

Maine

Highway News

AUGUST, 1958



Maine Highway News

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Volume 1 AUGUST, 1958 Number 10

RIGHT IN THE PUBLIC EYE

Judging by the popularity of our picnic areas it would probably be safe to say that they are a worthwhile investment. But this is the kind of investment that can't be neglected, because it could easily turn from an asset into a liability. The same picnic area that charmed a family a short time before could have the opposite effect on another family who happened along when the barrels were full, the tables were soiled and paper napkins playing tag amongst the birch trees.

The feeling of enchantment that a handsome view, a sniff of pine needles, or salt air, the quiet shade, gives to the picnicking motorist can be dispelled in the time it takes to say "Vacationland" when he sees a tired chunk of egg on the bench he was about to sit upon, or his wife crunches glass from a pop bottle beneath her open-toed sandals.

When you're in the public eye you have to polish your buttons and dress right dress all the time — no two ways about it!

Chairman David H. Stevens dictated an Administrative Bulletin recently in which he suggests, because of the increased traffic in and out of our picnic areas, that maintenance personnel clean the sites each morning Monday through Thursday and on Friday afternoon to prepare for the weekend. Those picnic areas that are less frequented could do with a visit Monday and Wednesday morning and Friday afternoon. "Probably," said Mr. Stevens, "the greatest source of good will from the standpoint of out-of-State visitors is a properly maintained picnic site."

Let's not get caught with egg on our chin.

THANK YOU NOTE FROM OUT-OF-STATE

According to a letter received at the Augusta office a certain day on the road will live happily in the memory of an out-of-state traveler. It seems he had a flat on Route 201 north of Skowhegan near the spot where two highway foremen were having their noon lunch. Lo and behold, he says, the two men came over and changed the tire for him before you could say "Maine has 20,000 miles of highway."

The letter writer goes on to say that if the same accident had happened to him in his native state he's afraid "that the highway crew would have only sat on the bank of the road and laughed to see someone struggling to change a tire and get all dirty . . . Again please let me congratulate you on the courteous highway crew that you have."

The two courteous gents of this story are foremen Isaac Davis and Gordan Lombard.

COVER

Looking easterly along a section of U. S. Route 1 in Searsport. This project, which is four and a quarter miles long, was started in 1954 and completed in the summer of 1955 at a cost of \$592,891.13. The surface is two inches of bituminous concrete on four inches of bituminous macadam. The pavement is 24 feet wide, the shoulders 8 feet wide. Clarence Ellis was the resident engineer.

The picnic area across the road provides ten tables for the motorist and a handsome view of Penobscot Bay.

RECENT CONTRACT AWARDS

JUNE 18, 1958

INTERSTATE 95 — BANGOR

1,562 Miles Grading, Drainage and Base and 2 bridges
F. A. Project No. I-95-8(7)177
Seaboard Engineering Co., Inc., Portland, Maine—\$1,304,600.50
Thomas Koizer, Resident Engineer

U. S. ROUTE 2 — PALMYRA

2,338 Miles Bituminous Concrete Road
F. A. Project No. F-025-2(11)
Forest Frederick, Pittsfield, Maine—\$183,952.00
Randall Foster, Resident Engineer

ROUTE 9 — CHELSEA-AUGUSTA

2.24 Miles Bituminous Concrete Road
F. A. Secondary Projects Nos. S-0206(2) and US-0206(4)
Lee Brothers, Albion, Maine—\$305,087.00
Robert Merrill, Resident Engineer

BIDDEFORD — EMMONS BRIDGE

State Project No. 5736
Lucien Bourque, Biddeford, Maine—\$29,323.25
Gerald Allen, Resident Engineer

WILTON — GRIST MILL BRIDGE

State Project No. 2336
J. R. Partridge, Augusta, Maine—\$58,272.00
A. R. Sirois, Resident Engineer

JUNE 25, 1958

INTERSTATE 95 — SIDNEY

Town Farm Road Bridge
Federal Aid Project No. I-95-6(15)
Gianchette Brothers, Inc., Pittsfield, Maine—\$124,148.65
Harold Horsum, Resident Engineer

VAN BUREN — ST. MARY'S BRIDGE

State Project No. 5309
Carleton Denico, 113 Sweden St., Caribou, Maine—\$14,262.50
Richard Nightengale, Resident Engineer

WALDOBORO — STRATTON CORNER BRIDGE

State Project No. 5740
Walter V. Mitton, Inc., Augusta, Maine—\$14,356.55
Lawrence Morton, Resident Engineer

ROUTE 9 — BREWER

2,804 Miles Bituminous Concrete Road and bridge structure
Project S-0281(1)
The Bridge Construction Corp., Augusta, Maine—\$414,284.00
George Kirk, Resident Engineer

ROUTE 150 — PARKMAN

0.398 Mile Bituminous Gravel Road and structural plate pipe
Project DS-0241(4)
Ross Construction Co., Inc., Augusta, Maine—\$79,663.50
Roger Mallar, Resident Engineer

ROUTE 5 — SACO

2,784 Miles Bituminous Concrete Road and Part of a Bridge Structure
Project DS-0114(1)
C. W. Qualey, Gray, Maine—\$219,552.00
Andrew Norton, Resident Engineer

JULY 2, 1958

U. S. ROUTE 202 — HAMPDEN

4,168 Miles Bituminous Concrete Road
F. A. Project No. S-0210(7)
H. E. Sargent, Inc., Stillwater, Maine—\$500,673.05
George Kirk, Resident Engineer

U. S. ROUTE 2 — MILFORD-GREENBUSH

6,475 Miles Bituminous Concrete Road
F. A. Project No. DF-01-4(7)
W. H. Hinman, Inc., North Anson, Maine—\$490,166.10
Hollis Madden, Resident Engineer

LEBANON — POWDER MILL BRIDGE

South Berwick-Rollingsford, N. H. (Maine span)
State Project No. 5735
State Project No. 5700
C. H. Goodrich, South Berwick, Maine—\$49,093.00

