As We Serve Industry

Textiles and Our Railroads

Some 25 Cotton, Woolen Mills in Maine Are Served by the MEC

By NILS LENNARTSON

Assistant Publicity Manager

People in nearly every state of the union go to bed at night between sheets and blankets manufactured in the world's best textile mills, right here in the state of Maine.

Now, you probably never heard anyone murmur "Bless those railroads" as he slipped between some beautifully-comfortable sheets. We haven't either. But the fact is that the railroads—and the Maine Central in particular—have a lot to do with getting the products of Maine's famed textile mills into American homes.

Each year, for instance, our railroad brings more than 2,500 carloads of raw cotton and wool to the 25 textile mills along Maine Central tracks from Lisbon Falls to Old Town. The cotton in 400 to 500 pound bales—some from far-away India—goes to nine cotton mills in four Maine cities. The wool in bulging bags goes by Maine Central to 16 woolen mills in various towns and cities. We also haul large amounts of the coal, chemicals and other essentials which the textile manufacturing processes demand.

When the skilled workers and magic-like machines have turned out their handsome spreads, overcoatings, blankets and what-have-you, our railroad steps into the picture again. The finished products go into our freight cars and out over our rails for the trip to the markets and finally the buying housewife. The bulk of the outgoing freight is in less-than-carload lots but yearly accounts for what our freight officials call "real big business" for our road.

These mills, with outstanding war production records behind them, are busy planning top-speed civilian production these days as they strive to overcome reconversion problems. This will mean more fine textiles for the nation—and increased business for our railroad.

Eyes Left . . .

Views of our railroad working with various textile mills around the state of Maine. Photo No. 1 shows a carton of finished sheets going into one of our freight cars. Photo No. 2 is of B. C. Kirkpatrick, our general agent at Lewiston, (right) and a mill official inspecting a bale of raw cotton delivered by our road. Photo No. 3 shows one of our coal cars which bring fuel for the mills' boilers. Photo No. 4 is one of the state's thousands of textile workers supervising a calender machine processing sheeting. Photo No. 5 shows packages of widely-known sheets and pillow-cases in the arms of an attractive textile mill lady employee.
Coal for the steam plants of the textile mills is one of the largest accessory items which our road brings in for the mills. In the Lewiston-Auburn area, where several of the state's larger textile industries are located, some of the mills in normal times use two cars of coal a day. We also haul fuel oil for some of the plants. Other products for the mills which give us freight hauls include paper box material, rayon yarn, soda and soda ash, sulphuric acid, starch and textile talc sizing.

The processes by which raw wool or cotton become fine textile products are many and varied. The handling of raw cotton, the most important vegetable fiber used in textiles, is typical. The cotton fiber itself is a soft, downy substance which grows around the cotton seed. It is as varied as the many soils and climates in which it grows. The cotton is picked from the plants; its seeds removed by ginning; and the cotton then baled in jute bagging and sheet-iron ginning; and the cotton then baled in jute bagging and sheet-iron ginning;

At the mill, the bale is broken open and thoroughly cleaned by various picker machines in the picker rooms. The processes by which raw wool or cotton become fine textile products are many and varied. The handling of raw cotton, the most important vegetable fiber used in textiles, is typical. The cotton fiber itself is a soft, downy substance which grows around the cotton seed. It is as varied as the many soils and climates in which it grows. The cotton is picked from the plants; its seeds removed by ginning; and the cotton then baled in jute bagging and sheet-iron ginning; and the cotton then baled in jute bagging and sheet-iron ginning;

A Maine Central train dispatcher, Michael J. Meehan of Portland, received the $10 first prize for the best slogan submitted by employees for reproduction on the pay-check stubs of the Maine Central and Boston and Maine Railroads. Meehan's winning slogan was: "We are all partners in business. Let us be responsible and courteous.

A Bath freight checker, Leburton D. Sheldon, Jr., won one of the nine $2 awards given for honorable mentions. His slogan was "Thank you. Easy to say; nice to hear." It was decided to give honorable mention awards because so many clever slogans were received.

The prize-winning slogans will appear on the stubs for periods of three weeks each.

RR EXPENSES

Capital expenditures made by Class I railroads in 1945 for passenger train cars totaled $30,843,000 compared with $1,921,000 in 1944. Summer Agent Licks Housing Problem

Akhaki bungalow tent solved the housing problem for our summer agent at North Belgrade station.

When Agent Harry M. Mullen went to take the summer job there a few weeks ago, he set out to find a place to live somewhere near the station. But there wasn't a house; there wasn't even a room to be found.

Mullen suddenly realized that people came from far-away places just to camp outdoors in the Belgrade Lakes region. Why shouldn't he do it too—and solve his housing problem? He decided he would try.

Back to his Hartland home he went and picked up the 10 by 12 foot tent which he put up when he couldn't find a place to live.

