Teamwork

It is all very well to fight for fame,
But the cause is a bigger need,
And what you do for the good of the
game
Counts more than the flash of speed;
It’s the long, long haul and the dreary
grind,
Where the stars but faintly gleam,
And it’s leaving all thought of self
behind
That fashions a winning team.

You may think it fine to be praised
for skill,
But a greater thing to do
Is to set your mind and set your will
On the goal that’s just in view;
It’s helping your fellow man to score
When his chances hopeless seem,
It’s forgetting self till the game is o’er
And fighting for the team.

New Coal Dock Completed

Portland Terminals Newest Development
on Waterfront Gives Company the Best
Facilities in the Harbor

During the past eight months at
Turner’s Island, South Portland, on
the banks of Fore River, close to its
mouth where it enters Portland Har­
bor, has been developed a modern coal
discharging wharf.

This new development, a result of
the waterfront fire in September, 1929,
is a part of the $2,000,000 construc­
tion project of the Portland Terminal
Company and its completion marks
the second development, Pier Number
One above the Portland-South Port­
land Highway Bridge having been in
operation several weeks.

At the present writing on October
17th, Wharf Number One has been
used only for the discharge of china
clay into the new steel 800 foot ware­
house, a temporary arrangement until
construction work at Wharf Number
Three is finished. The first Pulpwood
Boat, the Norwegian motorship “To­
ledo,” arrived on October 18th from
Sundsvall, Sweden, and discharged
her first cargo of 800 tons of baled
pulp from the Baltic at the new wharf.

The coal discharging plant on
Wharf Number Four, formerly located
at Wharf Number One is now located
about three-fourths of a mile distant
on the opposite shore above the bridge
on what is known in the Terminal as
Turner’s Island.

The wharf itself is 610 feet long and
is equipped with two coal discharging
towers loading into cars on three
tracks having a capacity of 100 cars.
These towers are as fast as any yet
constructed and have a maximum
capacity of 1,200 tons an hour and an
average hourly capacity of 500 tons.
The total yearly capacity working eight hours a day, 300 days per year is 1,200,000 tons.

The switching of empty and loaded coal cars is via Rigby Terminal, a distance of one and one-half miles. The old Eastern Division drawbridge which formerly connected Turner's Island on the South Portland shore with Portland was demolished and the channel was dredged to a depth of 30 feet at mean low tide. The new dock permits the docking and undocking of the largest boats in the Portland trade. Ample facilities are provided for hauling the outgoing loaded cars and the incoming empties and assuring the prompt loading and unloading of boats.

The entire development which was carried out on plans prepared under the general direction of Chief Engineer Asa H. Morrill, and Resident Engineer J. B. Trumbull, provides for the most efficient and expeditious operation. The large towers seem to work with almost human intelligence.

The first steamer to discharge its cargo at the new wharf was the collier Suffolk from Norfolk on September 29th. On that date the collier docked at the plant and discharged 8,000 tons of coal for the Company.

The two coal discharging towers were erected by the Mead-Morrison Company of Boston. These movable towers which take the coal directly from the ships to cars, run on tracks 400 feet long and are steam driven.

Each tower is equipped with a three ton coal bucket which operates on a boom swinging over the ship hatches. The coal is hoisted from the ship's hold in the buckets vertically and swings on a carrier, discharging into hoppers, thence into cars directly underneath.

The trolley with its bucket under favorable operating conditions while breaking down can be operated in excess of four trips per minute with about 3 tons of coal, which results in an excavating capacity of approximately 1,200 tons per hour. Only one man is required to operate the levers in the tower and when a boat is discharging, three shifts are worked. Powerful flood lights are used at night when a ship is unloading.

Carl B. McIntire, Superintendent of Wharves, is in charge of this new development and makes frequent trips back and forth between his headquarters at Wharf One and Turner's Island.

Construction work at Wharf Number Three at the present time is being held up pending arrival of several wood pulp boats, but it is hoped this new wharf on the opposite shore will be completed by February 1st.

On the opposite page are photos of Wharf No. 4 taken during construction also completed dock as it is today. Recent photos of Wharf No. 1 are reproduced on page 9.
New Equipment on “The Gull”

For the still greater comfort of passengers travelling between New England and the Maritime Provinces the Passenger Traffic Department announces the addition of new Buffet Lounge cars of improved type and new sleeping cars embodying added comforts for night travel, recently put in service on trains 71 and 8, “The Gull,” fast flyer between Boston, Portland and the Maritime Provinces.

These new cars, modern in every detail, made their first trips from Boston on October 24th.

The new Buffet Lounge cars because they are luxurious “club rooms on wheels,” have been named “The Algonquin Club” and “The Garrison Club,” after the famous Boston and Canadian clubs.