LINCOLNVILLE — MCKINNEY BRIDGE

State Project No. 5746
Guy J. Thibodeau, Levant, Maine—\$10,008.50
Howard L. Dority, Resident Engineer

TOPSHAM — LITTLE RIVER BRIDGE

State Project No. 2460
C. W. Bagley, Augusta, Maine—\$87,818.50
Keith K. Sawtelle, Resident Engineer

JULY 9, 1958

U. S. ROUTE 1 — GRAND ISLE (Contract 1)

3,683 Miles Gravel Road
F. A. Project No. F-050-3(8)
Hornbrook, Inc., Madawaska, Maine—\$251,747.50
Francis Leblanc, Resident Engineer

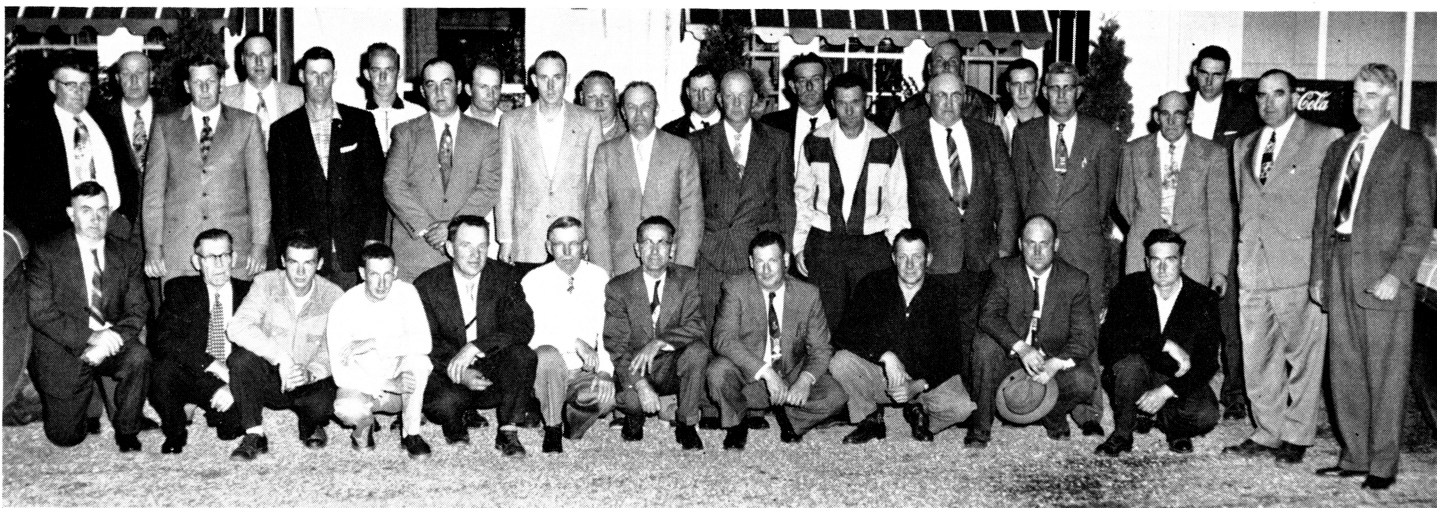
PERHAM

0.72 Mile of A Surface Treated Road
State Aid Project No. R-AD-8(1)
Maurice H. Bugbee, Presque Isle, Maine—\$32,631.26
Angus McKay, Resident Engineer

ROUTE 182 — CHERRYFIELD

0.766 Mile of A Bituminous Concrete Road
Federal Aid Secondary Project No. S-0298(5)
Forest Frederick, Pittsfield, Maine—\$136,008.50
Stanley Spencer, Resident Engineer

Eighty-two percent of drivers involved in auto accidents blame the other motorist; 80 percent consider themselves good or excellent drivers, and only one in 100 admits he is a poor driver.



SAFE WORKERS gather for a safety award dinner at Searsport. These fellows, from Brainard Caverly's district in Division 5, went for over a year without a lost time accident. Present were: Earl Clement, Clayton Poland, Frank Fuller, Adelbert Leonard, Reginald Cotrell, Elmer Harding, Sidney Johnson, Jay Colcord, Daniel Clark, Reuben Kenney, Harold Dunover, Donald Kenney, Elmer Clark, Edward Rajaniemi, Howard Pottle, Norman Shibles, Ronald Ryan, Glendon Robbins, Russell Littlefield, Stanley Cilley, Fletcher Whitcomb, Walter Colley, Charles Ellis, Everett Knight, Henry Doliber, Fred Maddocks, Kelly Doliber, Fred Doliber, Clarence Bartlett, Edward Bartlett, Victor Smith, Roy Holmes, George Murphy.

COMMISSION INTRODUCES COOPERATIVE STUDY PLAN WITH CORRESPONDENCE SCHOOL TO COMBAT MANPOWER SHORTAGE

Recently Chairman David H. Stevens announced that the Commission had made plans with the International Correspondence Schools to conduct a high-way engineering training program for employees within the Department.

Participation in this program will be limited to the following categories: Engineering Aide I, Engineering Aide II, Engineering Technician I and Engineering Technician II.

Courses are in four divisions and range in cost from \$205 to \$280 per division. The Highway Commission will make partial reimbursement to the student to the amount of \$100 upon successful completion of the course with a grade of "C" or better. The Maine State Department of Personnel has agreed to substitute 6 months of experience for each ICS course division completed.

The reason for the plan as stated in the agreement form to be filled out by the prospective student is this: That the Commission has a duty in planning and constructing a highway system with high calibre engineering personnel. But there exists a manpower shortage in the classifications below that of Engineering Aide III. Therefore, since there are no local facilities available for a non-college graduate to work for the Commission and at the same time to pursue a course of study, a cooperative plan with ICS has been worked out.

George L. Smith, in charge of the Personnel Division, has worked out a kind of road map to show Engineering employees how to get from one grade to the next with the aid of ICS.