McTAGGART RETIRES

Sidney A. McTaggart, auditor of passenger receipts for the Maine Central and Boston and Maine Railroads, has retired after 54 years railroad service. McTaggart started with the Maine Central as a trackman in 1892. He served as a brakeman, crossing flagman, baggagemaster, operator at Forest and Farmington, agent at Brooks and Cherryfield; freight cashier at Dover-Foxcroft and Rockland and became traveling auditor in 1908. He became auditor of agencies in 1914 and assistant comptroller of the Maine Central in 1924. He assumed the post from which he has retired in 1953.

He has been succeeded by Murray S. Colony, chief clerk of the office since 1942.
So It Costs YOU More to Live!

By Cliff Somerville, Editor

Well then, give a thought to the railroad that provides you a job, for while higher prices for almost everything you buy may give you trouble in stretching your increased pay checks, your railroad is paying more for almost everything it buys.

Maybe you're a typist, or a car cleaner, an engineman, a machinist or a maintenance of way worker, but whatever your job is on the Maine Central your Company is paying more and more money to buy the tools that make possible your job, the necessities of life a railroad must have to keep going.

Monkey wrenches of the 15 inch variety, an important item in a railroad machinist's kit, cost us $21.55 a dozen now against $18.84 five years back.

As a typist you use typewriter ribbons, carbon paper and maybe rubber bands. Well, the ribbons cost us 50 cents a dozen more today than they did in 1941, and we use thousands of them every year. In figures the cost is $3.00 a dozen today against $2.50 five years ago.

And the carbon paper is up to $6.25 a thousand sheets as compared with 65 cents in 1941. Mops are 50 cents a dozen now against $3.60 as in 1941; tie plates, which were just under 39 cents each, now are almost 46 cents; and the spikes that bind all three of the foregoing costs each today, up almost a half cent in five years. (And if a half cent doesn't mean much to you, just remember your railroad uses hundreds of thousands of them every year).

That coal scoop the locomotive fireman uses is only nine cents higher than five years ago, $1.24 against $1.15 to be exact, but the coal he passes with it has leaped to $7.05 a net ton against $5.29 five years ago. That cotton duck that makes up the engine cab curtain is up, too, from $1.14 a yard to $1.71.

Getting into some really big stuff now we find that passenger car wheels cost $3.50 more today than in 1941, or $49.50; while freight car wheels are up from $15.60 to $18.38; couplers for freight cars cost $40 even against $28.75; while Douglass fir lumber for bridge timbers comes at $83.00 per thousand board feet as compared with $32.94, formerly.

As we turn to new cars to provide our customers with better passenger and freight service the increased costs are really staggering, approximately $83,000 for the new deluxe air conditioned coaches we have on order as compared with $40,365 which air-conditioned coaches sold for just nine years ago; while new freight cars cost $4,100 as compared with $2,950 in 1941.

These items, of course, are but a few of the thousands of items that make up our budget of necessities, and they were selected at random, more for their easily recognizable features than for any comparison of prices. They are merely typical of a story that runs through the entire list, that our railroad costs of living are up, and still are going up, even as this goes to press.

That's why we have urged in these columns in recent months that each one of us do everything he or she can to hold all the passenger and freight business we have and to win more business wherever and whenever we can, by rendering efficient and ever courteous service to the public.

The public is our one source of income. We must increase our income to keep abreast of rising costs, and, incidentally, to furnish each one of us an income to meet our personal living costs!

And by the way, it would help if you would take the best of care of the tools the railroad buys for you.

WAR BRIDE JOINS US

for "fish and chips." They were married in Wales in May, 1943. While serving in northern France, Nurse got word that he was to become a father. He eventually returned to this country; was discharged and returned to his railroad job. His wife and daughter, Wanetta, joined him at his Portland home a few months ago.

COURTESY PRAISED

Courteous handling of a casket by our employees has resulted in a letter of commendation from a relative of the deceased.

"With the occurrence of the death of my step-father, I sincerely wish to thank Joseph A. Boucher (agent) of Gilman, Vt., the boys who handled the body at Portland Terminal and the boys at Bangor also for their very careful handling. It did my mother so much good as it watched them all the time," H. A. Drew of Gilman, Vt., wrote.

Rene and Wanetta

Our Maine Central family has another war bride in the person of attractive Mrs. Rene Nurse, English-born wife of Trackman William J. Nurse of Deering Junction.

While serving overseas, Nurse met his wife-to-be at Swindon, England in 1942 in a line waiting for "fish and chips." They were married in Wales in May, 1943. While serving in northern France, Nurse got word that he was to become a father. He eventually returned to this country; was discharged and returned to his railroad job. His wife and daughter, Wanetta, joined him at his Portland home a few months ago.

COURTESY PRAISED

Courteous handling of a casket by our employees has resulted in a letter of commendation from a relative of the deceased.

"With the occurrence of the death of my step-father, I sincerely wish to thank Joseph A. Boucher (agent) of Gilman, Vt., the boys who handled the body at Portland Terminal and the boys at Bangor also for their very careful handling. It did my mother so much good as it watched them all the time," H. A. Drew of Gilman, Vt., wrote.
Engineman Stone Nears 60 Years' Service
By L. H. Kane, Righty

Engineman Alonzo C. Stone, our "grand old man of the mountains," will have completed 60 years' railroad service on October 6.

