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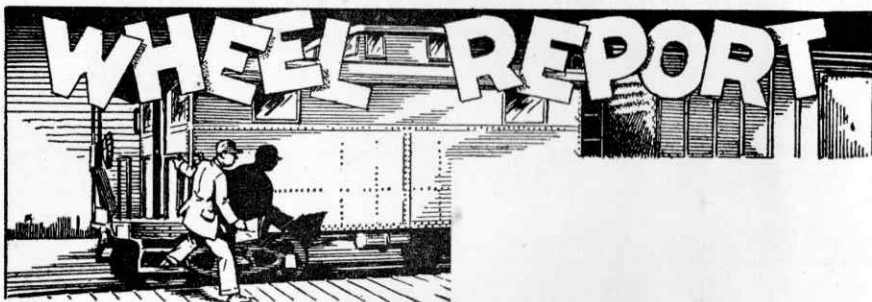
1953



RAILROAD



MAGAZINE



For the fourth consecutive year railway revenues per unit of service performed failed to keep pace with the upward trend of wages. As a result the railroads had to perform about 20 per cent more work last year to pay the average hourly wage than they did in 1948. In 1948 the railroads moved the equivalent of a ton of freight and equipment 480 miles to earn enough revenue to pay the average employee an hour's wages (\$1.345), whereas in 1952 they had to perform the equivalent of moving a ton of freight 574 miles to earn enough revenue to pay the average hourly wage of \$1.872.

* * *

Maine Central has ordered 15, 70-ton covered hopper cars from the Bethlehem Steel Co. at an estimated cost of \$126,000. Delivery is expected in August.

* * *

William J. Kennedy, Chairman of the Railroad Retirement Board, at a hearing on February 27 before the House Interstate and Foreign Commerce Committee recommended that changes in the Railroad Retirement Act should be held in abeyance for the present. "The Board believes," Mr. Kennedy told the committee, "that no changes should be considered in the acts, at least until it has had considerably more experience under the 1951 amendments and until the results of the fifth actuarial evaluation of the assets and liabilities of the present system are available."

* * *

The railroads of the United States paid more in taxes last year to federal, state and local governments than the United States Government spent for all purposes (except debt retirement) during the first 65 years of its existence! From the time George Washington took office as President on April 30, 1789, until June 30, 1853, when Franklin Pierce was President, United States Government expenditures totaled \$1,269,222,000. This was about \$31,000,000 less than the railroads' 1952 tax bill of \$1,300,000,000.

* * *

And speaking of taxes, the Maine Central paid \$982,729 in state and municipal taxes last year, an increase of \$55,177 over 1951. Your railroad also, acting as an agency for the Federal Government, collected without compensation \$999,820 from the public in transportation taxes, withheld from employes \$1,365,626 account of personal income taxes, and \$672,749 in Railroad Retirement taxes.



Maine Central Railroad Magazine

Vol. IX—No. 9

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus



COVER

"Buttoning Up" the Calais Branch mainline for approaching traffic is Track Supervisor Maurice Thorne's crew who last month replaced about three miles of 75-lb. rail with 85-lb. rail through Franklin. The rail was made available by retirement of our Rumford Branch.

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FROM THE EDITOR

When you read this the annual influx of Summer visitors will be under way. New England's tourist business amounts to several millions of dollars annually and is, in fact, the sole source of livelihood for many of our neighbors and friends. Not just resort operators, but storekeepers, lobstermen, farmers, and restaurateurs. Let's make sure we do our part to insure a friendly, enjoyable time for our Summer visitors. Make them want to come back to see us again.

Orders still being taken by the Magazine for Zippo lighters bearing the Maine Central insignia attractively engraved in green enamel on brush-chrome case. Some ready to be sent out at \$2.55.

Traded cars recently? Be glad to send you another of those popular Maine Central decals. Just drop us a line.

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
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Portland, Maine

Railway Developments in Maine

By CARLTON J. CORLISS

(The editor is privileged to present in two installments, an address by a Maine man who began railroading as a youth tending stoves in heater cars on the Maine Central and Bangor & Aroostook. He has risen to become Manager, Public Section, Association of American Railroads. This address was made at the graduation exercises of Ricker Classical Institute and Ricker College Alumni Association Banquet at Houlton, June 8.)

Many years ago Lester Melcher Hart wrote a little poem which admirably reflects the spirit and character of the people of Maine. It expresses the deep affection which all sons and daughters of Maine have for the Old Home State. The first stanza runs like this:

Maine:

You're just a rugged, homespun state
Perched on the nation's edge,
A stretch of woods and fields and lakes,
Of ocean-pounded ledge.
But rugged deeds and rugged men
You've nurtured for your own;
Much good the world has harvested
From broadcast seeds you've sown.

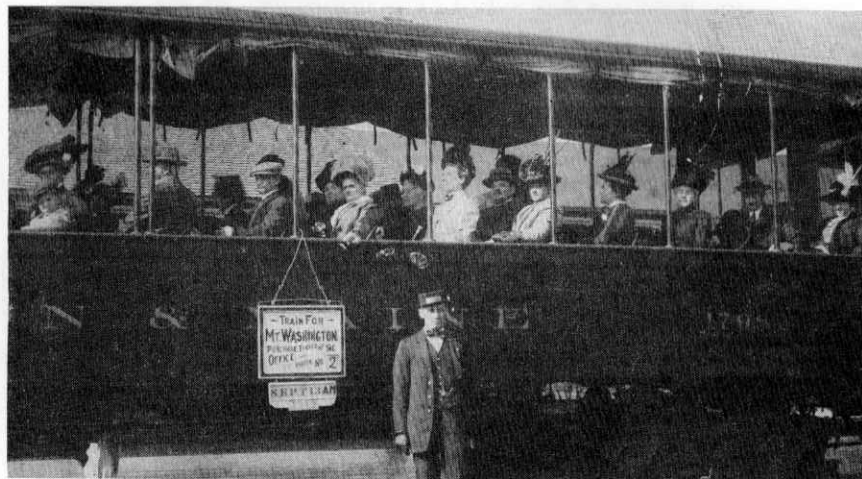
When Hart penned these lines he was probably thinking of those sturdy pioneers who braved the severe Maine winters and faced hardships and privations, courageously and undismayed, as they literally hewed their

farms out of the forest and erected their log cabins in the rock-strewn and stump-cluttered clearings, as many of our forebears did here.

And the poet also must have had in mind those stouthearted and rugged men who performed the Herculean feat of building our railroad lines across the state, from one end of Maine to the other—thereby paving the way and laying the foundations for the solid agricultural and industrial development which has since taken place.

MAINE'S DEPENDENCY ON RAIL TRANSPORTATION

It has often been said, and it is unquestionably true, that the progress and prosperity of every community, and the life of every individual, is influenced by the factor of transportation. We have only to look



IN THE GOOD OLD SUMMERTIME these observation cars ran on our Mountain Division, this one Sept. 13, 1912, with then Trainman Albert Parent in foreground. He is now conductor on 375 and Ry2 with 44 years of service behind him

around us and study the economy of Maine, or of the community in which we live, to find abundant confirmation of this truth.

We know, for instance, that the great pulp and paper industries of Millinocket, Madison, Madawaska, Bucksport, Rumford and other cities of Maine could not exist, much less prosper, without the transportation services performed by the railroads.

The same dependency upon railway transportation holds true with reference to Maine's numerous wood-working industries, its textile industry, its coastal fishing and canning industries, and all other branches of the state's economy.

