

Maine

Highway News

MARCH 1958



Maine Highway News

Published monthly by and for employees of the Maine State Highway Commission to serve as a medium for disseminating departmental news and educational information.

Mail all correspondence to MAINE HIGHWAY NEWS, Special Services Division, State Highway Commission, Augusta, Maine.

Volume 1 MARCH, 1958 Number 5

22nd ANNUAL
HIGHWAY BANQUET

MARCH 22, 1958

6:30 P.M. — Calumet Club — Augusta

ALL YOU CAN EAT!

* * ROAST BEEF * *

Potatoes — Gravy French Bread

Peas — Tossed Salad

Pie Coffee

PROFESSIONAL ENTERTAINMENT

* Tickets ONLY \$2.50 *

ALL THIS AND DOOR PRIZES TOO!

CIVIL ENGINEERS ELECT OFFICERS

Horace Pratt, Testing Engineer, was elected president of the Maine Section of American Society of Civil Engineers at the annual meeting, January 25th, at the Lancey House in Pittsfield. Lawrence Murphy, Construction Engineer, took office as vice president and Edward Jordan, Civil Engineer, secretary. Frank Taylor, Professor Civil Engineering, was re-elected treasurer.

Retiring officers were Chief Engineer Vaughan Daggett, President; Horace Pratt, vice president; and Richard Morrill, secretary.

COVER

Bangor-Brewer Toll Bridge as seen from the Brewer side of the Penobscot River. This \$2,500,000 structure, built by R. A. Verrier Construction Company, was opened to traffic on November 1, 1954. Since that time over 7 million vehicles have crossed this new link between the two cities.

HIGHWAY RADIO SYSTEM

by ROBERT PARKER, *Radio Supervisor*

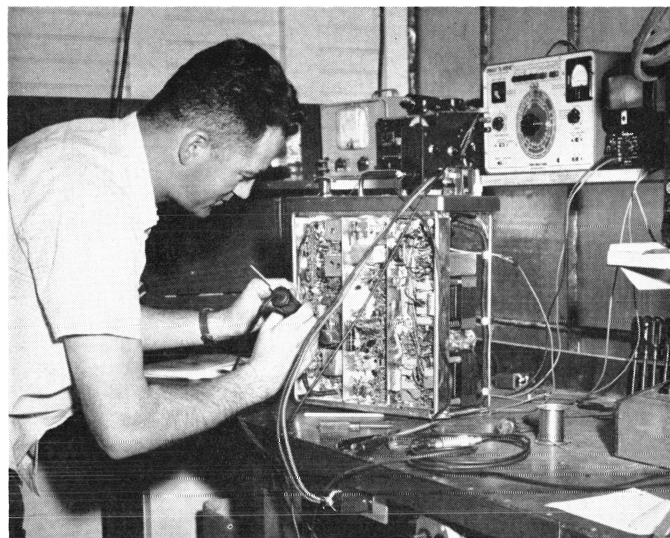
The Highway Commission's statewide radio system has now been in operation about five years, but even after being in operation that length of time very few of the employees know just how the system works. Because many have expressed a desire to know, we will attempt an explanation.

Maine is a large State, but complete coverage is possible with 13 base stations controlled from ten points. These points are the seven division offices in Presque Isle, Bangor, Ellsworth, Rockland, Waterville, Portland, Rumford, a subdivision office in Machias, Caribou Garage and Headquarters in Augusta. Three offices are remotely controlling two base stations each. Caribou is directly controlled from the garage.

Control is effected by the control point talking out on a relay frequency (higher than the base to mobile frequency). This signal is picked up by a receiver at the associated repeater location. This receiver automatically switches on the base transmitter which sends the signal to the car, on the car receiver frequency. When the car answers, the process is of course reversed. A receiver at the base station picks up the car signal and automatically turns on the repeater transmitter which sends out the higher frequency signal. This signal is picked up by the control station and thus the circuit is completed. All repeater circuits use high gain directional antennae, to provide stronger signals with low power and to keep the control signals in their proper paths.

The fact that some of these repeater circuits are quite long—up to fifty-nine (59) miles—led to some astonishment at first, when a car getting closer to the division headquarters would not be receiving as well as they had been when they were farther out—but nearer a base station from which all signals to the cars originate.

The location of these base stations was not accidental but carefully plotted. Three basic factors were consid-



RADIO TECHNICIAN Orville Provost aligns a mobile receiver in the department's new radio shop. The radio crew recently moved from inadequate quarters in the basement of the Motor Transport Building to the space formerly occupied by the Departmental Garage.

ered in their selection: first, elevation; second, accessibility by road; third, commercial power availability.