To get to E. A. II—You need a high school diploma plus two years experience as an E. A. I or 1½ years E. A. I* plus a 6 months educational credit to be admitted to the examination for E. A. II.

To get to E. T. I—Minimum experience of 2 years as an E. A. II* or now:

1½ years of experience as an E. A. II plus 6 months educational credit will meet the minimum qualifications for admission to the examination for E. T. I.

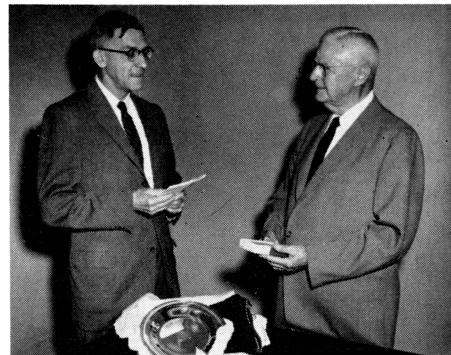
To get to E. T. II or E. A. III—Minimum experience of 4 years at the E. A. II level or higher,* or 1½ years experience as an E. T. I plus 6 months educational credit to be admitted to the examination for E. T. II or E. A. III.

Our hypothetical student, provided he studied about 15 hours a week for four years without a letup, and granting he had efficient study habits and passed every course with "C" or better would arrive at the same point (salarywise) as a graduate from an accredited engineering college with a B. S. degree. His final hurdle (and according to reports a tough one) is the examination that non-college employees are required to take. The ICS man, theoretically, would spend about \$500—a college degree as you know is getting more expensive all the time, perhaps \$6-8000.

Not all Engineering Aides are going to embark on the four year grind to E. A. III. The more normal procedure will be to study with ICS at a more leisurely pace and advance a grade at a time when thoroughly prepared.

Interested persons may secure applications for registration from Lawrence K. Murphy, Primary Division.

*The Maine State Department of Personnel will consider undergraduates in certain fields at recognized colleges for educational credit that may be substituted for experience factors on a year for year basis. Certain degrees, awarded for the completion of other than a civil engineering curriculum will be rated by the Department of Personnel under a special formula. These cases should be explored by the individual directly with the Maine State Department of Personnel.



WEDDING GIFTS for Stanley Weymouth, Engineer of State Aid Highways were given by his many friends and fellow workers. Shown making the presentation is his associate for many years Lucius D. Barrows, formerly Chief Engineer of the SHC. The occasion was an informal gathering, organized by Jay L. Robbins, Business Manager of the State Aid Division, in the Commission Hearing Room at the Augusta office on Wednesday, June 25, 1958, the day before Stan married the former Miss Fern Ross—a school chum from his home town of Dexter. Gifts shown include a sterling silver plate with the inscription, "To Mr. and Mrs. H. S. Weymouth from friends in the State Highway Department, June 26, 1958." Stan is holding a gift certificate for \$200; Mr. Barrows holds a booklet entitled "Happy Memories" containing the more than 200 names of those who made the gifts possible. Following the wedding ceremony, performed by Rev. Douglas G. Robbins at the parsonage of the Universalist Church in Augusta, the newlyweds left on a motor tour of Eastern Maine and New Brunswick including a trip on the Bluenose to Nova Scotia.

It was bound to happen — Two pink Chevrolets have appeared bearing out-of-state plates reading HIS and HERS.

DASHED STRIPES AND GLASS BEADS

Every year along about the time the birds get a yen to go north certain members of the Highway Department start the machinery moving that results in a new, shiny, dashed, or solid, white or yellow stripe along Maine's highways.

The figuring begins when Ralph Sawyer, Traffic and Planning Engineer, Dick Luettich, Assistant Traffic Engineer and Cy Kendrick, Paint Crew Foreman get their heads together and order the season's supply of paint, glass beads, replacements and new equipment. They order early enough so that the paint companies' samples, sent in with their bids, can be tested and the bid awarded by the first of May.

About this time Cy Kendrick and his regular crew of three men set out to begin the striping process. Generally, they head for the coast and busy U. S. Route 1 from Kittery to Portland. Cy keeps in touch with the Division Engineers so he'll know which roads are tarred and ready for their stripes. Usually, he makes a phone call on Fridays, then plans the next week's work. He maps out a giant circle so the crew winds up somewhere near where they started. The striping crew works a long 9 to 14 hour day.

The first of the State's highways to be striped are the main-traveled roads. Those with a permanent type surface get a dashed white line in the center plus yellow barrier stripes at the curves (which has become uniform practice throughout the United States). The dashes, by the way, are 15 feet long, the skip distance 25 feet.

Roads that are less-heavily traveled get a single, dashed, white line with a solid white line at the curves.

Now let's go back to the supplies for a moment. Here's part of the list: 25,000 gallons of white paint to meet special State of Maine specifications for less-traveled roads; 8,600 gallons of high grade yellow paint; 5,400 gallons of high grade white paint; and 60 tons of glass beads. The beads may come pre-mixed in the high-grade paint or be packaged separately. When the crew mixes paint and beads the recipe is four pounds of beads to a gallon of paint.



DASHED LINE AND BARRIER STRIPES and a flag to keep motorists away from the fresh paint is on its way to the chute. This striping is being done on Route 3 in Augusta-Vassalboro on a project just newly completed. At this particular location the paint truck will return and draw a line for the truck lane.



STRIPING CREW poses during a breather. On truck left to right: Cy Kendrick, foreman, Michael Malloy, Victor Scott; on ground: Clayton Pinkham, P. J. Huntington, Alfred Tarr, Gilman Hinckley and John Kinsman.

