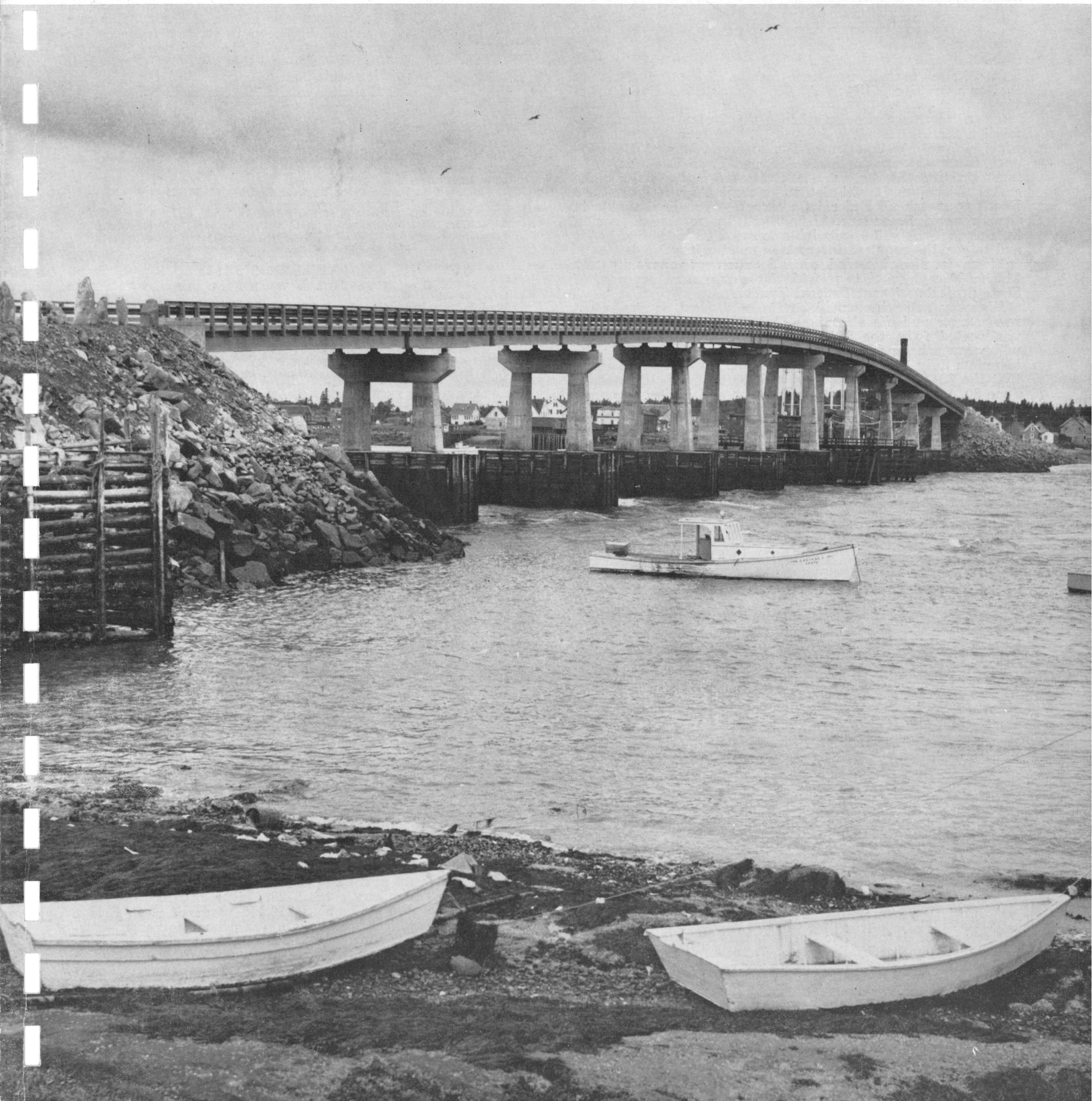


Maine

Highway News

NOVEMBER, 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 NOVEMBER, 1958 Number 13

SHC PROPOSES BUDGET FOR 1960-61

On October 16, 1958, the State Highway Commission presented its suggested allocations for the 1960, 1961 biennium to Governor-Elect Clinton A. Clauson and the Budget Advisory Committee.

The allocations, as suggested by the State Highway Commission for the biennium July 1, 1959 to June 30, 1961, will provide for a continuation of Summer and Winter Maintenance, State Aid, Special State Aid, and Town Road Improvement activities at the same level as was authorized for the current biennium. It will also make available sufficient State Funds to match all Federal Construction Funds available in the Primary, Secondary, Urban and Interstate categories. Sufficient funds will be available to retire \$8,250,000 of bonds and to pay the required interest on outstanding bonds.

There is also included an allocation of approximately \$1,500,000 each year, to provide for a minimum program of State projects without Federal Funds.

Highway activities would be financed from current revenue sources and the allocation of \$14,243,000 which remains unallocated from the \$24,000,000 Bond Authorization. This will mean a balanced budget for the Highway Fund for the biennium July 1, 1959 to June 30, 1961. This will also mean that the \$24,000,000 Bond Issue will be entirely obligated by June 30, 1961. If Highway Construction and Maintenance activities are to be continued at the present level after June 30, 1961, additional revenue must be made available, effective July 1, 1961.

TABLE I — ALLOCATIONS

	(Actual) 58-59	(Suggested) 60-61	Increase
Highway Programs	\$67,571,353	\$72,053,302	\$4,481,949
Contributions	1,260,454	1,473,616	213,162
Other Agencies	3,074,333	3,757,607	683,274
	\$71,906,140	\$77,284,525	\$5,378,385

TABLE II — ESTIMATES OF REVENUE

	Actual 1958	Est. 1959
Gas & Fuel Taxes	\$21,186,388.80	\$21,380,080
Motor Vehicles	9,163,285.08	8,581,165
Other	681,048.07	399,760
Allocation from Bonds:	6,807,000.00	2,950,000
Allocation from Surplus:	356,500.00	208,953
Total	38,194,221.95	34,019,958
Total Allocations	38,183,897.50	33,722,243
Excess	\$ 10,324.45†	\$ 297,715††
	*Est. 1960	Est. 1961
Gas & Fuel Taxes	\$21,934,750	\$22,329,500
Motor Vehicles	8,886,215	9,208,235
Other	347,200	335,700
Allocation from Bonds:	6,564,025	7,678,975
Total	37,732,190	39,552,410
Total Allocations	37,732,190	39,552,335
Excess	\$ 0	\$ 75

* Legislative Estimate, as revised to reflect loss from Motor Vehicle fees and licenses, as a result of March 10, 1958 referendum.

† Excess 1958 deposited to Surplus.

†† Recent estimates by Bureau of Taxation and Secretary of State indicate that this excess may not be realized.