The most northern base station is located at Madawaska, a distance of 317 miles from Augusta; the most westerly station is at Cornish, 70 miles from Augusta. Between these two locations are situated the other ten stations—of Marshfield, 190 miles southeast of Madawaska and 125 miles northeast of Augusta; and Rangeley, 85 miles north of Cornish, can be considered “between” sub locations.

As these locations were selected on the basis of high elevation for coverage of signals, they also have wonderful panoramic views—in some cases overlooking hundreds of square miles of beautiful Maine from the 120-foot towers.

This equipment is housed in ten foot square cement block buildings with fireproof doors and metal-covered roofs.

Adjacent to the building in each case is a 120-foot high triangular cross section lattice tower, on a 3-foot square concrete base. The towers are guyed at three levels with three guys going to their buried concrete anchorages.

Supported by the tower and extending fifteen feet above it, is the coaxial antenna for the mobile receiver and the base station transmitter operating on 47 Mc and covering the territory through 360 degrees.

Approximately 100 feet up on each tower are two high frequency antennae. One of these is used to transmit any signals received on the 47 Mc antenna. The other is for picking up the signals from the control station. Both are designed to concentrate the signal in one direction only, allowing the use of low power, and causing less interference.

Car to car, car to station, and station to station communication is carried on by means of the 47 Mc frequency. As these frequencies tend to travel in a straight line, if hills or tall buildings are between the points of contact the range is considerably reduced. This means that if the Division Offices with their poor radio locations are to be able to contact their cars in some of our rugged terrain they need high antennae,—higher than is practical in their locations. So, picking high elevations outside of town, and using radio relay or repeater circuits to carry the communications between the base and repeater locations and the offices, the disadvantages of the office locations are overcome.

Now this may sound like a complicated path for a voice to wend its way along, but really it is just a matter of forgetting what happens where, and talking into the mike and then waiting for the reply through the loud-speaker. If everything is working correctly you have conducted your business instantly.

Instantly, that is, if no one is using the system at the time you want to use it. As we use but one frequency, on a simplex basis, for all communications from car to station, from station to car, from car to car and from station to station and as some stations can hear many cars not directly associated with it, there are times when it is quite a feat to be able to get on the circuit without interfering with someone else. This we try to avoid, and one of the best methods of so doing is to keep all transmissions as short as possible, using codes when practical.

If one was in a division office they might hear something like this, coming out of the radio speaker,—“four one two to Augusta.” Augusta answers,—“Go ahead four one two.” Then the speaker comes,—“four one two junc-



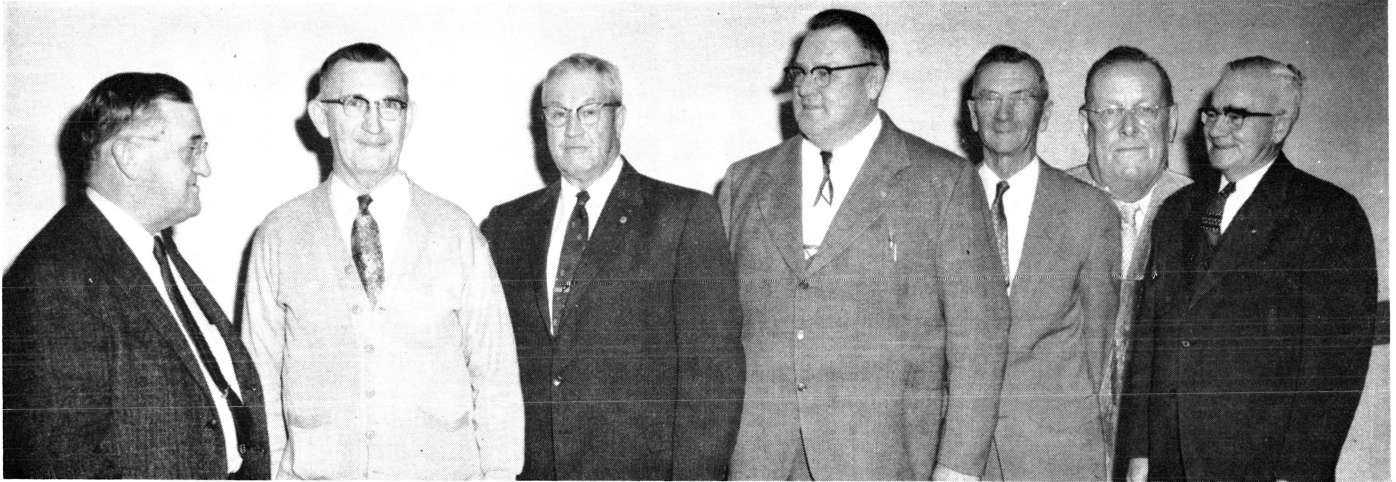
ROBERT PARKER, Radio Supervisor and Alvin Allen, Technician, check over a repeater transmitter which is located in a cement block building at a mountain top location. The transmitters are checked at regular intervals as insurance against breakdown. Most of these stations have automatic electric generators which go into action immediately on power failure, thus adding additional insurance against being off the air.

tion 3 and 202, W one, R one, T thirty one, over.” Augusta replies,—“Ten four, four one two, KCC579.”

