

Maine

Highway News

OCTOBER, 1958



Maine Highway News

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Volume 1 OCTOBER, 1958 Number 12

SIGN HERE!

We've mentioned this before, but it can't be said too often that our highway signs are a very important item, particularly those that tell the motoring public to STOP, YIELD, or that there is at this point an INTERSECTION or JUNCTION.

If any of our highway signs are in poor condition or obscured wholly or in part by foliage, the condition should be corrected at once. Foliage, for example, should be cleared for a sufficient distance to assure a good view of the sign.

Also signs leaning or laying on the ground should be straightened or erected in their proper place at once. District Supervisors, Patrolmen and Patrolmen Helpers should keep an eye out for this condition at all times. If a sign needs to be replaced the District Supervisor will make a request by radio for a new sign to be shipped to the Division Office as soon as possible.

Bushes near intersections or high grass on slopes obscuring the sight distance at intersections on State Highways and State Aid Roads and on Town Ways where such intersect State Highways or State Aid Roads should be cut at once. And, of course, the same regulation should be kept in mind all season long.

Remember, that checking highway signs has priority over all other maintenance work. One stop sign not in place, obscured or broken, could mean a fatal accident.

SIGN HERE? If not, check and find out why—fix it—and do it first! (this information is in Administrative Bulletin #120 from Chairman David H. Stevens).

RECENT CONTRACT AWARDS

AUGUST 6, 1958

DYER BROOK — U. S. 2 — F.A.S. No. S-0319(6)

2.633 Miles A Bituminous Gravel Road

Thomas DiCenzo, Calais, Maine—\$263,305.25

Bob Martin, Resident Engineer

ROCKPORT — U. S. ROUTE 1 — F.A.P. No. DF-026-2(7)

1.374 Miles Bituminous Concrete Road

Thomas DiCenzo, Calais, Maine—\$251,385.50

Robert Schmidtman, Resident Engineer

COVER

This is an aerial view looking southerly toward the Bar Harbor region of almost all of the project recently completed at the Mount Desert Narrows. The new bridge was built just west of the old swing span bridge and opened to traffic on June 27, 1958. The total length of the project is 4,150 feet. Plans included tearing up the old approach roads and restoring the terrain to its natural state to enhance the attractiveness of the picnic site on Thompson Island (the first island after crossing the bridge going toward Bar Harbor) which is part of Acadia National Park. The abutments and piers of the old bridge were demolished and used as material for the large fills that carry the approach roads to the 230 foot, three span, steel and concrete bridge. The new Bridge has a 25 foot vertical clearance beneath its center span at high tide. Resident engineer was Reginald Johnson; H. E. Sargent, Inc., the contractor; cost of the project, \$478,098.

STOCKTON SPRINGS & PROSPECT—U. S. 1-A—F.A.P. No. F-026-2(5)
2.893 Miles Bituminous Concrete Road
H. E. Sargent, Inc., Stillwater, Maine—\$254,614.40
Clarence Ellis, Resident Engineer

AUGUST 13, 1958

LIMERICK — YO-HO BRIDGE — S.P. No. 5762

R. Pepin & Sons, Sanford, Maine—\$10,756.50

Arnold Cutting, Resident Engineer

UNION-SOUTH UNION BRIDGE — S.P. No. 5763

Reed & Reed, Woolwich, Maine—\$36,954.50

Lawrence Morton, Resident Engineer

AUGUSTA — F.A.P. No. I-95-6(1)103

0.777 Mile Bituminous Concrete Road and Bridge

H. E. Sargent, Inc., Stillwater, Maine—\$496,040.75

Albert Benson, Resident Engineer

SKOWHEGAN — U. S. ROUTE 2 — F.A.P. No. DF-025-2(12)

0.580 Mile Bituminous Concrete Road

Ross Construction Co., Inc., Augusta, Maine—\$91,403.00

Lawrence Springer, Resident Engineer

MACWAHOC — U. S. ROUTE 2 — F.A.P. DF-01-5(3)

19.006 Miles Bituminous Concrete Road

Warren Brothers & W. H. Hinman—\$1,064,197.00

Frank Brawn, Resident Engineer

WINDSOR-WHITEFIELD — ROUTE 17 — F.A.S. No. S-0205(10)

2.955 Miles Bituminous Concrete Road

Lee Brothers, Albion, Maine—\$312,623.50

Ken Sparks, Resident Engineer

AUGUST 20, 1958

SIDNEY — LYONS ROAD BRIDGE P. No. I-95-6(13)114

Cianchette Brothers, Inc., Pittsfield, Maine—\$157,277.75

Oscar Bunker, Resident Engineer

OAKLAND-WATERVILLE-ARMSTRONG ROAD BRIDGE P. No. I-95-6(22)122

Cianchette Brothers, Inc., Pittsfield, Maine—\$136,416.50

Clarkeson Eng., Resident Engineer

OAKLAND and WATERVILLE — F.A.P. I-95-6(19)122

1.394 Miles Grading, Drainage and Base Project

J. R. Cianchette, Pittsfield, Maine—\$567,756.00

Clarkeson Eng., Resident Engineer

GRAND ISLE and MADAWASKA—U. S. ROUTE 1—F.A.P. No. F-050-3(8)

Contract 2

5.267 Miles Gravel Road

Hornbrook, Inc., Madawaska, Maine—\$501,918.00

Francois Leblanc, Resident Engineer

LIBERTY-MONTVILLE — ROUTE 3 — F.A.S. No. S-0215(5)

3.371 Miles of A Bituminous Concrete Road

(Stage Construction) and a Bridge Structure

Forest Frederick, Pittsfield, Maine—\$281,402.50

Claude Archer, Resident Engineer

WINDHAM — ROUTE 115 — F.A.S. No. S-0113(2)

2.386 Miles A Bituminous Concrete Road and a Bridge Structure

S. L. Gordon & A. D. Ingalls, Portland, Maine—\$208,226.75

Ted Flint, Resident Engineer

AUGUST 27, 1958

RANGELEY — ROUTE 4 and 16 — F.A.S. No. S-0181(3)