All samples of paint and beads are tested at the lab at the University of Maine. Paint is subjected to tests designed to simulate road conditions—the scuff of tires and gravel, rain, changes in temperature—and, it's tested to determine the drying speed, (it must, say the specifications, dry to no pick up in not more than 20 minutes to a Bradley Traffic Paint Wheel with a temperature of 77 degrees F. and humidity of 50%). There are four pages of single-spaced copy concerned with paint and one and a half pages concerned with glass beads (for example, "the beads shall be spherical in shape, and shall not include more than 25% of irregularly-shaped particles. They shall be essentially free of sharp angular particles, and particles showing milkiness or surface-scoring or scratching. . . The beads shall show an index of refraction within the range of 1.50 to 1.65."). Other factors are also considered in awarding the contract, like: Can deliveries be made on time and in quantities designated.

Now that we have the supplies ordered and the supply truck loaded let's put a crew on the road. The regular year around crew consists of Cy Kendrick, Jr., as foreman, P. J. Huntington, Jr., in charge of spray guns, Gilman Hinckley, who is learning to run the guns, Victor Scott, paint truck driver, and Clayton Pinkham, who collects the flags. This summer, to fill out the crew, there is Alfred Tarr who graduated from Colby College this June; he expects to go into the Air Force this Fall. John Kinsman, who drives the supply truck, is the principal of Readfield Grammar School. Michael Malloy, Jr., is a junior at Farmington Normal School.

The striping crew uses four trucks: Cy's radio-equipped pickup truck, the inter-com equipped paint truck, a truck to pick up the flags and a supply truck.

On the road, drawing a dashed or solid line, the paint truck proceeds at about 10 to 15 miles per hour. About a thousand feet in advance is Cy in his pickup warning the traffic to slow down. As Cy says, it's like being on the front lines with the enemy coming at you at 60 miles an hour or more. Several weeks ago on U. S. Route 202 a flashy Cadillac just missed Cy and headed for the paint truck going much too fast. Somewhere along the stretch of road where Route 137 and U. S. Route 202 meet there's a jagged line — a small memorial to the speeding public.

Victor Scott, the driver of the paint truck, is a key man in this business of striping a highway, because he's the man who keeps the lines straight. Vic does it by sticking two pieces of adhesive to the lower left corner of the windshield and using the space between them to guide on—the old winter-worn stripe, or in the case of brand new road the barely visible center seam.

As the paint truck moves down the highway the man at the guns, P. J. Huntington, Jr., riding on a tricycle-like apparatus just behind the truck watches the guns for clogging and listens to the small speaker for the order to start the yellow barrier stripe, right side, left side or both, and turn them off. The barrier stripe is plotted in advance and the beginning and end point is marked on the road. Michael Malloy riding on the rear of the paint truck tosses a flag down a chute to the road to show the motorist in a visible, definite way that the bright white or yellow stripe is fresh paint.

About 30 minutes later Clayton Pinkham and Alfred Tarr pick up the flags. When the paint truck runs out of paint the whole crew pitches in to fill the two 60 gallon tanks mounted on either side of the compressor.

The striping crew uses about 2600 gallons of paint in an average week. Ten miles of road will take about 60 gallons of paint. One mile of solid stripe takes about 15 gallons or enough to paint a fair sized house. If the crew were striping a secondary road with a dashed and solid line, they could cover approximately 75 miles in about 14 hours.

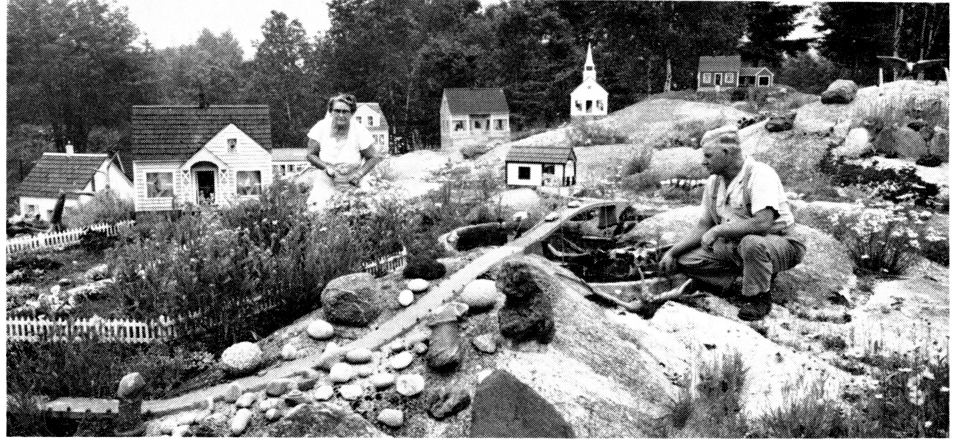
This year the trucks used in the striping process have been fitted with flashing blue lights to warn motorists to slow down. Next time you see an orange pickup truck coming at you almost in the middle of the road with its blue-domed light flashing expect to see the paint truck a quarter of a mile beyond. The big sign over the cab says WET PAINT in letters a foot high. If you listen closely as you go by you'll hear a sound like an asthmatic dinosaur — (that's the white spray gun making a dashed line) then a long hiss—that's a yellow barrier stripe.

Here's the way the striping crew rates a couple of the roads they work on: From Fort Kent to Ashland on Route 11 is the "loneliest"; the "easiest" is the Interstate Highway from Brunswick to Freeport.

It's all paint and glass beads and seven skilled men who work so that the motorist can drive more safely. And, of course someone was bound to figure out: In six years the striping crew draws a line that would reach around the world at the equator.

And that's quite a line!

THE MODEL VILLAGE THAT JUST GREW



MODEL VILLAGE of Mr. and Mrs. Everett Knowlton make them look like giants in a scene from Gulliver's Travels as they do a bit of fixin' up in their little town. Everett is near the suspension bridge; Marian picks a bouquet from the rock garden enclosed by a miniature picket fence.

About 12 years ago Everett Knowlton, patrolman in Division II, decided his rocky front yard needed a little dressing up. So, he built a model dwelling house about 2 feet long and a foot and a half high. He says it looked "pretty good" to him so he built another one.