This coded form of reporting saves considerable time as you can see from a translation of the above, as follows. Car 412 calls Augusta, and Augusta says, “Go ahead four one two.” Then 412 gives his location as being at the junction of routes 3 and 202. “W one” indicates that the “weather is clear and calm,” “R one” indicates that the “road is bare and dry” and “T thirty one” indicates that the “temperature at that place is 31 degrees above zero.” “Over” means “I am through transmitting,” which indicates to Augusta that he is ready to listen, and Augusta acknowledges the receipt of the transmission and the recording of it by “Ten four,” meaning “Your message has been received and noted,” from car “Four one two” and the “KCC 579” is the FCC assigned radio call of the Augusta station which must be used at “sign off.” This call when given also indicates to any stations listening that Augusta is through with the radio circuit and any one else may use it.

The continual use of coded message helps establish a pattern that will continue to be used when emergencies increase the radio traffic load immensely, such as when during a storm most of our equipment may be moving, and it is necessary for many radio contacts to be made, then under pressure the same briefness will prevail,—we hope.

THE MEN OF DIVISION 6



DIVISION 6 SUPERVISORS, who cover York and Cumberland Counties, attend a weekly meeting at the Portland District Office. They are, left to right: Harry Greenleaf, Division Engineer; Millard Leary, Supervisor in the Kennebunk to Windham area; Walter Chute, Gray to Harrison; John Sanborn, Jr., Alfred to Standish; Fred Robinson, Cape Elizabeth to Brunswick; Elmer Young, Kittery to Sanford; Sumner Hearn, Division Supervisor.

MORE TRANSLATIONS

Re-orientation—Getting used to work again.

A clarification—To fill in the background with so many details that the foreground goes underground.

To note and initial—Let's spread the responsibility for this.

We are making a survey—We need more time to think of an answer.

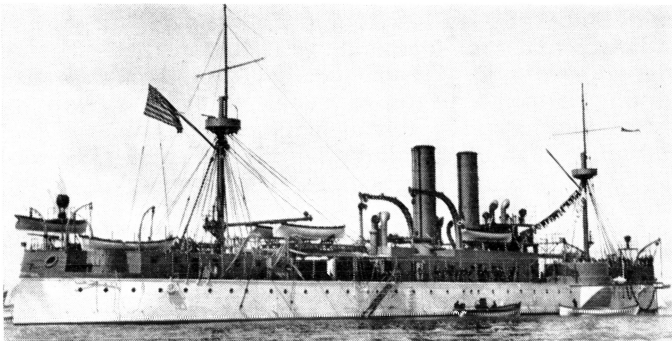
Let's get together on this—I'm assuming you're as confused as I am.

Give us the benefit of your thinking—We'll listen to what you have to say as long as it doesn't interfere with what we've decided.

Will advise you in due course—If we figure it out, we'll let you know.

A schedule—Like a blonde on the TV screen—it can't be made.

Professional opinion—Mental concept based on cultivated ignorance.



REMEMBER THE MAINE? Roy Wentzel, Bridge Maintenance Engineer, an avid amateur photographer and collector of old photos, submitted this fine and timely picture of the battleship U.S.S. Maine. It was just 60 years ago on February 15, 1898 that the sinking of this ship occurred, two months previous to the outbreak of the Spanish-American War.

PORTLAND OFFICE CREW



CAPABLE GALs responsible for the many clerical duties that daily confront the Portland Division Office. They are, left to right: Mrs. Dorothy Howe, Mrs. Dorothy DeLaney, Mrs. Eleanor Campbell and Mrs. Beverly Cox (M.H.N. correspondent).

BITUMINOUS MATERIALS ENGINEERS ATTEND MEETING IN MONTREAL

Harold Bessie and John Rand attended the annual meeting of the Association of Asphalt Paving Technologists held in Montreal, Canada, February 17 to 19. They report that the papers and technical sessions were most informative.

RECENT CONTRACT AWARDS

FEBRUARY 12, 1958

INTERSTATE — FALMOUTH

Johnson Road Bridge

F. A. Project No. I-080-4(5)

Reed & Reed, Woolwich, Maine—\$218,107.00

YOU NAME AND YOU CAN HAVE IT!