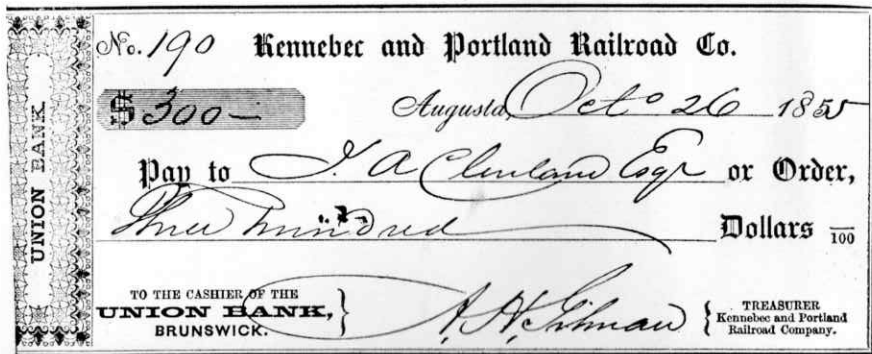
These railroads of ours function so smoothly and so dependably, month after month, year after year, that most of us take them for granted, as we do the rising and setting of the sun and the progression of the seasons. These railroads have been here, providing us with transportation service, as far back as we can remember, and we give little thought to when and how they came. We would do well to become better acquainted with the history of our railroads, not

only because their story makes fascinating reading, but also because they have played tremendously important roles in the history of our community, our state and our nation.

MAINE'S PIONEER RAILROAD

Maine's railway development began in the year 1832, when Andrew Jackson was President of the United States and when there were only 200 miles of railroad and a few locomotives on the continent of North America. In January of that year the seat of our State government was moved from Portland to Augusta, and it was during the first session of the Legislature, meeting in the new State House, that Maine's first two railway charters were granted.

One was for the Old Town Railroad; the other was for the Calais Railway Company. Under the Old Town charter, Maine's first railroad was built. It extended from Bangor to Old Town, a distance of 11 miles. As might be expected, it was a crude affair, constructed of 6" x 6" wooden rails, capped with thin and narrow strips of iron, each 12 feet in length, not



A VALUABLE RELIC of the early Kennebec and Portland Railroad Co. is this check on the Union Bank of Brunswick, Oct. 26, 1855, to "J. A. Cleveland Esqr." for \$300 signed by A. H. Gilman, treasurer of the road. Submitted by Painter Leon Van Horn of Augusta

to provide a running surface for the wheels.

The first locomotive to turn a wheel in Maine ran over this railroad on November 6, 1836. The engine was built by the Stephensons in England and brought across the Atlantic on the deck of a sailing vessel. Appropriately named the "Pioneer," Maine's first locomotive weighed only a few tons. Its wheels were of wood with iron hubs and tires. It had no cab, no headlight, no whistle, no cow-catcher, and of course it burned wood for fuel.

Teams of horses were employed to do the switching of cars and to substitute for the locomotive when a breakdown occurred.

For many years this pioneer railroad was controlled and operated by General Samuel Veazie, the Lumber King of the Penobscot, owner of more than fifty sawmills in the Bangor-Oldtown area, and it was widely known as "General Veazie's Railroad."

The Calais Railway Company, which also received its charter in 1832, built a 2-mile wooden railroad between Calais and Milltown in the late 1830's to serve the lumber industry. It was operated by horse power until 1852, when it became the Calais & Baring Railway Company, and began operating a steam locomotive.

Another pioneer logging road, built of wooden rails capped with strap iron, was the Franklin Railroad, an 8-mile line between Whitneyville and Machiasport, in Washington County. It was opened in 1843. One of its early locomotives—the "Lion"—is a museum piece at the University of Maine.

And at the north end of Moosehead Lake there was, as early as 1847, a wooden railroad, 3 miles in length, used to convey lumbermen and lumbermen's supplies from the lake to the headwaters of the Penobscot River. The Moosehead Lake Railway—a primitive affair if ever there was one—was operated by ox-power. Holman F. Day features it in one of his novels; another writer refers to its "cud-chewing, tail-switching locomotive" as a "Bullgine." The gauge of this railroad was 3 feet 6 inches, and it probably was the first narrow-gauge railroad in the United States. . . .

(Here Mr. Corliss discussed the Maine history of the Boston and Maine and Grand Trunk Railroads.)

MAINE CENTRAL

In 1845, the same year that the Grand Trunk road received its charter, the Androscoggin & Kennebec Railroad was chartered to build a line from Danville Junction on the Grand Trunk, 25 miles above Portland, to

Waterville, and the Penobscot & Kennebec Railroad was chartered to extend the Androscoggin & Kennebec line to Bangor. The former line was completed to Waterville in 1849, and the first train entered Bangor over the latter road in August, 1855. These railroads, forming a continuous line between Danville Junction and Bangor, were consolidated in 1862 to form the Maine Central Railroad Company.

The present Maine Central Railroad through Brunswick and Augusta was originally a separate company known as the Kennebec & Portland, chartered in 1846 and completed in 1852. Its first president was former United States Senator George Evans of Hallowell, one of Maine's most distinguished sons. The line from Augusta to Waterville and on to Skowhegan was originally the Somerset & Kennebec Railroad, promoted by Abner Coburn, the bachelor governor of Maine, who after the consolidation became the first president of the Maine Central Railroad.

(Incidentally, Abner Coburn's contribution of \$50,000 to Waterville Academy led the trustees of that institution to change its name to Coburn Classical Institute. And while we are on the subject, I should like to mention that Colby College is also named for a railroad man—Gardiner Colby, president of the Wisconsin Central Railroad (now a part of the Soo Line), who contributed a large sum to the institution when it was greatly in need of funds.)

One cannot study the history of Maine railroads without being impressed by the great extent to which they were home enterprises — promoted by local people, built with funds raised within the State, and officered and manned by Maine men. This is something which cannot be said of railroads in many other parts of the country. For instance, in 1871, nine of the ten directors of the Maine Central were Maine men, and every director of the Androscoggin Railroad, the Knox & Lincoln Railroad, the Bangor & Piscataquis Railroad, resided in this state.

(Mr. Corliss' story will be continued in the July issue of the Magazine in which he discusses the "Battle of the Gauges," the E&NA and today's modern system.)

There is little need of emphasizing the FACT that the

MAINE CENTRAL RAILROAD

Has been the developer of BAR HARBOR, and has made this incomparable summer home the

Crown of the Atlantic Coast,

AND MOREOVER:

- The Natural Wonders of the White Mountains,
- The Weird Grandeur of the Dixville Notch,
- The Quaint Ways and Scenes of Quebec,
- The Multifarious Attractions of Montreal,
- The Elegance of Polard Springs,
- The Inexhaustible Fishing of Bangor,
- The Unique Scenery of Moosehead,
- The Remarkable Healthfulness of St. Andrews,

Are all within contact of the ever-lengthening arms of the Maine Central Railroad.

•••

The Renowned Vacation Line,

Or, to those who enjoy Ocean Bathing, the statement is made that the pioneer line along the coast of Maine, making numerous landings at picturesque points, almost encircling the Island of Mt. Desert is the

**PORTLAND, MT. DESERT AND
MACHIAS STEAMPOAT CO.**

The New, Large and Luxurious Steamer, "Frank Jones," makes, during the summer season, three round trips per week between Rockland, Bar Harbor and Machiasport.