3.295 Miles of A Bituminous Concrete Road (Stage Construction) and a Bridge

C. R. West, Errol, New Hampshire—\$296,075.50

George Hamlin, Resident Engineer

BANGOR—INTERSTATE OVER STILLWATER AVENUE—P. No. I-95-8(6)180

H. B. Fleming, Inc., South Portland, Maine—\$334,949.00

Clarkeson Eng., Resident Engineer

MILFORD-GREENBUSH—U. S. ROUTE 2—FIVE BRIDGES—P. No. F-01-4(6)

Hurd & Susi, Inc., Pittsfield, Maine—\$74,049.00

Wm. Morrison, Resident Engineer

COLUMBIA-GEORGETOWN BRIDGE — S.P. No. 5755

STREAM BRIDGE — S.P. No. 3848

Park Engineering Co., Scarboro, Maine—\$22,161.65

Edward Coffin, Resident Engineer

MONROE — BLACK BRIDGE — S.P. No. 5743

MORRILL — VILLAGE BRIDGE — S.P. No. 5744

Joseph Frost & Co., Pittsfield, Maine—\$23,410.25

James Ferguson, Resident Engineer

SEPTEMBER 3, 1958

GRAND ISLE-MADAWASKA—U. S. ROUTE 1—F.A.P. No. F-050-3(8)

Contract No. 3

8.95 Miles Bituminous Concrete Road

Warren Bros. Roads Co., Fairfield, Maine—\$196,800.00

Francois Leblanc, Resident Engineer

HARMONY — ROUTE 150 — F.A.S. No. S-0241(3)

1.535 Miles Bituminous Concrete Road and a Bridge

Farrin Bros. & Smith, Brighton, Maine—\$196,120.25

Eric Madeau, Resident Engineer

SIDNEY — DENSMORE ROAD BRIDGE — P. No. I-95-6(12)111

Cianchette Brothers, Inc., Pittsfield, Maine—\$162,388.70

Oscar Bunker, Resident Engineer

PROSPECT — HAWES BRIDGE — S.P. No. 2358

Reed & Reed, Woolwich, Maine—\$35,234.00

James Ferguson, Resident Engineer

SEPTEMBER 10, 1958

LISBON — LITTLEFIELD BRIDGE — S. P. No. 5236

Owen M. Taylor, Winthrop, Maine—\$30,866.25

Keith Sawtelle, Resident Engineer

PEMBROKE — OHIO BROOK BRIDGE — S.P. No. 3141

PEMBROKE — WILLOW BROOK BRIDGE — S.P. No. 2952

Emery J. Lee, Medway, Maine—\$12,315.10

WATERVILLE — F.A.P. No. I-95-6(10)118

2.497 Miles Grading, Drainage and Base

The Bridge Construction Corp., Augusta, Maine—\$619,703.00

John Butts, Resident Engineer

BYRON — ROUTE 17 — F.A.S. No. S-0180(2)

0.663 Mile Bituminous Gravel Road and a Bridge

C. W. Qualey, Gray, Maine—\$130,709.75

Arthur Fowle, Resident Engineer

DEXTER — ROUTE 7 — F.A.P. Nos. DF-037-1(9) and F-037-1(7)

2.708 Miles Bituminous Concrete Road

Farrin Bros. & Smith, Brighton, Maine—\$431,517.50

Leroy MacCormick, Resident Engineer

FROM GRASS SNATHS TO OVAL-HEADED CHISEL NAILS

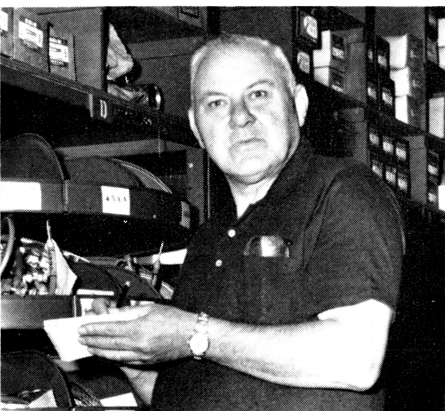


STOCK ROOM CREW at Augusta Garage. From left to right: George Lynch, Curtis Davis, Kenneth Gray, Lawrence Slack, Ed Doucette and Howard Campbell.

If you're the kind who can't seem to get by a hardware store window without stopping to admire the rows of hammers, saws, chromeware, drills, and just the plain nuts and bolts then you'd enjoy a trip through the stockroom at the Augusta garage. (Since the place is closed to most personnel, we'll have to make the trip through words and pictures).

Ed Doucette is the man in charge (his title is Mechanical Stores Supervisor) and his domain is the two floors in the main building and the outside sheds where the parts are stocked for 1700 pieces of Highway equipment and thousands of other items that have to do with Highway activities — everything from bean pots to grader engines; items that cost a few cents to items that cost hundreds of dollars. There is usually a half million dollars worth of stock on hand, and it turns over about three times a year. Right now the inventory is fairly low, about \$450,000, because not all the items ordered are in and counted.

This is the time of year when Ed gets a shipment of antifreeze. Last year SHC equipment used 3000 gallons; this year, because of new equipment, Ed estimates 3500 gallons will be used. Along with this is sealer and rust preventative, tire chains, winter treads, and about 700 thermostats. 4500 grader blades and 135 tons of plow blades per year.