CAN YOU NAME IT? If you can, and are the first to send us a postmarked card, we will send you an 8 x 10 original print of the above reproduction. Send your answer to: Maine Highway News, Division of Special Services, State Office Building, Augusta, Maine. Last month's winner was Frank S. Foster, Hallowell, who correctly identified the picture of Bath as seen from a tower of the Carleton Bridge.

OBITUARIES

PAUL S. McGUIRE of Augusta, Tar Foreman in Division 6, died January 22, 1958 at the Augusta General Hospital following a brief illness.

He was born at Machias on February 22, 1901 and had lived in Augusta for the past 50 years.

He will be missed by the many friends he had made while working in the Maintenance Division since 1922.

THE QUESTION BOX

Q. Who earns sick leave and vacation and how are these benefits used?

A. Sick leave. Permanent and probationary employees earn sick leave. The earning rate for everyone is 24 hours per quarter year. Sick leave may normally be earned to a maximum working balance of 720 hours. A special provision of the Personnel Rules allows sick leave earning of more than 720 hours to be recorded as a reserve balance. The reserve balance of sick leave is available for use only upon special application and need. Sick leave use is charged to your record on the basis of the crew work day. If you are an hourly paid employee your use of sick leave is also regulated by a 45 hour week. You must be in an actual employment status to use sick leave credits.

Vacations. Only permanent employees earn vacation credits (hours). However, upon completion of the probationary period (attainment of permanent employee status) your record is credited with vacation earnings accrued during the probationary period. Vacation is earned either at a rate of 24 hours or 36 hours per quarter year. To qualify for the higher rate you must have completed 15 years of state service, the last five years of which were continuous employment. Vacation can only be earned to a maximum balance of 192 hours, regardless of your earning rate. Use of vacation is by mutual agreement between you and your supervisor. Vacation use is charged to your record on the basis of the crew work day. If you are an hourly paid employee, your use of vacation is also regulated by a 45 hour week.

IF YOU ARE AT OR NEAR THE MAXIMUM BALANCE OF 192 HOURS, you should keep careful record of that fact. The reason is that you must use up, subject to supervisory approval, any vacation hours about to be earned to prevent the loss of such time on a day (24 hour rate employees) or a day and a half (36 hour rate employees) per month basis.

AROUND THE AUGUSTA OFFICE

ACCOUNTING

Irene Marsden

In first place in the State Employees' Bowling League is our own Highway Girls' Team. There are eight teams and ours is leading over the Department of Education by two points, for first place. Besides, we hold the record to date, as a team, for the best single string and best three strings. Congratulations girls! (Marilyn Condon says, "Please stress that this is as of February 3rd, for anything can happen")

Betty Small is riding high, these days. Last week she became the proud owner of a brand new car. It's a Mercury Monterey hard-top convertible, red and black, four-door beauty. It is a real knock-out, Betty, and from this window it reigns supreme in the parking lot.

George Murphy, Safety Supervisor, whose every walking thought is how to safeguard lives and limbs for Highway employees, announces that First Aid Classes for Augusta engineers will be com-

pleted in February. These are presently under way at the State Office Building.

Charles Booth has been away from his desk for several days with a sinus infection. Best wishes for a quick recovery, Charlie.

TRAFFIC SERVICES

Eleanor King

Ralph Sawyer has just returned from Hendersonville, North Carolina, where he attended a highway lighting seminar, which was sponsored by General Electric Company.

Our last month's item concerning the "unclaimed jewel" at the Sign Shop has caused quite a bit of excitement. Understand from Henry that two new phones have been installed to take care of the rush.

Henry Lahaye also tells us that they have recently had interior decorators completely re-do the Sign Shop—"dead" white ceilings—"gun" metal gray walls and for eye ease a touch of soft green was added here and there.

MAIN OFFICE

Gertrude Lunt

At a joint meeting of New Hampshire Engineering Societies and Contracting Association at the Highway Hotel in Concord, New Hampshire, on January 17, 1958, David H. Stevens, Chairman, and Vaughan M. Daggett, Chief Engineer, were among those present. Mr. E. H. Holmes, Assistant Commissioner, U. S. Bureau of Public Works, Washington, D. C. was the principal speaker.

Division Heads, Division Engineers and Division Supervisors met with the members of the State Highway Commission on January 29, 1958, for a general discussion of highway matters.

Messrs. Stevens and Daggett attended a luncheon conference of Heads of Highway Departments of each of the New England States at the Sheraton Plaza Hotel in Boston on February 5th.