Illustrated outfits, details of transportation, and other information upon application to

F. E. BOOTHBY,
G. R. and T. Asst.
PORTLAND, ME.

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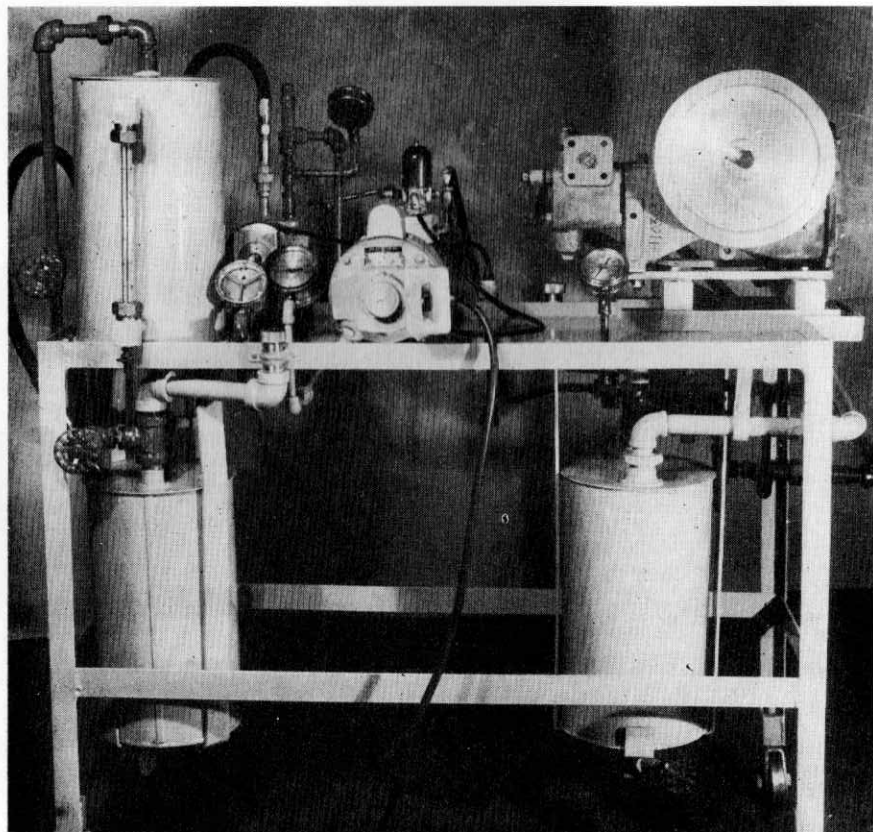
IN 1896 the Maine Central advertised that it had made Bar Harbor the "Crown of the Atlantic Coast" in a travel booklet put out on a national scale. In addition Maine Central passengers could also see "The Weird Grandeur of the Dixville Notch" and the "Multifarious Attractions of Montreal."

ELLIS MADE INSPECTOR

Appointment of Arno L. Ellis as Inspector of Signal Construction with headquarters at Portland has been announced by Signal Supervisor L. M. Lentz. Ellis began service as a signal helper in 1944, became a signalman the same year and signal foreman in 1948.

At the same time Frank A. Scott was appointed Assistant Signal Supervisor with the same headquarters during Ellis's temporary assignment. Scott entered service as a signal maintainer in 1941 and returned as a helper in 1948.

New Test Rack



Perry Morse Photo

A versatile test rack for testing diesel parts and components has been designed and built at Waterville shops by Foreman W. A. Chase under supervision of F. H. Bennett, Superintendent.

Construction of the rack enables the Shop to perform three tests previously impossible because of lack of equipment. Now diesel fuel oil transfer pumps, steam generator fuel spray heads and solenoid valves may be tested where previously it was

necessary to disassemble them to inspect for wear and tear.

The test pumps are rated for specific pressures of vacuum or volume delivery and runs economically on a three-quarter horsepower motor. Erected in the Air Brake Room by Shop machinists, the test rack's practicability results in savings in man-hours and cost of parts. It is further evidence of progressive ideas put into service by the Waterville forces.

Trainmen, Auxiliary Mark Anniversaries



MEMBERS OF THE BROTHERHOOD of Railway Trainmen who received service pins from their lodges in observance of their 57th and 54th anniversaries respectively. Left to right are Ambrose McMullen, Joseph P. Currier, James A. Hayes, Gordon E. Dauphinee, George A. Marston, James Anderson, John Hansen and J. E. O'Donnell. Anderson is of Cleveland, Ohio, and is vice president of the National organization. Dauphinee and Hansen are of the Bangor lodge.

Members of lodges of Brotherhood of Railway Trainmen and Auxiliary observed their 57th and 54th anniversaries last month with a banquet at Portland.

James Anderson of Syracuse, N. Y., vice president of the National organization, was principal speaker.

Presentation of lodge pins to five Portland and to two Bangor members was included on the program.

Local recipients were Joseph P. Currier, 45-year pin; J. E. O'Donnell, 40-year; George A. Marston, 35-year, and James A. Hayes and William Coulthard, 30-year pins.

Bangor members honored were Gordon E. Dauphinee, 40-year, and John S. Hansen, 35-year pin.

Anderson made the presentations.

Guests included George E. Curtis, Jr., executive secretary to Gov. Burton E. Cross; E. Spencer Miller, Maine Central Railroad president; W. G. Smith of Cleveland, O., National brotherhood official; Miss Margaret Toole of Boston, Mass., National auxiliary official; M. A. Thomas, assistant general manager, Maine Central Railroad; H. L. Strout, superintendent, Maine Central; J. L. Moriarty, superintendent of the line's Bangor division; and W. B. Blake of

Boston, general chairman, Boston & Maine Railroad.

J. A. Hayes was general chairman of the program and Leon A. Paupart was toastmaster.

TRIO RECEIVE GOLD PASSES

The issuance of three 50-year passes recently swelled the ranks of the Maine Central's Gold Pass veterans.

George S. Bradford, longtime yard and freight conductor now working RW-9 and W-12, began his 50 years of service as a helper and boiler maker's apprentice at Waterville in 1901. He was a freight handler and clerk until 1911 when he went firing and was set up to engineer in 1918.

Through an error in personnel records Charles H. Eye, of Brewer, just received his pass although he completed 50 years of service in 1948.

Gilbert Karnes, longtime Eastern Division conductor was the third recipient who began his service as a trainman at Bangor in 1903. He was yardmaster at Mattawamkeag in 1918-1919.



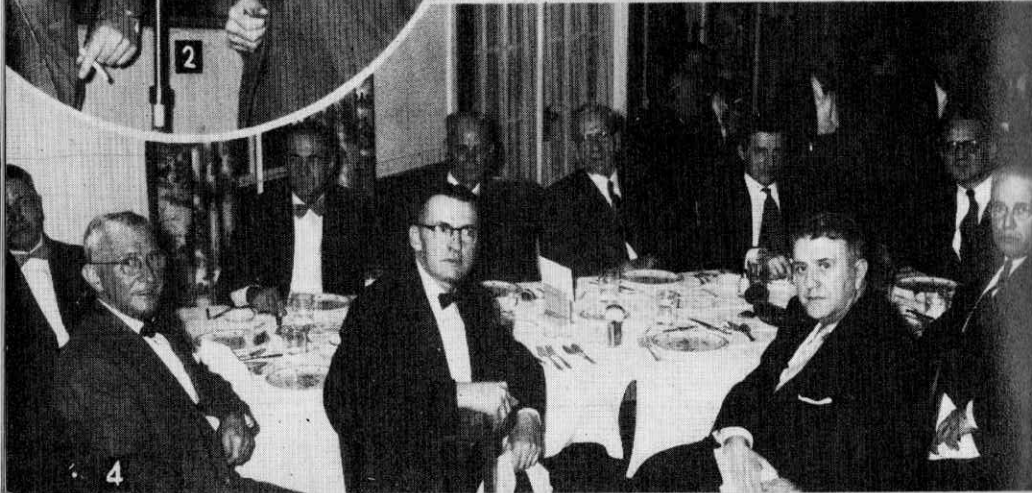
RAILROAD OFFICIALS AND SHIPPERS attending a recent New England Shippers Advisory Board meeting at Saco included (1) a group of Maine Central, Boston & Maine men and, middle left, the lady general freight agent of the Sanford & Eastern R.R. (2) Traffic Manager Frank Gill, Oxford Paper Company, and Freight Traffic Manager Frank A. Murphy, team up with pianist Wake McGorrill, CP, for some close harmony. (3) President E. Spencer Miller, Maine Central, featured speaker, was surprised with a birthday cake. (4) Maine Centralites attending included clockwise: H. N. Woodbury, Carl Baldwin, W. P. Reeves, Fred Sears, Sumner Clark, Arch Knowles, Clyde Leavitt, H. J. Foster, Ted Grover and Murphy