Today, Everett and his wife Marian, who live just outside Stonington on Route 172, own a whole village of model houses. It's a flourishing hobby that takes quite a bit of time to maintain. For example, every year the houses get

scraped and painted and repaired. Marian makes suits and dresses for the miniature inhabitants—there are 50 of them, and she says the men's suits with their pant legs and coat sleeves are the hardest to make. This year she made up 70 pairs of curtains.

A lot of people, who stop to admire, ask Everett whether the village is a copy of Stonington or some other Maine town. "Lord no," says Everett, "I'm not carpenter enough for that. I just start them going when I build one and let them come out the way they do." But close observation reveals that Everett in spite of his modesty is a very knowledgeable carpenter. The houses are framed, boarded, clapboarded, shingled and painted just like real ones. They are complete to windows with glass in them, doors and steps. The whole village was created in Everett's shop behind his own neat, gray bungalow mostly during the winter months.

Included in the display are these different types of structures: a farm, (with assorted animals), gas station, little red schoolhouse, church, suspension bridge, the Village Store, the Rock Hill Motel, the remainder are houses — 13 buildings in all.

The Knowltons have a registration book for their visitors to sign; and there have been visitors from all over the country, as well as Europe and South America. There are signatures of a Baroness, a Baron and a Duchess.

Small utility poles bring electricity to the houses which are lighted at night. There is a loud speaker in the church connected to a radio in the Knowltons' house. On Sundays Everett tunes in a church program and pipes it to the miniature church on his front lawn. Once in a while, he says, he forgets to turn it off and the results can be startling — like rock and roll blaring out of the dignified little church.

Everett has been a patrolman for about 28 years on Routes 172 and 172-A. His regular daily work is maintaining sections of highway on Deer Isle.

Nice place to visit. Next time you're down that way stop in and see Everett and Marian Knowlton's model village. It's well worth the trip.

Men at the Scarborough Garage



This is not a group portrait of the country's 16 most wanted criminals, but a great bunch of boys from the Scarborough Garage. Beginning at the back row from left to right: Stanley White, Albert Leighton, Frederick Farley, Fred Smith, Erlon Marean and Millard Purvis, Equipment Superintendent. Middle row, left to right: Jean Kenoyer, Gilbert Cox, William Murphy, Kendrick Sawyer and John Curtis. Front row, left to right: Richard Thompson, Robert Mitton, Richard Hunnewell, Warren Libby, Shop Foreman and Lloyd Sykes.

AROUND THE AUGUSTA OFFICE

MAIN OFFICE

Gertrude Lunt

On June 17th, 1958, Chairman David H. Stevens attended bridge hearings in Aroostook County and also on the 17th attended public hearings on the Grand Isle-Madawaska project and the Hamlin-Caswell project.

David H. Stevens, Chairman, and Vaughan M. Daggett, Chief Engineer, attended a meeting in Ogunquit on June 20th for a discussion of highway matters.

The Highway Commission attended Joint Board hearings in York County on the 23rd and 24th of June.

Chairman David H. Stevens attended a meeting of the executive Committee of the American Association of State Highway Officials in Charleston, South Carolina, on June 27th.

Vaughan M. Daggett, Chief Engineer, attended a meeting of the Highway Users Conference in Portland on July 1st, at which meeting Chairman David H. Stevens was a speaker.

PLANNING

Frances Lishness

Immediately following the close of school, we welcomed back six "old timers" and one new member for summer work: Jean White, South Gardiner—University of Maine; Jean Kenney, Litchfield — Gordon College, Beverly Farms, Massachusetts; Betty Drum, Manchester — Bates College; Elizabeth Thamarus, Kents Hill — University of Rochester, New York; Dionesia Constantine, Augusta—Tufts College, June graduate; Dorothy Shaw, Farmingdale—Teaches school in Farmingdale.

James Whalen has returned from his vacation. Jim says he didn't do anything exciting but judging from his description he must have had a right good time.

George Locke has also been vacationing. He spent the time on his acres in Sidney and says he was conducting "Operation Mole."

Oscar Crockett is spending all waking hours (both day and night) working on his boat and hopes to have the launching in the near future. This is, of course, Oscar's idea of a perfect vacation.

Lorraine Hall tells us she spent her vacation at the beaches and she is living proof of it. **Such a tan!**

Ned Metcalf visited his daughter at Hanover, Massachusetts, during the week of July fourth.

Gwen Vigue terminated her employment with the State Highway Commission on Thursday, July 3rd. We shall miss Gwen; she was a nice person to have around.

We are sorry to report Barbara Kinney as on leave of absence due to illness. She is in the Central Maine General Hospital in Lewiston.

Dr. and Mrs. Stanley Staciva visited in Bar Harbor recently. They were accompanied by their daughters, Cleo and Camille, and Mr. Peter Tomei.

Carlisle Lincoln is beautifying his shore front property. Mr. Lincoln maintains a wharf and a diving board for the children of the community as well as summer visitors. A real civic-minded guy.

MAINTENANCE

Georgianna Patten

Vacations seem to be holding sway in Maintenance for the past few weeks. Mr. and Mrs. Norman Brown (Gladys) spent a week in New York; Mrs. Lucille Cloutier spent a few days at home and Lincolnville Beach.

Mrs. Nancy Lowell Woods has completed her duties in the Maintenance office. Mr. Woods has secured employment in Bucksport where they plan to make their home.

Miss Alice Fleury of Winthrop is our new girl in Maintenance.

We were very pleased to greet our new "boss-man" Mr. Robert Vickery when he assumed his new duties on June 16th.

Gladys Brown celebrated her birthday with refreshments and a shower of cards from her co-workers. Many happy returns, Gladys.

Mr. William Pinette is a patient at the Veterans Hospital, Togus, where he will undergo major surgery.

Miss Arlene Dodge is looking for transportation at five o'clock to her residence in Somerville, Maine.

Little Miss Debbie Herbert (daughter of Herbie) spent a week at a girls' camp in Alfred.