Meetings at which Mr. Stevens has recently been a speaker include: Bangor Rotary Club Luncheon on January 29th; Houlton Rotary-Lions Club on February 7th; the Dover-Foxcroft Kiwanis Club on February 10th; and the Lincoln Day Dinner at Ellsworth on February 11th.

FEDERAL AID PRIMARY

Nellie Chase

The following project engineers have recently left our employ and have returned to school: Robert R. Gaboury, Ernest L. Gallant and Bertrand Lambert.

Dana T. Bartlett has been on a few weeks vacation in Florida. He visited his brother and sister.

Dave Smith recently underwent an operation for a ruptured appendix. He is now making a fine recovery.

Henry Campbell's sheep ranch is increasing. He now has a set of twin lambs, named Sidney and Smiley.

Larry Murphy attended a meeting of the Highway Research Board in Washington, D. C. on January 16, 17 and 18.

Vinton Savage attended a meeting of the New England Highway Administrators in Boston, February 5th.

The Federal Aid Division is welcoming John Hodgkins, Allan Smith, Walter Lovett, Jr. and Peter Oakes in the Augusta office this winter.

The Office Gang was pleased to see Don Flint who was recently touring the different offices here.

Friends of R. M. Page will be pleased to learn that he is sojourning in Florida these Winter months.

Benny Benson has been assigned as Project Engineer on the first section of the Interstate Highway System in the Augusta area.

FEDERAL AID SECONDARY

Bob Croswell

Jack Brown was the lucky winner of the Chevrolet, four-door station wagon, doorprize at the Auto Show February 2nd. The lucky number was 3703.

Edward McNaughton and Johan Allen were married February 22nd at the Old South Congregational Church, Hallowell, Maine. Congratulations Ed and Johan.

Tom Skofield was married on January 25th in Bowdoinham before leaving for duty in the U. S. Army.

Harold Bessey went to Montreal to attend the annual meeting of the Association of Asphalt Paving Technicians February 16 to 19th. (How did you learn so much French in so short a time, Harold?)

George Whitehouse is going on a Naval Reserve Cruise March 2nd. This is a two weeks trip to San Juan, Puerto Rico and return.

All survey crews are now in from the field and are working in the offices.

MOTOR TRANSPORT

Clarence Madden

NEW THINGS AT THE GARAGE — Roy Humphrey has a new car: A Green 1958 Pontiac.

Roland Davis has a new set of "store teeth"; Dr. Murch Model.

Voyle Reed has a new son-in-law, Sherwood Glidden. The wedding took place late in December. Mrs. Glidden (Betty Reed) works in Taxation. Her husband is stationed in Germany with the armed forces.

Fred Olson is staying home nursing a broken thumb received while plowing around the state house parking lot. It is not only painful, but a nuisance because otherwise Fred is well and healthy.

Sickness has prevailed throughout the garage. We hope all will have a speedy recovery.

It was nice to see Arthur "John" Buzzell in the garage recently. John retired last year and is driving the mail route from Augusta to Weeks Mills. He is still the same old smiling John.

A rapid check of the garage personnel shows some 17 men have served the State and Motor Transport over thirty years. One may draw the conclusion Motor Transport is a good place to work.

Space is being made available in a part of what was the Departmental Garage for a soil testing laboratory.

Will the branch garages please send in news items to this correspondent?

PLANNING

Frances Lishness

The mapping division has two new employees this month, Alston Stultz of Gardiner and Richard Noble, Augusta.

Harold Wood's six month old daughter is out of danger and improving after having been in the hospital in an oxygen tent because of a bronchial ailment.

Charles Althenn, who has been out on leave for a month during which time he was in Thayer Hospital for surgical treatment, was calling in the office recently and expects to be back to work by the time this article appears.

Lorraine Hall, with a group of friends, attended the Ice Follies in Boston on Saturday, February 22nd.

The Planning Survey was well represented on the committees for the 4th Annual Banquet of MSEA held February 20th in Augusta. Harold Wood designed the poster, Elwood Pollis was on the ticket committee and Frances Lishness was on the supper committee.

MAINTENANCE

Georgianna Patten

Sickness has been rampant in Maintenance. Dispenser of permits, our genial "Herbie" is back on duty after a few days in "Snug Harbor".

Mrs. Lucille Cloutier was also on the "Flu List". Arlene Dodge is back in the Office after slight surgery. Glad that you are feeling better, Arlene.

The family of John Church has been increased by the addition of two Siamese cats from California. After repeated trips to the airport (meeting every plane) for several days, frantic wires and telephone calls to California and air express agencies, it was discovered that the cats were grounded at Detroit. After great trials and tribulations (for the cats) they made the last leg of the trip by train.