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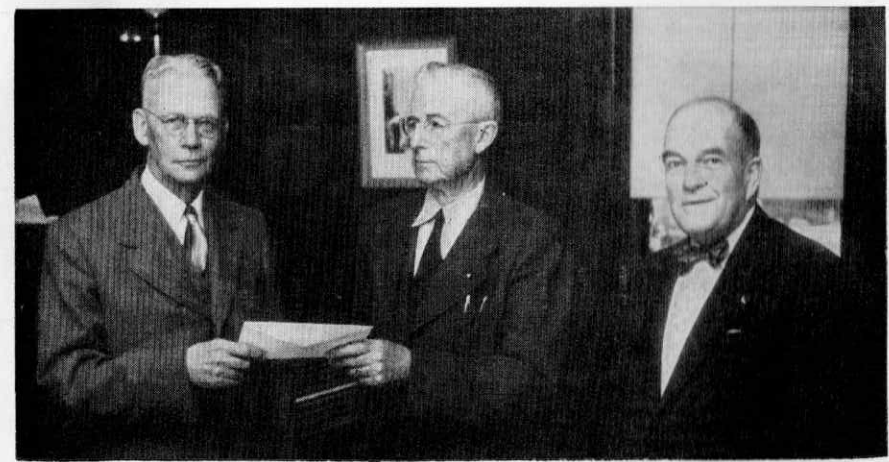


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Among Those *RETIRING*



PRESENTED a purse on behalf of his friends by W. P. Reeves, vice president-assistant to the president, left, is Car Distributor Harry Hubbard, Portland, center, who retired this month after 53 years of service that began at Thompson's Point in 1900. At right is Car Service Agent Fred L. Strange

George A. Walker, Brunswick, freight clerk there, after 43 years of service. He began in April 1910 as a shipping clerk, worked in the signal department and machine shop and had been freight clerk since 1918.

Charles J. Boutwell, of 15 Gerry Avenue, South Portland, after 44 years of service. He began as a trainman in 1909 and shortly after set up to conductor.

William N. Hetherington, Hallowell, crossingtender there, after 30 years of service which began in the same job in 1923.

Matthew Honan, Portland, yard laborer at Rigby, after 40 years of service which began as a freight handler in 1913.

Nicholas V. Horton, of 7 Homestead Avenue, South Portland, yard clerk at Rigby, after 45 years of service beginning as a clerk for the B&M at Rigby in 1908. He became yard clerk in 1911.

Alfred F. Allen, of 35 Deak Street, South Portland, after 59 years as a telegrapher for the Portland Terminal Company.

Tallas F. Michaud, resigned, after 42 years of service with the Rigby Car Department which began as a carman at Thompson's Point in 1911 and has been a millman since 1943.

Joseph Black, Jr., crossingtender at Hallowell.

John T. McTigue, Sr., RFD 4, Union Street, Bangor, engine house laborer and stationary fireman at the Bangor engine house since 1918.

Virgil E. Nowell, of 32 Kossuth Street, Bangor, after 41 years of service that began as a yard brakeman in 1912 and continued as a yard conductor from 1925.

James H. Crangle, of 138 Park Avenue, Portland, freight handler at the Portland freight house after 30 years of service.

(Continued on Page 14)



ANNIVERSARY of the BRT Lodges and Auxillary was celebrated at a banquet in Portland. (1) President E. Spencer Miller extends greetings. (2) Mrs. George Larsen, chairman, entertainment; Assistant General Manager M. A. Thomas, Mrs. James Anderson, Syracuse, N. Y. (3) Section of head table, left to right, William J. Smith, Cleveland, O., comptroller, grand lodge, BRT; Margaret Toole, Boston, second vice grand president, Auxillary; Mr. Miller; Leon Poupart, Portland trainman, toastmaster; James Anderson, Syracuse, vice president, BRT. In foreground, Mrs. Coffey and Clarence W. Coffey, president, Lodge 417; Mrs. Walter B. Blake, Boston, wife of general chairman for B&M, BRT. (4) Ernestine Grimes, president, Auxillary; George Larsen, arrangements committee; Mrs. Walter Driscoll, wife of the president, Lodge 82; Tom Finnerty, Montreal, field supervisor, BRT. (5) Mrs. M. A. Thomas and James Hayes, general chairman, BRT. (6) George Curtis, son of Signal Maintainer Curtis, Gardiner, administrative assistant to Gov. Burton M. Cross

AMONG THOSE RETIRING

Herschell T. Crock, of 5 Collette Street, Waterville, after 30 years of service most of which were as assistant cashier there.

Ernest J. Woodward, of 17 Walter Street, Bangor, after 46 years of service as a stationary fireman in the motive power department.

James E. Nelson, of Pollard Avenue, Brunswick, switchtender there, after 47 years of service which began there in 1906.

Leigh J. Sellick, of 1185 Highland Avenue, South Portland, Terminal Company yard brakeman, after 33 years of service beginning as a brakeman in 1907.



George H. Stetson, agent at Monmouth for 56 years. He was employed by the railroad as a baggagemaster at Maranacook in 1896, worked as a spare operator on the Portland Division part of that year and then went to Monmouth where he became a long-

time citizen and agent.

New Record Set On Mountain Road

A new record for the number of carloads hauled over the Maine Central Mountain Subdivision was set on April 3 when RY-2 took 108 cars of 4,122 tons out of Bartlett over Crawford Notch.

Conductor H. A. Mottram and Engineman H. C. Amadon left Rigby at 12:10 a.m. with 51 loads and 41 empties picking up nine loads at Cumberland Mills, with diesel units 682, 563 and 686 as motive power.

At Bartlett, where the grade rises 1,250 vertical feet in 15 miles, in addition to the three 1,500 hp rated

units, diesel units 333, 562, and 334 rated at 1,200 hp each were added as helpers and . . . on the rear was old faithful steam engine 625 as a pusher. This assortment of motive power took 65 loads and 43 empties "over the hill." The helpers were cut off at Crawfords and RY-2 arrived at St. Johnsbury, Vt., with 104 cars.

According to Trainmaster Willard E. Pierce, who reported the move, the performance broke the previous record set in May, 1951, when 94 carloads were hauled.

DRIVER PRAISED

(A tribute to the MCTCo's Operator Bob Leighton was reported below in Bob Wagg's column "Spotting Sports" in the Lisbon Enterprise):

"In our excitement last week we forgot to mention a very good example of the generosity and friendliness of the seniors who made the trip to Washington. Our bus driver, Bob Leighton, after fixing a flat tire, went into a restroom to clean up before continuing the trip. He took off his watch and the result was that he left it, an expensive watch, in the restroom. Just before starting out he noticed it was missing, but when he went back it was gone. Bob found out from the station attendant that only one person had been in since Bob, but he had left. So had the watch. This is where the seniors came in. That afternoon a collection was taken and about forty dollars collected. Upon arrival at the Skyline Caverns, Miss Wallace, one of the chaperons, presented Bob with the money. Take it from us, we never saw a more appreciative person. Everybody on the bus felt good inside for they had done a good deed for a swell guy. It was just a little thing on the part of each single person, but all put together it amounted to a lot for a swell guy like Bob. We think everyone who took the trip will agree he was great."



Portland Division

Deering Jct.

By TOM ROCHE

Agent William Fardy is off account of sickness.

Clerk Typist Mrs. Margaret Decelle is on leave of absence account of sickness. We hope to see both back soon.

Mrs. M. B. Stryker is substituting as clerk typist at the stores department.

Guy Thompson's extra crew is installing a new spur track to serve the new quarters of the Sunshine Biscuit Company, the newest business to move into this area.

Wilton

By ANN NEWCOMB

Eugene Ellis, son of the retired agent at Wilton, proudly presents another "Ellis" namely; George Albert named after his grandfather.

Combined efforts of the Town of Wilton and Chet Dyke's crew have completely rebuilt the crossing on the west end of the station.

All the section crews on the branch are now busy putting in several hundred ties, which came from the abandoned branch.

Charlie Richardson, Rigby yard operator, was up to visit at the Livermore Falls and Wilton stations.



THREE GRANDCHILDREN of Section Man and Mrs. George Buck, Section 65, are Bruce, 6; Susan, 4; and Calvin, 14 months

Chet Dyke, section foreman, is now in the process of selling his two-family house to buy one with more land for his children and a chance for a garden. Chet's not used to this city life of being penned up. As you all know he came over here from Canton where he had plenty of room to roam about.