OUR PARTY LINE

Radio Supervisor "Bob" Parker says our radio communications may be compared to a PARTY LINE, because all our cars and base stations are on the same frequency.

A rush hour makes 47 mc on your radio dial a busy spot indeed. Which, says Bob, is the reason behind the code signals. Learn them and use them, he says, to make our party line more efficient.

For example, don't say "What is your 10-20?" The signal "10-20" is complete in itself.

Here's a short list of what to do when you're ON THE AIR: Be brief. Use proper language. Don't be impatient. Notify division office when you go on the air and when you are going off the air. Learn the code signals. Communications are limited to official business transactions.

So, if you use the PARTY LINE, take care to follow the rules of the air. Contrary to the advice of the popular commercial, don't be "sociable," keep it strictly business. Remember there are 141 cars and 13 base stations linked together in the SHC's network—and that's a lot of people waiting to use the little magic box.

RECENT CONTRACT AWARDS

SEPTEMBER 17, 1958

ELLSWORTH — U. S. ROUTE 1 — F.A.P. No. F-042-1(6)
1.981 Miles Bituminous Concrete Road
The Bridge Construction Corp., Augusta, Maine—\$262,572.00
Carl Wardwell, Resident Engineer
SURRY — Route 172 — F.A.S. No. S-0250(3)
2.674 Miles Bituminous Concrete Road and Widening of a Bridge Structure
Frank Rossi, Gardiner, Maine—\$241,286.50
Ralph Dunbar, Resident Engineer

SEPTEMBER 24, 1958

WATERVILLE — INTERSTATE — WEBB ROAD BRIDGE — F.A.P. No. I-95-6(17)119
Reed & Reed, Woolwich, Maine—\$128,610.45
H. D. Hersom, Resident Engineer
WINSLOW — WINSLOW BRIDGE — F.A.P. No. U-01-2(2)
Ellis C. Snodgrass, Inc., Portland, Maine—\$433,404.50
P. E. Woods, Resident Engineer
PERU — GLENWOOD BRIDGE — S.P. No. 5733
J. R. Partridge Construction Co., Augusta, Maine—\$12,311.40
A. R. Sirois, Resident Engineer
ROXBURY — FRYE BRIDGE — S.P. No. 2300
Elton N. Nason, Newport, Maine—\$84,807.00
F. B. Fortier, Resident Engineer
YARMOUTH — INTERSTATE — F.A.P. I-95-4(9)59
1.135 Miles Grading, Drainage and Base and 2 Bridges
W. H. Hinman, Inc., North Anson, Maine—\$974,321.00
Fay Spofford & Thorndike, Resident Engineer
ORLAND — U. S. ROUTE 1 — F.A.P. DF-042-1(5)
0.603 Miles Bituminous Concrete Road
The Bridge Construction Corp., Augusta, Maine—\$69,513.75
Carl Wardwell, Resident Engineer
SHAPLEIGH — ROUTES 11 and 109 — F.A.S. No. S-0110(2)
0.805 Mile Bituminous Concrete Road
Owen M. Taylor, Winthrop, Maine—\$106,970.65
Walter Flint, Resident Engineer
FREEPORT — INTERSTATE — F.A.P. No. I-95-4(13)65—Contract No. 1
2.824 Miles Roadside Improvement Project
Eastern Tree & Landscape Corp., Dedham, Massachusetts—\$21,066.50
Gordon Hunter, Resident Engineer
FREEPORT and BRUNSWICK — INTERSTATE — F.A.P. No. I-95-4(13)65
— Contract No. 2
5.435 Miles Roadside Improvement Project
Eastern Tree and Landscape Corp., Dedham, Massachusetts—\$36,036.00
Gordon Hunter, Resident Engineer

OCTOBER 1, 1958

CORINTH — ROUTES 11 and 43 — F.A.S. No. DS-0261(2)
0.459 Mile Bituminous Concrete Road
Forest Frederick, Pittsfield, Maine—\$64,795.00
Edward Wood, Resident Engineer

COVER

The Jonesport-Beals Island Toll Bridge, which was opened to traffic August 1958, looking toward the mainland. Approaches extend 400 feet from the Beals Island shore and 900 feet from the shore on the Jonesport side. Approach fill rises gradually and bridge continues rise to the center span which has a 39 foot clearance at high tide. Bridge has ten spans and is of steel and concrete construction 1,050 feet long overall. The big rock fills that carry the approaches took about 110,000 yards of rock. Bridge Construction Corp. of Augusta was prime contractor—sub-contractor was Norman E. Jackson of Pittsfield. The estimated total cost of the structure was \$1,136,700.

HANDSOME IS AS HANDSOME DOES

The Roadside Development Project recently awarded for the section of Interstate 95 between Freeport and Brunswick is the first of its kind on Maine's Interstate System and the first project of its kind in the State since before World War II.

Work extends along eight miles of the new highway beginning at a point about 400 feet north of the Desert of Maine overpass in Freeport and extends northerly to the end of the completed section of the Interstate including the approach to U. S. Route 1 in Brunswick.

There are several reasons behind this project, the two main purposes being to add another safety factor to the expressway, and to help with costly maintenance by checking erosion of the median, side slopes and other unpaved areas.

There are many side effects from a landscaping project such as this one. Breaking the continuous flow of median and slopes with shrubs and trees and fencing tends to relieve driver monotony. And dressing up our highways to look their best is a benefit to Maineites who use it as well as our out-of-state guests.

The contracts let for this roadside development project call for digging the plant pits and beds, furnishing and setting the plants, providing loam, fertilizer, mulch, etc.

Some of the plants most used will be pines, flowering crab, weeping forsythia, red twig dogwood and bittersweet. The hardwoods will be set out this fall, the plants next Spring.

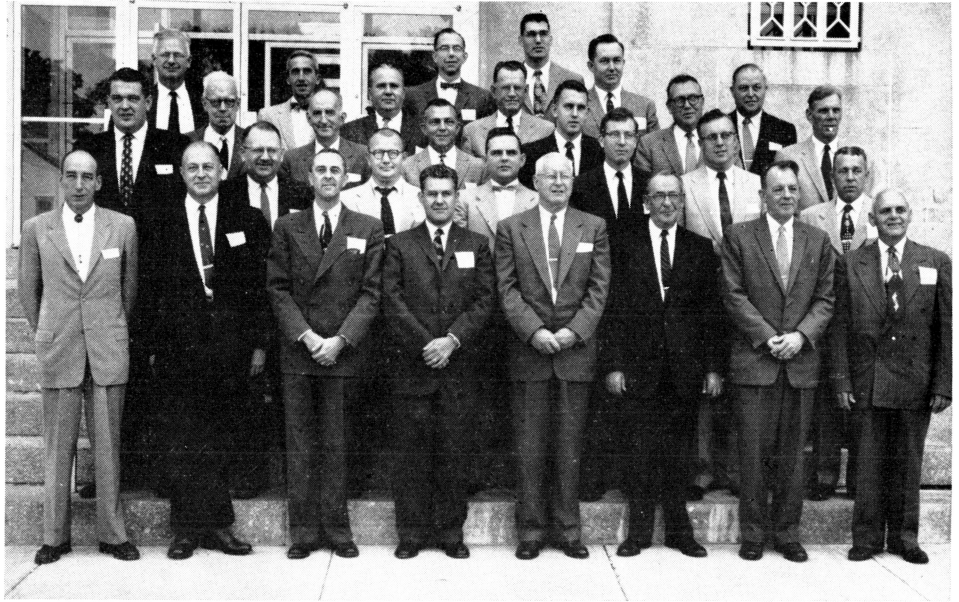
The planning and design work of this project is in the hands of W. Gordon Hunter, Landscape Architect with the SHC who joined the department in March of 1958.