Lonnie, as the popular freight engineman is called by his friends, still climbs briskly into the locomotive cab of Portland-Bartlett freights despite his years of service. And as to his feelings about the business after the three-score years of service, he says:

"I've liked it first rate. The folks around me have been first rate. If I had the chance, I'd probably do it all over again."

It was in October, 1886 that Lonnie began railroad work when he was just eight days under 17 years old. That first job was on one of the construction crews building the Upper Coos Railroad from North Stratford to West Stewartstown, N. H., now a part of the Maine Central System.

He found he liked railroad ways and stayed on to become a section foreman in 1888. Six years later he transferred to the Motive Power Department in 1894 and in 1895 became a fireman. He qualified as an engineman on the Mountain runs in 1901 and has been in freight service since.

Next to his railroad job, Lonnie's handsome farm at Lancaster, N. H., is his major interest. It is there that he plans to retire "someday" and devote full-time to now off-duty hobby of gardening. He expects that his daughter, Hazel Ann, who has been with him since his marriage seven years ago, will join him there.

Lonnie has many keen memories of his more than a half century of service. Some particularly vivid ones are centered about the snow slides and heavy storms which his engines bucked through in the mountains during the early 1920s. Lonnie reminisces that "we just don't seem to get that sort of weather nowadays." He also notes that there is "some difference" between the little engines he first operated and the giant steam — and Diesel — locomotives the Maine Central offers today.

Lonnie's 60 years' railroad service tops that of any other qualified engineman on our railroad. Robert Sturgeon and T. M. Saunders of the Portland Division both have more years as qualified enginemen but Stone's total railroad years is away out front.

The veteran engineman in addition to reaching his 60-year railroad mark in October also can celebrate his 77th birthday eleven days later on October 17.

GOES TO EUROPE

The daughter of an assistant foreman in our Waterville Shops is one of the first G. I. brides from Maine to go overseas with her soldier husband.

She is pretty Mrs. Jackie Otis Tobey, daughter of Assistant Foreman and Mrs. W. D. Otis. The Waterville girl and her husband, Master Sergeant William Tobey, left from New York and have arrived in Germany where they are to be for two years.

Fire Pump Pays Off
By W. L. Blanchard, General Agent, Vanceboro

The fire pump and training of men in our Vanceboro yard paid off recently to the extent of saving thousands of dollars worth of freight in our freight house there.

One afternoon a round house man discovered fire in a vacant store a short distance from our freight house. He immediately notified Round House Foreman Arnold Scott and the fire-fighting routine in which the men have been trained was called into action.

The fire pump of our yard at Vanceboro is shown with Foreman Ralph S. Tilton standing by.

On 10 short blasts from an engine whistle, the available men turned out; started the fire pump and ran out the hose. In just six minutes the men had water pouring on the fire which was soon extinguished. The store as well as the freight house with its valuable storage was saved.

The men have been trained in fire-fighting procedure since installation of the fire pump in the yard two years ago. Our railroad's pump is the only major fire protection provided in the town.
Jottings From The Superannuates

By C. H. Leard, Bangor

Recently on a few days' lobster fishing trip down East stopped at the comfortable home of Frank L. Gallagher and wife to say "Hello." Frank was for a great many years car inspector in Bangor yard. On the way home from this trip also called on retired Engineman Frank Robinson, who operates a cozy little lunch room in Brewer.

John J. Mullen, who for years was in the car department and later at the engine house, is now a special policeman and all-year-around caretaker at Bass Park.

Fred Willey is around his home a greater part of the time, does a little gardening on the side and for a time last winter was connected with the Masonic Temple building.

Charles J. Wilson, pensioned some years ago, takes life pretty comfortably. His principal hobby is the Masonic Club where he spends most of his time. His old job, yard switchman, is now covered by his son, Charles the 2nd, and his grandson, Charles the 3rd, is a machinist at Bangor shop.

R. O. McGarry, general foreman, recently on vacation spent some time with his brother, John S. McGarry, retired, at his cottage on Peaks Island. John is having the time of his life since his retirement as engine dispatcher at Rockland.

When Forrest Peavey, known by everyone as "Cant Dog," is not idling his time away and fishing at his Lambert lake camp he attends to his insurance business.

Hugh Robinson boards out back in Hampden and understand on account of advanced age does not get out much, but when you do see him it's "Hello, old man, how are you?"

"Joe" Ferry, the last Eastern Division engineman to retire, suffered a severe illness the first of the summer, losing 40 pounds in weight, but now is feeling like himself again.

Howard S. Gove keeps fairly busy with his affiliation with the Townsend Plan. He and Mrs. Gove left the last of July for Chicago to attend Townsend meetings and are planning on spending the coming winter in Florida together with Mr. and Mrs. Percy Trafton who retired from the signal department some time ago.

Hiram Appleby, superannuated yard conductor, is another little fellow that bobs around town just as if he owned the whole works. Asked him the other morning how he was feeling, "Just fine, get three square meals a day and walk up town and back each morning and think the women's hats are something abominable."