Peace has now descended on the Church house and the glory of the cats now shines forth. Except for the fact that the family tom leads a precarious existence when said Siamese cats are free of their cages and the parakeet is eyed with sinister motives, all is quiet.

John reports that they are rapidly becoming acclimated and expects great things to happen.

At some time in the future he expects to be able to place the offspring of this pair in carefully selected homes. As these are pedigreed animals who trace their ancestry to a tom who at one time was the house pet of a King of Siam, great care will be needed in placing the offspring.

Preference will be given to families in first order that can trace at least one ancestor who came over in the Mayflower. Second preference will be to those who came over in a later boat.

He has not decided yet what action the D.A.R. will have in the placing of these animals but may have to call on the Sons of Union Veterans to decide all disputes over ancestry.

The price of the offspring will depend on the applicant's ability to pay. These are not ordinary cats. The noblest blood of Siam flows thru their veins. They are used to quiet living; undue noises and commotion upsets them, such as shaking the furnace or clattering of dishes when they are resting, or even heavy snoring.

Anyone desiring a pair of these cats should be prepared to comply with the ancestry requirements and state their income tax bracket. Applications will be processed in order of filing, but even though you may be in a low place on the list do not be discouraged as many ahead of you on the list may be disqualified.

If anyone has a pattern of a "hatching jacket" (cat size) John would appreciate the loan of it and will return it in good condition.

RIGHT OF WAY

Charlotte Blumenthal

Mrs. Ann Varney of Richmond, Maine, is working with us for three months as a Clerk Typist. Ann formerly worked in Personnel, and since that time she has spent fifteen months in Hawaii.

Richard K. Dickson, Right of Way Agent, joined our group January 20th. Dick hails from South Portland, Maine.

Allen N. Hart is employed in the Drafting Room as an Engineering Aide.

William H. Bradford, Right of Way Engineer, attended the Luncheon (Section Meeting) of the American Society of Civil Engineers held at the Worster House, Hallowell, Maine, Monday, February 3rd.

The Right of Way Agents had their pictures and fingerprints taken preparatory to the issuance of identification cards by the Maine State Police.

Right of Way Attorneys and Right of Way Agents attended a "Question and Answer" meeting on Policies and Procedures of the Right of Way Division on Monday, February 10th, in the Hearing Room.

STATE AID

Josephine Whalen

Jay L. Robbins resumed his duties with the State Aid Division Monday, February 3rd, after nearly two months' illness. He is now feeling like a new man.

Ima Bradford and husband left by plane February 17th for Miami to spend two weeks visiting their daughter and husband and new grandchild.

Stanley Weymouth surprised us when he informed us of his engagement to Miss Fern Ross of Portland, Home Economics Teacher, Deering High School. We thought Stant went to Portland now and then to keep appointments with his doctor, but not until now did we know that his "HEART" was affected too. Congratulations Stan!

BRIDGE

Burleigh Boyd

Norm Jose, now assigned to the Bond Brook Bridge in Augusta, accompanied by the Mrs., is vacationing in Florida.

The Jim Fergusons are also vacationing in the Sunshine (?) State.

Shorty Johnson has returned from his vacation trip to Pennsylvania and is assigned to the Cod Cove Bridge in Edgecomb.

Jerry Clark reports that Kim is still hankering.

We must retract our last month's statement that Bill Flynt returned to work in the Bridge Division. Either it wasn't the Bridge Division or it wasn't Bill Flynt. Anyway, disregard the whole thing.

Walter Hamilton's sausage hound, Fritz, is now so well trained that the 24 hour sanitary detail has been discontinued.

A current census of Randolph reveals ten additions to the Smith menage (guppies, etc.)

Now that the Boyds have thrown their bird cage, visitors are apt to be dive bombed by three free-wheeling parakeets, viz.: Mioshi Umecki, Kelly (how did that name get in there?) and Saki San.

Lin Cotton, who moved to South Portland, has now moved back to Augusta. Speaking of moving, Harold Young has moved back to where he was before a truck ran into his house trailer.

Latest report from Putter's paradise. Painting inside; plumbing outside.

RETIREMENTS

JAMES N. MEISNER of Andover, Patrolman in Division 7, retired on November 8, 1957 at the age of 70.

JAMES A. PEARS of Vinalhaven, Patrolman's Helper in Division 5, retired on January 24, 1958 at the age of 70.



NEWS FROM THE DIVISIONS



DIVISION 1—Presque Isle

Janice Beals

Joe Madore of the office staff has been confined to his home with a lame back. Joe was able to return to his work February 4, 1958.

Robert Cormier, instructor on the First Aid course, has been doing a fine job with his classes. The class composed of Engineers has already graduated.

