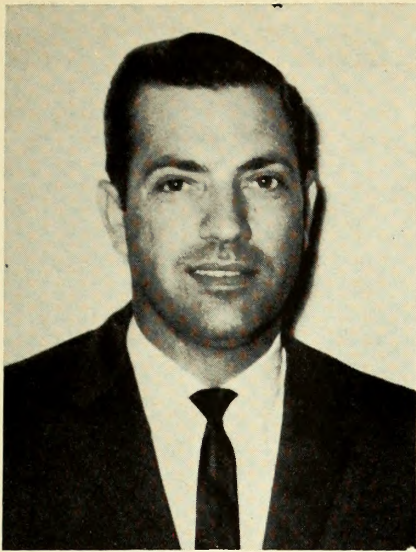
EARL McINTYRE took his family home to Rutherford County for the holidays, but MERYL COMPTON of Traffic Engineering didn't do so well. He went on a fishing trip to Myrtle Beach and got too sick to come back after the holidays, but we are glad to be able to report that he is just fine now. His granddaughter celebrated her second birthday on November 19th. EDDIE BASKERVILLE of Road Oil "rested".

The Right of Way Department had a party at the "Top of the Square" restaurant to celebrate PAUL DUNCAN'S promotion. Paul and his wife were guests of honor and with twenty-two people present, a good time was had by all.

Well, after years of vowing permanent bachelorhood, JOE TERRELL of Right of Way finally took a big step and became engaged to Miss Frieda Morgan of Leicester. The couple have set December 24th as their wedding date. We all wish them every happiness and applaud Joe's wise decision!!

RON and Kathy BUTLER made the big move into their brand new house and we all hope that they are very happy there, but JOHNNY RHYMER is STILL building his!

GUS HEDDEN'S wife and daughter recently took a week's vacation to visit their son in Mississippi, leaving Gus at home to take care of things. Now Gus has talked quite a bit about his ability to cook, but we be-



Mr. B. T. Bryson, Review Appraiser for Area 5, was unanimously elected President of the Western N. C. Chapter 184 of the Society of Real Estate Appraisers at their Annual Ladies' Night Banquet held November 17, 1967. Mr. Bryson has been an active member of the Chapter since its beginning four years ago, and during this time assumed responsibility as Director, Secretary-Treasurer, Vice-President and now President. We are sure the coming year will be a fruitful one under the leadership of Mr. Bryson. To assure the Chapter of good success, Mr. F. S. Paris, Appraiser II, also from Area 5 Appraisal Section was elected Vice-President. Congratulations to both.

lieve he was ready for his wife's cooking when she returned. Gus, who is with the Landscape Department, has now regained the weight he lost.

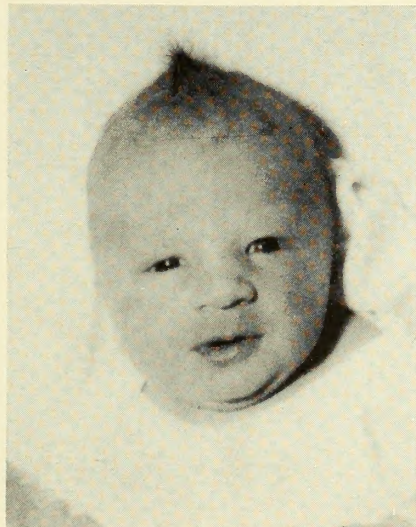
JOHN HARDY (HARDROCK) ROBINSON, parts clerk in the Division Shop, has quietly been building a new home for his mother and himself. Hardy has now moved in and is in the process of tearing down his old family home. We know Hardy has shown a tremendous amount of responsibility in moving forward to a new home. However, we bet there will be lots of hesitant moments when it comes to tearing down his childhood home. We now suggest a Sunday School Class party would help a lot to warm the atmosphere in the new home.

News from PAUL ROBINSON'S office is that the deer hunting this year was good for some but bad for others: TOMMY MORROW bagged a four point deer on Spivey Gap on Monday, November 13th and on the

Tuesday of the same week his uncle CLAY MORROW of Yancey Maintenance got a six point deer. KEN NORRIS, who just returned from his yearly deer hunting trip was not very successful with the deer, but he returned with a Charger — Dodge that is! GENE LAUGHRUN got the call from Uncle Sam and was drafted into the Army. Lots of luck Gene and we hope you will come back with us.