TRAFFIC

Eleanor King

Henry Lahaye reports that vacation time is here again at the Sign Shop. The Fred Allens spent a week at Pemaquid and the Ed Mansirs enjoyed a week at their cottage at Lake Cobbossee. Phil Batchelder is also among the missing, but left in such a hurry no one had time to ask what he had planned.

STATE AID

Josephine Whalen

We welcome Miss Simone Chretien of Livermore Falls to our fold. She started work on July 7th.

At the time of this writing (July 9th), Marguerite Blake is on a week's vacation. We are wondering how trim her figure will be when she returns next week.

Jay Robbins makes the news this month by losing the rest of his uppers. He refrains from smiling as much as possible, but in a few months no doubt he'll be his charming self again. Jay now tells us that he did not tell us all of the activities indulged in by the reception committee mentioned in the last month's issue of the Highway News, during "Operation Crossarm" in Knox County. Apparently one trigger-happy character took a shot at Georgia (Mrs. Jay) with a high powered rifle, fortunately missing.

Harold Bessey left this morning, July 9th, for Chicago, all dolled up in his Sunday best and—we understand, with lipstick on his face. All we need is one guess as to how it got there. Harold also takes in the Lakewood Theatre every

Saturday night, as usual, but unlike former years he does not go "alone." Who does he take along? Ask Harold or P.U.C.!!!??

Mrs. Reita Townsend from the Bangor Division Office, accompanied by her husband, were visiting in the State Aid Division July 8th. Reita was having a day off from work and what better place could she enjoy it than with the Highway Department. We have heard her voice frequently on the Radio and it was nice to get better acquainted.

June is the month for roses,

At least the saying goes—

'Tis also the month for weddings

As Mr. Weymouth rightly knows.

Mr. Stanley Weymouth and Miss Fern Ross of Portland were married June 26th in Augusta. They left immediately for a short wedding trip on the "Bluenose" to Nova Scotia, returning by automobile the following week. We extend our heartiest congratulations to Mr. and Mrs. Weymouth, and wish them many happy years ahead.

BRIDGE

Burleigh Boyd

New permanent employees of the Bridge Division are: Howard Dority and Bob Desjardins from the University of Maine, Ted Karasopoulos from the University of Connecticut, and Lester Harris and Romeo Albert from M. V. T. I.

Walter Verrill has returned on a permanent basis. He has taught two winters at the University of Connecticut and obtained his masters degree.

Project workers here for the summer, who weren't listed last month, are: Alan Ellingwood, Wendell Blanchard, Jr., Howard Carroll, Jr., Richard Nightingale, and William N. Harris.

FEDERAL AID PRIMARY

Nellie Chase

Robert Bartlett is now the proud papa of a son born June 11th weighing in at 7 lbs., 13½ oz., named Dana Scott. No sleep on the nite of this happy event, says Grampa Bartlett.

We all were sorry to hear of the death of Henry Campbell's grandson who died June 18th. Henry is now out of the office for the summer.

Congratulations are being extended to David Griffin on the birth of a daughter born on June 25th weighing in at 5 lbs., 12 oz. This little lady has been named Ann.

Richard Page came to work for the Highway Department on June 30th for the summer.

Albert Godfrey has come to work for the department on a permanent basis.

Walter Lovett has finished his military leave and is back with the force again.

Vinton A. Savage, Jr., son of Vinton A. Savage, Sr., was married recently.

Ken Whitney is thinking of enlarging his garage door. He backed out of his garage the other day with the back door of his car open. It takes a lot of room to do things like that, you know, Ken.

Bill Harris is now in Connecticut for two weeks at the Yale University at a school of instruction on Electronic Computers.

Bob Furber's television caught on fire on the evening of June 9th. The "Furber" fire department consisting of Furber and his dog put the fire out.

Vinton A. Savage, Sr., and Mildred Vail were united in marriage on July 3rd at the Congregational Church, with the Rev. Harvey Ammerman performing the ceremony. After the ceremony the couple left for Montreal, Canada, on their honeymoon. They plan to spend the summer at their Togus Pond Cottage. Congratulations from all of us at the Primary Division.

ACCOUNTING

Irene Marsden

Mrs. Dorothea Johnson is enjoying a visit by her daughter, Mrs. Paul Dewey and daughter Deborah Ann, from Morro Bay, California.

Miss Sadie Jordan vacationed by taking an extended trip to Niagara Falls, Ottawa and Toronto, returning by way of the Mohawk Trail.

Gerald Towle enjoyed his vacation by visiting his brother in Baltimore and taking day trips to points of interest from there.

Mrs. Irene Marsden and family are vacationing on their usual week's sojourn at Cape Cod.

The Department extends sympathy to Mrs. Rowena Dill on the death of her mother.

MOTOR TRANSPORT

Clarence Madden

Ellsworth Garage crew enjoyed a free supper at Brookside Restaurant on June 17, 1958, as an award for not having a lost time accident during the year of 1957. Those present were Kenneth Purvis, Foreman; Fay King, Paul Jenkins, William Fletcher, Robert Dewitt, George Sullivan, Earland Linscott, Lewis Maddocks, Richard Dobbins and Lyle White. Also present was Page Johnson, Division Engineer of Ellsworth Division, Manoel Gaspar and Patrol Crews, James Branes and Tar Crew, all of Division #2.

Stephen Andrew Parker was born to Mr. and Mrs. John Parker, Outer Western Avenue on June 13th. This is the Parker's fifth child. Congratulations!

Irene Hayden is flashing a diamond ring on her left hand finger. The lucky Guy? Robert Fowler of Madison. No date has been set for the wedding.

Clifton Jones lost his father, Wilder Jones, 83, of Jefferson, Maine.

A girl, Christie Ann, was born to Mr. and Mrs. Armand Hutchinson on Friday, June 27th. Congratulations, folks. Guess we know who's boss now, Armand.

