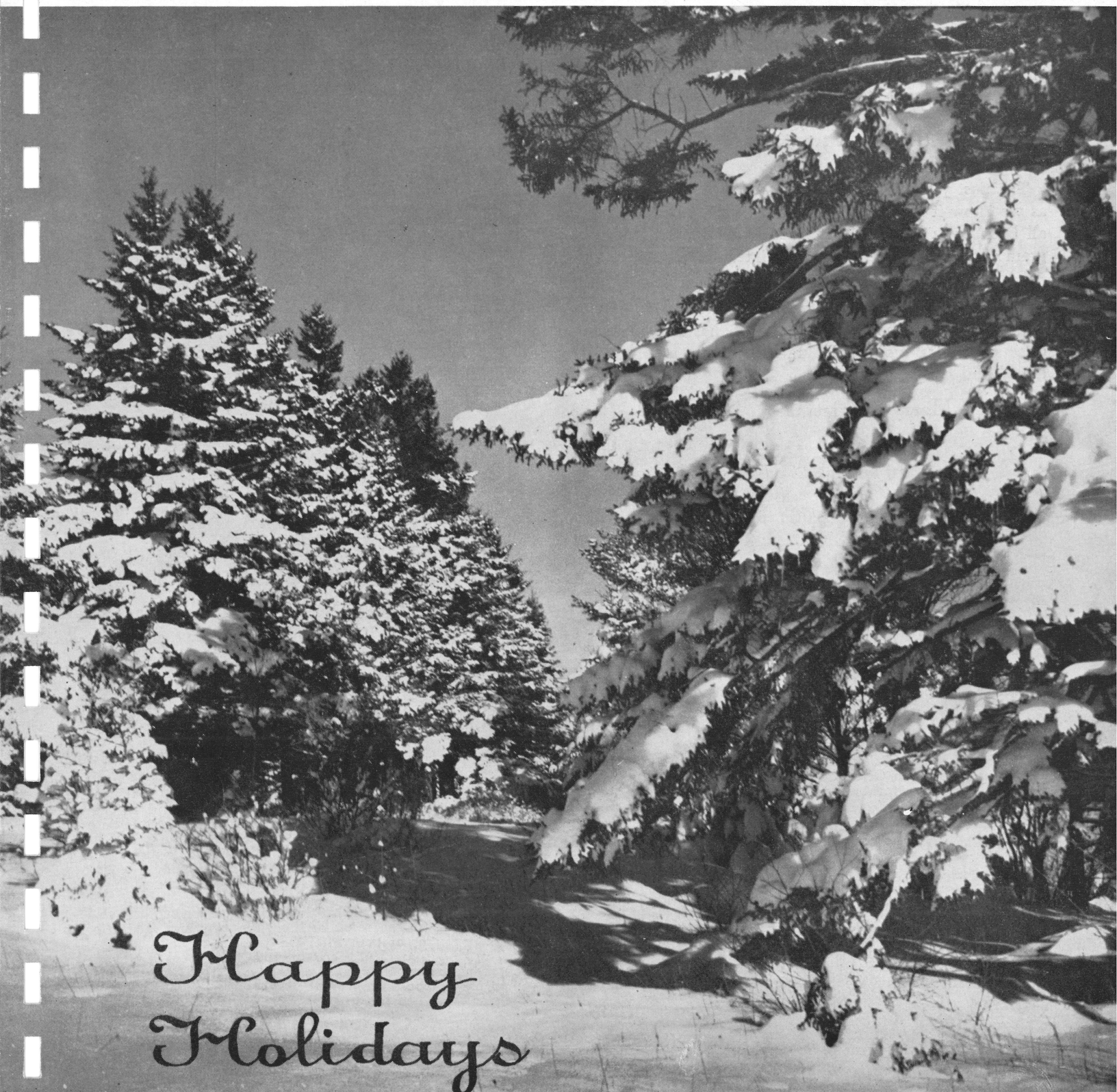


Maine

Highway News

DECEMBER, 1958



Happy
Holidays

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.

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Volume 1 DECEMBER, 1958 Number 14

Holiday Greetings

It seems like only a short time ago to the Holiday Season of 1957.

The past year has passed quickly for the Commission as we know it has for every employee because we have all been extra busy with the accelerated highway program and the ever-demanding maintenance activities.

As we pause at this special season of the year your State Highway Commission would like to say to each and everyone in the Department who has helped produce this extra work, "Congratulations on a job well done," and a sincere wish for

A Very Merry Christmas

and A Happy New Year

DAVID H. STEVENS, *Chairman*

PERRY S. FURBUSH, *Member*

R. LEON WILLIAMS, *Member*

RETIREMENTS

FRED L. ROBINSON, Cumberland Center, District Supervisor in Division 6, retired on October 6th at the age of 67. Fred started with the Department as a Patrolman in May, 1918, was promoted to Foreman in 1926 and to District Supervisor in 1946.

RANSOM HARTLEY, Augusta, Mechanical Stores Clerk I in the Motor Transport Division, retired on October 17 at the age of 56. Ransom started work in June, 1923 as a truck driver, was promoted to Mechanic in 1941 and to Mechanical Stores Clerk I in 1952.

CHARLES F. HATCH, Burlington, Highway Patrolman in Division 3, retired on October 31 at the age of 69. Charles had been with the department since April, 1944 employed as a highway patrolman.

OBITUARIES

FRANCOIS ALBERT LAJOIE, 43, died Sunday morning, November 9, 1958, at his work as toll taker on Augusta Memorial Bridge.

He was born December 11, 1914 in Augusta, the son of Joseph M. and Marie N. Proulx Lajoie.

Mr. Lajoie started work as a toll collector in Augusta in June 1956. Funeral services were held from St. Augustine's Catholic Church.