Hunter says that the choice of plants and shrubs is decided by these factors: first, is it native to Maine soil and climate conditions so that it will survive without special care; second, are the blossoms small rather than large and spectacular which might attract too much attention; and third, does it bear edible fruit—if so, it can't be used because motorists might stop and gather the harvest, becoming traffic hazards when they parked.

Hunter also has to keep in mind the possibility of salt splash which can kill plants and shrubs easily. When there is a narrow median for example, fencing can be used to cut down headlight glare from the opposite lane. An attractive fence decorated with a vine does the job effectively and at the same time adds to the scenic quality of the highway.

On unpaved areas where sod work has been an expensive item, Hunter mentioned that successful experiments have been carried on with hydraulic seeding and mechanical hay mulching—a process that takes a fraction of the time it would take to lay an equal quantity of sod.

Another interesting aspect of the roadside projects to come will be to choose a rugged, native shrub or flowering tree that can be identified with Maine like the mountain laurel has become identified with Connecticut. So far, Hunter says they are considering the "service berry"—the flower looks something like that of the cherry tree.



HIGHWAY PLANNERS from the North Atlantic States meet at Augusta. Front row left to right: David S. Johnson, Connecticut; Vincent Berberich, New Jersey; Earl Woodbury, New Hampshire; Ralph H. Sawyer, Maine; Lester P. Manning, Rhode Island; David Baker, Massachusetts; Herbert F. Farrington, Vermont; Carlisle A. Lincoln, Maine. 2nd row: Robert Schwartz, Vermont; Isreal Resnikoff, Connecticut; Harold R. Wood, Maine; Thomas J. Ballard, Jr., Massachusetts; Gordon S. Spencer, Connecticut; James F. Allen, Massachusetts; Clyde J. Morgan, Maine. 3rd row: Edwin S. Metcalf, Maine; George B. Locke, Maine; Glenwood G. Falcone, Maine; Donald Bell, Public Roads; Linwood Thomas, Maine; Fredrick W. Neville, Rhode Island. 4th row: Oscar A. Crockett, Maine; Francis H. Dutra, Rhode Island; John Skinnon, Connecticut; Joseph P. Severns, New Jersey; Arthur E. Edgerly, Maine. Back row: Richard Nicholls, Vermont; Roy Magnant, Vermont; Clyde E. Mason, Maine.

Highway planning officials from the six New England states and New Jersey met recently in the Augusta office for their eleventh annual get together. One of the main topics under consideration in their discussion meetings concerned "the problem of the importation of large volumes of traffic."

Ralph H. Sawyer, Traffic and Planning Engineer, said that dozens of highway issues were reviewed by the 30 men representing their state highway departments. The problem in lower New England and New Jersey was urban traffic congestion. Other questions brought up the lack of sufficiency ratings on urban roads.

Topics for discussion included: Road Inventory, Traffic Forecasting, Traffic and Economic Studies, Cooperation between City Planning and Highway Planning, Road Life, and other items.

The first day was given over to discussion meetings. That evening the officials had dinner at the Augusta Country Club. The following day the group visited the Air Force SAGE installation at Topsham and had a boat ride on the Sea and Shore Fisheries boat, "Guardian."

Next year the planning officials expect to meet in the fall either in Rhode Island or Vermont.

Along other sections of the Interstate Highway where there is a very wide median, a process known as selective thinning will take place. The objective will be to keep the natural aspect of the terrain and the healthiest most useful and attractive shrubs and trees.

PLAY IT SAFE

Safety Director George Murphy reports a gratifying reduction in the number of disabling injuries among SHC employees.

But he is concerned about the increase in the number of so-called "minor" injuries—those injuries, however painful, that do not disable a man or keep him from his job. This type of injury is on the increase; present figures show a 10% increase over last year.

This means an increase in "accident situations," and whether the resulting injuries are disabling or non-disabling it would be well to remember that most times just a hairline separates the two.

For example, Mr. Murphy says, in the case of an accident involving an axe or a machete, a fraction of an inch might mean the difference between the loss of the toe of a boot or the loss of a foot. It's a matter of luck — that harmless scratch might have been a serious injury.

The point is, says Mr. Murphy, play it safe—don't depend on luck—always be careful not to get into "accident situations" . . . No job is so urgent that it should be undertaken in an unsafe manner.

You are older than you think—

1. When you look at the menu before you look at the waitress.
2. When you wait for a crowded elevator rather than walk up the empty stairs.
3. When an 8 looks like a 3 and a 3 looks like an 8.

COVERED BRIDGES GETTING NEW LEASE ON LIFE

Just the other day the SHC received a letter from an out-of-state gentleman asking for the exact whereabouts of Maine's covered bridges. It seems he was inquiring as a member of a covered bridge club in order that his vacationing fellow members touring the Pine Tree State might be sure and get some up to date snapshots of these ancient and honorable structures.

This is just one letter representative of the many the Department receives asking for information about or the location of Maine's covered bridges. Mainites and summer visitors have asked enough times evidently to arouse the desire to preserve these relics of the bridge makers art and engineering, for legislation was passed a year ago authorizing the sum of \$50,000 to be spent, when municipalities requested it, in renovating and restoring our ten remaining covered bridges.