The appointments of “The Algonquin Club” and “The Garrison Club” provide an extreme in rail comfort. Gray-green mohair divans and lounge chairs match tinted walls. Shaded lights on end tables flank the divans. At one end of the car is a card nook. Tastefully figured rugs cover the floors. Ash trays for women passengers and smoking stands for men are liberally distributed in the lounge. A buffet with soft-drink and light-lunch facilities is also provided.

Improved ventilation features include a series of fans insuring a constant flow of pure air into the car with powerful exhaust fans discharging at opposite ends. The ladies’ retiring room has all the conveniences of a home boudoir. The men’s room with seats and chairs finished in luxurious leather, embodies new features in train service. Eight sections of upper and lower berth sleeping facilities occupy one end of the lounge cars. In these there is lighting equipment new to Pullman night travel. Instead of the time-honored ceiling dome lights and small lights inserted in the car wall, the new cars have decorative ceiling lights of a Japanese-lantern type, and an individual shaded light at each berth.

The new lounge cars and the new sleeping cars for “The Gull” will be followed shortly by arrival of new de luxe day coaches, providing passengers with de luxe accommodations at regular fare. The day coaches, which will be placed in service on “The Flying Yankee” and “The Pine Tree Limited” on their fast daily runs between Boston, Portland and other points in Maine, are expected to be in service by the first of next year.
Thirty Seven Million Bushels are a Lot of Spuds

The potatoes are moving again, and it may be of interest to the Family to know how important a feature of our business the “spud” movement is.

Last year, according to the records, there were transported over Maine Central lines a total of 53,648 carloads of this indispensable food-stuff. Those figures in themselves are sufficiently impressive; but let’s consider them from a different angle.

Suppose all those cars, loaded to capacity with potatoes, could be handled in one train—from the engine to the rear coupler on the caboose it would be 508 miles long!

If all these cars were to be accumulated on our lines, they would cover the main line from Bangor to Portland, both roads; the Rockland and Rangeley branches; and the mountain road, Portland to St. Johnsbury, with a few cars left over to be stored on sidings.

Divided among all the inhabitants of the United States, the potatoes moved last year via our lines would amount to about 1 peck per capita. On the basis of an average family of five persons, each family would have a little more than a bushel and a half.

Perhaps, though, that is spreading it out too thinly. Suppose we consider supplying just one state—New York, for example. Our 53,648 carloads would give every inhabitant of that great state almost four bushels of the best potatoes grown. It would supply nearly three times as many per capita for the state of Massachusetts.

It’s rather a worn-out and abused form of comparison to “lay end for end” and compare with the Chrysler building or the Leviathan; but nevertheless it is effective. Most of the Maine potatoes are plump and large; but we’ll be generous and say that they average three inches in length. On this basis, the contents of our 53,648 cars, taken separately and laid end for end, would reach approximately 353,727 miles!

And when you eat a mealy, delicious Maine potato for your supper tonight, perhaps you’ll appreciate it all the more!

It may not be generally known but on September 14th the longest train ever hauled over the Maine Central was handled between Northern Maine Junction and Rigby. This train of 142 loaded cars (137 were potatoes) with two engines made the run of 135 miles in five and one-half hours. The tonnage was 5,769 and the train transported more than 90,000 bushels of potatoes to market. Only two stops were made, at Newport and Richmond, to take water.

Conductor Adelbert Callahan was in charge of the train with Enginemen William Fisher and Merle Tarr in the cabs.

Upper Left: Arthur E. Towsey, House Foreman, Wharf Number One
Lower Left: Longshoremen unloading sulphur from the “Englewood”
Upper Right: View of new warehouse from highway bridge.
Middle: Motorship “Toledo” first steamer to dock with baled pulp.
Bottom: New wharf will accommodate largest steamers in Portland trade.
A Conductor Goes a Hunting

A Conductor went a-hunting,
   It was on Sunday morn.
He wanted a tiny bear cub
   One just lately born.
He thought he'd fool the mother bear,
   And grab it on the run.
The bear cub squealed and then its Ma
   Rushed out to guard its young.
The Conductor dropped the little cub
   But the bear kept on his trail
The Sunday quiet was shattered
   By a loud despairing wail,
"Oh, Lady Luck, if you can't help,
   Then please don't you help this bear."

"JOE" COTE, the popular Conductor, knows his woods. He has tramped and paddled his canoe from one end of the State to the other.

Some few years ago Joe was running on the Runjford Branch. He did not work on Sundays, so he had that day to enjoy a tramp along some solitary trail.

Ambition is a ruthless thing. A driver. Some are ambitious for wealth, some for position, and fame. Joe's ambition was to capture a bear cub.

One bright Sunday morning, he left camp for John's Pond with the intention of seeing what he could see. Around that part of the State are many old windfalls, slashes, and clearings, likely places for deer and bear. The sectionmen had been telling him about a Mrs. Bear and family that had been seen several times near there.