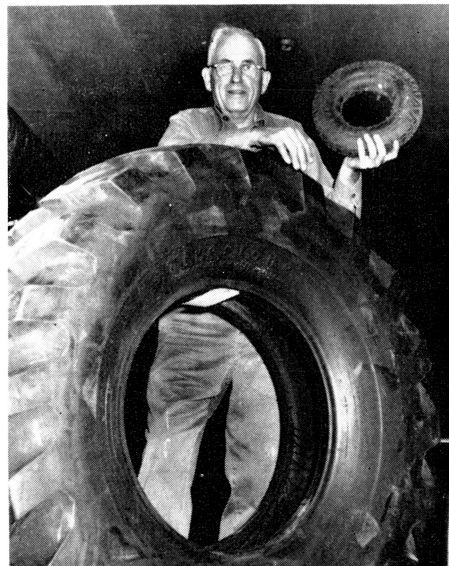
ED DOUCETTE, Mechanical Stores Supervisor at the Augusta Garage stockroom, checks on parts in one of the revolving bins where just a few of the 6,000 items are kept neatly and identified with a number.

Probably the costliest and largest shipment is that item of grader blades and plow blades—price, \$60,000.

You can see that the Augusta garage goes in for storekeeping in a big way—but of course they supply the six garages around the state which accounts for the tremendous quantities that are ordered.

To give an idea of how business has increased in the last few years in the stockroom because of the giant strides in highway construction, Ed says that eight years ago he used to order 25,000 survey and construction stakes. Today he stocks 200,000 stakes.

Items as unlike each other as clutch plates and poison ivy ointment make up the inventory of the stockroom, and they're all arranged neatly in revolving bins or shelves, hung up high or stacked on the floor.



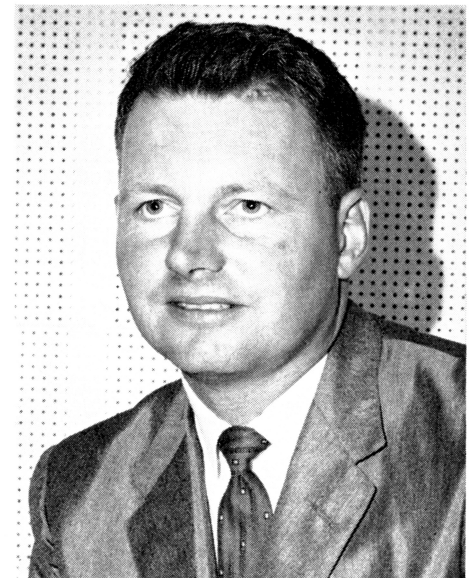
BIG AND LITTLE of the stock of tires is shown by Lawrence Slack, Receiving Clerk in the Augusta Garage. Big tire is used on graders, size 14.00x24. It weighs 200 pounds and uses 28 pounds of air pressure. The small tire is used on the paint striping machine behind the paint truck; its size is 12x3.00 and it is inflated with 75 pounds of air.

A grass snath, by the way, is the wooden handle of a scythe, and oval-headed chisel nails are used to fasten the bit of red bunting to the highway marking a station.

Bean pots, as well as salt shakers and coffee percolators are used by the tarring crews.

And, oh yes, every item moves in this deluxe hardware store. The only thing for which Ed hasn't found a customer yet is a small quantity of dark oak paint. But he expects it to go almost any day.

SHC APPOINTS ACTING DIVISION ENGINEER FOR DIVISION 4



RALPH A. STEVENS

Ralph A. Stevens has been appointed Acting Division Engineer for Division 4—which includes Kennebec and Somerset counties, principally.

Robert Vickery, now Maintenance Engineer, filled the position prior to this since 1951.

Ralph graduated from the University of Maine with a degree in civil engineering in 1949. In college he was a member of Sigma Nu fraternity and a student member of the American Society of Civil Engineers. The year he graduated he was employed by the SHC as resident engineer in the vicinity of Rockland and Belfast, a position he has held on various projects since that time.

His most recent work was with a project in Waldoboro along Route 220 which was just completed. Other projects included a section of Route 3 in Belmont-Belfast, construction on Route 141 in Belfast-Swanville, Route 137 in Belfast and Route 3 in Liberty.

Ralph and his wife, Carolyn, live at 28 Samoset Road in Rockland in a new house they recently built. They have two children, Mark, who is two years old, and Kathleen, four.

Congratulations to Ralph Stevens.

STATE AID CONSTRUCTION

Stan Weymouth, Engineer of State Aid Highways, reports state aid projects planned for the present construction season are 50% complete. He estimates that towns and cities will build about 100 miles of state aid financed roads this year—which will include about 40 miles of new construction and 60 miles of reconstruction.

The money appropriated for this work amounts to \$1,850,000 plus \$65,000 transferred from the General Highway Fund by the Governor and Council at the request of the SHC to match the town's appropriations in full. The town's share for this fiscal year comes to \$857,834—the State's matching funds amounts to \$1,510,263.30. This does not include money to be paid cities and towns as bonuses for performing reconstruction on existing improved roads, or charges for supervision and engineering. The bonus, which amounts to 20% of the state and joint fund spent, is estimated to total about \$270,000 this year. It is also estimated that the amount for supervision and engineering will be nearly \$140,000.

Special State Aid money amounts to \$1,000,000 this year and is distributed to the counties according to their mileage of state aid roads not on any Federal system. Work is planned along approximately 50 miles of roads this year.

There were 82 projects authorized by the SHC as Special State Aid construction for this fiscal year (84 projects were authorized last year); 64 of the projects are underway or completed. According to Stan Weymouth the other 18 are just getting underway.

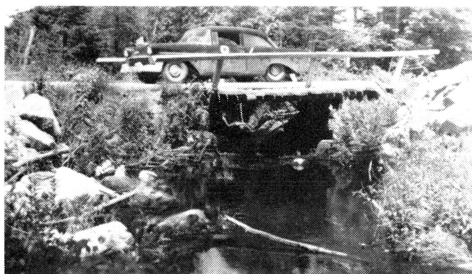
The Town Road Improvement Fund this year has been set at \$1,500,000, the same figure appropriated by the Legislature for fiscal 1957-58. This allocation is apportioned to each city, town, plantation and township according to the number of miles of rural town roads as determined by the SHC. The total mileage accepted for 1958-59 for 593 towns is 8889.6 miles. The minimum allotment to each town is \$200. The allotment based on mileage gives the towns \$155 a mile. Added to this sum is a balance for supervision amounting to \$3512. Stan estimates that at least 300 miles of roads using Town Road Improvement Funds will be built this year.