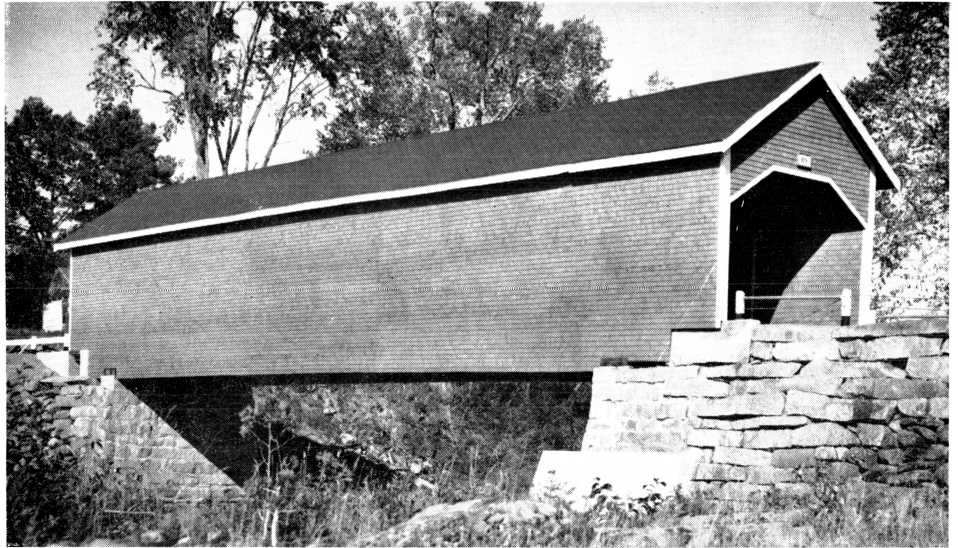
Once upon a time there were a hundred and twenty covered bridges in Maine, but what with log jams, fire, progress and the great freshet of 1896 there remains just the few scattered from Aroostook to York Counties.

Farthest north is the Watson Settlement Bridge over the Meduxnekeag River on the road from Little to Woodstock, New Brunswick. It was built in 1911—making it the youngest covered bridge in the State. This is a two span structure of "Howe" construction (he's the fellow that substituted the iron rod for the upright wooden post of Long's panel truss and revolutionized wooden bridge building—and incidentally by introducing iron as a material helped to bring about the eclipse of the wooden bridge.)

The Morse Bridge on Valley Avenue in Bangor is the longest—212 feet—and the only remaining covered bridge within the limits of a New England city. This was built in 1882 over the Kenduskeag Stream. Consideration is being given to the construction of a new bridge at this point. Probably Morse Bridge would be moved and used to maintain traffic. Afterward it would be renovated and preserved as a scenic attraction.



WATSON'S SETTLEMENT BRIDGE in Littleton with side boards removed showing "bones" of a typical covered bridge. Howes truss used iron rod uprights. Bridge was "tuned up" periodically by tightening bolts.



ROBYVILLE BRIDGE in Corinth recently renovated; date structure was built is framed over portal (1876). The estimated cost of the renovation amounted to \$5,000. Improvements to abutments can be seen as lighter-colored areas.

A few miles up the Kenduskeag is Robyville Bridge in Corinth, the only completely shingled covered bridge, which was built in 1876. Farther north between the towns of Sangerville and Guilford is the hundred year old Lowes Bridge over the Piscataquis River.

Also at the hundred-year mark is Hemlock Bridge over the by-passed channel of the Saco River on a quiet, picturesque dirt road in Fryeburg.

The bridge that artists have found most paintable is the Sunday River Bridge at Newry. Someone said that artists have daubed more paint on their canvases than has ever been slapped on the venerable sides of this handsome relic. The hundred foot structure was built in 1872 by Hiram York. There is a new 80 foot steel and concrete bridge 60 feet downstream from the old bridge which carries the traffic nowadays. The Artist's Bridge is closed off and after being spruced up will go on being a large and attractive still life to visiting "collectors" whether they use paint or film.

Nearby at South Andover the Lovejoy Bridge has had several sad accidents when trucks that were too high have splintered its portals. This structure was built over the Ellis River in 1868.

Another comparatively young structure is the Bennett Bridge erected over the Magalloway River south of Wilson's Mills in the Ariscoos Lake region near the New Hampshire line in 1901.

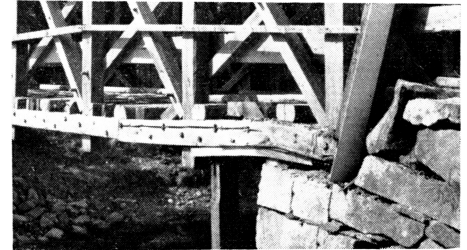
Not far from Portland is the shortest covered bridge in Maine, Babb's Bridge, 66 feet long and according to the records built in 1840. Back in those days it cost the adjoining towns of Gorham and Windham only \$318.

There is one more covered bridge, another joint project, between Porter and Parsonsfield over the Ossipee River. It is two spans long and was built in 1858.

All of the towns where the covered bridges are located except one applied for financial aid in renovating the structures. The Porter Bridge was already be-

ing maintained by the state and was being made safe for traffic. Because of the failure of the laminated wooden span which bore part of the weight along with the side members a Bailey bridge was erected to support the roadway. In a sense the rest of the bridge has been retired. All it has to do is support its own weight.

Work is well underway on two other bridges, and completed on a third. The Robyville Bridge in Corinth has an asphalt shingle roof and new brown shingled sides. The work began in July this year and was completed in September.



LOVEJOY BRIDGE at Andover showing south side of truss with boarding removed. Bottom chord has failed and is being distorted. Reconstruction is well underway on this bridge at an estimated cost of \$4,500.

The Wilson's Settlement Bridge on the road from Littleton to Woodstock, New Brunswick, is all completed except the final touches and some grading at the approaches. At Andover work has just begun on the Lovejoy Bridge.

In each case of renovation, reports Roy Wentzel, Bridge Maintenance Engineer, an attempt is made to restore the covered bridge to its original likeness, at least on the surface. Roy has collected several of the wooden pegs that fastened the beams of the old bridges together and although literally squashed where they have carried a shearing weight for a century or more the wood is still remarkably sound.

Which brings us to the question most people ask sooner or later: Why were they covered? The answer, of course, is to protect the structure from the effects of the weather—alternately wetting and drying the wooden members of the supporting sides or trusses would have resulted in rot and failure decades sooner.

Who invented covered bridges?

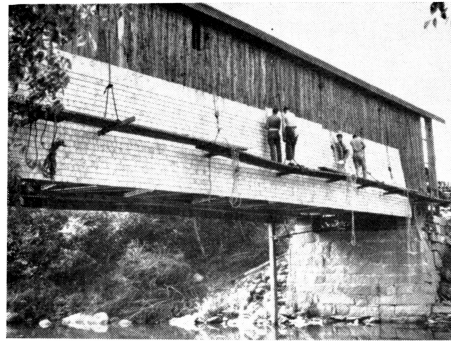
According to one authority the “grandfather of the American covered bridge” is Andrea Palladio. This inventive fellow was born in 1518 in Vicenza in Northern Italy. Early in life he began a study of architecture and not many years later completed four volumes of a work called “Treatise on Architecture.” In Volume III he shows four different applications of the truss system to bridge building. From one of his designs he built a bridge with a 108 foot span over the Cismone near Bassano.