Recently Vaughn Knight and Dellie Maxell were called into Augusta for a Division Engineering and Soil Conservation meeting. Poor Dellie almost didn't make it back. No, not because of his Ford this time — to his surprise, he discovered Pontiacs sometimes try to climb telephone poles.

Rod Vallance, one of the Engineers, has recently purchased a new 1957 Chevrolet.

George Belanger of the Division Engineering staff spent the weekend (Feb. 1-3) at his home in Quebec.

We are sorry to learn that Ben Dube, patrolman helper at St. Francis, who has been confined to his home for the past several weeks with arthritis, is still unable to return to work. The doctor has recommended that he remain indoors out of the cold Aroostook weather for the remainder of the winter.

Austin Sanford of Ludlow, a patrolman helper, returned to the Houlton Hospital Monday noon, February 3rd, for further treatment.

DIVISION 2—Ellsworth

Rosa West

Jay Hubbard recently took a trip to New York and Baltimore.

Harold Johnson has enlisted in the U. S. Navy, and is training at the Great Lakes Naval training station.

Jay Hubbard's patrolmen and helpers have successfully completed the first aid training course under the instruction of Engineer, Roger H. Sargent.

Patrolman and Mrs. William Pierce are announcing the birth of a daughter.

Reginald Johnson had the misfortune to fall and bruise his side.

DIVISION 2—Machias

Eleanor Garnett

Mr. and Mrs. Kenneth Grant are the proud grandparents of a granddaughter born January 29, 1958 at Ellsworth. Congratulations!

Mr. and Mrs. Everett Farren were initiated into the Order of the Eastern Star at Addison on January 13th.

Minden Perkins, Supervisor, was installed Worshipful Master of Crescent Lodge, A. F. & A. M. of Pembroke on January 22nd.

William Mawhinney of Jonesboro recently installed a new furnace in his home.

Mr. and Mrs. William Saddler were visitors in Portland recently.

Lewis H. Lackee, Division Supervisor, is a patient in the Eastern Maine General Hospital in Bangor again.

DIVISION 3—Bangor

Reita Townsend

Lloyd Roberts was in the big city of Boston for a few days vacation recently. Reports a nice time but would liked to have stayed longer.

Barbara Hamlin has left the State Highway Commission and gone to the Maine Employment Security Commission. We miss her.

We have another addition to the State Highway. Leland Richard Ross, new son of Mr. and Mrs. Richard Ross, born January 31st. Weighed 6 lbs., 6 ozs.

Everett Copeland and Malcolm Melia became permanent employees this month. Both men are employed in S. B. Dickson's area.

Nice to hear Fred Quinn is improving. He's getting around on crutches now and expects to be back to work in about a month.

Our boys on the Engineering staff are collecting pennies, nickels and dimes. Can't spend any change here until they have looked over the dates on all coins.

Mary Leighton, as of January 18, is eligible to vote. We must make sure she registers.

Harry Twitchell, in Lloyd Roberts Crew, has been on the sick list for some time.

Our men worked some long hours over the bad storm. Hope they've had some time to recuperate.

Frank Linnell is back in our midst after being in the Augusta area for some time.

We miss Holly Madden around here. Think he is happier in Bangor than he is around Augusta. More interests here.

Warren Boston, radio operator, is on a diet. Showed us the list of foods he shouldn't eat. We are afraid he may starve after looking over the list.

Stan Trimm has a new grandson born February 5th. No name as yet. The engineering staff is trying to pick the name. The one who wins gets a cigar.

RETURN POSTAGE GUARANTEED — Postmaster: If addressee has removed and new address is known, notify sender on form 3547, Maine State Highway Commission, State Office Building, Augusta, Maine, giving new address, postage for which is guaranteed.

BULK RATE
U. S. POSTAGE
PAID
Augusta, Maine
Permit No. 227

Paul Byard's crew has completed the First Aid training course after two weeks and two days of being interrupted by storms. Lloyd Roberts' crew and Harold Russell's crew are now getting their First Aid training.

Crosby Buick slipped this week. Got Mr. Deane's statement in the office two days before pay day.

Dan Foley is threatening to start school all over again. Brought his daughter's school books to work with him. Second grade books.

DIVISION 4—Waterville

Dan Foley

Theresa Lacombe was out with the flu February 3, 4 and 5. We suspect that this is an alibi and that the time was spent in an effort to transfer to Division 6.

A warning to the male members of Division 6! Any attempt to invade our domain will meet with the utmost of resistance from the male members of Division 4.

Thomas Dwyer was hospitalized with pneumonia this past month.