RECENT CONTRACT AWARDS

OCTOBER 15, 1958

EDDINGTON—CLEWLEYVILLE ROAD BRIDGE—S.P. No. 5757
Emery J. Lee, Medway, Maine—\$8,173.50
Carlton Wiswell, Resident Engineer
SHAPLEIGH-ACTON-RODGERS BRIDGE—S.P. No. 3958
R. Pepin & Sons, Sanford, Maine—\$20,345.14
Arnold R. Cutting, Resident Engineer
AMHERST—ROUTE 9—F.A.S. No. DS-0281(3)
1.061 Mile Bituminous Gravel Road
H. E. Sargent, Inc., Stillwater, Maine—\$90,290.70
William F. Boss, Resident Engineer

OCTOBER 22, 1958

RUMFORD—U. S. ROUTE 2—F.A.P. No. DF-025-1(7)
0.459 Mile Bituminous Concrete Road
W. H. Hinman, Inc., North Anson, Maine—\$140,656.90
Dick Fallon, Resident Engineer
FRYEBURG—U. S. ROUTE 302—F.A.P. No. DF-014-1(8)
1.577 Miles Bituminous Concrete Road
Frank Rossi, Gardiner, Maine—\$114,985.50
Ervin Maynard, Resident Engineer

OCTOBER 29, 1958

PALMYRA—INDIAN STREAM BRIDGE—S.P. No. 5767
Norman E. Jackson, Inc., Pittsfield, Maine—\$32,383.50
Philip Wentzel, Resident Engineer
ALFRED—MIDDLE BRANCH RIVER BRIDGE—S.P. No. 5753
Lucien Bourque, Biddeford, Maine—\$14,507.10
Arnold R. Cutting, Resident Engineer
FALMOUTH—U. S. ROUTE 1—F.A.P. No. I-295-3(6)
0.284 Miles Grading, Drainage and Base Project and 1 Bridge
Frank Rossi, Gardiner, Maine—\$351,115.35
Fay Spofford & Thorndike, Resident Engineer
WATERVILLE-OAKLAND—INTERSTATE—F.A.P. No. I-95-6(18)
1.297 Miles Grading, Drainage and Base Project and 1 Bridge
Seaboard Engineering Co., Inc., Portland, Maine—\$805,399.14
Clarkeon Engineering Co., Resident Engineer

NOVEMBER 5, 1958

WATERVILLE — INTERSTATE OVER MCRR AND COUNTY ROAD —
P. No. I-95-6(23)123—PART 1
Callahan Brothers, Inc., Mechanic Falls, Maine—\$246,272.50
Clarkeon Engineering Company, Resident Engineer
WATERVILLE—INTERSTATE OVER MAIN STREET—P. No. I-95-6(24)124
Callahan Brothers, Inc., Mechanic Falls, Maine—\$209,499.50
Clarkeon Engineering Company, Resident Engineer
WATERVILLE—INTERSTATE—F.A.P. No. I-95-6(20)123
0.420 Mile Grading, Drainage and Base
Wyman & Simpson, Inc., Augusta, Maine—\$406,986.00
Clarkeon Engineering Company, Resident Engineer
SACO—U. S. ROUTE 1—F.A.P. No. DF-01-1(14)
2.552 Miles Bituminous Concrete Road
W. H. Hinman, Inc., North Anson, Maine—\$348,400.40
George Luce, Resident Engineer
SACO—ROUTE 98—F.A.P. No. DF-09-1(1)
0.459 Mile Bituminous Concrete Road
L. R. Higgins, Inc., West Scarborough, Maine—\$47,060.68
George Luce, Resident Engineer

NOVEMBER 12, 1958

PORTLAND-FALMOUTH—INTERSTATE—F.A.P. No. I-295-3(3)
2.141 Miles Grading and Drainage and 1 Bridge
W. H. Hinman, Inc., North Anson, Maine—\$1,789,014.50
Fay Spofford & Thorndike, Resident Engineer
CONNOR—U. S. ROUTE 1—F.A.P. No. F-050-2(3)
1.193 Miles Bituminous Concrete Road and 1 Bridge
A. P. Wyman, Inc., Waterville, Maine—\$360,847.00
Francis A. LeBlanc, Resident Engineer
RICHMOND—U. S. ROUTE 201—F.A.P. No. DF-01-2(5)
1.027 Miles Bituminous Concrete Road
Burnham Brothers, Inc., Naples, Maine—\$101,994.00
Jack Brown, Resident Engineer
AUGUSTA—U. S. ROUTE 201—F.A.P. No. DF-01-2(4)
0.822 Mile Bituminous Concrete Road
Lee Brothers, Albion, Maine—\$233,786.50
R. Stanley McDonald, Resident Engineer

MORE CARE, FEWER ACCIDENTS

An Administrative Bulletin from Chairman David H. Stevens asks all drivers of State Highway Commission vehicles to be extra careful while driving during the winter months.

It has already been reported publicly that if motor vehicle accidents involving State of Maine vehicles continue to increase the State may have trouble finding an insurer to take on the liability insurance for such vehicles.

Mr. Stevens has found that the accidents involving SHC vehicles many times are the result of thoughtlessness and failure to use ordinary caution on the part of the driver.

This kind of accident is certainly the easiest kind to prevent. By observing the ordinary rules of safety accidents can be avoided most of the time.

Slow down and live to enjoy more Holiday Seasons!

FROM ROCKS TO POLISHED GEMS

Recently when Helen Landers, wife of Frank Landers, Division Engineer at Rumford, started a catalogue of their mineral collection, she jotted down 135 names and she was just getting started. Which gives just a sketchy idea of the extent of their collection.

Frank and Helen got the rock hound "bug" about seven years ago when they moved to the Rumford area. Frank says he had brought home a good looking rock once in a while before this just because he liked their looks, but Helen in tidying up around the house would sweep it out eventually.