Hiram F. Card, ex-Portland division conductor, comes to the engine house quite frequently for his supply of good drinking water. At the time of his retirement he was in charge of trains 16 and 22. Hiram is another good old timer whose chief pleasure is puttering around his garden.

"Allie" Dunn went a month ago to visit relatives in Wellford, N. B., and hasn't been heard from since. Guess he is too busy haying, milking the cows and catching trout to give a damn about us poor working folks.

Old Washington County R.R. Scene

In 1890 the crew of the "Princeton" above was Engineman Charles Christy, Fireman "Kim" Haycock, Conductor William Lucas and Trainman Albert Lucas. The wood-burner ran on the St. Croix and Penobscot RR. The road's president was S. W. Haycock, father of Kim (now retired) and Ross Haycock, our veteran Eastern Division conductor. Photo provided by E. H. Winslow, rules examiner.

The following members of our railroad family have retired recently:

Ivous Toothaker, engineman of Rumford, after 46 years' service. He started as a fireman on the Portland and Rumford Falls E. R. in 1900 and was promoted to engineman in 1911. He now expects to keep busy at his home at Ridlonville and camp at Weld.

Frank M. Harrington, conductor of Portland, after 40 years' service. He started as a trainman in 1906 and became conductor in 1909. He has worked for many years on Lower Road locals.

Peter E. Fournier, yard brakeman, after 28 years' service. Fournier, a resident of Auburn, was on Chisholm's switcher until he became disabled in February this year. Brakeman A. Lachance of Lewiston has bid off Fournier's job.

George M. Sibley, trackman at Olamon, after 26 years' service. He plans to take it easy at his home at Olamon.

Ernest E. Roberts, carman at Waterville shops, after 34 years' service. He lives at North Vassalboro.
WHAT WOULD YOU DO?

The fact that prices are going up is not news. We can buy almost nothing today that does not cost more than it did a few months ago. We have all found that out. But have we stopped to think what costs for things that our railroads need to operate? We can buy al-

Most nothing today that does not cost more than it did a few months ago. We have all found that out. But have we stopped to think what costs for things that our railroads need to operate? We can buy al-

We can all help save on materials which are costing more and more. In so doing we help our company—which is a direct way to help ourselves.

TOWER SAVED

Our Tower #3 at Portland was saved from possible serious damage Aug. 10 by the speedy action of Towerman J. G. Connelly who discovered fire in the timbers of the Fore River trestle on which the signal tower is located.

On seeing smoke, Connelly took his 2½ gallon pump extinguisher and went to investigate. Finding that the fire was too much for him to handle alone he went back to the tower and sounded the alarm for city firemen. While waiting for firemen to arrive Connelly and others ran out a 2½ inch hose from station F.R. 3 to get a start on putting the blaze out. But by the time the fire was completely extinguished by city firemen with damage estimated at $50, limited to several timbers and planks in the tre-

WHERE RR $$$ GO

In 1945 railroads of the United States paid 41 cents out of each dollar of revenue to employees in wages. After paying all 1945 expenses, two cents out of each dollar of railroad income were left to be put back into the development of the railroads.

During the years that U. S. was at war, railroads paid the Federal Government $4,000,000,000 in taxes. We can all help save on materials which are costing more and more. In so doing we help our company—which is a direct way to help ourselves.

THE COVER

Climbing into the cab of his Bartlett-bound freight is Engine-

man L. L. Fernald, who has spent a year working on railroad service. Photo by George H. Hill, staff photog-
raper.

During the recent North Eastern Convention of the Shrine at Bangor four of our members took the Shrine Degree: Store Clerk James Blethen, En-
gee House Foreman C. E. Quibly, Elec-

trician Guy M. Hathaway and Machinist Earl E. Rideout.

Mrs. Raymond Dauphinee is running around with stars in her eyes and wings on her feet because her husband, Ray-

mond, locomotive fireman, has recently returned after 23 months' service, most of which was spent in the Pacific with a railroad operating battalion.

Another member of the One That Didn't Get Away Club is shown here. Engine-
nan L. L. Fernald was awarded a fishing pole when he snapped his on this 12 pound tune at Beach Hill Pond. It was 31 inches long and was taken after a 30 minute battle. Fernald, on sick leave for about a month this summer, also caught two 11 pounders and one weighing 8 lbs.

Leo and Charles McNinns, machinist and helper and sons of Conductor Mc-
inns, have returned from a vacation at Mt. Desert. They say it is some dif-

ferent around the Ferry now than it was when they were boys.

Mrs. Raymond Dauphinee, wife of Engine-

man Hickson, left Aug. 7 to attend the National Convention of Daughters of Isabella in Milwaukee. She is noted for his philosophic views on current events.