Two project workers have found employment in the Augusta Garage this summer. Gene Pierce in the yard and Sumner Webber in the office. Gene worked with us a couple of summers ago.

Carl Williams has been promoted to Machinist Foreman. Carl takes the place of Herbert Fuller, retired.

Garnald Sprague was called to Stratton upon the death of his father, Sumner Sprague, 78, of that town.

Vacationists included Irene Hayden who went to Stoneham, Massachusetts; Ernest Caldwell, to Quebec; Duane Cowing to the Gaspé Peninsular, N. B.; Curt Davis and family and Howard Campbell and family to Saco River Camping Area, North Conway, N. H.; and John Parker and family to Peaks Island.

Sherman Knowlton is the proud owner of a spanking new, blue, 1958 Chevrolet station wagon. Some people have all the luck.

FEDERAL AID SECONDARY

Wesley Chute

The only reason Yours Truly appears, is because our regular and congenial correspondent Robert Crosswell is home ill. Vance Hallet drove "Bob" home Tuesday, July 1st.

Milton Dyer is back on the job after a month's sick leave. "Milt" says he has it figured, he will have another income tax deduction by December 31st.

"Slim" Gregoire has had 2 weeks' vacation (if you call grading, loaming and seeding lawns or scraping and painting around the house for two weeks a vacation).

Harold E. Bessey left for the windy city by plane, July 9th, to study paving techniques with AASHO. (Don't forget to come back "H. E. B." to read Jose's column).

Vinton Savage, Jr., tied the knot June 21st. George Whitehouse did the same thing, also, on the same day. (Is Dick Kaler next?)

Alix Caldwell didn't have to take a vacation and go way up to Island Falls to get water when her well went dry, (or did she?).

"Bob" Martin spent three days at the Legion Convention in Portland the week of June 28th.

Claude Archer says the haying is all done, dock is all built and camps are already with housekeeping accommodations for all these newlyweds in the department, present and future.

Yours truly, wife and children are spending the summer at Camp Tacoma Pines. Evelyn, (Mrs. Chute) is camp nurse there.

RIGHT OF WAY

Charlotte Blumenthal

Carolyn Rumery and Sylvia Wood are two of our gals who have enjoyed a week's vacation recently. Carolyn and her husband went on a camping trip while Sylvia journeyed to Swanville, Maine.

Mrs. Wilma Bickford of Weeks Mills entered our employ as a Clerk Typist July 7th.

On June 23rd, Romeo Albert, Daniel Harriman and John Lord joined the ranks of the Engineering Aides. Monday, July 7th, Romeo transferred to the Bridge Division and Norman Ricker came to us as an Engineering Aide from the Bridge Division. We are sorry to lose Romeo so soon, but welcome Norman.

Normand St. Pierre enjoyed a fishing trip to St. Lawrence, New Brunswick, over the 4th.

We, with friends, had a picnic at Gilbert's, Pemaquid, 4th of July, and what a beautiful day it was.

Walter Macomber thinks instructions are rather vague traveling down Hartford way. Before he knew it, while en-

joying a trip over the 4th, he had paid 25c to get out and then 25c more to get back in because he didn't intend to go out. Well, anyway, he thinks it is very confusing.

Madelyn Cook, along with relatives, visited her son Paul and his wife in Orono, Maine, over the 4th of July.

My daughters and families were all with me July 10th when I celebrated my birthday. Had two cakes!

Bill Brush is working hard these days on his new home in Readfield, Maine.

Daughter Sally is home enjoying a week's vacation from her duties with the Massachusetts Hospital Association, Boston.

Merlon Cole's sons Peter and David left July 11th for Washington, D. C. where they will visit with relatives for two weeks.

Jack Maasen is attending Appraisal School at Syracuse, New York, for two weeks. Says they are more than pouring the work on and he just hopes that they will give him time to study over the weekends.

Dick Sawyer will be enjoying two weeks' Military Leave from July 19th to August 2nd.

Mr. and Mrs. Thomas Hennessy of Portland are the proud parents of Martha Lou who was born Wednesday, July 9th. Martha Lou has a brother and a sister.

NEWS FROM THE DIVISIONS

DIVISION 2—Ellsworth

Rosa West

Congratulations to Mr. and Mrs. Lionel Kelley on the birth of a son, Scott David, on June 1st.

Congratulations are extended to Juanita Walker and Irving Wilbur on their marriage June 14th. Juanita has left the office to join her husband in Connecticut.

Mrs. Doris Carter has replaced Juanita Walker as Clerk-Stenographer in the Ellsworth office.

Mr. and Mrs. Howard Berry are the parents of a son, Robert Lowell. Congratulations!

Ed Cottle is the owner of a new Chevrolet. He and Mrs. Cottle took a trip through Canada over the 4th of July weekend.

Jay Hubbard spent part of the fourth of July weekend on Prince Edward Island.

Canada seems to be the popular place these days. Bill Ross had a week's vacation and spent it touring through Canada.

Roberta Miller, daughter of Supervisor Frank Miller, is home from the University of Connecticut for the summer and has employment at Northeast Harbor.

DIVISION 2—Machias

Eleanor Garnett

Supervisor and Mrs. Ernest Mushroe of Princeton are enjoying a three weeks' vacation visiting their son, Earl and family at Fort Smith, Arkansas. Ernest purchased a new 1958 Ford for the trip.

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Mr. and Mrs. Clyde Doten of Baring are enjoying a six weeks' vacation visiting Mrs. Doten's family at Manitowac, Wisconsin.

Mr. and Mrs. Leon Scribner of Alexander enjoyed a week's vacation at Moosehead Lake.

Congratulations to Alton Norton, patrolman's helper in Wesley, on his recent engagement to Audrey Anthony of Machias.

Clyde Manchester of Machias is the proud grandfather of another granddaughter, Jean Marie, born at Machias June 24th. The parents are Mr. and Mrs. Kenneth Manchester of Machias. Congratulations!

Shirley Guptill, patrolman in Wesley, purchased a new 1958 Ford.