Catch her doing anything like that today.

Helen says frankly that she thinks the rock hound fever is nine tenths greed, because what she would really like to do is own every mineral in Maine, and then some. She says once they get on the trail of a specimen they don't have in the collection it's like a cloak and dagger story with all the suspense and thrills of a manhunt until they track it down.



THE FACETING MACHINE which must be re-set for each facet of the gem and tended to keep grinding surface dampened. To facet a garnet, for example, might take as much as eight hours. On the table in front of Frank Landers are samples of garnet and tourmaline (the small dark objects); the largest plastic container holds chunks of rose quartz; the large stone by the lamp shows pyrite crystals in a matrix of chalcite.

Proof that this is recognized as a universal trait amongst the members of the rock clan cropped up the other day in a soils report in the Secondary Division concerning findings in the Falls Hill area in Rumford where a project will widen U. S. Route 2. The report conjectured that it was possible that several cuts along this section might open up a pegmatite (a coarse textured rock usually bearing minerals). If so, the report states drily, the slopes will be "flattened" by eager mineral collectors. A newly initiated collector who saw the report says that he thinks provisions for rock-hounds should be written into future construction contracts just as the item about fossils and Indian relics is included now.

As Frank and Helen Landers acquired their collection they began to get in-

terested in their mineral specimens that had "gem" quality. This led to buying cutting and grinding machinery. After they had gone this far there was no reason to hold back so they bought a faceting machine.

Today Frank and Helen have a fine large collection of minerals and a large handsome collection of cut and polished stones. To learn the art of the lapidary Helen studied with Raymond Deane who is Stanley Perham's cutter (Perham is the gentleman who has the mineral store in West Paris, and has been promoting Maine gems for years). After Helen picked up the skill necessary to translate a mineral specimen into a handsome gem she taught Frank what she had learned.

The first gem, says Helen, was the hardest to do because she was so afraid it would crack.

First she sawed out the piece that was most attractive, then she shaped it on the grinding wheels. When she fixed it to a dop stick she ground it and sanded it more until it began to assume the lozenge shape of the cabochon cut. Further polishing was done with cerium oxide powder and jade powder.

Day after day Helen worked on her chunk of smoky quartz until a final last polishing made it gleam as much as it ever would.

It had taken her three months.

Frank had a heart breaking experience with a piece of rose quartz. After spend-



PART OF THE LANDERS' COLLECTION of finished gems. Largest case in foreground contains pendants with stones ground into large cabochon cut grooved around the outside edge and held by a twist of gold wire. Helen Landers holds smaller case with handsome polished un-set gems — topaz, tourmaline, beryl, bloodstone, agate, lazulite, garnet just to mention a few of their names. Chest contains pins and rings set with gems including Helen's prize project — four faceted opals.



WINTER PROJECT. Helen Landers shows Frank how she is going to saw pieces of Japanese jadeite for gems for bracelet, earrings and pin. Finished stones will be set in Italian filigree of silver. Behind the Landers is just one of the many cabinets containing their mineral collections.

ing about 20 hours cutting and polishing the handsome bit, it suddenly cracked internally.

But that's part of the adventure. Both Frank and Helen are now confirmed addicts in the world of minerals and gems, and their collections have grown to important dimensions. It took years to accomplish, and both say it was fun all the way.

Of course the Landers couldn't live in a better part of the state (in the world, actually) to collect minerals. It is said by experts that Oxford County, Maine, has a greater variety than any area of its size in the world. In southwestern Maine 200 varieties of minerals and gemstones are found. And it's a fact that collectors from everywhere come to Maine (or trade with Maine collectors) to round out their collections.

Generally the way rock-hounds keep in touch with each other and trade specimens is to join a club. The Landers, for example, belong to the Oxford County Gem and Mineral Association, the Eastern Federation of Mineralogical and Lapidary Societies and others. A new club was formed recently in Winthrop called the Kennebec Rocks and Minerals Club, Incorporated. Already it has 40 members (Merrill "Moan" Libby, engineer in the Primary Division, for example, who got the rock-hound bug two years ago). Other Highway rock-hounds include, Ray Woodman, Maurice Fournier, Phil Mollicone and Roy Wentzel.

The beginning mineral collector could profit from researching the subject a bit before he ventures into the field. He could look over Jean Blakemore's book **GEMS AND MINERALS**; he might bone up a little on identification and classification of minerals from Pough's **A FIELD GUIDE TO ROCKS AND MINERALS**—then he might talk to a few veteran mineral hunters (he'll find them second to baseball enthusiasts in volubility and interest in details).

BIG ROAD TEST IN FULL SWING

Between Ottawa and LaSalle, Illinois, about 80 miles southwest of Chicago, a fleet of trucks are going around and around loops of brand new highway, 18 hours a day, six days a week.

This dizzying performance, which will roar on for two years, is known as the AASHO ROAD TEST, named for its chief sponsoring organization, the American Association of State Highway Officials. The test is administered by the Highway Research Board of the National Academy of Sciences — National Research Council.

The purpose of the test is "the study of the behavior of pavements of known thickness under moving loads of known magnitude and frequency."

The Congress of the United States has specifically requested that data from the test be included in studies now under way to determine the "maximum desirable dimensions and weights of vehicles to be operated on the Federal-Aid Highway Systems, including the Interstate System . . ." and to determine "an equitable distribution of the tax burden among the various classes of persons using the Federal-Aid Highways or otherwise deriving benefits from such highways . . ."

The facilities for the test now under way consist of six test loops built with 836 separate sections of pavement of widely varied thicknesses. Half of the pavement in these loops will be Portland cement concrete, half asphaltic concrete.

Ten lanes in five loops will be subjected to truck traffic with axle loads ranging from 2,000 to 48,000 pounds 18 hours a day, six days a week for two years. A system of electronic instruments will help record the behavior of the pavements under this traffic.