George Buck, sectionman, Farmington, has been lucky on the local brooks, catching a couple nice mess of trout.

Understand the boys are complaining about the perfume M. A. Tuttle has been sporting lately. Wonder where he's getting it?

L. A. Stevens, sectionman in the Farmington crew, has moved to Farmington from Livermore Falls to be closer to his work.

Understand he is trying to sell his place in Livermore.

Clerk R. M. Newcomb and son E. E. Newcomb, agent, Wilton, attended the Shippers advisory board at Saco recently.

Bill Burdwood, spare operator, now filling in at the Livermore Falls station.

Gene Walton, agent at West Farmington, has moved from West Farmington to Farmington. Guess he got sick of farming.

Rockland

By F. L. CARSLLEY

Coach Cleaner R. J. Scott is on vacation. Billing Clerk I. F. Brackett was in Boston to see the Red Sox.

Diesel Switcher 961 went into service in Rockland Yard May 18. This now makes the Rockland Branch all diesel power.

I met Retired Engineer Percy Bradford at the Shrine Club at Belfast and he says "Hello" to all the Maine Central Family.

Brunswick

By H. O. PREBLE

Ticket Clerk and Mrs. Elmer Wilder left May 6 for two weeks vacation. Mrs. Betty Varney of Bath relieved.

Conductor V. R. Pipes has moved to a place on the old road to Bath.

Yard Conductor and Mrs. A. F. Martinare on an extended vacation trip to the West Coast. Flagman L. D. Millet is covering the job in Archie's absence.

The continued wet weather has been holding back Engineman H. P. Utecht and Engine House laborer Pete Coulombe on their potato planting.

Noticed Gardiner second trick telegrapher Eben Lord and the Mrs. crawling in the heavy traffic here on Armed Forces Day. Why didn't you stop, "Ben"?

Spare telegrapher L. F. Blanchette working at Bath on L. M. Price's vacation after re-

leiving M. W. Flynt at Waterville passenger station.

Third trick telegrapher W. E. Kirkpatrick lost his chance at taking a test for a driver's license recently because Charlie Young left his license in his other pants.

Augusta

By ELLIS E. WALKER

Sympathy is extended to the family of retired Foreman Painter J. Henry Breen who died in May following a long illness.

Crossing Tender Donald Michaud, accompanied by his wife, visited their daughter at Utica, New York, while on vacation.

Spare Crossing Tender W. D. Plummer of Hallowell relieved while Michaud was on vacation.

Engineer O. R. Hibbard of the road switcher is off for a few days relieved by Spare Engineer Jones of Waterville.

The faraway look in the eyes of Section Foreman Albert J. Galloupe is caused by that old disease, "Grandfatheritis," which he contracted when Peter Stanley Gagnon arrived recently at the Augusta General Hospital. Peter's mother is Barbara Gagnon, Al's daughter.

Gardiner

By M. L. SANBORN

Station agent David Cameron plans to open up his summer camp in Harpswell this month.

Pope Street residents here in Gardiner report that things have quieted down around their neighborhood since Operator Wendall B. Lewis moved to Portland recently.

Operator R. F. Tracy is planning on planting a big vegetable garden on his farm in West Gardiner this summer. He has been consulting the Old Farmer's Almanac, several seed catalogues, and reading books obtained from the library in order to brush up on information as to how to have a successful garden in several easy lessons.

Freight Clerk Clyde Cooper has a large grape vineyard started on his farm in Winthrop. He has ordered a press from one of the sales catalogues and expects to be quite busy this fall.

Baggage man Olin Gordon has recently purchased a new television set.

Signal maintainer George Curtis has retired from politics and is going to devote most of his spare time just plain arguing with anybody who comes along.

Section foreman Albert Allaire and crew have been replacing ties on the Farmingdale Branch this month.

Signal helper Fred Pickens has bought a new car.

Crossing tenders Leon Hunt, James Donovan, Hiram Walker and Relief Tender George Allen have given the crossing shanty the annual spring cleaning in preparation for summer.

Waterville Shops

By "STEVE"

It seems, in the interest of economy, that Painter Red and Carman Helper Walter McCaslin insisted on overhauling the transmission of their father Sweeper Harry's tractor. After installing many new gears and bearings and carefully assembling the unit, the boys took it on a shakedown cruise. The tractor had four speeds in reverse and one forward speed. Walter

GRADUATING from high school is Joyce Folsom, daughter of Painter and Mrs. Larry Folsom, Waterville Shops



came up with the sage observation, "The motor must be running backwards."

Commander Charles Eisenbach, and Commander Fred Bennett of the U. S. Navy, Quonset, R. I., with Mr. Kay Paulus of Boston have been visiting with Bennett's parents, Superintendent and Mrs. Frank H. Bennett.

Painter Ralph Giroux and family have been fishing at Moosehead and report a good catch.

Sympathy is extended to Laborer Edgar Stanley whose elder brother died recently in Waterville.

Mrs. Betty Mingo, wife of Painter Bill, has been a medical patient at the Sisters. Bill wishes to take this opportunity to thank Painter Harley Hopkins and Helper Merle Otis who were blood donors.

All the birds seem to rise and shine early in the morning and are here at the shop bright and happy, that is, all except one little chick who has a hard time, especially after listening to the Red Sox lose a night game.

Retired Machinist Joseph Chamberlain died recently at his home in Fairfield. Among survivors is a son Dennis, a clerk at the Shops.

Sheetmetal worker Bob Harding has been on the sick list for a week.

Mrs. Eva Lawry, wife of Painter Charlie, has been a medical patient at the Sisters for a couple of weeks.

Sheetmetal worker Manley Gerry has been laid up for a spell with blood poisoning in his left hand.

Mrs. Jackie Tobey, daughter of Foreman and Mrs. Bill Otis, has been a surgical patient at the Thayer.

Mr. and Mrs. Leo Donahue of Port Washington, N. Y., have been visiting her parents, Foreman and Mrs. Laurence Campbell in Fairfield.

Laborer Red Black has returned after a week's illness.

Mill Helper Ray Libby has moved to his camp on Snow Pond for the summer.

Carman Henry Gleason has bid a job in the Passenger Room pending the return of Warren Johnston who is on sick leave.

Potential Committeeman is Roger, son of Carman and Mrs. Paul Hallee, born March 30, weighing eight lbs. and 1 ounce.

Carman Laurier "Sunshine" Michaud is Stooget Welder on the Rip Track.

The new conductor on the Shop Shifter is Amos Lake, who has taken over the job formerly held by Ned Trainor. Trainor has been a patient in a local hospital and is reportedly about to apply for the pension.

Carman Apprentice Roland Giroux is absorbing Rip Track knowledge for the next couple months.



Bartlett, N. H.

By BUD BURDWOOD

Spare Operator M. H. Bowie is covering Agent Stillings' job at Whitefield for two weeks. Bowie has lately filled in at Beecher Falls for Agent DeCosta.

Peter's spare crew is out for the Summer. Located at Lancaster at present with a good job ahead putting in ties.

Motor patrol between Bartlett and Hiram is on for the season, with Percy Chandler and Preston Burke doing the riding, rain or shine.

George Marcou, enginehouse man, has returned home from the hospital after several weeks' illness. Let us hope he gets better fast.

Retired hostler Arthur Chase is in the hospital and has undergone an operation. At this time his condition is not too good, but we all hope to see him back and around again.

Spare Operator W. O. Burdwood is covering agent's job at Livermore Falls at present.

Spare Operator Paul A. White from Lancaster will cover Cornish for two weeks. This is his first job as a new operator.

The Red Sox now have youth, and we have hopes.



BEST WISHES to Trainman and Mrs. Homer D. Greenwood, married at St. Joseph's Church, Bartlett, May 2. The bride is the former Miss Marion J. Hilsley of Glen, N. H. "Snucker" just returned from service in Korea.