As he penetrated the woods, getting farther into the wild part, "Joe" felt that maybe it was a nice day to realize his ambition. However, Lady Luck had plans of her own.

He tramped all day, and when the sun began to drop in the west, allowed it was time to get back towards camp. As he followed the trail he was skirting an old slash when Old Man Ambition poked him in the eye and almost blinded him. On the trail before him were two little bear cubs playing like kittens.

He knew the mother was somewhere near, but here was the best chance he would ever have, and he wasn't going to let it slip. Quietly he "snuk" up on them, grabbed one and ran. But the cub squealed, and Mother came on the run. Joe had been too long in the woods to drop the cub then. He knew Ma wouldn't attack him while he held it. He also knew he was in a tight corner. Something like the little Dutch boy who plugged the dyke with his finger. He didn't dare drop the cub, and much less dared to keep it. He walked a short distance and so did Mrs. Bear. Joe made three or four such manœuvres and then began to wonder if there mightn't be exceptions to woods rules. How many times was she going to stop when he stopped? She seemed to be taking up too much slack. "Joe" had to decide quickly. He was far from home. He sized up the trail ahead. It looked like good rail for quite a ways, so he tried the air, dropped the cub and opened the throttle. The going was a bit rough and "Joe" had to buy a new pair of pants next day. Ambition is still alive, tho.

The foregoing while told in a rather light vein is an actual happening with the exception of the "pants" part. It gives a fairly good picture of the knowledge "Joe" Cote has of the woods, and the sheer nerve of the man in trying to keep the cub with the mother coming towards him. Where her young are concerned she is a dangerous customer in the woods. "Joe" says when he dropped the cub the mother came with a rush and gave the cub a blow that lifted it twenty-five feet into the woods.

Carl Douglass—the Handy Man

Carl Douglass, first trick operator in Waterville yard, had quite an experience last summer while on a fishing trip at Smithfield with Joe Cosgrove and Dick Cunningham. If any of your friends expect to go on such a trip take Carl along, as he comes in handy in case of trouble.

The three of them caught their fish all right and started for home. Then the fun started. The little coupé refused to climb the hills and Carl and Dick had to push while Joe handled the wheel. It looks kind of fishy. Joe and his car must have had some kind of an understanding.
On another one of these interesting expeditions they came near drowning Dick. Rowing out quite a distance from shore, they stopped where they thought the perch would respond the best and in throwing the anchor, which happened to be a good sized rock, some way or another, with the wind blowing and the boat rocking, the party who endeavored to do the throwing slipped and the rock instead of going overboard, dropped inside the boat, smashing a hole through the bottom. It was a case of how quick could they make shore. To go back to where they started was out of the question, as the wind was blowing hard from that direction, so they had to go the opposite way, full speed ahead. The water was coming in fast and Dick hollered "You guys trying to drown me? You know darn well I can't swim." Joe was rowing for all he was worth, but he didn't quite make the shore, and North Pond being quite shallow near the shore, Dick not being a dwarf, was saved as the boat sank.

The fellow who kicks like a steer is horned for trouble.

To be honest with self we must be true to others.

The marriage of Master Mechanic Frank Bennett, Waterville Shops, to Miss Florence L. Moore of 51 High Street, Portland, came as a complete surprise to their many friends who thought that the bride was at her home and that the groom was passing his vacation in Virginia. The wedding took place at Portsmouth, N. H., September fourth.

Mr. Bennett, on his return from the honeymoon trip, furnished cigars for all the men at the shops and boxes of candy for the girls. The Foreman and Clerks presented the couple with a banjo clock and the employees gave them a $5.00 gold piece. Congratulations and best wishes are extended to the newlyweds. They will make their home in Waterville.

On October 1st, Trainmaster Arthur B. Crossman at Lancaster, wrote "complete" to more than 45 years of loyal, faithful service to the Maine Central, and the severing of personal contact with hundreds of employees who are glad to call him their friend.

It was in July of 1885 that Arthur Crossman first entered the employ of the Company as a telegrapher. Serving in this capacity at several stations he was called, five years later, to take a train dispatcher's chair in the Portland office, where, with "Billy" Barry, he handled the night trick. Only one other train dispatcher of that period is still in the service—M. F. Dunn, now Train Rules Examiner.

In 1902 Mr. Crossman was sent to Bangor as Chief Dispatcher of the Eastern Division and remained in that capacity until 1908, when he was transferred to Lancaster as Chief Dispatcher of the Mountain Division. When this Division was merged with the Portland Division in 1925, and the dispatching force removed to Portland, he remained in Lancaster with the title of Trainmaster. This position was abolished on Mr. Crossman's retirement.

In his 45 years of active connection with the Road, Arthur Crossman has served under nine Superintendents—E. A. Hall, F. E. Sanborn, F. J. Runey, Jonas Hamilton, G. F. Black, M. F. Dunn, James Assault, W. A. Wheeler and F. O. Wood. The Road has grown in these years and he has progressed with it.