Welcome to CARL E. BRIGMON and RONALD S. BRADLEY, new employees in PAUL ROBINSON'S office. BOBBY AYSCUE and JEFFREY JENNINGS have returned to their studies under the Cooperative Education Trainee Program at Holding Technical Institute in Raleigh. Both are entering their fourth three-month term and will return to their respective assignments as Engineering Aide upon completion of their schooling. Good luck from SHC.

Mr. and Mrs. H. C. REED, JR. became delighted parents of a daughter on October 6th. Her name is Carolyn Suzanne Reed and she weighed 7 lbs., 13½ ozs. and was 21 inches long. Dick is Asst. Resident Engineer in BOB ADAMS' Office.



The two new born babies are Joseph Lister Etheridge, Jr. at the age of five hours. Joseph is the son of proud parents Mr. and Mrs. Joseph Etheridge and was born on November 17th, weighing 8 lbs 6 ozs.

The Tragedy of the Bucks

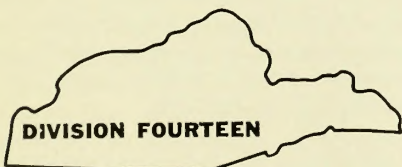
Old Ten Point Buck had located all the deer in the refuge before the hunting season opened as he had all the years he had been the leader of the herd. On the morning of November 20th, he called young Spike Buck the grandson whom he had trained since early fawnhood to take over the herd some future date. He ordered Spike Buck to sentry duty high on the mountain over Peppers Creek. From his post Spike Buck could see Marion and Lake James looking down U.S. 221 and slightly to the right he could see the beautiful school at Pleasant Gardens on U.S. 70. Just then he spotted a car coming up U.S. 221 and watched 13th Division Landscape hunters unload. He saw Harley Honeycutt's hat turning on his head as he talked and Burl Branch showing his teeth in anticipation. He wasn't worried about this. Ten Point could handle these two, but wait, there was something else. Gus Hedden stepped out with that terrible 22 rifle and worse yet with short range bullets. This was a shattering observation, but when Gus settled his glasses over his nose thus making four eyes with that terrible 22, Spike Buck knew this was the end unless — Spike Buck thought long and hard. He had heard a Ranger say that being educated was the best way to survive. He figured maybe he could learn all the two legged animals knew in one day and get back to the herd with knowledge of how to escape. With a warning cry to Old Ten Point, he took off to the Pleasant Gardens School in 19 foot leaps. Great was his chagrin on entering the classroom through a glass window, that at least two teachers had hunting licenses and one owned a rifle. However in his dying breath he managed a shrill whistle to Old Ten Point that he had lost.

Old Ten Point on hearing the warning from Spike Buck, called Little Buck his second grandson and said, get all the herd together. We must go far away to another refuge and we must run like the wind toward Tennessee.

In the meantime, Little Tiny Fisher, the 260 pound weakling of the 13th Division Landscape Department, was climbing the hill 50 miles away with his father's rifle. He wasn't hunting really but he had seen

his stronger and harder co-workers going into the forest with guns, so he wanted to look like the crowd. He was actually on his way to Silas McCain's, who collected a type of dew from the mountains which made Little Tiny feel as big and strong as any man in the crew. He heard the thunder and roar of Ten Points' herd coming and not being accustomed to the use of a gun, started to run. After several miles of running, Little Tiny fell in a dead faint from pure exhaustion and fear. On reviving he was surprised to find that Old Ten Point had ran his heart out and fallen dead at his feet. He shut both eyes and put a bullet in Old Ten Point to prove how he had shot him at 200 yards. The herd had scattered safely through the refuge by this time. Tiny climbed up to Silas McCain's and imbibed enough strengthening dew to enable him to carry the 200 pound Ten Point home for a meal of deer chops.

The men are back now from the hunt. The teachers at Pleasant Gardens are happy with their venison. Gus and Harley tell of hearing Spike Buck's whistle and seeing Old Ten Point's huge tracks. They say if Clyde Orr had been there to help surround the area instead of playing around White Sulphur Springs, they would be eating deer meat now instead of fat back. Tiny Fisher agrees with a nod and mysterious burp. Tiny weighs more than 260 pounds now. The greatest tragedy is that Little Buck stopped to see if Granddad would revive and come on with the herd and a neighbor of Tiny's shot him, leaving the herd without a leader.



Allyce Cunningham
Division Correspondent

Louis McGee and Ken Norton were fishing other weekend and while fishing up stream ran into a faithful Indian guide with another man — upon checking closer discovered it was Bill Ware of Waynesville Office. It was report-

ed Bill had hired this Indian guide to show him the best places to fish — seems they come cheap for Bill parted with 25¢ and a Tampa Nugget cigar — something fishy about that too for the Indian caught four and Bill has yet to get his first fish. Happy Hunting Bill!