The employees in Washington County have just completed another year with no lost time accidents and are looking forward to another supper.

DIVISION 3—Bangor

Reita Townsend

Understand Mel and Elizabeth Roberts had a grand holiday weekend visiting with Harold and Pauline Russell. Mel says Harold is really enjoying his retirement.

Our survey crews are all out on the road. We probably won't see the boys again until next Fall.

Rosamond and husband "Mac" spent the holiday weekend in Houlton and had a real Fourth of July celebration there.

S. B. Dickson tells us his beauty bush is in full bloom. Gardens are late this year but we've noticed some beautiful shrubs.

John Dixon has moved, same town and route address. From what we hear he had fun putting that kitchen linoleum down.

George Miller acquired a new son June 22nd. His daughter was married.

George Kirk has a new Ford. Quite a change from the Buick. He didn't like it at first, but he'll get used to it.

No announcement as yet, but it looks like Hollis Madden is leaving the bachelor ranks at last.

James A. Fleming spent the holiday weekend in Canada. Said when they tear up a road over there they really tear up a road.

Mary Leighton went around Baxter Park for the first time over the holiday weekend. She reported that flies were rather hungry.

Yours truly has a grandchild, a baby girl, weight 7 lbs., born July 9, 2:45 P.M. Name was to be Audrey Kim. Don't know if that name still stands or not.

Dale Hopkins, one of the men in Paul Byard's crew, and who is on a military leave of absence, was married to the former Virginia Bubar June 12, 1958.

George Light is the proud owner of a new Chevrolet. Coral and white are the colors. Getting quite gay in his old age, isn't he?

Lloyd Robert's crew got through one year with no lost time accidents. He has a safety supper coming to him, but don't know just when or where yet.

Mr. Deane is the proud owner of a new two-tone blue Pontiac. Bills from Crosby Buick have ceased.

DIVISION 5—Rockland

Ruth L. Davenport

Mr. and Mrs. Ervin Maynard and son Kurt of North Bridgton spent the 4th of July weekend in Worcester, Massachusetts. Kurt remained for a short visit with his grandparents.

For keeping free of accidents for a period of one year, the men in Hubert Hubbard's District were rewarded with a lobster dinner at Dodge's Inn in Edgecomb on June 10th. Arrangements were made by George Murphy, Safety Director, who also attended.

Lincoln Johnson came to work on June 16th, as an Engineering Aide II.

John S. McCormick, Jr., Engineering Aide III, who has been on leave of absence while attending the University of Maine, returned to work on June 11th. John received his B. S. Degree in Civil Engineering in June.

Mrs. Priscilla Barnes was guest of honor at a pink and blue shower given in her honor on June 18th in Thomaston. She received many lovely gifts.

Ellery Prescott has "gone to the dogs" with six and a half pups to look after, the half being half the size of the others. Smartness must make up for the size as "Alfreda" is the name.

Brainard Caverly has been among the missing for the past month. He entered the Thayer Hospital in Waterville on June 10th to undergo surgery and is now recuperating at his home in Benton.

Jimmy Foley, son of Mr. and Mrs. Henry Foley, left June 27th for the Wavus Camps at Damariscotta Lake in Jefferson.

Hubert Hubbard and sons Marshall and David were near Plaster Rock, New Brunswick, trout fishing over the 4th. The limit was brought home.

Ruth Davenport and Priscilla Risko spent the holiday weekend at Lake St. George in Liberty.

DIVISION 6—Portland

Beverly R. Cox

Supervisor Elmer Young became a grandfather for the first time on June 19th when his daughter-in-law in Springfield, Massachusetts gave birth to a 9 lb., 8 oz. son, Richard Scott Young. Congratulations Gramp!!

It's vacationing time again and that's what Eleanor Campbell has been doing the past two weeks. (June 30 to July 11th.)

Now that our Engineering Aides are out on construction jobs again, they have to keep a close watch for poison ivy. A couple of the boys have already reported cases of it.

Since Division Six News Items didn't get published last month, here are a few of them which we think might be of interest.

Mr. Lloyd Call, Patrolman in Mr. Young's district has been seriously ill and is now recuperating at his home.

Employees of Division Six were sorry to learn of the death of Mr. Young's sister on May 26th.

George Luce, Resident Engineer on the Biddeford Project was away for two weeks National Guard Duty in June.

Joseph Brim, patrolman's helper, grew a full red beard for the contest which was held at Scarborough's Tri-Centennial Celebration in July.

Mr. Greenleaf and Mr. Hearn went on a fishing trip over the weekend of June 6th. No fish were caught. The report was that it was too windy, but we have our suspicions. We're wondering what was used for bait!!

Beverly Cox, her husband and her parents attended the military wedding of her cousin at West Point, New York, June 7th.

Mr. Sanborn, Supervisor, attended the Red Sox-White Sox double header game in Boston Sunday, June 8th. The next day Mr. Sanborn's voice was a bit scratchy. We think he must have voiced his enthusiasm.

Theodore Gerrish is laid up with a bad leg. We wish him a speedy recovery.

DIVISION 7—Rumford

Kathryn Dickson

Your correspondent went to Portland to meet her mother who flew in from Clearwater, Florida. It was a most happy occasion as it had been a three year separation.

Frank McLay, District Supervisor, was in Frederickton over the fourth. He had his usual fare of lobsters.

Arthur Gogan is back to work after a couple months' sickness. Good to see his smiling face.

Everett Webster, our mechanic, spent his vacation fishing up to Mooselookmeung.

Yvette Cormier and Yours Truly took my older son to South Casco to the Luther Gulick Camps for summer employment; we finished the day in style with dinner at Boone's.

William Downs took his wife out for a Wedding Anniversary dinner to Martha's in Bethel.

Bob Douglas spent his vacation around home, fishing and in Massachusetts.

Bill Downs has done a nice job on his new house. His old home burned last year and Bill has been busy rebuilding.