The sixth loop will carry no test traffic. It will be used for strain and warping tests and to evaluate the effect of weather on the pavements.

The AASHO ROAD TEST is the third in a series of such tests supervised by the Highway Research Board. It is the largest highway research project ever undertaken, and is estimated to cost about \$20 million. The cost of the project is being shared by the states and District of Columbia, the territories of Hawaii



AASHO ROAD TEST site near Ottawa, Illinois, shows one-half of the eight-mile-long research project. Project administration building and maintenance garage are in the foreground. The large loops (left) are two of four main test loops, each with 3.1 miles of two-lane pavement.

and Puerto Rico, the Bureau of Public Roads, the Automobile Manufacturers Association, and the American Petroleum Institute. The Department of Defense is cooperating and assisting the project by furnishing Army Transportation Corps troops to drive the test vehicles.

The present test was developed under the guidance of a Working Committee acting as a sub-committee to the AASHO Committee on Highway Transport. This group submitted in July, 1952, a project statement containing the basic concepts of the AASHO ROAD TEST, and also recommended the selection of the site near Ottawa, Illinois, because its soil and climate are typical of wide areas of the country. Construction of the loops began in the summer of 1956.

Strict controls were set up to produce a highly uniform embankment which can be discounted as a variable factor in the analysis of the pavement performance. Tests showed that only a small percentage of the material fell outside the density and moisture specifications.

Grading on the test loop embankments was completed in the spring of 1957. Other construction included sub-base material, paving the loop turnaround sections, completion of 16 test bridge spans and four overpass bridges and building of service roads. Paving of the test sections was done in the summer of 1958.

The test sections in any one loop include all possible combinations of the various thicknesses of pavement structure components selected for testing under the axle loads operating on that loop. The sections are located in the test tangents in random order. Also included are some special sections for the study of treated bases and paved shoulders.

Test vehicles range from very light to heavy, and include both single and tandem axle arrangements. Single axles will be loaded to 2,000 — 6,000 — 12,000 — 18,000 — 22,400 and 30,000 pounds. Tandem axles will be loaded to 24,000 — 32,000 — 40,000 and 48,000 pounds.

On the main loops single axle vehicles will operate on the inside lanes, tandem axles on the outside lanes.

Test bridge spans are located in groups of four at four locations on two loops. Each 50 foot bridge span carries one lane of traffic, and is composed of three simple beams and a reinforced concrete slab. Eight bridges have steel beams, four are of conventional reinforced concrete, and four are of pre-stressed concrete. Bridge spans were constructed under closely controlled conditions.

The bridge studies will have two principal objectives: (1) to determine the behavior of short span highway bridges under repeated applications of over-stress; (2) to determine the dynamic effects of moving vehicles on short-span highway bridges.

Lawrence K. Murphy, Construction Engineer, Maine State Highway Department, (who is a member of the Advisory Council of the Road Test) and Harold Bessey, our hot top engineer, have visited the test site near Ottawa. Both say that the setup of electronic devices that are being used to keep track of the stresses and strains due to traffic and weather on the test loops are nothing short of miraculous.

There are trucks especially built containing recording instruments that drive out along the loops and plug into outlets where wires are laid in and beneath the pavement and in the base. The recording tape is brought back to the Administration building and laboratory where a "mechanical brain" takes the data and processes it.

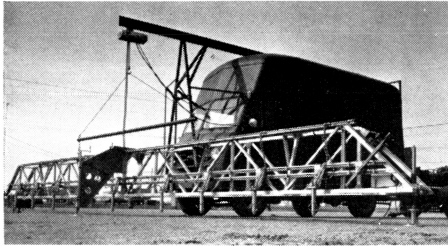
Certain observations such as those of the development of surface cracking are most efficiently made by trained engineers. Observations in this category will be recorded in field note books or in certain cases directly on IBM cards.

The big problem where the test data is concerned is to speedily reduce the tremendous volume of data to summary form to permit rapid engineering and statistical analysis.



TEST VEHICLE at the AASHO Road Test is shown riding the inner wheel path along a tangent paved with asphaltic concrete. Transverse pattern of truck operation is carefully controlled to simulate pattern found on the highways. Vehicle makes one trip with wheel on outer line, seven with wheel between lines, and two with wheel on inner line.

NINTH MAINE HIGHWAY CONFERENCE



TRANSVERSE PROFILOMETER is used to obtain a nine-point profile by pneumatically-operated probes, or to measure and record directly the depth of rutting in flexible pavements.

Besides the buried wires and observations by trained experts, there is an electro-mechanical device that will in effect plot the profile of the pavement surface at a rate of about three miles of pavement per hour. This is an extremely important device since the relative roughness of a pavement is one of the best indications of its adequacy as a high type highway. Also, changes in profile of a given pavement with time may serve as an indication of its probable future behavior.

Between 50 and 60 men work as trained experts in the Administration and Laboratory Building at the test site. Another 300 men, members of the Army Transportation Corps who drive the test vehicles, live in five housing-administrative-recreation buildings nearby.

Another phase of all this activity has been to spread the story of the AASHO ROAD TEST across the nation. There have been articles and references to it in many periodicals. The United States Steel Hour on television devoted a commercial to a brief explanation and look at the test loops.

Our Highway Department is connected with this work through the representation of Larry Murphy on the Regional Advisory Committee. Test findings will influence road building in Maine.

By 1959 the test traffic will have been operating over the pavements for several months, and the project will be well into the collection of important data—data which is expected to influence the design and construction of highways for many years to come. For this is the goal of the AASHO ROAD TEST—“sound, logical and unassailable facts and figures; data which will be meaningful and helpful to all highway administrators and engineers. This will be data which will fulfill the specific objectives of the project and be useful to others in accomplishing their aims in the overall effort to provide better and safer highways for a growing and progressive nation.”