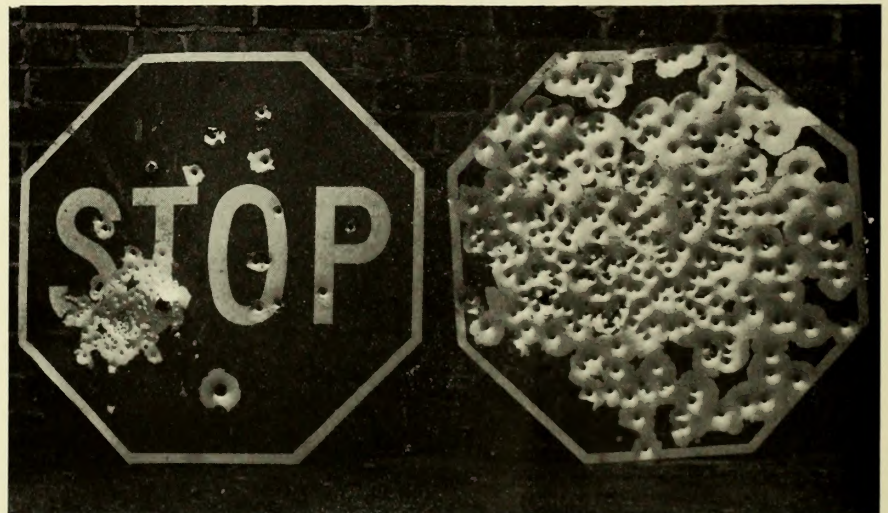
Greetings from Florida come from Ken Westwood — Ken says, "I'm having a safe and sane vacation — My barstool belt is always bucked." Hurry home Ken we have a little cold weather for you to enjoy.

The Division Office was all in a dither other morning — First came a meeting called by Mr. Hughes to plan our Christmas party — this was unusual for he always left it up to someone else to decide — With beams and smiles he continued the conversation and not a word gave him a chance to really expound — finally someone noted he was limping a little — and his explanation — you really have to hear this! He was down on his knees other night and leg got a little cramp in it — foot went to sleep — you see he was offering a proposal and the lady in question was having a hard time making up her mind to say yes or no — finally he got a yes and we are just real happy for the two of them — Oh I forgot to name the bride to be — Helen Barham — but I am sure all have heard by now and this really isn't news any more — We are just happy for the both of them.

Then another bit of news from the same family — Ann Smith Hughes, daughter of Mr. A. J. Hughes, will be married to Kenneth Day on December 29, 1967. Ann is teaching at Sylva-Webster High School, as is her fiance. We wish them both all the happiness in the world.

Frank Bryson, Sign Supervisor, told us a deer tale — this is the season for one — seems he came upon this doe nibbling grass behind a tree — Frank froze and while in that position, the little one ran up to its mother and whispered in her ear — she continued to eat and after another look at Frank, the little one scampered off — Frank still in his frozen position. The little one bounced back down the hill and walked right up to Frank, sniffed his shoes, looked him up and down, went back around the tree and whispered again in the mother's ear and took off. The mother raised her head, sniffed the air, got a whiff of Frank and leaped away — (Now if Frank had used just a "little dab" she might have come up to him and "mussed" up his hair) — Frank says he didn't get a chance at any shots the rest of day. He said kept wishing he had a camera for would have been a treasure to watch what went on.

DIVISION 14 EMPLOYEES send greeting far and wide
To wish YOU ALL joy at this Christmas tide



The above is an example of "Tigger-happy" people. Division 14 has a high rate of vandalism during the hunting season. It isn't known if failure to "bag" anything results in letting off steam on signs or if they practice before hunting using our signs as a target — At any rate it cost approximately \$15 to replace each sign damaged. This can run into a lot of tax payers money, cutting down on monies to be spent for other things. Smokey The Bear certainly makes us conscious of forest fires — could a symbol be made prominent to remind the public of the saving to our tax dollars by a little consideration of public property?

A SOUTHERN CHRISTMAS

By JERRY KENION

The glow created for a colonial plantation Christmas was not like the glitter of our tinsel and glass ornaments; the preparation of the household was not like our frantic rushing about in department stores and food markets. Two hundred years ago preparations for the Christmas celebration were carried out almost wholly within the boundaries of the plantation. Their decorations and feasts were composed of the fruits of the forests and fields; their gifts were made with patience and care. When our southern ancestors entertained at Christmastime, they gave not only of what their plantations produced, but of themselves, in true hospitality. Since there was great distance between plantations, some of those invited to attend the festivities arrived with trunks and boxes, expecting to remain for days, if not weeks.