HONORED on their golden wedding anniversary were Retired Yard Brakeman and Mrs. Arthur Morrill, Lewiston. A group of his former co-workers called to offer best wishes. In the group were M. B. Fogg, G. H. Parker, G. J. Myrand, R. E. Curran, H. H. Ham, B. C. Kirkpatrick, P. H. Ryle, Rita Cronin, Deb Keller, L. G. White, P. St. Pierre and C. A. Laflamme. The Morrills are in the foreground

Beecher Falls, Vt.

By DON DeCOSTER

Sectionman Curly Congdon and family attended the music festival at Burlington. Thirty school bands participated. Curly's three young folk, Jean, Terry and Bobby all play in the Cannan Memorial School band.

We welcome to the Maine Central family Calvin Bruce Crawford, newest addition to Section Foreman Carl Crawford's team.

The sunny weather has brought on the usual fishing activity. The fish have to stay in hiding most of the time. Arthur Herron is after them from daylight to train time and Franklin Bordeau takes over from three P.M. to dark.

Roger Drolet, agent West Stewartstown, motored down to Twin Mountain with Mrs. Drolet and friends. They attended the Twin Mountain Drive-In theatre.

Your scribe is just back from a pleasant vacation in Florida. I went as far as Venice, that town that the Engineers did so much to develop back about 1925. Saw a lot of country and some busy railroading. Met a lot of interesting people, including an operator named Smith who used to work at Beecher Falls. Relief Agent Malcom Bowie covered the job with the usual friendly efficiency.

Had my lawnmower sharpened by the Colebrook agent, Merle Michaud. It cuts real nicely now. He has about forty satisfied customers who know that he does good work. Why try to get by another season? Merle Michaud will clean, oil and precision grind your old lawn mower so it will cut like new.—Adv.



Bangor Mechanical

By C. H. LEARD

Laborer William G. Martin is again confined to Togus Hospital for treatment.

Mrs. J. Murray Blakney, wife of machinist helper, recently enjoyed a visit with their daughter, Mrs. John Hassinger, and family at Norristown, Pa.

Electrician Paul Vance has just purchased a nice suburban home together with 45 acres of land on outer Essex Street.

On April 18, Electrician N. B. Harding sneaked out on the boys and married Madeline Raynes of Vassalboro. Perhaps the matter would never have leaked out if he hadn't had his insurance papers and annual passes made over. The Hardings will spend the Summer months at their camp, Hermon Pond.

Three members of the Maine Central Family took an active part in the parade of Quartets presented by the WSCS of the Methodist Church in Hampden, April 24. Leslie Snyder, Jr., son of Machinist L. E. Snyder, was the soloist of the evening. Betty McCausland, daughter of Engine House Foreman, sang in one of the quartets, and W. R. Graham, chief clerk, Bangor Freight Office, modeled in an evening gown during the fashion show with men wearing ladies' apparel. Bill made a beautiful lady and looked good enough to kiss. Incidentally learned that WSCS does not stand for Women's Society of Cigarette Smokers.



GRANDDAUGHTER of Retired Bangor Carpenter foreman "Les" Smith is Pamola Lenquest, 2, shown at his Summer camp on the Penobscot River at Orrington.

15-year-old Richard Cyr, son of Machinist and Mrs. Cyr, entered St. Joseph's Hospital April 10 for appendectomy.

Philip Merrithew, son of retired Engineer L. P. Merrithew and wife, was recently awarded the Purple Heart for triple wounds received in Korea on March 28. He was wounded twice in the arm and once in the leg during fighting at Outpost Vegas. Two days after his return from the Hospital he was sent with a 13-Man patrol at Carson Hill, only four including Merrithew returned. His wife is the daughter of Jack Moran, popular sports editor of the Bangor Daily News.



SIGNING WITH THE CHICAGO CUBS last month was Ray Coombs, son of Stationary Fireman and Mrs. B. H. Coombs, Bangor. He recently returned from a long period of service with the U. S. Army of Occupation in Germany.

Congratulations to Mrs. Clara C. Hathaway, mother of Electrician G. M. Hathaway, who celebrated her 92nd birthday April 19. Among the many gifts she received at the party was a bouquet from the Maine Central Associates of her son and when she saw it exclaimed "That's the most beautiful bouquet I have ever seen."

Pasquale Caruso, accompanied by his wife recently, went to New York to bid von voyage to their daughter-in-law who was leaving by plane to visit her parents in Holland. The Carusos also visited a daughter in Waterbury, Conn.

Eastern Division M of W

By JOHN MINCHER

Levi Tourtilotte, son of Section Foreman and Mrs. Warren Tourtilotte, and trackman at Passadumkeag, has returned to work following two years' service in the U. S. Army.

Miss Janice Davis, daughter of Section Foreman and Mrs. Alden Davis of Old Town, has been accepted into Mercy Hospital, Portland, where she will enter training this fall to become a nurse.



APPOINTED an exchange student to Shawinigan Falls, Que., by Rotary International is Janice Davis, daughter of Section Foreman and Mrs. Alden Davis, Milford. Now a senior at Old Town High School, Miss Davis' appointment marks the first such appointment sponsored by Rotary in the State of Maine.

Louis Robichaud, former trackman at Northern Maine Junction and now pensioned, has quite a hobby and business in the trade of filing saws at his home in his spare time and would welcome any additional business that comes his way.

Ronald Tracy has been employed as trackman on Waukeag Section during absence of Irving C. Urann, who is off duty on account of illness.

Claud Gibbs, trackman in Hamilton's Extra Crew, has left to enter the U. S. Army.

Hayden Estes has been employed as trackman with motor patrol between Old Town and Mattawamkeag.

Herbert Linderman has been employed as trackman at Nicolin in place of Percy Nile who is off duty on account of illness.

Earl F. Shannon, cookee in Hamilton's Extra Crew, has been off duty on account of illness.



SOME RECORD has Agent W. J. McAllian, Bucksport. A Maine Central man since 1908, he has 14 children, 13 of whom are married and live in the same town. He has 23 grandchildren!

Calais

By P. D. ADAMS

Conductor Bob Gillis, president of the Calais Rod & Gun Club, has recently supervised the building of a large outdoor fireplace at the clubhouse at Round Pond.

Mrs. Colon Peasley, wife of engineer, who has been a patient at the Calais Regional Hospital, has returned to her home in Charlotte. Stationary Fireman Howard Mingo is enjoying his annual vacation.

Agent and Mrs. Burt Pullen were among the many who called on and congratulated Mr. and Mrs. Albert Campbell of Lubec who celebrated their sixty-fifth wedding anniversary May 6.

A June wedding is planned for Miss Virginia Robinson of Westbrook, Maine, and Alden McKay, son of Operator and Mrs. William H. McKay. Miss Robinson was graduated from Westbrook High School, Gorham Teachers College and the University of Maine, and is now teaching in Arlington, Mass. Mr. McKay served for two years in the United States Navy. He was graduated from the Calais Academy, the Maine Vocational Technical Institute in Augusta, and the Massachusetts Radio and Telegraph School in Boston, Mass., and is now employed in the Instrumentation Laboratory of the Massachusetts Institute of Technology.

Sympathy is extended to Conductor Ralph E. Hall on the death of his wife, April 13.

Carman Bill Hanson is one of the instructors of the Little League Baseball Teams.

Vanceboro

By HARRY D. DAVIS

First shipment cattle following restrictions account hoof and mouth disease were imported through here March 19, 1953.

Section Foreman Beryar Pine returned to work in February after an absence of seven months following injuries received in fall July 14, 1952.

Retired Yard Brakeman William Clendening died at his home March 21 after a long illness.

Retired Freight Handler and Mrs. Nell White recently returned from St. Petersburg, Florida, after a very pleasant winter.

Retired Operator and Mrs. Fay Crandlemire also have returned from their sojourn in Florida as well as Retired Freight Clerk and Mrs. C. P. Crandlemire. All report it as a wonderful spot for season of cold weather in north.

Congratulations are being extended to the following: Operator and Mrs. W. R. Gardner on the birth April 2 of a son, Kenneth James; and Clerk P. J. & Mrs. McPhee on the birth May 5 of a daughter, Lorie Lee.