Charles Harmon had the misfortune of having a fire at his home recently which caused considerable damage.

Ralph Manzer, Frank Manzer and Ronald Chase are back in the office for the remainder of the winter.

Dick Frence is going along rapidly and successfully with his first aid classes.

Herbert Taylor is back to work after about two months leave of absence due to illness.

DIVISION 5—Rockland

Ruth L. Davenport

James A. Pears, Patrolman's Helper on Vinalhaven for the past ten years, retired January 24th.

Supervisors Brainard Caverly and Farley Weeks recently spent a few days vacationing in Aroostook County and Canada. We understand they had a very enjoyable trip.

First Aid classes, under the supervision of Earle Clements, are now in progress in this division. At the present time, classes are being held at Wiscasset, Rockland and Bath.

Earle Clements, Foreman, was on vacation for two weeks in January. During this time he attended the Boat Show in New York.

DIVISION 6—Portland

Beverly R. Cox

It seems January 26th was *Paternity Day* for Division Six when Betty and Stan Townsend became the proud parents of a son, Stanley Leroy III born at the Maine Medical Center and weighing in at 11 pounds and 1 ounce. Stan is an engineering aide. Mr. Millard Leary, District Supervisor, became a grandfather for the third time when his daughter-in-law gave birth to Janet Edna at the Maine Medical Center. Mr. John T. Robertson, Foreman, became a great grandfather when his granddaughter gave birth to a son at the Osteopathic Hospital. This makes a five generation family as Mr. Robertson's mother still lives.

Mr. and Mrs. Arthur Hill became the parents of a daughter born December 18th. The new arrival has been named Cindy.

Mr. and Mrs. Walter Chute left January 30th on a motor trip to Florida. They will stop en route to visit their son and daughter-in-law in West Virginia. They expect to return the last of February.

Ernest Robinson, Patrolman, has just returned from a trip to Ohio.

Richard Standley, Engineering Aide, entered the Osteopathic Hospital January 24th where he was a surgical patient.

Mr. John T. Robertson celebrated his (?) birthday January 21st and he and Mrs. Robertson celebrated their 46th wedding anniversary January 25th.

Since a good share of our news this month seems to concern the hospital patients we wouldn't want to leave out Mr. Mitts,

Dorothy DeLany's cat, who was a recent patient at Dr. Edwards' Hospital for Animals.

Roderick Henderson, First Aid Director for Division Six has completed first aid instructions for a group of twenty-five state employees.

Supervisor Fred Robinson celebrated his birthday January 31st. Kermit Austin, former Sub-Foreman for John A. Skilling, has taken over as Foreman at Freeport. Mr. Austin is replacing Paul S. McGuire who recently passed away.

We have a lad in our Crew who would a-skiing go; He bought himself new skis and pants and set off for the tow. And all went well a-going up . . .

But coming down was sad!
Mert slipped and ripped his nice new pants;
Cold snow, torn pants, too bad.

DIVISION 7—Rumford

Kathryn Dickson

George Hamlin and Dick McInnis are now in from the Survey Crew in Lynchville.

Arthur Gogan has completed Rangeley and Farmington area on first aid—Norway and Fryeburg next.

There was 6-7 feet of snow reported on the level up at Sugarloaf Ski Resort.

In the interest of uniformity of office procedure, we in the Rumford office have been trying to convince our boss, Mr. Landers, that he should send us gals out on observation trips to the various offices. What say you gals—good idea, wot?

Dave Smith, Primary Engineer, is home after being in the hospital ten days and is back at his old hobby of tying flies. He expects to be home for five or six weeks.

Mr. and Mrs. Paul Wight are the proud parents of a son, Mark Allen, born February 4th at the Rumford Hospital.

Woodrow Dodge, a patrol helper in Madrid, has returned to work after a few weeks' absence with a leg injury.

Supervisor Stanley Schofield has been confined to his home with a leg injury and Donald McKenne has been taking his place until his return.

Robert Whyte is taking Donald McKeen's place as one of the night radio operators.

Mr. and Mrs. Glendon Whyte are the proud parents of a second son, Arthur Allen, born February 5th at Rumford Hospital, weighing 8 lbs., 6 ozs. Young Robert is staying with friends while his mother is confined.

Mr. Thomas A. Schofield, former Supervisor, was 80 years old February 22nd. He is hale and hearty.

Patrolman John Robbins' wife Evelyn is recovering at home after an operation at the Rumford Hospital.



DIVISION 7 CREWS boast of having more snow this winter than they have encountered in recent years. At present there is some four feet on the level with banks from eight to ten feet high. Seen here are, left to right: Maurice Clifford, Mexico, foreman and Bob Douglas, District Supervisor.