The usual impression about State Aid is that the construction is confined pretty much to rural town roads. Many people don't realize that projects like the following also fall into this classification:

A surfacing project recently completed along St. John Street in Portland extending from C Street to Park Avenue plus a short section of Deering Avenue.

In Lewiston, a section of Sabattus Street (Route 126) is being constructed—one section from Orange Street to Golden Street, the other from Oak Street to Wood Street—the total length of the work is 1600 feet. The finished road will have a bituminous concrete pavement.

In Bangor, state aid construction is just getting underway on a section of Hammond Street extending from Ohio Street to Norway Road, a distance of about a mile and a quarter. Also just



OUTMODED WOODEN BRIDGE (top) at the outlet to Frost Pond before being replaced as a state aid project. This is Gray's Corner Road at a point about $\frac{3}{4}$ of a mile south of Gray's Corner.

NEW STRUCTURE (bottom) that replaced wooden bridge at outlet of Frost Pond consists of a seven foot structural steel pipe. Granite from the old abutments was used to construct the head-wall. About 450 feet of the approaches were improved. Work was carried on during May and June with available funds: \$1,060 of Sedgwick money and \$2,332 of State money.

started is a project in Saco on Main Street and in Biddeford on Main Street west of U. S. Route 1.

A Capsule History of State Aid

State Aid money is the oldest form of allotment for the construction of our highways—(U. S. Route 1 was built with the help of State Aid).

Before the State Highway Department was established by law, in 1907, the apportionment of state money to towns was pretty much on a fifty-fifty basis. In 1906 Paul D. Sargent, the Highway Commissioner, proposed a bill to Legislature in which he offered a method of apportioning state aid money copied from the practice in New Hampshire which apportioned funds according to the evaluation of the town.

This bill was passed the following year, 1907, by the 73rd Legislature as the New State Road Law.

Commissioner Sargent reported the next year that the new law was received favorably. That year the new Highway Department received 466 applications for state aid allotments to be spent on 83 miles of roads. The towns had to spend \$224,894.16 in order to collect \$108,987.98 from the State. In those days the cost of the construction of a gravel road came to about fifty cents a foot, (today the same road would cost \$3.00 a foot).

Commissioner Sargent wrote "From these figures it would seem that State Aid for road building was a popular measure."

Incidentally the idea of a State Highway System began in 1909 when Legis-



OLD GRAY'S CORNER ROAD (top) before it was improved with special state aid money. This location is about five miles from the village of Blue Hill. That's Blue Hill in the distance about 6 miles away.

NEW ROAD (bottom) after being improved. Construction started May 1, 1958 and the road was tarred August 15th. This view shows a half mile of new construction located halfway between Sargentville and Blue Hill. The finished road has an 18 foot pavement and 3 foot gravel shoulders and cost approximately \$14,000.

lature amended the State Road Law to provide that any balance left after payments of state aid should be used by the Commissioner for "improving the main thoroughfares of travel." In 1910 a system of trunk lines was established that looks very much like a skeleton of our present State Highway System.

The need for organizing a system of state highways must have been startlingly clear when the 1908 report was published. In a pocket inside the front cover of this report was a map showing the State Roads as designated December 31, 1908. These roads were short curving stretches (colored red on the map) that didn't connect up to each other. This is the map that became known as the "angle worm" map amongst SHC employees. Just a few years later the maps show considerable improvement.

In 1913 the State Highway Commission was created with Lyman H. Nelson the first chairman. One of the first acts of the Commission was to ask the cities, towns and plantations to send in a description and location of those roads they wished to call state aid highways. On February 5, 1914, the first group of state aid highways was accepted and approved by the SHC.

The gentlemen in charge of State Aid over the years have been: Parker L. Hardison from 1913 to 1916; Lucius D. Barrows 1916-24; John A. Carians 1924-25; Percy R. Keller 1925-32 and H. Stanley Weymouth from 1932 to the present.

How State Aid Works

The SHC apportions from the State Aid Funds which are allocated by Legis-

lature an amount depending on the valuation of the city or town, the amount appropriated by the town, and the type of work to be done. The town's appropriation and the State's matching funds make up a joint fund for that city or town.

For example, if the valuation of the town is \$400,000 for every dollar it appropriates for construction on state aid designated roads the State will apportion \$3.50. When the valuation is over \$3,600,000 the State matches the town dollar for dollar.

The Division of State Aid Highways is concerned with three classifications: regular State Aid, which we have just described; the Town Road Improvement Fund, an allocation apportioned to towns and cities on the basis of the number of miles of unimproved roads; and Special State Aid, a separate fund allocated for special construction and reconstruction, based on mileage within the county.

SOME FINANCIAL HOUSECLEANING

Not many of us read the fine print in our insurance policies, retirement or survivors benefits programs. But luckily, what with the solid reputation of most insurance firms, we're in good hands whether we know it or not.

However, it's not the job of the insurance agency or retirement system, whether it be a private firm or a state operated organization, to continually make sure their data about us is up to date and correct.

For example, not so long ago a situation occurred in the family of an SHC employee where the records were not brought up to date concerning the beneficiary. The information was out-dated and upon the decease of the policy holder, the member of the family who should have received the benefits—which may have been the intention of the head of the family—did not receive them.

It might be well for all of us to do a little financial housecleaning periodically so that information like this is up-dated and correct. For example, if you wish to change the beneficiary for your group life insurance or retirement and survivors benefits write to the:

Maine State Retirement System
Attention: Mr. Earle R. Hayes
Executive Secretary
State House
Augusta, Maine

Remember to send your full name and your employee number. Ask for the proper form for changing the beneficiary of your group life insurance or retirement benefits. Fill out the form correctly and return it to the Maine State Retirement System.

With this item squared away and your financial house in order you can relax in the knowledge that your insurance data is just as foolproof as it can be.