Then Palladio and his book were forgotten for 200 years until a revival of this type of architecture swept England.

Inevitably an English translation of Palladio’s book was read and remembered by an American—Timothy Palmer. Timothy had been apprenticed to a ship and millwright and hence the family tree of the American covered bridge contains the skill and practical know-how of the shipbuilders.

The first bridge at Augusta across the Kennebec was a Timothy Palmer design—an open structure put up by a private company when Maine was still a district of Massachusetts. The covered bridge which replaced it is thought to be the first of its kind in the state (built in 1819).

There are many stories about Maine’s covered bridges. For example, the time the Ticonic Toll Bridge at Waterville floated off its abutments and started down the Kennebec. Word of the event was flashed by telegraph to Augusta and officials of the Capitol city, worried about what would happen when the derelict hit their own bridge, started up the Kennebec in a chartered train with a gang of workmen armed with ropes and grappling irons. Luckily, the bridge struck a snag in Vassalboro and got hung up. The crew of men roped her in and backed her more securely into a quiet bend in the river to sit out the flood.



SHINGLING ROBYVILLE BRIDGE to restore it, as near as possible, to its original appearance. Of the ten covered bridges in Maine this is the only structure with shingled sides.

There’s the time a film company blew up one of the old time bridges for an exciting scene in a movie. On November 3, 1921, the Union Falls Bridge between Buxton and Dayton was sacrificed to the new bumptious art of film making. Sixteen sticks of dynamite broke the back of the old bridge and she crashed into the river where stagehands soaked her with gasoline and set her afire. One more wooden bridge to go up in a blaze of glory, only this time immortalized in a silent movie.

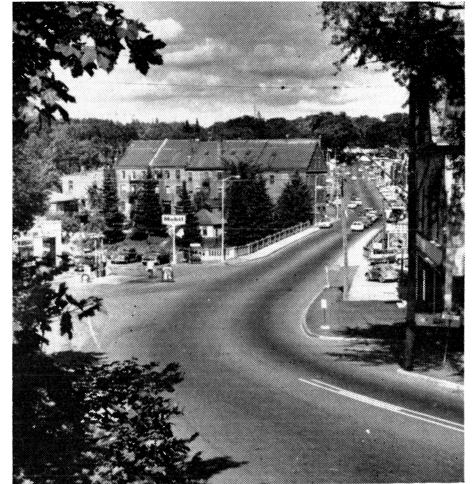
If you’re a covered bridge fan and do a little getting around “collecting,” sooner or later you’ll hear the yarn that General Robert E. Lee designed a covered bridge in northern Maine. There’s no truth to the story, but it may be that the rumor got started because another rumor has it that Lieutenant Jefferson Davis, while on duty with the U. S. Army Topographical Engineers supervised the erection of a long covered bridge at Mat-tawamkeag. Research has exploded this myth as well as the Lee story.

Actually Maine has only a few covered bridges left and it’s a good thing the wheels have begun to turn to save them. In the whole country there are over 1500 covered bridges, 80% of them outside of New England. They’re an antique that is becoming more valuable as the years pass.

Yes, there’s something about a covered bridge. Some people see them as symbols of the quiet and simplicity of another day. Some people think of them as heirlooms. Some people don’t give a darn one way or another, of course. But most agree they’re kind of nice to have around and certainly worth saving.

To inform the public the SHC publishes an attractive pamphlet with the complete story of Maine’s remaining covered bridges. Complete with pictures of the venerable structures this publication is a “must” for all those interested in this particular phase of Maine’s past.

**YOU NAME IT
AND YOU CAN HAVE IT**



CAN YOU NAME IT? If you can and send us a card with the earliest post-mark, we will send you an 8 x 10 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 4 looking easterly toward Rangeley Village and lake. The winner was George C. Hamlin, Rangeley, Maine.

EDWARD W. COTTLE

Highway Department employees were saddened to learn of the death of Edward Cottle, 52, on September 29, 1958.

He was born at Ellsworth, June 4, 1906, son of Albert and Mary Wood Cottle.

He joined the Highway Department in June of 1927 and was promoted to district supervisor in 1945 and was named division superintendent of Maintenance in 1949.

He was a member of the Lygonia Lodge, A.F. and A.M., the Acadia Chapter and the Banquefort Commandery, all of Ellsworth, and the Anah Temple Shrine of Bangor. He attended the Ellsworth Congregational Church.

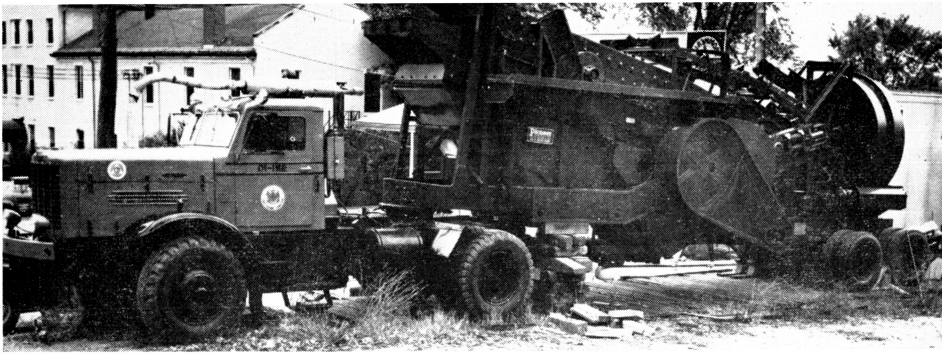
Surviving besides his parents are his wife, Dorothy; one son, Robert; one daughter, Mrs. Ralph Carter; and four grandchildren, all of Ellsworth Falls.

Bearers were Page Johnson, Jay Hubbard, Reginald Johnson, Leon Chamberlain, Lester Jordan and Casper Sargent.

Interment was in Woodbine Cemetery in Ellsworth.



SAFE WORKERS in Supervisor Millard Leary’s district in Division 6 gather at Vallee’s Steak House in Portland to celebrate with a safety award dinner for completing a year without a lost-time accident. In first row: Thomas Legere, Aime Roberge, Elmer Nugent, John R. Robertson, John U. Robertson, Fred Keene, Harold Shuffelburg, Dana Campbell, Ellsworth Bridges, Charles Row, Charles Varney; Second row: Donald Hersey, Leon Plummer, Joseph Brim, J. P. Hathaway, Harold Sargent, Roy Brewer, Herman Campbell, William Mitchell, Millard Leary, John Powers. Back row: Ralph Peters, George Adams, Donald Thorne, Elbridge York, George Purvis, Robert Maurice, Ernest Austin, Horace Whipple, Lester Bridges, and Everett Skilling.