Finally, when all the figurin' has been done, four of the test sections—the test road is actually six separated sections of a four lane divided highway—will be turned over to the Illinois Department of Highways and eventually become part of Interstate 80 in Illinois.



ELLIS L. ARMSTRONG, Commissioner, U. S. Bureau of Public Roads, Washington, D. C., who will speak at the Friday evening session of the Ninth Annual Highway Conference, at the University of Maine.

The Ninth Annual Maine Highway Conference will be held at the University of Maine December 12 and 13th sponsored by the Maine Section of the American Society of Civil Engineers in cooperation with the Maine State Highway Commission.

There will be four sessions—Friday morning at 10:30 a.m.; Friday afternoon at 2:30 p.m.; in the evening at 8:00 p.m.; and a Saturday morning session at 9:30 a.m. All sessions will be held in Oakes Room in the University Library.

Horace Pratt, President of the Maine Section ASCE will preside at the Friday morning session which will include a welcome by Lloyd H. Elliott, President of the University of Maine. Several students will present their papers in the annual competition. Lawrence K. Murphy, Construction Engineer, M.S.H.C., will speak on a “State Highway Commission Management Program;” and Vaughn B. Everett, Assistant Bridge Design Engineer, M.S.H.C., will give a “Report on Tukey Bridge (Portland) Construction.” Also, tentatively scheduled for the morning session will be a demonstration of electronic surveying equipment.

During the luncheon at Stodder Hall the speaker will be E. Lawrence Chandler, Assistant Secretary, ASCE, National Headquarters.

The afternoon session will be presided over by Sylvester L. Poor, Engineer of Secondary Highways, MSHC. Stephen H. Meem, Managing Director, Engineering Division, ARBA, will show a movie entitled “Engineering Your Future,” and present a paper on a “Highway Program and Objectives of the Engineering Division, ARBA.” The second speaker will be C. E. Fritts, Vice President in charge of Engineering,

Automotive Safety Foundation, Washington, D. C., whose subject has not been announced. The choice of a third speaker had not been made when this magazine went to press.

Dean Weston S. Evan will preside at the Friday evening meeting. The first speaker will be J. W. Leslie, Chief Engineering Division, U. S. Corps of Engineers, New England Division, whose subject will be the “Passamaquoddy Tidal Power Project.” The second speaker will be the new Commissioner, U. S. Bureau of Public Roads, Washington, D. C., who took office October 13, 1958. Commissioner Armstrong will discuss, “The Interstate System and Citizens of Maine.”

The Saturday morning session will feature a “general area report on highways from 1956 to 1960.” Vaughan M. Daggett, Past President of the Maine Section ASCE, will preside at this final meeting. Reports will be given by Harold F. MacWilliams, Planning Engineer, Massachusetts; A. D. Bishop, Expediting and Bridge Engineer, Vermont; R. Palmer, Deputy Minister, New Brunswick; John O. Morton, Commissioner, New Hampshire; and David H. Stevens, Chairman, Maine State Highway Commission.

NO RIDERS

Recently the State Highway Commission amended Section V of Administrative Bulletin #86 dated February 21, 1957 regarding the carrying of unauthorized personnel in SHC vehicles.

The policy remains the same—no unauthorized personnel to ride in Highway Commission vehicles. However, another State employee, town official or others whose business is directly connected with the work of the Highway Department may ride in department vehicles. In case of emergency, for example, such as might occur during the night-time radio patrol operations, persons may be transported to a hospital or to secure medical care, or persons who are found in distress may be taken to a gas station or shelter.

Administrative Bulletin #122 adds the following—*Violation of this policy in the future will automatically call for lay-off for one week without pay and the second violation will be cause for separation from the payroll.*

The policy does not apply to privately owned vehicles used on State Highway Commission business for which mileage is claimed, except when the transportation of such unauthorized persons interferes with the performance of the employees duties.

The policy has been in effect for several years but due to several misunderstandings it was thought a good idea to refresh everyone's memory concerning its actual content plus the amendment contained in Bulletin #122.

The millionaire, in a hospital oxygen tent, was slipping fast. He called his only relative, a nephew, to him:

“My boy,” he said, “I'm leaving you my entire estate. Please use the money wisely, please be prudent, and be good to the poor.”

“And do me one last favor,” the millionaire sighed, “Take your foot off my oxygen tube.”



SAFETY AWARD DINNER was recently held for the Division 2 crew of Ernest Mushroe for going over a year without a lost time accident. Left to right in the front row are: Hubert Young, Myron Peaslee, Carl Metcalf, Ernest Mushroe, Hermon Trimble. Second row: Frank Daggett, Clyde Gray, Lloyd Severance, Walter Dresser, Clyde Doten, Henry McLain, Lawrence Fenlason. Third row: Dale Perry, Otis Kinney, Andrew Cochran, Gilbert Spinney, Leigh Batson, Jay Shain, Leigh Daggett. Fourth row: Lewis Gower, Raymond Severance, Lawrence Campbell, Glenister Brown, Rodney Strout, Otis Doten, Ira Perkins, Lindsey Rhoads, Benjamin Neal.

PROMOTIONS

The Commission announces that on November 22, 1958, the following promotions became effective:

DIVISION 2—Paul F. Byard, formerly District Supervisor Division 3, to position of Highway Maintenance Superintendent to fill the vacancy left by the death of Edward Cottle.

DIVISION 3—Trevison C. Knights, Tar Foreman, to the position of District Supervisor left vacant by Paul Byard.

DIVISION 5—Daniel Clark, formerly State Aid Superintendent of Construction, to the position of District Supervisor.

Brainard E. Caverly, formerly District Supervisor, to position of Highway Maintenance Superintendent.