OBITUARIES

HAROLD S. CAREY, Patrolman in Division 3, died on September 6th at the age of 47. Mr. Carey made his home in Argyle.

RETIREMENTS

Walters G. Hill and Herbert N. Skolfield were retired officially from the Ellsworth Division of the SHC August 29th.

Hill and "Skof" Skolfield and their wives were given a retirement dinner by about 45 of their friends and fellow employees at the Hancock House September 5th. Included in the group were supervisors and personnel from the Ellsworth area and Syl Poor, Stan Weymouth and Harold Bessey from the Augusta office.

Stan Weymouth presented the gift to "Skof" recalling in his remarks Skolfield's athletic prowess during his college days.

Page Johnson presented the gift to Hill, who has worked for the Ellsworth Division for ten years.

Mr. and Mrs. Hill make their home in Bar Harbor. He began his duties with the Department as a surveyor; his title upon his retirement was Construction Engineer.

"Skof" and his wife, Catherine, live on School Street in Ellsworth. He began his association with the SHC in 1922 as an engineer. Since 1937 he worked with the Ellsworth Division.

YOU NAME IT
AND YOU CAN HAVE IT

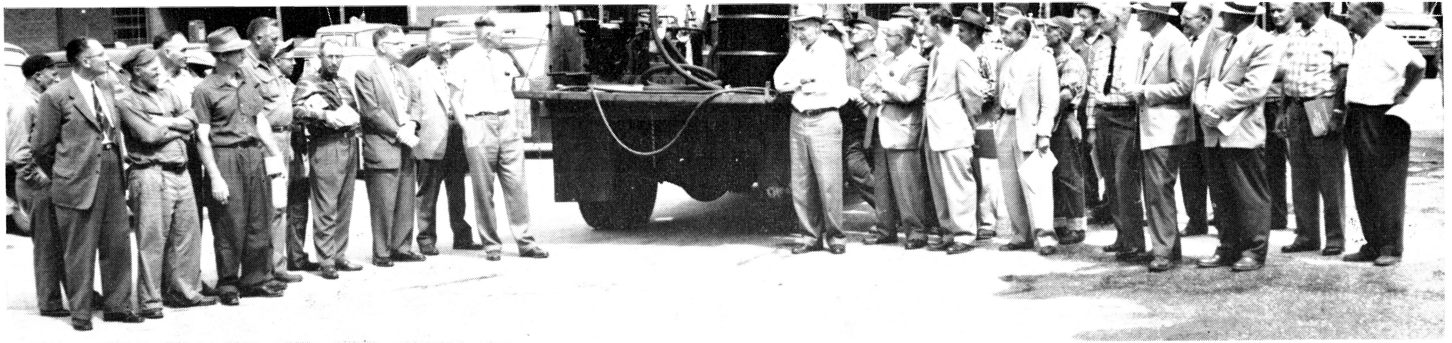


CAN YOU NAME IT? If you can and send us a card with the earliest postmark, we will send you an 8x10 original print of this reproduction. Send your answer to: Maine Highway News, Division of Special Services, State Office Building, Augusta, Maine. The last picture used was of Route 16 as it enters Milo from Dover Foxcroft. The winner was Harvey E. Herring, Sangerville, Maine.

No matter how poor an engineer is at his mathematics, he knows that 36, 25, and 36 add up to a nice figure.



TRAINEES and leaders of SHC sponsored Management Training Course during seminar week held this summer in Augusta. During the next year these engineers will receive nine weeks of on-the-job training. In top row above are leaders during the first week, from left to right: Professor John K. Horner, University of Maine; Lawrence K. Murphy, Construction Engineer, Primary Division; Professor O. D. Turner, University of Wyoming, leader of the seminar; Professor George K. Manlove, University of Maine; Roy Jorgenson, Highway Users Conference. Second row from top: Robert Schmidtman, John Butts, Ralph Dunbar, Carl Brooks, Allan Smith, John Dunn. Third row: Robert Shailer, Dave Rand, Ralph Stevens, Roger Sargent, Philip Mollicone, Martin Rissel. Bottom row: Clayton McDougal, Dewey Gray, Irving Maynard, William Harris, Norman Worthing, Merton Brackett, and George Luce, participants.



MAINTENANCE CREWS throughout the State meet in Augusta with Robert Vickery, Maintenance Engineer, and W. Gordon Hunter, Landscape Architect, and factory representatives to brief themselves on new SHC spraying program to control roadside brush. The new chemical spraying program is in the nature of an experiment to find a practical and economical way of keeping brush under control after once being cut by hand. Only brush that has regrown to a height of four feet or less will be sprayed. Portable outfit shown is sample of those used in each Division; larger rig will work over entire State.

AROUND THE AUGUSTA OFFICE

MAIN OFFICE

Gertrude Lunt

The members of the State Highway Commission attended Joint Board Hearings in Oxford County on August 21 and 22, 1958; in Franklin County on August 26th; in Auburn on September 2nd; in Somerset County on September 4th and 5th; and in Waldo County on September 9, 1958.

Vaughan M. Daggett, Chief Engineer, was a speaker at the meeting of the Maine Good Roads Association in Rockland, Maine, on September 5, 1958.

David H. Stevens, Chairman, and Vaughan M. Daggett, Chief Engineer, attended the Fall Convention of the New England Weekly Press Association in Rockland on September 12, 1958.

ACCOUNTING

Irene Marsden

Both the Morris Allen's and the John Arata's have recently purchased cabins on Lake Maranacook. These cabins were part of the property belonging to Maranacook Lodge, and fully equipped except for kitchens.

Sadie Jordan spent last week-end in Quebec City, visiting many historical points of interest including Ste. Anne de Beauré.

Mr. and Mrs. David Fraser and Sandra are announcing a new member of the family—a baby girl born September 9, weighing 9 pounds and 3 ounces. Her name—Diane Ruth.