Mr. Crossman was always a disciplinarian yet never unreasonable. He expected each employee to do his duty, but his subordinates always appreciated that his methods were simply a reflection of his own conception of the duty owed to his employers. At the same time he was considerate of the "stumbler"—the hard luck lad who was ever doing his best.

During the years that he has been at Lancaster he has had to care for probably one of the worst, most treacherous, most expensive, and most temporary pieces of track in the country. "HELL'S RIPS," between Lancaster and Beecher Falls, the Delta of the Connecticut River, a track which today is good for heavy freight trains, and tomorrow is down on some farmer's meadow, rebuilt next day, and the following day may be found floating down the Connecticut River. A piece of track that no one expects to stay "put" when the spring rains and thaws come. Yet Mr. Crossman's patience has time and
again surmounted unbelievable obstacles to keep the line open north of Lancaster. Day after day, with discouraging discouragements, he has dispatched work trains to lay track ahead, only to have the track float on top of the water after the train passed over. Yet this was but part of the day's work. The rest of the line needed attention. The “Notch” had to be kept open with snow plows. Freight had to move in the face of all handicaps, yet he did it. Its history would be an epic. It is written—and can only be written—on the mind and the heart of the true servant that he was, to be mentioned only in reminiscences with others as true and loyal.

4-H Club Boys and Girls Send Thanks to Industrial Agent

Of the 125 4-H Club boys and girls and their attendants who won the annual prize for Maine's best crop, the 5,000 4-H Club boys and girls.

Scarboro, Maine,
September 27, 1930

Dear Mr. Hunton:

Just a week ago we were leaving Springfield—new friends and a wonderful time behind us. But we will never forget this trip and all our experiences. I am very glad to have had the opportunity to go to Springfield with the rest of the 4-H members.

I can't tell you how much I appreciate all you have done to make this trip possible, but you and all those who made it possible to know I appreciate all they did.

If all club members knew how much this trip meant I know they'd work a good deal harder than they do now.

Very truly yours,

Lillian M. McCullough

Southwest Harbor, Maine,
October 2, 1930

Dear Mr. Hunton:

I returned from the Springfield trip safe, sound and happy, but rather tired. I enjoyed every minute of the time and learned many things which will help me a great deal especially in my school work.

I wish to thank you and others of the Chamber of Commerce who made this trip possible for me.

My only regret is that I can go only once as a club boy.

Sincerely your friend,

H. Oliver Jordan

Maine Central Employees' Magazine
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A Monthly Publication devoted exclusively to the interests of and for free distribution among the 7,000 Employees of the Maine Central Railroad and Portland Terminal Company. Delmont W. Bishop, Editor

The Joy of Being the Editor

Getting out this magazine is no picnic. If we print jokes people say we are silly; If we don't they say we are too serious. If we clip things from other magazines We are too lazy to write them ourselves; If we don't we are stuck on our own stuff.

If we stick close to the job all day, We ought to be out hunting up news. If we do get out and try to hustle, We ought to be on the job in the office. If we don't print contributions, We don't appreciate true genius, And if we do print them, the magazine is filled with junk.

If we make a change in the other fellow's write up, we are too critical, If we don't we are asleep. Now like as not some guy will say, We swiped this from some other magazine.

We did.

Truth is strength that falsehood cannot weaken.

He who makes haste slowly often arrives the more quickly and surely.

Thanksgiving

Once again we come to the season of the year when our thoughts go back to the days of our old New England forefathers, those good Old Puritan days when they gathered to return thanks for the blessings of life and liberty in a wonderful new country.

That savory dinner prepared with much time and labor with none of our modern methods of pressing the button on electric ranges or cooking to the tune of the radio in a nearby room.

The long tramp through the woods to the little church to give thanks to Almighty God for the many blessings bestowed upon them. There were no 1930 automobiles to whisk them over cement roads or deluxe flyers on the rails to speed them to distant relatives for the day in that era.

Do we, like our forefathers, take thought of our own multiple blessings and in the rush and whirl of modern times give thanks for the day set apart, and realize what it means to us, I wonder.

During this period of so-called “hard times,” do we, who are “on the job” every day stop to consider what it means to be deprived of this privilege, for it is indeed a privilege for the person who has the strength and inclination to work to find a place which he can fill.

We should be thankful for that one thing alone.
IN MEMORIAM

Albert E. Foster

Albert E. Foster, 66, Agent at Ellsworth Falls, died September 29th at his home in that town.

Mr. Foster entered the service of the Company on October 4th, 1884, exactly one year after the rails were first laid on the Branch and remained at that station until his recent retirement on account of ill health.

When Mr. Foster started railroad ing at Ellsworth Falls, there were no telegraph wires at the station and he learned to operate the key at the Ellsworth Western Union office. There is probably no other employee of the Road who has enjoyed the unique distinction of having served his entire railroad career of so long a term as Agent at the same station.