NEW CRUSHING PLANT bought by Motor Transport Division arrives at Hallowell freight yard. Big Pioneer crusher has 10 by 36 inch jaws and 40 by 22 inch rollers. It will be used primarily for maintenance work. It will be located in a gravel pit at Clinton, where in the next few weeks it will undergo a test run to check its performance and adjust it for future use.

AROUND THE AUGUSTA OFFICE

MAIN OFFICE

Gertrude Lunt

The Members of the State Highway Commission attended Joint Board Hearings in Piscataquis and Penobscot Counties on September 16, 1958; in Aroostook County on September 18th and 19th; in Hancock County on September 23rd; in Bangor on September 26th; and in Winslow on October 1, 1958.

David H. Stevens, Chairman, and Vaughan M. Daggett, Chief Engineer, attended a meeting of the Interstate Bridge Authority in Portsmouth, New Hampshire, on September 22, 1958.

David H. Stevens, Chairman, and Perry S. Furbush, Member, State Highway Commission, accompanied by Vaughan M. Daggett, Chief Engineer, attended a bridge hearing in Palmyra on October 3, 1958.

MAINTENANCE

Georgianna Patten

Mr. and Mrs. William Pinette (Ivy) have recently returned from a vacation spent in Washington, D. C., Detroit, Michigan, and New York. They made the trip by plane, and report a most enjoyable time.

Celebrations of birthdays and anniversaries are going on in Highway Maintenance. Our "Genial Herbie" is now (39) and Miss Alice Flurey has added another year, now being in the OLDSTERS class, (18) that is.

Our Maintenance Engineer, Mr. Vickery, is the latest addition to our list of young looking Grandfathers, (daughter Gretchen has a baby boy).

Squire Dority has returned after a vacation spent in Boston and the White Mountains.

Your correspondent had a very pleasant trip recently, visiting in North Conway, and many little side trips.

ACCOUNTING

Irene Marsden

Betty Small and her family are extended our sympathy in the death of Betty's father, September 26.

A new member of the Accounting office is Linwood Dutton. He is an Augusta native, a Yankee fan (very definitely), single, and more than that we do not know . . . yet.

Dorothea Johnson has a new grandson.

Eva Enman left recently for Prince Edward Isle, for two weeks' vacation. She mailed a card to her family from the ferry, going over to the island.

Morris Allen took a long week-end and another fishing trip; the Marsdens went to Cape Cod to see how it looked in autumn colors and found summer still on down there; Charlene MacWhinnie climbed Mount Katahdin, again, along with her fellow campers.

George Smith was called from the office when his wife had one of those home-accidents, recently. Mrs. Smith connected with a smashed milk bottle and nearly severed her arm. She is still recuperating, but is managing nicely with the combined efforts of the family. Having a year old boy to care for, and another boy in school, has complicated things for her and we certainly hope her arm mends as good as new.

Eddie Albling's father and mother left recently for a vacation trip to California. Ed made a quick trip to Portland to see them off.

George Murphy has been scurrying all over Maine trying to get all the Safety Award dinners over before snow flies.

PLANNING

Frances Lishness

Oscar Crockett attended a Forest Highway System conference at Concord, New Hampshire, on September 17th. He was accompanied by Ray Pomeroy of the Bureau of Public Roads. This conference was in connection with National Forest Roads. The Bureau of Public Roads, U. S. Forest Service, the States of Maine, New Hampshire and Vermont were represented at this meeting.

Mr. and Mrs. Delmont Meader have been on vacation, part of which they spent in Canada and Niagara Falls.

The Robert Gilcreasts are parents of a baby daughter, born September 22nd. The young lady rejoices in the very stately name of Victoria Ellen.

Your correspondent had a recent vacation and spent part of it in Schenectady, New York.

Robert Moyes has recently returned from a fishing trip in Blissfield, New Brunswick.

Marilyn Hicks of Freeport has joined the staff in the Planning Division and is working on "Road Life."

Harold Wood (Woody) has finished painting his house. Woody has made this his project for all his spare time, Saturdays and holidays.

Carlisle Lincoln has returned from a few days' vacation, most of which he used to complete the community project near his home upon which he has been working.

Lloyd Dunn made a week end visit in Boston, October 11th.

The Planning and Traffic Division of the Maine State Highway Commission acted as host to the Planning Divisions of all the other New England States and New York and New Jersey, on October 8th and 9th.

FEDERAL AID PRIMARY

Nellie Chase

Bob Furber attended the AASHO Design meeting at Bear Mt. Inn, Bear Mt. State Park, New York on October 1st and 2nd.

The following Engineering Aides have left our employ and have returned to college: Donald Additon, Raymond Baker, Raymond Collins, Robert Gaboury, Arthur Johnson, James Johnson, Bertrand Lambert, Hollis Letteney, Ronald Mitchell, Gedeon Picher, Frederick Pierce and David Sweet.

Frank Linnell and Richard Buxton have recently come to work for this Department.

Peter Oakes is now working for us. He has been out on military leave.

The following Engineering Aides are being temporarily employed: James Bizer, James Calnan, Jr., Henry Eckman, Leighton Gardner, Benjamin Merrick and David Thorne.

Moan Libby is much better now and is back working half days for a while.

The Drafting Room Boys recently enjoyed the World Series games.

Mr. and Mrs. Vinton Savage, Sr., have recently purchased the house formerly owned by the late Dr. Tyson located in East Winthrop adjacent to the Augusta Country Club Golf Course. They expect to move in about November 1st. The State Highway Department wishes you much happiness in your new home.

RIGHT OF WAY

Charlotte Blumenthal

Carol Thomas recently enjoyed a week's vacation, as did Bill Brush. Bill is still working on his house.

John E. Lord, Jr., and Barbara Hamlin of Sebago were married October 4th at the Congregational Church in Sebago. The newlyweds are now settled in their home in Readfield after a short motor trip through the New England States.

Mr. and Mrs. Ronald M. Roy, Waterville, Maine, are lullabying Denise Marie who was born September 27th at the Sisters' Hospital, weighing in at 7 lbs., 10½ oz.

Mr. and Mrs. Everett L. Giles, Brunswick, Maine, are the parents of a boy born October 9th. Weight 5½ lbs. They also have two other children, a girl and a boy. Watch out, boys.

Mr. and Mrs. William E. Bradford recently spent two weeks in Bend, Oregon visiting their son-in-law and daughter, Mr. and Mrs. A. Temple Bowen. We all agree it was a well deserved vacation for Brad.

TRAFFIC

Eleanor King

Ralph Sawyer and Dick Luettich recently attended an ITE sponsored seminar on free-way operation, which was held in Northampton, Massachusetts.

Our paint crew just isn't the same these days. P. J. (Huntington) our son-of-a-gun-of-a-gunner is on sick leave with a painful back injury. We are all very sorry and hope it won't be long before he is completely well and back on the job again.