General George Smith has returned from two weeks of military training at Fort Dix, New Jersey, where he gained ten pounds in spite of the rigorous program. Miraculously, he has lost the ten pounds and is again his usual smiling, smooth, suave, slender self. Goodness knows there just isn't room for ten extra pounds in George's corner!

We notice Marlene Merry is wearing a pretty ring these days. She declares it's a birthday present (from her best beau).

FEDERAL AID SECONDARY

Wesley Chute

Syl Poor, Jos. Leavitt, Harold Bessey, and yours truly attended the "Maine Good Roads" annual convention at the "Samoset Hotel." Bob Ellis, Joe Leavitt, Harold Bessey and myself made a foursome at golf — as far as winning the trophy — well, let's just say the weather was beautiful and the scenery was lovely. Saturday nite everyone enjoyed themselves at the banquet and social hour. All those that did not attend this year should do so next, it is really worth the effort.

"Ed" Cooper has established residence at 69 Green Street, Augusta. I wonder how long it will be before everyone is using their own drafting tools again???

If you would like to sober up early in the morning "come along my house." In the past year I have seen at least five accidents within 200 feet of the house—three on Route #201 and two over the old Railroad Bridge on Vaughan Street. The latest one was on Route #201, September 10th, 6:15 A.M., a car struck the embankment on west side of highway and rolled over twice. (No one hurt) Had to call the Mayor in order to get Hallowell Police to scene of accident.

Last week of work for the college boys—at least 27 temporary workers will be resuming studies again.

"Sim" says he is baby sitting this week with two Parakeets while his wife is in Massachusetts.

BRIDGE

Burleigh Boyd

The Jonesport-Beals Bridge was opened to traffic August 9, 1958. The Bridge Manager is Lawrence E. Torrey and Toll takers are: Captain Lincoln P. Simmons, Verlan R. Lenfestey and Jesse E. Merchant.

Dot Roussel became the bride of Leo G. Theriault August 10th and is back at work after enjoying a honeymoon in New Brunswick. She also won a \$160 daily double at Windsor.

Another member of our department has tied the knot; Mr. Don Rollins. We wish you many happy years ahead.

Pete J. Langen is a new toll taker at the Augusta Bridge.

New additions in the engineering personnel are: Leroy M. Chace III and James Fortier (son of Mark Trail Fortier).

Courtney Porter has returned from military service.

Ed Coffin has bought a new house.

Summer help who have left are: Professor Ed. McLean, returned to Rose Polytech; Professor John Teas, returned to Penn. State; Dick Nightingale is instructor at the University of Maine; William N. Harris is at Boston University; W. L. Blanchard, Jr., George H. Gardiner, Robert K. Barton, Alan R. Ellinwood and R. W. Skinner have returned to pursue the elusive stresses and strains at the University of Maine.

Arnold Porter has returned from a two weeks' vacation in Nova Scotia.

SPECIAL SERVICES

Lisette Albert

A new girl has been added to the staff of the Special Services division. She is Judith Fletcher of Gardiner, employed as clerk-stenographer I.

Our Informational Representative, Fred Preble, is now making his domain on Winter Street in Augusta.

RIGHT OF WAY

Charlotte Blumenthal

Kenneth Greene, Auburn, Maine, Field Inspector, Outdoor Advertising, recently drove his wife and daughter to New Jersey where they visited for two weeks, Ken keeping "Bachelor Hall" during their absence.

Jean McCann spent a few days in Boston where she attended, with friends, a ball game between the Red Sox and the Yankees.

The Jack Maasen family went camping for a week in August at Mount Blue. They report a wonderful week in the great outdoors.

One of the Morris' daughters, Martha Curran, husband George and son Bruce of Portland, visited us for a few days in August. While in Augusta they took us on a "day trip" to visit daughter Mary and family.

Wilma Bickford and family had a trip over Labor Day weekend to Connecticut where they visited friends and relatives.

Bernard Perry, Airman 3rd class, who formerly worked in the Drafting Room, was in the office recently, having completed Basic Training at San Antonio, Texas.

Charles Nelson and Walter Macomber have completed their employment with us for the season—Charles returning to his teaching duties at University of Florida, and Walter resuming his studies in Electrical Engineering at the University of Maine.

Alpha Gurney and Georgie Palmer, who were married at the Penney Memorial Baptist Church on August 16th, have returned from their wedding trip to New York and are residing at 40 Oak Street pending completion of their new home. Alpha works in our Drafting Room and Georgie works at Bates Manufacturing Company.

Understand those who attended the Maine Good Roads affair held at the Samoset Hotel, Rockland, the weekend of September 5th, had a fine time.

Madelyn Cook visited her son and his wife, Paul and Sue, Bennoch Road, Orono, Maine, the weekend of September 12th.

MOTOR TRANSPORT

Clarence Madden

A daughter, Laureen Fish, was born to Mr. and Mrs. Maurice Fish, 2 Spaulding Street, Augusta. Little Miss Fish made her appearance August 14th at the Augusta General Hospital. Both mother and daughter are fine. Congratulations to the Fishes.

Lawrence Slack and wife enjoyed a vacation at Windsor, Vermont, visiting friends and relatives.

Curtis Davis and wife, accompanied by their Cocker "scandal" Cindy, are enjoying a second honeymoon at Niagara Falls. Curt says, "We are going to see it all this time, by golly."

We were saddened by the death of James "Lo" Johnson, August 22nd. Although "Lo" has not been with us for a period of years, those of us who worked with him in the thirties will never forget him. He worked both for Maintenance and Motor Transport. His son-in-law, Ernest Bangs, is currently working as electrician here.

John "Jack" Margesson and wife of Caribou enjoyed a vacation at Waltham, Massachusetts, recently. Jack said they took the shore route back and all they saw was fog.

The Voyle Reed family was gladdened by the return of their son, Sheldon, from military service. Sheldon is working a few weeks for us at this time.

Roy Humphrey and wife enjoyed a few "hours" at China Lake on their vacation. Their daughter, Betty, has returned to her studies of nursing at Keuka College, Penn Yan, New York. Betty had a very creditable year last year. Deans List.