The stork called again at Veazie and left Machinist C. B. King and wife a charming little daughter, Leilia R., on July 11. Tootill, a retired machinist, has returned after 23 months' service, most of which was spent in the Pacific with a railroad operating battalion. Another member of the One That Didn't Get Away Club is shown here. Engineer L. L. Fernald was awarded a fishing pole when he snapped his line onto this 12 pound tune at Beach Hill Pond. It was 31 inches long and was taken after a 30 minute battle. Fernald, on sick leave for about a month this summer, also caught two 11 pounders and one weighing 8 lbs.

During the recent North Eastern Convention of the Shrine at Bangor four of our members took the Shrine Degree: Store Clerk James Blethen, Engine House Foreman C. E. Quibly, Electrician Guy M. Hathaway and Machinist Earl E. Rideout.
"Broadview" in Hampden, the charming home of E. M. Graham, Jr., president of the Bangor Hydro Electric Company and a director of the Maine Central Railroad Company, was the scene of a lovely wedding Aug. 3 when Lorra T. Tuckfield of Dunde, Scotland, became the bride of E. M. Graham, Jr. Mrs. Graham is an actress of great ability, having played leading roles on the London stage and also appeared in the leading role in a performance before the King and Queen of England at "Balmoral Castle."

Conductor C. A. McNally has been off duty for several days on account of sickness. Agent A. L. Dennis, Old Town, has been on vacation. John Shaughnessy, clerk, Bangor freight, and Mrs. Shaughnessy, has returned from a visit with Shaughnessy's sister at Orleans, Vt.

Old Town

By H. A. PROUTY

A. L. Dennis, agent, Old Town, is enjoying a vacation with Mrs. Dennis at Washington, D.C. C. P. Reynolds, second trick operator, Bangor yard, is covering the job while Dennis is away.

Forest Martin, crossing tender, is on vacation. Landry is substituting for him.

F. A. Murphy, general freight agent, and Ralph Graham, traveling representative, were callers at home.

Bangor Car Department

By LENA GOLDEN

Clarence A. Jeffers, chief clerk, is convalescing at his home in Brewer after treatment at a Bangor hospital.

Effective Sept. 1. Leo J. Hartery was appointed general foreman, car department, Bangor, in place of P. Frank Roudreau, resigning because of illness. Effective same date, Boureau was appointed assistant foreman, Bangor passenger station. Effective same date, Nubert B. Estabrook was appointed agent at Mattawamkeag for five days while Agent Tewhey was ill.

Conductor A. C. McInnis has been off duty for several days on account of sickness. Agent A. L. Dennis, Old Town, has been on vacation. John Shaughnessy, clerk, Bangor freight, and Mrs. Shaughnessy, have returned from a visit with Shaughnessy's sister at Orleans, Vt.

Old Town

By H. A. PROUTY

A. L. Dennis, agent, Old Town, is enjoying a vacation with Mrs. Dennis at Washington, D.C. C. P. Reynolds, second trick operator, Bangor yard, is covering the job while Dennis is away.

Forest Martin, crossing tender, is on vacation. Landry is substituting for him.

F. A. Murphy, general freight agent, and Ralph Graham, traveling representative, were callers at home.

Bangor Car Department

By LENA GOLDEN

Clarence A. Jeffers, chief clerk, is convalescing at his home in Brewer after treatment at a Bangor hospital.

Effective Sept. 1, Leo J. Hartery was appointed general foreman, car department, Bangor, in place of P. Frank Roudreau, resigning because of illness. Effective same date, Boureau was appointed assistant foreman, Bangor passenger station. Effective same date, Nubert B. Estabrook was appointed agent at Mattawamkeag for five days while Agent Tewhey was ill.

Conductor A. C. McInnis has been off duty for several days on account of sickness. Agent A. L. Dennis, Old Town, has been on vacation. John Shaughnessy, clerk, Bangor freight, and Mrs. Shaughnessy, have returned from a visit with Shaughnessy's sister at Orleans, Vt.

Old Town

By H. A. PROUTY

A. L. Dennis, agent, Old Town, is enjoying a vacation with Mrs. Dennis at Washington, D.C. C. P. Reynolds, second trick operator, Bangor yard, is covering the job while Dennis is away.

Forest Martin, crossing tender, is on vacation. Landry is substituting for him.

F. A. Murphy, general freight agent, and Ralph Graham, traveling representative, were callers at home.

Bangor Car Department

By LENA GOLDEN

Clarence A. Jeffers, chief clerk, is convalescing at his home in Brewer after treatment at a Bangor hospital.

Effective Sept. 1, Leo J. Hartery was appointed general foreman, car department, Bangor, in place of P. Frank Roudreau, resigning because of illness. Effective same date, Boureau was appointed assistant foreman, Bangor passenger station. Effective same date, Nubert B. Estabrook was appointed agent at Mattawamkeag for five days while Agent Tewhey was ill.

Conductor A. C. McInnis has been off duty for several days on account of sickness. Agent A. L. Dennis, Old Town, has been on vacation. John Shaughnessy, clerk, Bangor freight, and Mrs. Shaughnessy, have returned from a visit with Shaughnessy's sister at Orleans, Vt.

Old Town

By H. A. PROUTY

A. L. Dennis, agent, Old Town, is enjoying a vacation with Mrs. Dennis at Washington, D.C. C. P. Reynolds, second trick operator, Bangor yard, is covering the job while Dennis is away.