Long before the guests arrived, servants spent days cleaning and polishing wide-planked pine floors and brass and silver candlesticks and serving pieces. The ladies of the household contributed their fine quilting, knitting, crocheting and crewel embroidery to the decoration of their homes and clothing. While the slaves were included in the more ordinary aspects of spinning and weaving the materials used throughout the house, the ladies took great pride in their own handwork. We can rest assured that the lady of the house made sure that there were freshly hung bedcurtains, linens crisp and clean from boiling in lye soap, and plenty of warm, handmade quilts for her guests.

For The Festive Air

Eighteenth century homes were decorated both with the native evergreens, cones, and fruits, and with delicacies shipped in from distant ports. Though the Christmas tree was not used until much later, our colonial ancestors used evergreens in wreaths and garlands. Pine, holly, mistletoe, and magnolia were used in decorations, along with cones, nuts and small fruits. Fruits were used extensively in Christmas decorations.



In addition to their artistic use of fruit in centerpieces, plantation owners added clusters of small fruits to their wreaths and garlands. Often an entire wreath was made of cones and nuts, or of dozens of small oranges and lemons. Each wreath, garland or spray was intended to be a work of art — whether made from the most common of pine and acorns, or of the finest imported fruits. Ribbons on wreaths were usually brown or green velvet or satin, not our modern red. Fruit pyramids were also a favorite decorations. Made by impaling small fruits on nails and thrusting them into a cone-shaped, greenery-covered frame, fruit pyramids were used on sideboards and tables.

Holly was considered appropriate for Christmas decorations, since its prickly leaves were thought of as representing Christ's crown of thorns, and its bright red berries as representing drops of blood. Mistletoe, used in kissing balls in hallways, was carefully chosen for its abundance of berries. It was desirable to find a clump of mistletoe with the largest number of berries, since a berry had to be plucked each time a girl was kissed under it.

The choice of a Yule log was left up to the slaves, and on some plan-

tations, it was traditional that all slaves would have a holiday as long as the Yule log burned. One can imagine that each household burned the largest log to be found on that plantation! The Yule log, originally from early pagan celebration in northern Europe, was brought in with ceremony on Christmas Eve and lighted with a brand kept from the Yule log of the year before. Its ashes, kept through the year, were supposed to protect the house from fire and lightning and to have the power of healing wounds and making field and animals fertile.

Many tedious hours went into the making of candles, which burned in the windows and throughout the house during Christmastime. Through necessity, candles were used throughout the year, but they were burned almost to the point of waste during the holidays. To those of us used to brightly colored candles at Christmas, the colors of the candles used in colonial times would appear quite dull. Since our oil-soluble dyes were not known in the colonies, candles were the natural color of the materials from which they were made — creamy brown bees-wax, tray-green bayberry, and cream colored tallow. The candle-making process, especially for the prized, scented bayberry candles, took days to complete. Colonial ladies took great pride in their hand-dipped candles, although in many places tin candle molds were available. Tallow or bayberries were collected until there was enough to fill a large kettle set over an open fire. Two long poles were laid across chair backs, and across these poles rested the candle rods. Several wicks of twisted hemp were looped from the rods, and each rod of wicks was dipped into the melted tallow. After each of the many dippings, the rods were removed to a cooling rack, usually quite a distance from the fire. It took many trips from the kettle to the rack and back again for the many-layered dipped candles to be completed. Knowing of the long process involved in making candles, a guest could well appreciate entering a household fragrant with the scent of bayberries.

Food for the Feasts

Weeks before the holidays, fires were made in the great brick ovens to bake cakes which were soaked in wine and allowed to mellow. Flour and meal for baking came from the plantation's own mill, as the other products used in cooking came from the storeroom and fresh from the plantation's animals. Much of the food was cooked in large iron pots hung over an open fire in the kitchen fireplace, in addition to the baking done in large ovens. A few days before the feasting was to begin, huge hams were brought from the smokehouse to be baked, along with wild geese, ducks, turkeys, and perhaps a crackling brown suckling pig. If ice didn't cover the river, there might have been fresh fish for the celebration.

From their well-stocked cellars, the plantation cooks brought up fruits, vegetables and wines. The fruit cellars yielded pears, apples, grapes, and peaches which were picked when firm and preserved in sawdust. Potatoes, turnips and carrots came from the root cellars, and the best bottles of imported sherry and homemade wines were brought up for the celebrations.