Vinal Merrill held down his job as Assistant Treasurer at Windsor Fair again this year.

John Parker has changed the complexion of his house from a dirty white to a beautiful charcoal and white. When you are out that way take a peek and see what a good job his father did.

H. Grafton Hooper is on vacation. When this correspondent asked where he was going he clammed up. More of this next issue.

Arthur Young has returned as a mechanic at the Ellsworth Garage. Arthur has been working in Connecticut since his separation from Motor Transport some years ago but love of the State of Maine directed his return and Motor Transport welcomes it.

Louie Dancer and wife enjoyed the visit of their son, The Reverend Leroy Dancer, wife and daughter, Esther Jean of South Providence, Rhode Island. Reverend Dancer was transferred from his church in Perth Amboy, Pennsylvania, late last year. On his vacation he took his family along the coast route to Boothbay and Bar Harbor. Louie and his wife are planning to visit them around September 27th. Leroy, incidentally, was a former employee of Motor Transport during his student years.

Alice Pitts, daughter of Mr. and Mrs. Henry Pitts of South Gardiner, became the wife of Franklin Dunton, son of Mr. and Mrs. Earl Dunton, also of South Gardiner, on August 23rd. Mrs. Dunton is a graduate of Fisher College. The couple will live in Portland where Mrs. Dunton has employment and Mr. Dunton will continue his studies at M.V.T.I. there.

Robert Corbett, son of Mr. and Mrs. John Corbett, left September 10th to attend Franklin Institute in Boston. His brother, Richard, has returned home on leave after his basic training at Great Lakes Training Station in Chicago.

PLANNING

Frances Lishness

The "boss-man" of the Planning and Traffic Division, Ralph Sawyer, has returned from a week's vacation, most of which was spent with his family at their camp on Pleasant Pond, Island Falls. They also enjoyed a trip through Baxter State Park.

Dr. and Mrs. Stanley Staciva (Polly) have purchased a new home in Hallowell and will be moving there in the near future.

Mr. and Mrs. Richard Noble are the parents of a baby daughter, born on September 3. Deborah weighed seven and one-half pounds on arrival.

We are missing Carl Kirkpatrick from our numbers. Carl has entered the employ of the U. S. Government and is presently employed at the Augusta Post Office.

Larry Glynn terminated his employment with the Planning Division Friday, September 5. He is returning to the University of Maine. Robert Locke is replacing Larry and is assigned to inventory work with Philip Sprague.

Dorothy Shaw completed her duties with this division also on September 5th. Dorothy and her husband are going to Orono; Mr. Shaw to enter the University of Maine and Dorothy will have a tutoring job.

Betty Drum has returned to Bates College for her senior year. This completed the usual September exodus of our summer help.

John P. Finnemore has entered the employ of the State Highway Commission and is assigned to the Planning Division in the Traffic Division.

MAINTENANCE

Georgianna Patten

"Herbie" is back at his desk busily issuing permits after a vacation spent at Maranacook.

Arlene Dodge is now giving her attention to last minute tar orders after a week's vacation which she spent in Shannock, Rhode Island.

Mrs. Madeline Tarte, formerly employed in the Maintenance Division, accompanied by a friend, visited with us one day recently. Madeline now lives in Lewiston and is employed at Pecks.

"Squire Dority" and Mrs. Dority were on the reception committee at the Maine Good Roads Association meeting at the Samoset Hotel, in Rockland, on September 5.

Robert Vickery, Superintendent of Maintenance, accompanied by Mrs. Vickery, attended the Annual Fall Meeting of Division I of the Asphalt Institute which was held at The Colony, Resort Hotel, Kennebunkport, on September 4th and 5th.

STATE AID

Josephine Whalen

Ima Bradford had a week's vacation and she and her husband left Tuesday, September 9, and spent a few days in Connecticut.

Jay Robbins has a new (?) Oldsmobile, 1941 vintage. He says it will be just the right age to vote when the next election rolls around. Bet it votes right, too, if he has anything to say about it. On September 7th, Mr. and Mrs. Jay Robbins called on friends in his old supervisor's district adjacent to Milo, including S. B. Dickson and wife of Sebec. Says that area always seems like home to them.

FEDERAL AID PRIMARY

Nellie Chase

Vinton A. Savage, Sr., and Mrs. Savage, Bob Furber and Mrs. Furber, Larry Murphy and Mrs. Murphy, Clemmy Ellis and Mrs. Ellis attended the Maine Good Roads meeting at Samoset Hotel in Rockland recently.

On July 16th, Joe Grenier was married to Frances Tobias, who is secretary to Vincent Fiore of the Fiore Cadillac-Olds Company.

Vinton A. Savage, Sr., and Mrs. Savage and Larry Murphy and Mrs. Murphy attended the meeting sponsored by the Asphalt Institute at the Colony Hotel at Kennebunkport on September 4 and 5.

John Johnson and Julius Marzul came to work for this Department on September 2nd.

Donald Whitten has recently come back to work. He has been on military leave.

Mr. and Mrs. Larry Murphy left on September 8th to attend a Highway Management Seminar of the National Highway Management Conference at Black Hills, South Dakota. This conference is sponsored by the AASHO and Highway Users Conference.

It is understood that Bob Furber's tax rate will be raised considerably due to the extensive renovation of his property during the past few weeks.

Moan Libby is out on a month's leave.

Errol Heath has been out sick for a week.

The following Engineering Aides have left our employ and are returning to college: James Chandler, Ernest Gallant, Robert Gray, Meylon G. Kenney, Robert D. Maybury and William C. Ricker.

Eddie Jones resigned on September 3. He expects to spend the winter on the West coast.

Richard Page terminated his services on August 15th and was married on the 17th to Lila Mae Richmond at Bath. They have an apartment in Hazardville, Connecticut. Richard is back teaching school this Fall.