Mr. Foster was born at Ellsworth on June 7th, 1864. He was the son of Zabud and Nancy (Miller) Foster; and was a member of Lagonia Masonic Lodge at Ellsworth, also a member of Nicolin Grange. He had always made his home at Ellsworth Falls since entering railroad service. He was a man who held the interest of his employers as the foremost thing of his long and faithful career. He is survived by one son, David A. Foster, now holding the position of second trick operator at Danforth, three grandchildren and two brothers. Funeral services were held at the Foster homestead on October 2nd.

J. L. RIGGIE

George D. Crane

George D. Crane, 83, for half a century in the service of the Company on the Eastern Division, died September 15th at Bangor. Mr. Crane was one of the most capable and conscientious employees the Road ever had.

He began his railroad career when he was only nineteen, learning telegraphy by the old tape recording system. His entire service was on the Eastern Division. In August, 1872, he was made Agent at Kingman and remained there for a period of three years when he was transferred to Bucksport as agent. He remained at Bucksport for only six months and was then transferred the same year to Bangor and made a train dispatcher, having the honor of being one of the first train dispatchers on the Eastern Division.

Mr. Crane was born in Winterport in 1847 and grew up in the days of the Civil War. At the age of eighteen he enlisted at Frankfort in Company D, 14th Maine Infantry. He qualified as a musician, was transferred to the 14th Battalion and served to the end of the war. Following the war, he was employed in various capacities with the old European and North American Railroad until he commenced as operator with the Maine Central on June 3rd, 1872.

It was in the year 1884 that he was appointed Agent at Ellsworth, remaining there for six years, when on October 1st, 1890, he was transferred back to Bucksport where he made his home until his retirement in 1922.

Since his retirement, Mr. Crane has lived in Bangor at 124 Warren Street. He always took an active interest in civic affairs and had served a number of terms on the Board of Selectmen at Bangor. He was a member of the Fort Knox Lodge of Odd Fellows, also a member of St. Johns Episcopal Church. He was Commander of B. H. Beal Post, G. A. R., and belonged to the Maine Central Relief Association.

Mr. Crane was a perfect gentleman always; everybody was MR. from the lowest clerk in the Superintendent's office to the President in the official family. It was a privilege as well as a pleasure to know him.

Mr. Crane was married twice and surviving him are his wife, Mrs. Emma Crane; his sister, Mrs. Carrie Huston of Dorchester; two nieces, Miss Ruth Huston and Miss Elizabeth Snowman of Bucksport; two nephews, Walter Snowman and Edward Snowman of Bucksport and a cousin, Llewellyn F. Crane, now Agent at Orono.

J. L. RIGGIE

Duncan L. Whitmore

Duncan L. Whitmore, for many years an employee at the Portland Terminal freight sheds, passed away at his home in Portland, October 6th, after a long lingering illness. He was employed as a freight handler February 3d, 1913, but had been on a leave of absence account illness for nearly two years.

Sympathy is being extended to Supt. C. H. Priest of the Portland Terminal in the loss of his father October 15th, at Fairfield.

J. L. RIGGIE

Card of Thanks

I wish to thank all friends, especially the Engineers and Firemen, for their many kindnesses during my recent bereavement.

MRS. MAUDE WARD

Waterville, Maine
The above picture is of Miss Marion Desmond, daughter of Mrs. Bessie W. Lambert of the Portland Freight Office, and granddaughter of James E. Smith, for many years an engineer in the employ of the Portland Terminal Company. When Freight Checker James E. Malia was married to Miss Frances Enos, of the New England Tel. & Tel. Company. A wedding trip to Milwaukee they are to reside in their new home at South Portland Heights.

Mr. and Mrs. Lawrence Newell of Bedford Street celebrated their fiftieth wedding anniversary October 9th, and were cordially remembered by a shower of cards and good wishes by the employees at the Terminal as well as by a family celebration. Supt. C. H. Priest and Freight Agent H. A. Melaugh were among those who called and reported our friend "Larry" as being well and hearty and the same old sixpence. There is always a warm spot in our hearts for our old friend, and we wish him and Mrs. Newell many more such events.


Mrs. Gwendolyn Jacques of Waterville is doing substitute work at the Terminal.

On Monday morning, October 13th, at 6 A.M., at the Sacred Heart Church Leo J. Bellefontaine was united in marriage to Margaret Hopkins of this city. They left immediately for a motor trip through the mountains of New Brunswick, and upon their return will reside on Park Avenue, where they will be pleased to have all their friends call on them. Leo has been in the employ of the Portland Terminal Company for a number of years, being car distributor in the Interchange & Per Diem Bureau. Mrs. Bellefontaine is employed at the Spear Candy Folks.

Mr. and Mrs. John E. Gurney have recently moved from Thornton Heights to Pleasantdale.