April 14 General Agent W. L. Blanchard was in attendance at Regional Meeting Safety Section, Association of American Railroads at Sheraton Plaza Hotel, Boston, Mass.

General Agent W. L. Blanchard and Clerk D. E. Vernon April 23 attended Shippers Advisory Board Meeting for Prevention of Loss and Damage at Cascades, Saco, Maine.

April 24 General Agent W. L. Blanchard, Engine House and Car Foreman A. M. Scott and Chief Clerk H. D. Davis attended meeting of Railroad Club at Y.M.C.A., Brownville Jct.

During week of May 4 Chief Clerk H. D. Davis was on vacation attending Masonic Grand Lodge, Portland, and visiting his daughter Mrs. James E. Harper and his son Lee C. Davis and their families at Saugus and Barnstable, Mass.

Rigby Engine House

By ALBERT B. WETMORE

Foreman Malcolm Billington made a trip to Boston as a representative of the engine house at a safety meeting. Our safety board for this month reads 304 days, or 7296 hours for all three tricks without a lost-time accident.

A good time was had by all who attended the open-house celebration given to Laborer and Mrs. John Feeney at their 40th wedding anniversary.

Machinist Linwood Sweatt has part ownership in several Aberdeen Angus beef cattle. Chief Clerk Leo Belfontaine had a birthday as announced by "Coke" Kane over the loud-speaker system, and according to Leo's story he is still 41 years old.

Machinist Rosario Demers, who was transferred to Lewiston some time ago, has decided to move to Lewiston with his family. He will rent his home in Westbrook.

Machinist Helper John Nally has taken his vacation, and is now back on the job.

Laborer Roy St. Peter's mother died during the month. A floral tribute was sent, taken from the flower fund.

Hostler Steve Brodie and Mrs. Brodie spent two weeks at Palm Beach, Florida.

Chief Clerk Leo Belfontaine's father died during the month.

A group of children were our visitors recently. They were shown around the premises by Chief Engine Inspector William Harrington, Chief Diesel Engine Inspector Larry Eliason, and our Foreman Malcolm Billington.

Electrician Walter Emery who has been ill for quite a while reported back to work.

Carpenter Peter Griffin, while his wife has been sick, took his vacation.

Former Laborer Ernest Welch died at the home of his son who resides in Portland. A floral tribute was sent.

Our balance for the month in the Welfare and Flower Fund in spite of quite heavy disbursements is still considerable.

A postcard was received by Sheetmetal Worker Archibald Pratt, from Fireman George Bean who is vacationing in Wisconsin.

Electrician Joseph Fountaine has returned to work after his vacation, announcing the birth of a daughter. This is their fourth child.

Storekeeper Didace Burke, Traveling Store Keeper James Mills, and Mathew Kane attended a meeting and banquet of The Association of New England Railroads at the Statler Hotel in Boston.

Machinist Eugene Annett returned to work after a long illness.

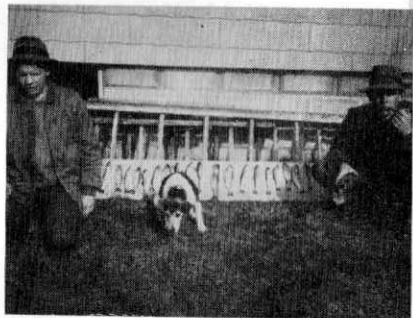
We received a visit during the month from the vice chairman of District 42, International Association of Machinists.

Terminal Car Department

By HUGH F. FLYNN

Carman Helper Ralph Cary entered the U. S. Army April 24, and is stationed at Fort Dix, New Jersey.

Carman Helper Merle Cook, Jr., had a mishap while riding his motorcycle and broke his leg.



A FINE CATCH of trout by Carman Henry Gavett, Rigby, and son, Larry. Reporter Flynn says Henry Grimmer please note

Our Stores Laborer Francis Haldane's mother is seriously ill and after being confined for some time at the Maine Eye and Ear Infirmary, is now being cared for in a local rest home.

Everyone seems to be in a building mood. Stores Laborer John MacVane built a boat. Laborer Ed Whalen is progressing rapidly on his new sun porch. It would appear our janitor, Mr. Worcester, is not making much headway on his project at this time.

Carman Ed Landry has purchased a house lot on Thornton Heights and has plans to start building a new home right away.

Among those who attended the Railroad Veteran's meeting at Waterville on Sunday, April 26, were Clerk Pat Conley, Carman Henry Gavett, John Bodge, Howard Thurlow, Ike Jackson and Carman Helper Art Landry.

Carman and Mrs. Grant Wilder went to Boston Patriot's Day to see the Marathon. While there they ran into Carman Dick Valentino and the Mrs.

Carman Don Perkins, Elmer Amsden, Charles Audette and Lyle Dorr were involved in an auto accident recently in Westbrook. None was seriously hurt. Don Perkins' car suffered the damage.

On April 24, former local chairman of the Carmen, William R.—"Bill Hale," was elected General Chairman of the Carmen's Joint Protective Board. Bill has been covering the position since former General Chairman Roy Taylor received an appointment in Chicago. We all wish Bill the greatest of success in his new position.

Carman Jack Savage is ill and confined to the Veteran's Hospital, Togus, Maine.

Carman Pete Serunian is with the U. S. Marines in Korea.

The stork paid a visit to the personnel of the Car Shops on two occasions. On April 16 your correspondent and Mrs. Flynn became the proud parents for the third time with the arrival of Daniel Edward at 8 lbs. 2 ozs. Stores Laborer Ed Flynn became a grandfather for the sixth time.

On May 5 Coach Cleaner and Mrs. Reginald Porrell became the proud parents of a fine baby girl, Pamela Jean. Towerman Stan Chandler is the maternal grandfather.

Portland Terminal Operators

By BILL GRAHAM and DON WILSON

Benny Benson, second trick operator at

Tower One, back to his job after pinch hitting for a couple of weeks in Portland car distributor's office. Talking to Benny just recently, he seems to have a small problem that can be solved very quickly if some one would be kind enough to loan him a couple of sticks of dynamite. The way I hear it is, his artesian well isn't working so hot and he figures he can blow it back into use again.

Visited by Carroll Oakes recently, retired operator from PA office Union Station, says he is feeling fine and dandy and enjoying his retirement to its best. Tells me plans to do a little fishing this year, something he hasn't had a chance to do for some time. Hope he gets to land the big one.

Larry Holmes, swing operator from Tower One, working the agency at Deering Junction for a few weeks due to Bill Fardy, regular agent, off sick. Guess this will give Larry a little time evenings to get his blueberry factory rolling full speed, or is it too early yet?

Boys at Tower One and Tower Five working their swing days due to shortage of operators here in the terminal. Wally Marshall should be coming out with a new speed boat any day now.



MARRIED in the Chestnut Street Church, Portland, were Third Trick Operator Eugene Wakefield, Deering Junction, and the former Elaine Bennett. The couple traveled to Boston on their honeymoon.

Quite a few of the operators here in the terminal moving around due to open vacancy recently, Phil Gardner has bid in the first trick at Tower Five and the Asst. Car Distr. position temp., Erick Gronlund had bid in the second trick at Tower Four left by Arnold Shuman who bid off the second trick at Union Station. Charley Richardson has bid off the Second trick at Rigby Yard Office left by Joe Knowles for the First trick in Supt. Office Portland.

Bill Graham has bid in the third trick at Rigby Yard Office and Jim Austin spare Portland Terminal operator, has bid in the swing position all Towers. H. A. Scott, asst. car distr., has bid off the car distr. position in BX office

Dick Boothby, spare Portland Terminal operator, is covering the first trick at Tower Four with spare operator Frank Gardner covering the swing job there.

Understand Ralph Dyer, second trick, Cumberland Mills, has purchased himself a speed key to practice telegraphy. He says that when he gets good enough plans to go to Tower Five and get Harold Q. started.

Charley Richardson, second trick operator at Rigby Yard Office, journeyed to Boston recently to see the circus that was playing there. They tell me he has questioned the Ringmaster about getting a job in it, because he is always making one night stands.