Forest Martin, crossing tender, is on vacation. Landry is substituting for him.

F. A. Murphy, general freight agent, and Ralph Graham, traveling representative, were callers at home.

Bangor Car Department

By LENA GOLDEN

Clarence A. Jeffers, chief clerk, is convalescing at his home in Brewer after treatment at a Bangor hospital.

Effective Sept. 1, Leo J. Hartery was appointed general foreman, car department, Bangor, in place of P. Frank Roudreau, resigning because of illness. Effective same date, Boureau was appointed assistant foreman, Bangor passenger station. Effective same date, Nubert B. Estabrook was appointed agent at Mattawamkeag for five days while Agent Tewhey was ill.

Conductor A. C. McInnis has been off duty for several days on account of sickness. Agent A. L. Dennis, Old Town, has been on vacation. John Shaughnessy, clerk, Bangor freight, and Mrs. Shaughnessy, have returned from a visit with Shaughnessy's sister at Orleans, Vt.

Old Town

By H. A. PROUTY

A. L. Dennis, agent, Old Town, is enjoying a vacation with Mrs. Dennis at Washington, D.C. C. P. Reynolds, second trick operator, Bangor yard, is covering the job while Dennis is away.

Forest Martin, crossing tender, is on vacation. Landry is substituting for him.

F. A. Murphy, general freight agent, and Ralph Graham, traveling representative, were callers at home.

Bangor Car Department

By LENA GOLDEN

Clarence A. Jeffers, chief clerk, is convalescing at his home in Brewer after treatment at a Bangor hospital.

Effective Sept. 1, Leo J. Hartery was appointed general foreman, car department, Bangor, in place of P. Frank Roudreau, resigning because of illness. Effective same date, Boureau was appointed assistant foreman, Bangor passenger station. Effective same date, Nubert B. Estabrook was appointed agent at Mattawamkeag for five days while Agent Tewhey was ill.

Conductor A. C. McInnis has been off duty for several days on account of sickness. Agent A. L. Dennis, Old Town, has been on vacation. John Shaughnessy, clerk, Bangor freight, and Mrs. Shaughnessy, have returned from a visit with Shaughnessy's sister at Orleans, Vt.

Old Town

By H. A. PROUTY

A. L. Dennis, agent, Old Town, is enjoying a vacation with Mrs. Dennis at Washington, D.C. C. P. Reynolds, second trick operator, Bangor yard, is covering the job while Dennis is away.

Forest Martin, crossing tender, is on vacation. Landry is substituting for him.

F. A. Murphy, general freight agent, and Ralph Graham, traveling representative, were callers at home.

Bangor Car Department

By LENA GOLDEN

Clarence A. Jeffers, chief clerk, is convalescing at his home in Brewer after treatment at a Bangor hospital.

Effective Sept. 1, Leo J. Hartery was appointed general foreman, car department, Bangor, in place of P. Frank Roudreau, resigning because of illness. Effective same date, Boureau was appointed assistant foreman, Bangor passenger station. Effective same date, Nubert B. Estabrook was appointed agent at Mattawamkeag for five days while Agent Tewhey was ill.

Conductor A. C. McInnis has been off duty for several days on account of sickness. Agent A. L. Dennis, Old Town, has been on vacation. John Shaughnessy, clerk, Bangor freight, and Mrs. Shaughnessy, have returned from a visit with Shaughnessy's sister at Orleans, Vt.
While Conductor Ross H. Haycock was on vacation, Conductor William F. Townsend of the Woodland switcher covered his run on the passenger train. Conductor Murray E. Allen worked the Woodland switcher in Conductor Townsend's absence.

Conductor Bernard F. O'Neill spent several days in Boston on business. Baggage master Bill Cobb of Bangor is back on the run between Calais and Bangor with Conductor Newcomb.

Pat Crandell has bid off a job in freight service between Bangor and Tanceboro.

**General Offices**

By Doris M. Thomas, Edith W. MacGibbon, Lillian G. Small

Sympathy is extended to Miss Mary J. Plummer, stenographer in the Engineering Department, upon the death of her mother, August 7.

Mrs. Alice Ellason, chairman in the Engineering Department, has just returned from two weeks' vacation, part of which was spent in Wellesley, Mass.

Joseph P. Connary, chairman in the engineering department, received his discharge from the Navy on June 15, after having served for 21 months, the major part of that time being spent in the Pacific Theatre. He is the son of Lawrence B. Connary, of Rockport.

Charles E. McCarthy, clerk in engineering department, passed a weekend in Boston.

Harold J. Foster, assistant general passenger agent, was in a Portland hospital for treatment during August but is now recovering at home.

Newhall Tukey, assistant to freight claim agent, has been on vacation.

Henry Tukey, Naval Aviation Cadet and son of Newhall Tukey of the Freight Claims Dept., is on a furlough with his parents at Houghton Lake, Michigan. Henry is stationed in Dallas, Texas.