Sympathy is being extended to Yard Brakeman John E. McGahey, Rigby, in the loss of his mother, October 10th, and to Yard Brakeman Martin J. Silver, Rigby, is surely to be congratulated on the wonderful flower garden he had at his place on the shore this summer. Crossing Tender Ralph C. Goddard, of Woodfords, is leaving soon for Pottstown, N. Y., where he has purchased a florist business. Myron A. Parker, agent Cumberland Mills, is confined to his home account of illness.

The clerks and their wives in the Motive Power Department at Rigby enjoyed a banquet at Dunscroft Wednesday, October 1st. The table was attractively decorated with cut flowers, place cards and favors. Dancing and bridge took up the remainder of the evening. Mrs. D. J. Burke receiving high prize for the ladies and Mr. Wilfred O. Gardner receiving high prize for the men. Consolations for the men and women were received by Harold McDuffie and Kay M. Dillon. Mr. Harry Lovejoy acted as Toastmaster. Solos were rendered by James E. Mills, James Quincannon and Harry Lovejoy, accompanied by Elsie Munroe at the piano. Those in attendance were: Mr. and Mrs. James E. Mills, Mr. and Mrs. Didace J. Burke, Mr. and Mrs. Guy A. Densmore, Mr. and Mrs. Harold N. McDuffie, Mr. Wilfred O. Gardner, Mrs. Ingraham, Kay M. Dillon, Elsie B. Munroe, Gertrude C. Burns and James Quincannon and Harry Lovejoy.
It's The Truth