DIVISION 6—Donald A. Hersey, Gang Patrol Foreman, to the position of District Supervisor to fill the vacancy left by the retirement of Fred Robinson.

AROUND THE AUGUSTA OFFICE

MAIN OFFICE

Gertrude Lunt

David H. Stevens, Chairman, and R. Leon Williams, Commissioner, attended a Conference at the Augusta Armory on October 14, 1958, in connection with Chemical Weed and Brush Control.

Mr. M. Earl Campbell, Engineer of Economics, Finance and Administration, of the Highway Research Board, Washington, D. C., was a visitor at the State Highway Department on October 22nd and 23rd.

Chairman Stevens and Chief Engineer Vaughan M. Daggett attended a meeting of the Directors of the Association of Highway Officials of the North Atlantic States in New York City on October 17th.

The Members of the State Highway Commission attended land hearings in Bangor on October 23rd and in Winslow on October 27th.

The Members of the State Highway Commission and Chief Engineer Vaughan M. Daggett attended a public hearing in Newcastle, the evening of October 29th, relative to the reconstruction of a portion of U. S. Route 1 in Newcastle, Damariscotta and Nobleboro.

David H. Stevens, Chairman, was a speaker at a meeting of the Maine Mid-Coast Route 1 Association in Rockland on November 5th and at a meeting of the Maine Federation of Garden Clubs in Augusta on November 6th.

FEDERAL AID SECONDARY

Wesley Chute

This department has been so busy this year that no one has had time to enjoy any vacation time or get into trouble. With the Federal Aid Highway Act of 1958 came a boom in reconstruction. Consequently, we worked up approximately 90 miles of projects to the tune of \$10

million. It would have been impossible except for the fact that 40 miles was designed and computed from previously constructed plans and cross-sections, extra help hired in the field and overtime worked here in the office. Of course I'll have to agree that Sim kept the best men in the office for this emergency (!!!) You "crumbs" out in the field are for the birds. Soaking up all that horrible sunshine and fresh air, while we, the chosen few, expeditiously mapped out your course for the past eight and next twelve months toil, while sucking in the efluvia of 1,000 exhaust pipes, which throw out a curtain of life-giving monoxide poison, ringed around this building between 7:00 a.m. and 6:00 p.m. I trust you haven't choked too much on that stuff called fresh air.

Gordon Hunter joined the big buck club when he bagged a 250 lb., 8-point buck, November 7th at home. Red Rollins and "Wes" Clark also bagged their quota. Wes Clark's dressed out to well over 3 hundred pounds. It's getting so that Sunday has no rest for man or beast.

PLANNING

Frances Lishness

Arthur Edgerly spent the week of November 10th on a hunting trip in Piscataquis County.

Dr. and Mrs. Stanley Staciva entertained their daughter Cleo over the Thanksgiving holiday. Mr. Peter Tomei also visited with the Stacivas over the holidays.

Both Richard Laflin and Clyde Mason have secured a deer so early in the season. Some of the other mighty hunters are inclined to look with envy on these two lucky ones, but cheer up, boys, there's lots of time yet.

William Helm and family spent a few days' vacation in October visiting in New Brunswick and Nova Scotia. In Nova Scotia they were in the town of Oxford which is near Spring Hill at the time of the recent coal mine disaster.

RIGHT OF WAY

Charlotte Blumenthal

Who was the girl leaving for Scotland that Arnold Cooper flew by jet to Montreal to "Bon Voyage?"

Nancy Jalbert, five months old, called on us recently with her fond parents, John and Frances, and a very genial young lady she is.

Leo Trainor and his wife enjoyed a week's vacation visiting Quebec and other points of Canada.

Bob Foster worked around the house on his week's vacation, but did manage to get in a little hunting.

Nice to meet Mrs. Carl Fellows recently when she made a brief visit to the office.

TRAFFIC

Eleanor King

"P. J." Huntington, who, as a result of a back injury, recently underwent surgery at the Maine Medical Center in Portland, is now recuperating at his home in Richmond.

Henry Lahaye, signshop foreman, is enjoying a week's vacation in Las Vegas.

ACCOUNTING

Irene Marsden

Eva Enman had a little excitement on her vacation on Prince Edward Isle. A drunken driver struck her car, ruining a

door. No one was seriously injured, but three days of Eva's vacation were taken up with the repairs and all. Except for the accident Eva had a wonderful trip.

Betty Small has had her vacation which she describes as "very quiet." She spent lots of time with her family, making short trips in her shiny Mercury.

Marilyn Condon, our Bowling champion, is currently taking a week of vacation.

John Arata and Avis are now in Florida, on vacation, and we are pleased to receive their postcards, telling of their trip.

Charlene MacWhinnie has become an Aunt (her first) with the birth of a boy to her sister and brother-in-law. This was a great event in the MacWhinnie household, needless to say, and small wonder with babies so irresistible.

Leona Grant's husband brought down a beautiful doe weighing 150 pounds, last week. Leona says there'll be hamburger plenty, this winter. Put mine into meatballs . . . with plenty of sauce on the spaghetti. Our other hunters have not reported any success, so far.

Clyde Roth (formerly of Accounts and Administration) and the Mrs. dropped in to see us recently and it didn't take much of a survey to see that they will soon become parents. They seemed very happy and Clyde is enthusing about his new job, at Pineland Hospital.

Sherwod Richards finally popped the question—got hisself engaged to a cute little girl from Health & Welfare Department, named Dawn Small. Dawn hails from Dover-Foxcroft and "wedding plans are to be announced." Rumor has it that she is an excellent cook.

Hold the press! George Smith, Personnel Officer, reports that he just shot a nice buck. This is George's first for several years and it was double rewarding to see his little boy's excitement at Daddy's cleverness.

STATE AID

Josephine Whalen

Mrs. Marguerite Blake recently suffered a tonsillectomy and adenoid operation. Oh yes, it was son Mikey who had the offending parts removed, but it was Marguerite who did 95% of the suffering.