Dick, Joyce and Ricky Luettich left around October 18th for Champaign, Illinois where both Dick and Joyce attended the University of Illinois. They visited with Dick's family in Oswego, Illinois and were on deck for Home-Coming Weekend at the University.

FEDERAL AID SECONDARY

Wesley Chute

"Bob" and "Bee" Croswell have had their share of hard luck these past few years. Bee has undergone an operation at a Boston Hospital and Bob is in the same hospital undergoing tests.

This department acquired 3 new members in October. Mr. Theodore M. Stone as Construction Superintendent working with Gordon Hunter on landscaping along our highways. Mr. Stone came out of the Marine Corps as Captain and is now a Major with the reserves in this area. Ted graduated from the University of Maine with a Bachelor of Science Degree in Horticulture class of '42. His previous employment was with Soil Conservation Service, U.S.D.A., Kennebec County, 12 years. Welcome aboard.

Mr. Leroy Lambert of Rumford as E. A. # 1 and Mr. James P. Christensen of Gardiner as E. A. #1. Both hired as project workers.

Carmen Cyr says she can tell the difference between soap rash and measles?!

I have heard stories about the ice man—until electric refrigerators came along. And then there is the insurance man, milkman and the meter readers—, but I never heard of keeping a well driller working all summer and fall—unless of course he's drilling for oil to keep the car from running out of gas on these country roads on the way to work, or on Bridge Street Hill on October 10th. With many women drivers like Alix there will soon be filling stations on every corner. Don't laugh, Carmen—you're supposed to close car doors with one hand on the handle and not have the other on the door jamb.

According to a recent survey all girls who change from pounding a conventional typewriter to the delicate touch of the new electric models should drop 450 calories from their daily diet—because that is the difference in energy needed to pound the old typewriter—what will they think of next?!!?

"Chet" Worthylake just spent two weeks' vacation with his son and family in Detroit, Michigan. They had good weather all the way.

What a lot of long faces around the office since the "Yankees" beat the "Braves." I think a walk in the woods on a frosty morn to bag a few pheasant will put them back in shape again. If the birds don't, the deer will.

BRIDGE

Burleigh Boyd

Walter Verrill has moved into his new house on Fairview Avenue.

Courtney Porter was married October 7th and has returned from his honeymoon in Canada.

Norman Jose is back to work.

Friends will be glad to know that Dot Theriault's husband is recovering nicely from his recent illness.

Charles Allen has left us to winter in Florida; we expect him back with the robins next spring.

Harold B. Welch and Loring T. Sanborn have concluded their seasonal duties as drawtenders at Naples Bay Bridge and Songo Lock Bridge. They will return in the spring.

The Beals Island Bridge is doing better than was expected. Eight thousand, one hundred and seventy-two (8,172) cars used this bridge between August 8th and October 7th.

Of the ten bridge structures on the Augusta-Waterville section of the Interstate Highway, one is completed; six are under construction; two will be started in November and one will be started in the spring.

MOTOR TRANSPORT

Clarence Madden

The Ellsworth Garage crew had another free supper at the Hancock House, Ellsworth, September 17; the occasion was no lost time accidents during the year. Included in the group were Page Johnson, Division Engineer; Jay Hubbard, Supervisor; and his patrol crews. Kenneth Purvis is foreman of this garage.

Robert Mitton entered a Portland hospital for surgery. We have received later word that his operation was successful and he is expected back on the job within a short time.

Lloyd Sykes, Scarborough, was genuinely surprised September 18 when Bill Murphy presented him with a birthday cake with 35 candles on it. All the boys enjoyed the party of cake and coke. Millard Purvis and Erlon Marean have shiny new cars. Millard, a 1959 Plymouth Suburban; Erlon, a two tone blue Chevie.

Nancy Jane Clark was born September 21 to Mr. and Mrs. Arthur Clark, Oakland. Mrs. Clark is the former Eleanor Wentzel, daughter of Roy and Ethel Wentzel. This is the Wentzel's seventh grandchild.

Raymond Small has left the garage at the good young age of 65. Asked what he intended to do now, Ray told this reporter—"I'm going to buy a boat and go lobster fishing, by golly. I've always wanted to and couldn't, now I'm going to. Another thing, my wife and I are going to every dance for miles around." More power to you, Ray. We all enjoyed you while you were here. Ray was presented a purse of money from the boys.

Irene Hayden has left our employ. She plans to be married later this month, and after her wedding trip will reside in Madison. She will have employment as a clerk stenographer at the Skowhegan Women's Reformatory. Kay Laster of Winthrop has been employed to take her place.

Glen Haskell has been employed on a project in the office and stockroom.

We note from the Kennebec Journal that Bernard Thyng was elected Master of the Richmond Grange. "Congratulations!"

Arthur Moulton, who has been feeling miserable, is back on the job. The Portland doctors found the trouble and Arthur is really on the mend.

Alfred Blanchette is at the Togus hospital suffering from another heart attack.

NEWS FROM THE DIVISIONS

DIVISION 2—Machias

Eleanor Garnett

Mr. and Mrs. James E. Ackley of East Machias are the proud parents of a boy, James E., Jr., born September 12th, weighing 8 lbs., 4 ozs. Congratulations!

Vance E. Merritt, son of Alfred Merritt, was married to Ardene M. Ayers at Columbia on September 13th.

Supervisor and Mrs. Minden Perkins celebrated their 25th wedding anniversary on September 30th. Congratulations!

Hollis Schoppee, Minden Perkins, and Roland Schoppee's crews were honored at a safety supper held in Machias September 16th. Dale Worcester of the Bridge Division also attended. Ernest Mushroe and Clyde Gray's crews and Myron Peaslee of Motor Transport were honored at Princeton on September 15th. Safety Director George Murphy attended the suppers.

Clyde Gray of Baring has a new 1958 Ford and Benjamin Flaherty of Columbia Falls a 1958 Plymouth.

Mr. and Mrs. Shirley Guptill of Wesley enjoyed a vacation visiting relatives in Easton, Pennsylvania.

Harry Manchester and Clyde Manchester of Machias recently enjoyed vacations. Others who have enjoyed vacations are Clyde Gray, Ira Perkins and Glenister Brown.

Sympathy is extended to the family of Division Supervisor Edward Cottle in their recent bereavement.

DIVISION 3—Bangor

Reita Townsend

Sorry we missed the August issue. Time just got by us.

Rosamond McIntosh left this office September 12th and has moved to Sanford where her husband has employment with Pioneer Plastics. Hope they like their new home.

Joan Glynn has come to work in this office after being employed in the Department of Agriculture in Augusta.