That Agent F. L. Flynt at Skowhegan is vacationing for a month and Lewis Hall is taking his place. ... Eddie Barrett is now working the spare board and covering H. E. Ordway's job at Augusta for a while... Anna McLaughlin is relieving Agent H. A. Maddocks at Wilton for two weeks. ... Agent W. L. Kenney, Yarmouth Jet, has been off duty account of sickness and death of his son and H. E. Henshaw is working the job.... Joe Garriepe is back on the spare board and now relieving Agent H. A. Ellis at Dixfield while he is recuperating. ... F. A. Richardson at Sabattus is touring the country for a couple of weeks and A. W. Deane, former Agent at Leeds Center, is covering his job. ... R. C. Cascadden has taken Agent's job at Leeds Center. ... J. R. Gagner is back to work weeks account breaking a gher is doing spare work at couple of weeks and is still Troutdale. ... Leslie Chip-Phinney at Newhall for a ardsion is at North Anson well and getting a few pot Miss Warhurst is quite sick covering her job at Rum-D. W. Pomerleau has fin- and is now working second Station. ... "Larry" Ryan at Gardiner for a couple of is working second trick at G. Jacques is off on account Andrews is working for Norridgewock so Carl can Buck is still going from one relieving operators here and still covering spare jobs ac-wagon. ... J. F. Thibo-A. W. Wood at Bangor for a week and also learning about the job. ... John Begin has finished his work at Oakland and has been working second trick Rumford Yard office for a few weeks. ... C. A. O'Halloran is going to take his job at second trick Rumford Yard office after having a fine season at Maranacook. ... "Jim" Shanahan relieved Agent F. M. Cogileigh at Concord so he could have a rest. ... Roscoe Truesworthy is still carrying his typewriter under his arm and taling calls for spare jobs. ... Ticket Seller, J. A. St. Peter, Waterville, has returned from a week's auto trip through Aroostook, New Brunswick and Quebec. ... Harold R. Kenton, Ticket Seller, Waterville, followed his annual custom by attending the Harvard-Dartmouth football game at Boston, Oct. 25th. ... Brakeman Arnold Miller is back on Bingham-Waterville passenger run, after a week on Bingham-Kineo freight. ... Chester Ellis, Foreman, Waterville freight house, attended the Odd Fellows convention in Lewiston recently. ... The annual hunting trip to the West Branch of the Penobscot will be taken about November 1st by the following: Conductor Harry Tuck, Engineer Dave Wade, Eng. A. W. Herson, Eng. H. W. Lowell, Fireman Phil Williamson, Fireman Morris Pope, Fireman George Stinchfield, Conductor Guy Stafford, Edward Bodey, Foreman Curtis, Foreman, Kineo Engine House, and W. Dutton, Engineer, South Gardiner. ... Bob Gillis, Calais, Baggage master on trains 122-129, recently installed a new hot water heater in his home ALL BY HIMSELF. ... Joe Claire, Eastern Division Trainman, has transferred to the Portland Division and is now running on Main Line ... Trainman Fred W. Brown on 92 and 93 during the summer has returned to freight service between Bangor and Vanceboro on 49's extra. ... R. E. Constantine and Tom Allen, represented the Princeton and Eastport Branches respectively, at the American Legion Convention in Boston. ... Conductor Fred Crone is still running 'em down and back on the Princeton Branch. ... Conductor Charlie Godfrey, Eastport Branch, is on a leave of absence on account of his daughter's illness at LaGrange and Ralph E. Half is covering the job. ... and wife recently ter, a student at Springvale. ... General Agent, Ban father of a son born Operator Carl rily working in the office, Portland........ mer, Newport, is on Tim Murphy has Ellsworth Falls. ... Raynes and wife re the South. ... Storekeeper's office, for more than a broken leg, is back new potato houses located on the line; at Kingman and one A new electric block remote control has east end of Bangor Pears. ... Freight Accounts Evelyn Cowgill were Robert Woodill, dent and General and Miss Ida E. we were married Octo-Beed, Stenographer. ... "Steve" Freeman, Clerk in Vice Presi-Manger's office, Bcker of Portland, er 13th.... Blanche in Assistant Comp-troller's office, Portland, has returned to her duties. ... Jim Dole, D. E. Hayes, C. A. Plumly, Malcolm Allen, Water Robinson, M. D. Billington, Fred Preston, Herbert Oberg, Harold Haines, Harold Murray and Ed Clarity attended the Legion Convention ... George Boyle, formerly employed at Whitefield, N. H., is now in the Freight Traffic Manager's office, Portland, also Walter Nutting and Horace Pettingill, both formerly employed in Auditor of Freight Accounts office. ... "Al" Russell, Checker, Union Station and Bingham office, is still at St. Barnabas Hospital. ... Fred Stanton, Officer, Union Station, Portland, had a front row seat on top of the State House in Boston for the "Big Parade." ... Theo Miller, Stenographer Car Service Department, Portland, and Earle Stanley of Westbrook were recently married. ... J. A. Martin, Travelling Passenger Agent, is on a six months' leave of absence. ... Trainman H. W. Walker, Waterville, is laying off on account of sprained knee. ... Arthur Herron, former trainman, is now employed at Waterville Iron Works. ... Harry Green.
Trainman, is on the cross country job between Rockland and Lewiston Lower.  . . .  "Pat" Jacobs, Trainman, off duty since June, expects to return to work within a short time.  . . .  Jake Astel, 3rd trick operator Waterville Yard, acted as Yard Master during Fred Jacob's vacation period.  . . .  "Al" Jenness acted as 2nd trick operator Waterville Yard while "Skish" Weymouth was sick.  . . .  Freddie Pooler is on the middle of 41's time.  . . .  Jake Astel, 2nd trick Operator Waterville Yard, acted as Yard Master during his vacation.  . . .  "Hank" Harrington lost his half interest in the William Lunch Room, Waterville, when the still blew up.  . . .  Daughter of Costello Hall, Conductor Rockland Switcher, died in Augusta October 7th.  . . .  There is to be another excursion to Boston on November 7th over Armistice Day.  . . .  George Thompson, Freight Traffic Manager's office, Secretary of Portland Traffic Association, engineered the annual meeting and dinner held at Grant's Resort on October 27th.  . . .  "Eddie" Wescott and Carl Bruns, of the General Offices, are "all set" for their annual hunting expedition to Moosehead Lake region.  . . .  Ernest Alley (Shorty), Crossing Tender at Waterville, is an accomplished musician.  . . .  As soon as the snow flies "Herbie" Clough, Czar of the General Offices, is going to make a bee line for his hunting shack at Andover Falls in the Rangeley region.  . . .  John Burke and Dave Drew of Portland spent their vacations at Peabody Pond near Naples.  . . .  New Pullmans of the latest type have been put in service on the job during his absence.  . . .  "Joe" Brooks, Boadmaster, is a devotee of MINIATURE GOLF and is taking on Ticket Agent George W. McGraves as a pupil. . . .  Miss Edna Grimmins of the Supervisor's office B & B Department, Brunswick, is spending her vacation on an auto trip with a party of friends.  . . .  Recently three railroad veterans, "Ted" Dolan, Conductor, Peter McKinley, Switchman, and Reuben Blake, Bridge Carpenter, were seen together reminiscing and all seem to be enjoying good health.  . . .  It seems mighty good to see retired Conductor Charles Morton with us again after his sickness and that he is living in his new home in the vicinity of the Brunswick yard.  . . .  At the recent play, "The Womanless Wedding," put on at Rumford by the Lion's Club, the Maine Central Family was well represented.  . . .  A. J. Waite of the Freight Office, Roadmaster E. T. Ricker and Master Mechanic C. T. Eldridge having prominent parts.  . . .  Yard Conductor Harry Ruff, Rumford, and family have returned to their home in Rumford after spending the summer at Peru.  . . .  Leland Works, J. P. Flaherty, C. D. Hardy and B. C. Kirkpatrick of Rumford have returned from Boston where they attended the Legion Convention.  . . .  "Chet and Bart" were with the Rumford Post Bugle & Drum Corps.  . . .  "Chet", you know, is one of the Premier Drummers and he sure beat a mean drum on that line of march, while "Bart" did a mean job beating the traffic signals.  . . .  Lena Felt, Machine Operator at Lewiston Lower, has recently returned from a vacation in Florida and Havana.  . . .  General Agent Cummings is contemplating a trip South.  . . .  Rita Cronin, Machine Operator at Lewiston Lower, has returned from a visit with Uncle Abe and David at Skowhegan.  . . .  B. Burns, Round House Foreman at Lewiston, has returned from a vacation at Boothbay Harbor.  . . .  John Rolins, Rate & Revision Clerk at Lewiston Lower, attended the Legion Convention in Boston.