Jay Robbins was absent from his duties for a week recently, due to the death of his sister, Miss Lettie Robbins of Bangor. We extend our sympathy to the family, especially to the sister who has been her constant companion for many years.

Yours truly (Josephine) had her turn with the flu a few weeks ago. Absent from work for several days.

H. Stanley Weymouth has practically recovered from his bout with the bug that has been so prevalent of late. At least he can eat, even though sparingly. We hope and predict he will regain the 15 lost pounds very soon.

June McLaughlin, not to be completely outdone by all the sickness around her, decided to be sick for a day. She stayed home.

And finally Ima took her turn. Only she says it was just one of her migraine attacks. She was out one Monday, also. (Of course it couldn't be the result of that party she attended over the weekend).

Let us change the subject to brighter things. Our young Pete Hill and his new wife are building a new home just off Western Avenue near Ward Street. They hope to move in before 1959.

That green Chevrolet, license number 6979, has been venturing forth, here and there, all fall so that its occupants could view the beautiful foliage—anyway, that's the way it was told to us. Now that the leaves have fallen and the beautiful foliage has gone, we don't suppose there'll be anywhere of interest left to go!!

Ima Bradford and husband Milton recently celebrated their 33rd wedding anniversary. Where did they go? Only to Orono to see Maine go down to defeat in the football game against Colby, 16-12.

FEDERAL AID PRIMARY

Nellie Chase

Clarence Ellis is out on a few weeks' sick leave. He underwent a surgical operation recently.

Vinton Savage, Sr., and Lawrence Murphy went for the opening of traffic on the AASHO Test Road in LaSalle, Illinois, on October 15, 1958.

Jay Calnan has been having a little trouble with one of his knees and has been working in the office.

Moan Libby went to Connecticut to visit his daughter and grandson on the week-end of November 25th.

Mr. and Mrs. Vinton A. Savage, Sr., moved into their new home Saturday, November 8th.

MOTOR TRANSPORT

Clarence Madden

Ransom "Hansom" Hartley, an employee of Motor Transport for over thirty years, has retired. He is currently working for the North Taxi. Old "Cut the Corner Hartley" will get you there. Bernard Thyng is now taking his place in the steel department.

The Henry Pitts hunting party was four fifths successful, all the others save only he, were successful.

We have a new name for Bob Watson, of the party, "Rooter Watson." Bob fell down and used his nose to break his fall. What a nose, "Rooter"!

Other successful hunters to date are George Davis, Everett Webster and son (they have a deep freeze) and Vaughn Pierce (63 pounder) claimant of the smallest.

Howard Campbell had a scare when his little Collie, Teddy, was hit by a passing car. Teddy is going to be O.K., however, so happiness again for Campie's youngsters.

A boy was born, September 14th, to Geraldine Hewitt of Washington, D. C.; Mrs. Hewitt is the daughter of Joseph Ware of Motor Transport. Both daughter and mother are fine. They are visiting with the Ware family in West Gardiner.

Thomas Moore and wife were feted on their 46th Wedding Anniversary this month. Hope you both see many more.

Donald Drake was elected Master of Ruel Lodge No. 53, F. and A.M., Sidney. Congratulations on your preferment.

We were saddened by the death of Arthur "Baldy" Mounton's wife, Gladys. Gladys worked for the State School for Girls and for Maintenance as cook in

Grover Johnson's tar crew. Our sympathy to "Baldy." Chin up, boy.

Lawrence Collin's boy, Louis, narrowly escaped death in an automobile accident early this month. At this writing he is well and on his way to recovery.

We are glad to report to the many who know Alton Blaisdell, that his recent operation was a complete success, and although Alton is a bit uncomfortable at this time, he is cheerful and progressing rapidly.

BRIDGE

Burleigh Boyd

Herbert Doten has returned to the Bridge Division after 3½ years of Military Service and is living at 37 Capitol Street, Augusta.

Dick Dresselly is on a three weeks' vacation in Florida.

Charles Harris has jeep, will plow.

"Butch" White's two-installment hair cut was too much for him; he had to spend two days in bed with a virus cold.

Charles Whitten attended the Regional Conference on Highway Safety in Boston.

Dorothy Dinsmore spent a week's vacation in New York.

Marty Rissell had two weeks' military leave and then attended the Hydrology School for one week at Concord, New Hampshire.

John Kelley has returned home from Boston.

Howard Carroll entered the Sea Bees November 24th.

Clayton McDougal is now the "Consultant's Consultant" for Interstate Bridge Projects in the Waterville and Bangor areas.

Andy Adams, denn das winter, das Swiss hammer von de concrete ge-pounder, ben ge-laden asiden und alles verloren ist.

NEWS FROM THE DIVISIONS

DIVISION 2—Machias

Eleanor Garnett

Roy K. Dennison, Jr., of Wesley is on sick leave due to an injury to his finger while operating a drawn grader.

Supervisor and Mrs. Minden Perkins spent a few days' vacation in Vermont and New Hampshire.

Many of the men are enjoying hunting vacations. We would like to wish them all good luck this year.

First Lt. Earl E. Mushroe of Princeton received a certificate of achievement from Brig. General William C. Bullock, Commanding General of Fort Chaffee, Arkansas. First Lt. Mushroe was commended for his work as Motor Maintenance Officer in artillery training command, having generally maintained superior rating on activities he supervised. He is the son of Supervisor and Mrs. Ernest Mushroe of Princeton.

I do not have much news this month, as your correspondent just returned from a two weeks' vacation. I will try to do better next month.

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

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DIVISION 3—Bangor

Reita Townsend

Have had three men retire in this division during the past month. Harold Lancaster, Harry Twitchell, Charles Hatch. Hope these men enjoy their retirement and find the time to do the things they have always wanted to do and didn't have time.