Mike Murphy, third trick operator Tower Three, back to work after being off sick a few weeks. Frank Gardner covered for Mike while he was off.

Vacation time rolling around again and about the only one enjoying it is Bill Graham, second trick operator at Tower Four. Understand Bill just plans on resting up and doing a little fishing.

Portland Freight Office and Freight House

By MARJORIE QUIGLEY and ALICE McLAUGHLIN

George C. Purdy was a delegate at a meeting of the System Board of Brotherhood of Railway Clerks held at the Manger Hotel, in Boston, April 17 and 18.

Nancy Lee Mizula, daughter of Freight Checker William J. Mizula, recently had an enjoyable trip with a crowd of fellow students to Washington, D. C. While there, they also enjoyed a tour to Mount Vernon.

We are all pleased to hear that Donald P. Whitney, loader and caller, who fractured his ankle, is progressing nicely.

Word has been received from retired Freight Clerk Anna C. Ward that she and her son enjoyed a pleasant vacation at Washington, D. C. While there, they were unfortunate to have the window of their car jimmied and a valuable camera was stolen.

Division Freight Agent F. H. Willard of Concord, N. H., and his assistant, Bob Whitney, were recent visitors at the Freight Office.

A very fine safety meeting was held at the Freight House recently, with Clifford L. Quigley in charge.

Among those attending the Mission at the Boston Garden held recently was Machine Operator Roland F. Chiasson.

Former Clerk Lyndon P. Brown (Brownie) of the Billing Department was a recent welcome guest at the Freight Office. Brownie, who now resides in Dexter, says he is feeling fine, and he certainly looks wonderful. It was so nice to see him again.

Stenographer Marjorie J. Quigley and Waybill Machine Operator Margaret T. O'Donnell attended the Railroad Veterans' Club banquet at Waterville, Sunday, April 26.

Waybill Machine Operator Ludwig Starling and Head Delivery Clerk Michael G. Norton have resumed their respective duties after being absent due to illness.

Freight Clerk Mrs. Florence P. Cooper, Marine Department, and family, spent a week-end at their camp at Weld, Me. They also attended the Red Sox baseball game in Boston, Saturday, May 9.

This office was saddened to hear of the death of former Head Clerk Harry L. Fagan,

shortly after he had made us a nice visit at the Freight Office. We extend our sympathy to his family.

It was a welcome sight to see Loader and Caller Clifford J. Richards recently. Cliff has retired due to disability.

Also, James H. Crangle, loader and caller, who has also applied for annuity, was a welcome visitor not long ago.

We are always glad to welcome former employees who visit us occasionally, so let us not forget Retired Loader and Callers Michael F. Carroll and Andrew W. Murphy, both of whom are ardent baseball fans.

Congratulations are in order to Miss Genevieve I. Houston and Robert G. Hasson, on their recent engagement, which will be followed by an August wedding. Mr. Hasson is the son of Head Clerk James J. Hasson, and is a member of the faculty of Paris High School, at South Paris, Me. We all extend our best wishes to the happy couple.



By IRENE ELWELL and JACK HAYES

Mr. and Mrs. Vern Murphy have been on a trip to Washington, D. C., and Virginia. Vern is driving on the Brunswick Portland run.

Les Grant has booked off for two months because of illness.



COMING DOWN at Rumford Junction is our overpass on the Portland-Lewiston Road. Bright spot above the "Maine" is burner's torch. Rioux Construction Company is doing the wrecking

Vacationing drivers recently were Gil Powers, Ray Briggs, Francis Conant, Arnold Brume, Vern Murphy, Einer Mason, Ralph Rich and Ken Marston.

Bob Leighton has been doing spare dispatching at Union Station.

Operator Leon LeClair is on a fishing trip to Moosehead.

Fred Logan, mechanic at Augusta garage, is out sick.

Arthur Partridge has been on a fishing trip recently at Mopang Lake.

Mechanics Panton and Foster of Portland garage have recently had vacations.

Mechanic Robert Cody is sporting a brand new automobile.

Operator Ken Marston recently purchased a new 18' boat. How about a ride, Ken?



By LILLIAN G. SMALL, MARY E. MORSE, ERNESTINE GRIMES

Mr. and Mrs. Raymond Jackson (Division Engineer) were members of the South Portland Community Chorus during the past season, and took part in the Spring Concert at South Portland High School May 18. The Engineering Department was well represented in the audience, and enjoyed the concert immensely.

Wilbur (Bill) Lampson (Supervisor Bridge & Buildings) journeyed to Tulsa, Oklahoma, for



PURCHASING AGENT and Mrs. Granville E. Nickerson of 43 Elsmere Avenue, South Portland, who held open house in observance of their 25th wedding anniversary. They were married May 5, 1928, in the Peoples Methodist Church. He has been employed as purchasing agent for more than 30 years.

his two weeks' vacation, attended the International Petroleum Exposition at Tulsa, and visited friends. He has also joined the ranks of colored camera enthusiasts, and with his flower garden, should get some fine transparencies.



PROUD OF HIS PUPPY "Wiggles" is Wayne H. Nelson, 3, grand nephew of Lillian G. Small, purchasing department

Comptroller Horace Woodbury tells us that his son, Dana, spent the weekend of May 15 at Moosehead Lake fishing. He not only had a wonderful holiday, marvelous weather (no rain until he came back to Augusta), but he returned with three very good salmon to show for his jaunt.

Cashier Leo Jackson returned to work April 30 after being quite ill for some time. Don't get sick again, "Jack"—everyone missed you. Mrs. Jackson is also having her troubles—she fell and at press time was hospitalized with an injured leg. We hear rumors through the grapevine that "Jack" recently parked his car on Congress Street, promptly forgot where he left it, and reported it to the Portland police as stolen! He later found the car where he had left it, but in the meantime he had a bad few minutes.

Clerk Gordon Williams has had a fender dented in his new "specially equipped" car, so now it is well christened!

Among recent shoppers in Beantown were Assistant Treasurer Horace Budd, who was piano hunting on May 16, and Stenographer Shirley Smith, trousseau buying, on May 9. James E. Mills has recently returned from Pittsburgh, Pa., after attending the Union Switch and Signal Company School of Instruction which was interesting and instructive.

Late notes on the Spring flood—Julia Roper got soaked when high water hit son Trooper Roper's new home in Camden. Pitched in with clean up chores, too.

All dressed up and off they went—to the New England Railroad Club Annual Banquet at the Statler Hotel in Boston on May 14. Those attending were J. W. Wiggins, R. A. Jackson, H. W. Stetson, C. A. Plumly, W. J. Henry, L. B. Connary, L. M. Lentz and S. Sullivan. All reported a nice time. Some of the boys took in the Red Sox-Cleveland game beforehand.



FELLOW LIONS are General Counsel Arch Knowles and Retired Industrial Agent Harold Cummings. Knowles, president of the Portland club, had the pleasure of presenting Cummings with his 30-year membership pin.

Think Well of Your Job

Wherever you're working, in office or shop,
And however far you may be from the top,
And though you may think you're treading the mill,
Don't ever belittle the job that you fill:
For however little your job may appear,
You're just as important as some little gear
That meshes with others in some big machine
That helps keep it going—though never is seen.
They could do without you—we'll have to admit—
But business keeps on when the big fellows quit!
And always remember, my lad, if you can,
The job's more important—oh yes—than the man!
So if it's your hope to stay off the shelf,
Think more of your job than you do of yourself.
Your job is important—don't think it is not—
So try hard to give it the best you've got!
And don't ever think you're of little account—
Remember, you're part of the total amount.
If they didn't need you, you wouldn't be there—
So, always, my lad, keep your chin in the air.
A digger of ditches, mechanic, or clerk—

THINK WELL OF YOUR COMPANY.

YOURSELF

AND YOUR WORK!

*—From the Lackawanna Railroad
Safety Dope Sheet. Submitted
by C. A. Quigley, Safety and
Fire Prevention Agent*