Mrs. Alice Ellason, chairman in the Engineering Department, recently spent a week end in Beverly, Mass.

Mrs. Paul Ellington (Miss Eleanor Hixson) daughter of Wm. J. Henry, chief clerk in the Engineering Department, has returned to her home in Tulsa, Oklahoma, after having spent two weeks with her family.

**Cut out from magazine**

13 months.

Percival E. Maxfield, investigator in the freight claim office, has been on vacation.

Dell E. Hyson, clerk in the auditor's office, returned to work on July 25, after serving two years in the U. S. Navy. He was wounded in action in Germany while serving with the 8th Infantry Division. After release from the Hospital he returned to duty in France. He was married recently to Miss Cora Lee M. Wilson of Rockport.

Miss Ethel Packard, a former employee auditor agencies office, was a recent visitor. Ethel is now with Internal Revenue, Augusta.

Miss Edna Crimmins, clerk in the Engineering Department, recently spent a week end in Beverly, Mass.

By H. E. Spear and Jack Hayes

Merrill Stanley, leading clerk in the General Office, has returned to work after a few days in Boston attending ball games.

C. W. Edwards, operator off several weeks because of illness, is expected to return to work soon.

C. S. Purington has bid off the Ellsworth-Bar Harbor run for the remainder of the summer.

D. A. Starvetant, an operator on the Lewiston-Bath line, has resigned.

Among employees on vacation during August were W. F. Warren, operator on the Bangor-Portland line; C. H. Wetstein, operator on the Lewiston-Bath line; G. E. Rollins, operator on the Waterville-Portland line; F. L. Foster, mechanic, Bangor Garage; E. C. Knowles, mechanical, Augusta Garage; and M. J. Vaillancourt and A. J. Wissell, mechanics, Portland garage.

By C. R. Ball

Conductor Herbie Howard had the honor of being train master on the Rockland Branch Aug. 25, a double header with 55 cars.

Cato Meder is back to work after an extended illness and is covering trains 12 and 19.

The associates of Conductor Fred Eaton extend their sympathy on the death of his mother.

Conductor A. L. Harradon has returned to work after a trip to Canada.

Conductor J. E. Kigler took in all the fairs during his vacation.

By Lillian G. White

Assistant Track Supervisor Raymond Jackson and family are visiting at Perry, Maine, and also intends to see a few baseball games in Boston before returning.

The following crossingtenders in Lewiston and Auburn have returned from vacations: J. Albert Dulac, L. S. Lincoln, F. M. Dearborn, A. E. Merele.

By L. G. Benson, freight handler, is enjoying vacation at his camp at Lake Cochnewagen.

Telegrapher E. R. Curran has returned from vacation as have Station Laborers H. X. McMann and H. A. White.

Mrs. Wilson, Mrs. Foster, and the daughter, visited the White Mountains on the couple's wedding anniversary.

James Cobb, signal maintainer, is visiting his son James, Jr., and wife, formerly Miss Mary S. Burnh, a piece to Secretary of State James F. Byrnes, at Columbia, S. C. Cobb is also proud of his first grandson, a boy, born to Mr. and Mrs. Edward A. Miller of Middle Damariscotta.

**Portland Division**

This is Claire St. Hilaire, daughter of Mrs. Charles St. Hilaire, Auburn, Claire graduated from Edward Little High School last June with third honors. She is entering St. Joseph College, Portland, this month preparing to become a laboratory technician.

Train Service

Leading Carman Robert K. Cook is off sick.

Clerk Rita E. Cronin in Freight Office is Montreal-bound for vacation.

Waterville Station and Yard

By M. W. Flynn

Arlene Gowen, daughter of Alfred Gowen, assistant foreman in Ames' extra crew, was married to Eugene Sawyer of Bucksport, Aug. 18, at Fairfield. Both are employed as attendants at the Central Maine Sanatorium at Fairfield.

Among the plumbing shop men on vacation were Earl Hancock, machinist, who spent his vacation in New York, Plumbers Harry Martin and Roy Wendell; Plumbers Joseph McKenney, who spent his vacation in the mountains and Truck driver Ben Cayford, who went to Boston.

Gloria Tardiff, stenographer, and Alice Paul, clerk, have returned to freight office after vacation. Herbert Dakes substituted in their absence.

Our pretty Ticket Clerk Betty Beach turned to work after three weeks' vacation at Pine Point.
is a busy girl on week-ends. She usually spends her Sundays at her home in Rockland because she can’t keep away from the seashore. Betty is a graduate of Farmington State Teachers College but prefers working for the Maine State Teachers College in Farmington. She usually spends her Sundays at her home in Waterville.

Others who have been on vacations are Conductors George Farnham, Neil Ryan and Joseph Adams, Assistant Yard Master Carl Proctor, Switchman Henry Shores, Crossing Tenders Howard Hilton and Paul Roy, Baggagemen Leo B., Dutille and Thomas Ryan and Joseph Adams, Assistant Yardmasters Proctor and Weymouth have vacationed. Baggagemen Richard Reny, Comfortman Leo St. Pierre, have also been on vacation. Reginald E. Tenan, son of Section Foreman E. C. Tenan of Carmel, has returned to work after a minor accident.