In the picture of the train wreck in this area you could see the salt coming out of one of the wrecked cars. Thought it was ours, but found out it was not.

Weather wasn't too kind to us last month, but things are really rolling now. Milford-Greenbush is all paved, Hampden paved, and Brewer being paved.

Some of the hunters in this division are having luck on their deer hunting, others are just hoping. Mel Roberts went, hoping to get one tied somewhere.

Guess we've got to talk things over with Allen Fleming. Heard him say the other day "33—Enfield." Didn't hear Enfield answer.

Sorry to report Frederick Marshall is in the hospital. He had quite a siege last year. Hope it won't be that bad this year.

Donald Blethen has just become a member of the retirement system. Welcome aboard, Donald.

Someone broke into S. B. Dickson's daughter's camp at Sebec. Only damage was to the door which they broke down to get in. Sounds as though someone just wanted to get in out of the elements.

Boy, are we slipping. Just found out that Byron Weymouth has a new baby boy. He's six weeks old now. Sorry, Byron, that we missed this event and congratulations, even if we are late.

Raymond Milner has gone on probation as a patrolman this last month to replace Harold Lancaster.

Edwin Twitchell has gone on probation as a patrolman to replace Harry Twitchell.

Joan Glynn burned her hand while frying chicken. There goes our safety record.

Mr. Deane has his PONTIAC in the garage. Don't think it's anything serious like it was with the BUICK.

Haven't seen Mel Roberts' new car coat yet, which Elizabeth bought him—with his money. He's waiting until it gets a little colder.

DIVISION 4—Waterville

Theresa Lacombe

Malcolm Weston recently went to Massachusetts to attend the funeral of his grandson. We wish to extend our deepest condolences.

Mr. Verne Grant, Mr. Ned Meserve, Mr. Freelow Crummett, Mr. Everett Enman, Mr. Robert James and Mr. Dale Worster, from the Bridge Division, went on a two weeks' hunting trip, which started on November 10th.

Mr. Laurel Furrow is on sick leave recovering from pneumonia.

Mr. Charles Pooler is spending his vacation in Mayfield where he is having a jolly good time—.

Dan Foley spent a weekend in Mayfield. I don't know what he was hunting for, but whatever it was he didn't get it. Better luck next time, Foley.

Mr. and Mrs. Charles Harmon recently celebrated their 19th Wedding Anniversary.

Theresa Lacombe recently spent a week's vacation in New York and Atlantic City, New Jersey.

DIVISION 5—Rockland

Ruth L. Davenport

Hubert Hubbard, District Supervisor in the Wiscasset area, spent a week's vacation in Washington County on a hunting trip.

Supervisor Ellery Prescott recently enjoyed a week's vacation. We heard by the grapevine that Ellery visited his woodlot practically every day trying out his new chain saw.

Mrs. J. Henry Foley is a surgical patient at the Eastern Maine General Hospital in Bangor.

J. Farley Weeks has a new 1958 Chevrolet car. We heard that some of his friends have advised him to purchase a governor and have it placed on the engine.

The employees of Ellery Prescott's district were guests at a safety supper arranged by George Murphy, Safety Director, at the Knox Hotel in Thomaston, on October 29th. A steak supper was served.

Best wishes are extended to Mr. and Mrs. Dana Thayer of Warren, who were married on November 11th. Mr. Thayer is a Patrolman's Helper.

George Hendsbee, Tar Foreman, got his deer the easy way. George shot a good-sized doe on the first day of the hunting season in his own dooryard.

Kenneth Krah and Howard Proctor had vacations recently, Mr. Krah in the Moxie Lake Region.

Judging from the woodpile, it looks as if John Altonen will keep warm this winter.

Benjamin Kaler also vacationed and hunted recently.

DIVISION 6—Portland

Beverly R. Cox

Dorothy Howe became a proud grandmother for the first time October 20th when her son's wife gave birth to a son at the Mercy Hospital, Portland. Grandmother Howe is doing nicely!

Located as we are in the middle of the "Tank Farm" consisting of gasoline tanks belonging to Shell, Esso, Standard Oil, Richfield, Gulf, Mutual, and numerous others, we've often wondered just what we'd do should a tank catch on

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 8 x 10 original print of this reproduction. Send your answer to: Maine Highway News, Division of Special Services, State Office Building, Augusta, Maine. Last month's picture was of U. S. Route 1 in Ellsworth looking east towards the Union River Bridge. The winner was Harold J. Archer of Ellsworth.

fire—well, the morning of November 6th we found out. Across the street from us two tank cars of asphalt consigned to the Air Force Base at Limestone to be used for new runways caught fire and were destroyed, but we didn't stay around long to watch it. Dorothy Howe called the fire department and we quickly departed from the area until we were sure it was under control. Perhaps the nervous quaver in Dorothy DeLany's voice was noticed over the radio network as she hurriedly signed off the air. We enjoyed a nice coffee break away from the office!!!

Yours truly and husband Dick expect to be eating juicy venison steak this winter as Dick bagged a deer the opening day of the season. His catch was a 4-point buck and weighed 150 lbs.

Another lucky hunter was John O. Sanborn, Jr.'s, fifteen year old son. His catch was a 125 lb. doe.

Bill Henderson has a new little grandson born November 5th. This makes Bill a grandfather six times over with three granddaughters and three grandsons.

DIVISION 7—Rumford

Kathryn Dickson

Pete Vail, Paul Wight and Mrs. Stanley Schofield, our Supervisor's wife, got their deer. Wes Dority, from the Augusta office, hunted in this area for a few days.

Mr. Frank McLay, our division supervisor, is ill with gastritis and will be laid up for at least two weeks.

Grace and Maurice Clifford took a few days off recently and went touring over some of their old camping grounds.