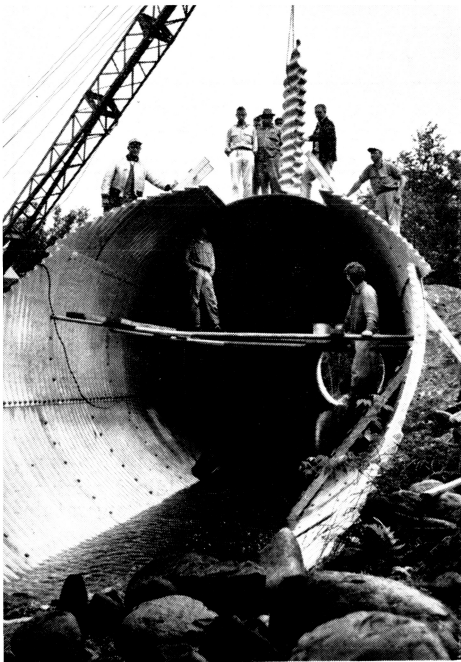
One of our ex-bachelors has joined the ranks. Albert Bishop was married in August at a beautiful wedding in Old Town. Norma was a very pretty bride, and Al was a very nervous groom.

Mary Leighton left a note on the desk one noon about S. A. #5 in Old Lemon. I think she meant Olamon.

September 3rd, we had telephone calls and excited people coming in to the of-

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GIANT PIPE 14 feet in diameter at Parkman carries Center Stream under Route 150. Pipe is made up of 191 pieces of structural steel plate, weighs 54 tons, and took 15 kegs of nuts and bolts to fasten together. The 178 foot pipe cost over \$20,000 and takes the place of Pingree's Bridge at this point. Project corrects bad curve in this location and is .398 of a mile long. Plans call for a roadway 20 feet wide of bituminous treated gravel with 4 foot shoulders. Roger L. Mallar was the resident engineer; the contractor was the Ross Construction Co., Inc., at a total estimated cost of \$87,600.

rice to tell us our radio tower had toppled off the roof and was hanging over the sidewalk.

We want to congratulate Fred Mitchell, even if we are late, on his new 8 lb. daughter, born September 4, 1958.

As many years as James A. Fleming has been in this business we don't know just what he meant when he called in the other day "33-Milo-10-7-Derby 1/2 hour."

Lost my bet on the series to Mel Roberts. Really think Mel earned it after those first games. Someday someone will beat those Yankees.

Norman Ogden, Philip Robertson, George Melia, William McKinley became permanent since our last news items.

Paul Byard and family had a nice trip up through the mountains recently.

Don't see much of the engineers anymore, but they'll get driven in pretty quick if this cold weather keeps up.

Glad to report Kenny Philbrook passed his Engineer Aide II test and that Mary Leighton passed her Clerk Typist II test.

Harvey Herring was the winner of the picture in last month's issue. S. B. Dickson saw the picture he received and says it's very pretty. Mrs. S. B. Dickson and their daughter have been enjoying a trip to New York City, and were fortunate enough to get tickets to the Series.

Just heard Kenny Philbrook has traded cars. Still sticking to Pontiacs even if the last one did stop on him quite often.

John Foster has returned to the fold after being with Uncle Sam for two weeks.

Next time anyone sees Lloyd Roberts they should ask him how the fireplace is burning.

Our sympathy to Jay Robbins in the loss of his sister. She had been ill for quite some time.

DIVISION 4—Waterville

Theresa Lacombe

On September 27th Thomas Dwyer married Helen Sanipas. They are now making their home at The Forks.

Mr. Butler, retired supervisor, recently paid us a visit.

Mr. Herbert Taylor, Patrolman, has returned to work after being out two months on a leave of absence.

Arthur Spencer spent a week's vacation visiting his son in Vermont.

Wilson Manning and Lewis Munster have been on sick leave for the past two weeks; they both received injuries while doing maintenance work.

Dan Foley recently spent a weekend in Presque Isle. During his stay in Presque Isle, Dan went potato picking and brought home a bushel of potatoes.

Ronald Nelson and his wife took a motor trip to Bethel where they visited Mr. and Mrs. Harold Beane and his sister and husband, Mr. and Mrs. Libby.

Mr. B. Caverly, District Supervisor in Rockland, was a recent visitor in the Waterville Division Office.

DIVISION 6—Portland

Eleanor C. Campbell

This is a feeble attempt to fill the serviceable shoes of our regular correspondent, Beverly Cox, who is recuperating from an operation. We are pleased to report that Beverly is doing so well that she plans to return to her desk shortly.

Mr. Fred Robinson is now a man of leisure, having retired from State Service this month. We miss his pleasing personality and hope that he will continue to drop into the office when he goes South; South of Portland, that is. Mr. Ray Wilson is acting Supervisor.

October is a big month for this Division. Mr. Hearn celebrated twice, once for his birthday and once for his anni-

versary. He has survived both very happily in the short space of time involved.

Dorothy Howe celebrated her birthday recently and since she has to have them, we all wished her many, many more of them. She was so busy keeping a weather eye out for Jack Frost and her lovely flower garden that it kind of sneaked up on her but Mr. Hearn was kind (?) enough to remind her of this eventful occasion.

One would not guess it but Dorothy DeLany is an ardent baseball fan. Today, October 10th, is rather a quiet one for her as all her hopes were pinned on the Braves, to the extent that if one had any loose change on one, she would have covered it. I, for one, had to pass it up since I was pondering on taking the "Poor Debtor's Oath" and maybe I wasn't alone in this. We had faith but not fortune in the Yankees; however, we did extend our condolences to her. There is always next year, Dottie.

Mr. Greenleaf and Mr. Hearn have been feasting on Nature's gifts to the sharpshooters, since the open season on birds arrived. Mr. Mert Brackett, as I hear it, and to the present time of writing, has been getting his proteins from the neighborhood market the same as you and I.

Frank Pagurko is a busy man these days trying to make everyone happy in the Bridge Department until Arnold Eames is able to be back on his job.

Mr. Leary came into the office without his usual stance. He tells a likely story which goes something like this—he was reaching down to pick something up and instead of picking that something up, he dropped a stitch. We surmise this is a mistaken version of the incident; we seriously suspect private lessons on the Hula Hoop. Whatever the cause, he is, now, able to stand erect.

These juicy tidbits, I hope, will suffice for now, at least until Reporter Cox takes command again.

DIVISION 7—Rumford

Kathryn Dickson

Frank McLay's wife has been ill at a Boston hospital but is now at home convalescing. She has our best wishes for a quick recovery.

Rose Gaccetta and husband Danny recently celebrated their 14th Wedding Anniversary.

If you ever come across Red Jenkins, ask him about the time he drove across that fellow's newly planted field at Albany.

Red Jenkins and Frank Landers celebrated their birthdays October 14th.

Donald McKeen left for a 4 week trip to California to pick up his son who is coming home from overseas duty with the Army. He plans to visit Mexico, Acapulco, no less, and other states in the west and south on the way home.