For decorative fruit centerpieces, as well as delicious eating, pineapples ("the king of fruit"), oranges, lemons, limes, and pomegranates were shipped in from Jamaica. If coconuts were included in the shipment, there was ambrosia, a delicious combination of freshly grated coconut and fresh oranges.

Two traditional southern recipes are for trifle and syllabub. Trifle, sometimes called tipsy cake, consists of layers of rich sponge cake, studded with almonds and generously moistened with sherry or scuppernong wine. At this point the cake can be allowed to age for a day. On the day it is to be served, a rich boiled custard is poured over each layer of the cake, and the whole dessert is covered with sweetened whipped cream, flavored with the same wine used over the cake.

Another whipped cream and wine concoction often served in colonial days was syllabub. A very rich and sweet drink, syllabub was the fore-runner of our eggnog. One recipe for syllabub calls for two cups heavy cream, two cups fine wine or brandy, two cups sugar, one-half cup lemon

juice, and grated lemon peel. The wines, juice, peel, and sugar are combined a day ahead of serving time, and just before serving the cream is whipped and gently folded into the drink.

Gaiety

Traditional colonial Christmas entertainment included the wassail bowl, a custom carried over from sixteenth and seventeenth century England. The wassail bowl contained hot spiced cider or ale, and friends and neighbors were invited in to drink to the good health of the company. No celebration was complete without the singing of carols and folk songs in front of the blazing Yule log, and games were often played. One game played at Christmas, also from England, was "Snapdragon" in which the players tried to snatch a raisin from a bowl of blazing spirits:

"Here he comes with flaming bowl,
Don't he mean to take his toll,

Snip! Snay! Dragon!

"Take care you don't take too
much,

Be not greedy in your clutch,

Snip! Snay! Dragon!

"With his blue and lapping tongue
Many of you will be stung.

Snip! Snay! Dragon!

Dancing was popular with the southern colonists, and country dances, in addition to the more elegant French dances, were a part of most entertainment. Some homes were fortunate in having a harpsichord to furnish music, and others had either a fiddler or a group of musicians playing violins, flutes and French horns. The country dances were done to such step tunes as "Old Father George", "High Betty Martin", and "Rolling Hornpipes".

Gifts

There could be no last minute rush for Christmas presents, for gifts either had to be made by hand or brought by ship. The colonial celebration of Christmas was not as child-centered as it is now, but lucky children were given gifts patiently made by loving parents and relatives. Dolls were carved from wood or made from braided cornhusks or from left-over scraps of fabric. The dolls' carefully painted features included indigo eyes and berry-red mouths, and dainty clothes, sometimes from scraps from the child's own dress, were carefully

hand-stitched by patient mothers. French dolls, originally owned by the ladies in a household, were imported to show the design of fashionable clothes. Sometimes, when the doll's gown was out of style, a fortunate little girl would be given the French doll — not to play with, though, just to admire. Other girls' toys included hand-carved doll furniture, and not frequently, an imported china or pewter tea set.

The most important gift for a boy was a jackknife, since the child could then fashion many toys for himself. For the little fellow too young for a knife, fathers carved wooden animals and carts, and toy soldiers. Other boys' toys included balls, made from yarn and covered with sheepskin, and whistles made from willow sticks. Occasionally a little boy received colorful imported marbles.

Certainly a colonial plantation was filled with warmth at Christmas, an abundance of good things to eat, and lovely things to see. There was generosity and good will, both elegance and simplicity; but most of all, there was a glow, not only from the burning candles and blazing log, but from the people who put so much of themselves and their traditions into the celebration of Christmas.

A CHRISTMAS PRAYER

By BILLY GRAHAM

*O God, who didst give Thine only
begotten Son
On that first Christmas, that He
might bring the gift
Of everlasting life to all who believe
upon Him,
Help us on the occasion of His birth-
day
To think more of giving than re-
ceiving;
To think, as did He,
More of others, and less of ourselves;
To be motivated by love instead of
hatred;
To be more concerned about eternal
values
Than the cheap, elusive trinkets of
time and space;
Help us to be spiritual without being
pious,
To be courageous without being
proud;
To be compassionate without being
sentimental.*

*In this world of greed, hate and
war, we ask for peace through Him
who will one day be the Prince of
Peace.*

*We pray that the message of our
Saviour's birth may challenge thou-
sands of people everywhere to be born
of His Holy Spirit. In Jesus' Name.
Amen.*



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Photographer GORDON DEANS

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The child's lovely face reflects the candlelight as she kneels and gives a prayer that little children everywhere will in all the Christmas joys share.

—Jewel Adcock

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