Earle Tarr, Jr., has left our employ and has accepted a position with the Water District in Auburn.

Earle Wilder terminated his services and will be attending the University of Maine again this Fall. On Saturday, September 6th, he was married to Janice Goff of Sidney.

NEWS FROM THE DIVISIONS

DIVISION 2—Ellsworth

Rosa West

Mr. and Mrs. Philip Hedges spent the last week in August on a vacation trip to Cape Breton Island.

Division Supervisor Edward Cottle is a surgical patient at the Eastern Memorial Hospital in Ellsworth. We're all hoping to see him out and feeling much better soon. Ed wishes to thank all the personnel of the Highway Department who have sent him good wishes and cards while a patient in the hospital.

Asa Jordan, patrolman, is a surgical patient at the Bangor Osteopathic Hospital.

Lionel Kelley of our engineering department has recently purchased a new home. We know that the Kelleys will enjoy their new home.

We wish to welcome a new member to our engineering department, Karl MacCrae, Jr., recently transferred to this office from Augusta.

Walters G. Hill and Herbert N. Skolfield, engineers from our office, were given a retirement dinner at the Hancock House, Friday, September 5. About 45 attended, including Ellsworth office personnel and several friends from the Augusta Office. A gift of money was presented each of the retiring employees.

Carl Wardwell recently took his daughter, Susann, to Providence, Rhode Island, where she is enrolled as a student at Pembroke College.

Reginald Johnson recently enjoyed a week's vacation.

DIVISION 2—Machias

Eleanor Garnett

Ira Berry of Addison has purchased a new 1958 Dodge and Alton Norton of Wesley a 1958 Nash.

New patrol trucks: Roland Clark of Robbinston a 1958 Ford and Robert Wilder of Dennysville a 1958 International. Leo Kneeland of Wesley has a new 1958 Ford. Leo purchased his truck several months ago and I forgot to add it to my list. Sorry to be late.

Lewis Thaxter's son, Morton, has enlisted in the United States Air Force and is stationed at Lackland Air Force Base, Texas.

Mr. and Mrs. Leon Scribner of Alexander recently celebrated their 42nd wedding anniversary. Congratulations!

Our get-well wishes to our Division Supervisor Edward Cottle, who is a patient in the Ellsworth Hospital. We all wish you a speedy recovery, Ed.

Our get-well wishes also to Harry Stevens of Harrington who is confined to his home with an injured foot.

Frank Miner of Pembroke recently enjoyed a few days' vacation.

DIVISION 4—Waterville

Theresa Lacombe

On August 18th we had the pleasure of meeting Mr. Ralph Stevens, Acting Division Engineer. All the employees of Division 4 welcome you and wish you the very best of luck in your new territory.

At last it has been done: Dan has been trying to unload a heavy burden off his shoulders. As a result I am the newly appointed Highway Correspondent.

Frank Thomas' crew was honored at a safety supper held at the Jefferson Hotel. Mr. Ralph Stevens, George Murphy and Russell Carter attended the supper. Verne Grant, Edwin Meserve, Freelow Crummett, and other employees of the Bridge Division, who completed the year with no lost time accidents, were also present at the safety supper.

Mr. and Mrs. Charles Harmon recently drove to Naples where they visited their son, Bruce, who spent a month's vacation at Boyland.

Mr. Roland Godfrey, District Supervisor, recently took a motor trip to New Brunswick, Prince Edward Island and Nova Scotia. He was accompanied by his wife, daughter and sister.

Mr. and Mrs. Norman Cates are vacationing in New York and Boston where they are visiting their son, Wendell, and daughter, Mrs. George Jason.

Joan Godfrey, daughter of Mr. Roland Godfrey, left for school last week where she will resume her studies at Gordon College, Beverly, Mass.

George Brooks, Tar Foreman, is married (details undisclosed).

Mr. and Mrs. Scribner Cayford, Sr., and Mr. and Mrs. Scribner Cayford, Jr., spent a week in New York and Burlington, Vermont.

DIVISION 5—Rockland

Ruth L. Davenport

Mr. and Mrs. Paul Barnes of Warren are the proud parents of a daughter, Paula Joy, born on August 16th. Mrs. Barnes is one of our Payroll Clerks.

Brainard Caverly, Supervisor, returned to work on August 4th after being on sick leave for several weeks.

Ralph Stevens, Engineer, has been transferred from this division to Division 4 where he is Acting Division Engineer.

Kenneth Dinsmore, former engineer in this division and now working with the Corps of Engineers in Virginia, was a recent visitor.

Harvey Lunden, Foreman, and Vaughan Peaslee, Mechanic, are currently enjoying a month's vacation.

Mr. and Mrs. Farley Weeks recently enjoyed a trip to New Jersey when they drove their son, Laurel, back to Fort Dix, where he is stationed with the U. S. Army, after several days' leave.

DIVISION 6—Portland

Beverly R. Cox

We were all sorry to hear of the death of John T. Robertson's mother who passed away in Connecticut the first week in September.

Monday, September 8th, a safety supper was held at Valle's Steak House in Scarborough for Supervisor John O. Sanborn's crew and the Bridge Division Crew. Twenty-eight attended. On September 9th a supper was held for Milard Leary's crew.

On September 7th, we, the office girls and our husbands, spent a very enjoyable afternoon at Mr. and Mrs. Greenleaf's cottage at Brandy Pond in Naples. Sorry, everyone, but the Brandy has not been found. Not even the slightest taste to the water!! The food, however, prepared by Mrs. Greenleaf and her assistant, Mr. Greenleaf, was certainly wonderful.

Mr. Eames is regaining his health more and more each day now and even went to the polls to vote September 8th. This was his first time away from his home since July 12th.

Patrolman Lloyd Call has returned to work after a long absence due to a serious illness.

Patrolman's Helper Lars Larsen is recuperating at his home after a serious operation.

John O. Sanborn, III, son of John O. Sanborn, Jr., was married to Linda Rankin at West Baldwin on September 6th.