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sent his daughter to a Boston hospital for a slight operation which proved very successful.  . . .  Harry Glick, formerly Air Brake Inspector of the Maine Central Railroad, owns a nice home in Bangor and is a frequent visitor at the Maine Central Offices.  For a number of years after leaving this Road he was employed as Foreman of the Bangor & Aroostook Engine House at Millinocket.  . . .  Bangor ladies were well represented at the Convention of the Ladies Auxiliary to the B. of L. E. which was held at St. Albans, Vermont, October 16th.  Among those who made up the party from Bangor were: Mrs. Howard L. Gove and daughter Else, Mrs. F. S. Peavey, Mrs. C. W. Kingsbury, Mrs. D. E. Coney, Mrs. J. Farwell, Mrs. F. B. Lobley, Mrs. T. H. Leveille and Mrs. F. A. Tarr.  The ladies went by way of Mattawamkeag and Montreal and returned via Boston.  . . .  John E. Clark, former Freight Agent, Brunswick, will soon be starting for his new home in the South.  . . .  Yard Clerk "Flavie" Priest is back on the job after four months' leave of absence on account of sickness, and Spare Yard Clerk C. M. Hale is covering the job during his absence.  . . .  Alfred Thiboutot, Yard Conductor, Brunswick, is on sick leave but is improving.  . . .  "Joe" Brooks, Roadmaster, is a devotee of MINIATURE GOLF and is taking on Ticket Agent George W. McGraves as a pupil.  . . .  Miss Edna Grimmins of the Supervisor's office B & B Department, Brunswick, is spending her vacation on an auto trip with a party of friends.  . . .  Recently three railroad veterans, "Ted" Dolan, Conductor, Peter McKinley, Switchman,  and Reuben Blake, Bridge Carpenter, were seen together reminiscing and all seem to be enjoying good health.  . . .  It seems mighty good to see retired Conductor Charles Morton with us again after his sickness and that he is living in his new home in the vicinity of the Brunswick yard.  . . .  At the recent play, "The Womanless Wedding," put on at Rumford by the Lion's Club, the Maine Central Family was well represented.  . . .  A. J. Waite of the Freight Office, Roadmaster E. T. Ricker and Master Mechanic C. T. Eldridge having prominent parts.  . . .  Yard Conductor Harry Ruff, Rumford, and family have returned to their home in Rumford after spending the summer at Peru.  . . .  Leland Works, J. P. Flaherty, C. D. Hardy and B. C. Kirkpatrick of Rumford have returned from Boston where they attended the Legion Convention.  . . .  "Chet and Bart" were with the Rumford Post Bugle & Drum Corps.  . . .  "Chet", you know, is one of the Premier Drummers and he sure beat a mean drum on that line of march, while "Bart" did a mean job beating the traffic signals.  . . .  Lena Felt, Machine Operator at Lewiston Lower, has recently returned from a vacation in Florida and Havana.  . . .  General Agent Cummings is contemplating a trip South.  . . .  Rita Cronin, Machine Operator at Lewiston Lower, has returned from a visit with Uncle Abe and David at Skowhegan.  . . .  B. Burns, Round House Foreman at Lewiston, has returned from a vacation at Boothbay Harbor.  . . .  John Rolins, Rate & Revision Clerk at Lewiston Lower, attended the Legion Convention in Boston.
Thanksgiving Day

The year decays, November’s blast
Through leafless boughs pipes shrill and drear;
With warmer love the home clasps fast
The hands, the hearts, the friends most dear.
On many seas men sail the fleet
Of hopes as fruitless as the foam;
They roam the world with restless feet,
But find no sweeter spot than home.

Today with quickened hearts they hear
Old times, old voices chime and call;
The dreams of many a vanished year
Sit by them at this festival.
Though hearts that warmed them once are cold
Though heads are hoar with winter frost
That once were bright with tangled gold—
Thanks for the blessings kept or lost.

Thanks for the strong, free wind of life,
However it change or veer;
For the love of mother and sister and wife;
Clear stars that to haven steer;
For the quenchless lamps of changeless love
That burn in the night of the dead;
For the life that is, for the hope above,
Be thanksgiving by all hearts said.

—Anonymous