Foreman Painter and Mrs. Emile R. Hall are enjoying their vacation at Damariescotta Mills.

We understand that Foreman Edgar Johnston belongs to the Maine Central two dollar club for parking in front of a hydrant near the electric shop. Corky King also belongs to the club in Waterville.

From the seashore. Betty is a graduate of Farmington State Teachers College but prefers working for the Maine State Teachers College in Farmington. She usually spends her Sundays at her home in Waterville.

Assistant Yardmaster Norman P. Weymouth is off duty account illness. Signal Helper Richard Darveau has returned to work.

Reginald E. Tenan, son of Section Foreman E. C. Tenan of Carmel, has returned to work after a minor accident. Hostler Robert Phelps is on his vacation.

Boilermaker Helper Raymond Bickford and William Huard are on vacation.

Congratulations to Carman and Mrs. Leroy McCormic on the birth of a son, Lyndon R, Aug. 21.

Sheetmetal Worker Helper William Brown has returned after vacationing at Ocean Park.

Carman Frank Murray has returned to work after a minor accident.

Boilermaker John Cyr has been trying to build himself a new house in Fairfield.

Boilermaker Fred Gurney is out sick.

Boilermaker Helpers Raymond Bickford and William Huard are on vacation.

Former Carman Helper Romeon Bernier, was recently discharged from the Armed Forces. Son of Carman Clifford, he plans to attend the University of Maine this fall.

Electrician’s Helper Frank Grover has recently purchased 15 hens and a rooster for his farm in Fairfield.

The wife of Electrician Frederic H. Rines visited in Augusta.

Electrician’s Helper John Patterson has returned to his home on Roosevelt Ave. after spending the season at his cottage on Belgrade Lakes.

Rudolph Marrow has received his discharge from the Navy and returned to work as a sheetmetal worker’s helper.

Paper Engineer Earl T. Jones has returned after vacation, clerk George Knights has been admitted to Togus Hospital for treatment.

Sheetmetal Worker Robert W. Harding and Ruby Gurney of Fairfield were married Aug. 24 at New Hampshire. They plan to make their home in the hub of the state, at Fairfield Center.

Foreman Hazel Fowler is at this writing attending Diesel engine school in Chicago.

Engineer Carl T. Jones has returned from a successful fishing trip at Lake Mooselookmeguntic.

Carman Frank Murray has been discharged from the Armed Forces.

Painter Carl Frappeller recently gave us a surprise one morning coming to work with his face, arms, legs, etc., all scraped and scratched. He explained that he fell from his “whizzer.”

Carman Helper Laurier Panette has purchased a home on Canabas Ave.

We have recently had an addition to our sandblast house, located on the peninsula at rear of boiler shop, under direction of Leo Weymouth.

Farmington Branch

By G. A. Ellis

Station Agent George Goddard of Farmington has been on vacation and Relief Agent Walter Burnell of No. Conway has been covering.

Elmer Knowles, who has been assisting his father, Earland Knowles, in the Wilton express office, resumes his work as athletic coach and instructor in mathematics and science, in Jay High School in September.

Eugene A. Ellis, formerly of Wilton, who is on the police force in Mill Ridgeville, Georgia, has been promoted to night police chief.

Conductor and Mrs. J. D. Morehead have been on vacation. Conductor Dan Webster has been covering the Thursday run on No. 7 and No. 24.

Mr. and Mrs. George M. Buck of Farmington are receiving congratulations on the birth of a son; Bruce George. Buck is trackman on the Farmington section.

James Walsh, of Farmington is spending the summer in Ellsmere, P. E. I. Walsh was station agent in Farmington for many years before retiring.

Augusta

By Olive Comeau

Pearl E. Fuller, general agent, has been on vacation in Vermont and Poland Spring.

Harry Warner, received Maine Central engineer, formerly of Dover-Foxcroft, is pictured at Ajo, Arizona, with his small treasured possession, a 1927 Model T Ford. Monica, who is the granddaughter of Conductor G. F. Green, Portland District, is being much benefited by that grand climate. Harry was warmly welcomed by old friends on a recent visit to Maine.


Sgt. Ellis E. Walker, Jr., son of Ellis Walker, freight clerk, who formerly was employed at the passenger station, has returned from China after 33 months in the Marine Corps. He will resume his studies at Northeastern University in November.

Millard Tracy, trackman, was laid up for several days by an injury.

Waterville Shops

By R. D. Woods

Special Apprentice Stephen Sweet has purchased a house on Fairfield St., in Oakland.

This is Earl Hayford, son of Optr. and Mrs. C. W. Hayford, an Army Air Force soldier serving at Waco, Tex.


Sheetmetal Worker Helper William Brown has returned after vacationing at Ocean Park.

Carman Frank Murray has returned to work after a minor accident.

Hostler Robert Phelps is on his vacation.

Boilermaker John Cyr has been trying to build himself a new house in Fairfield.

Boilermaker Fred Gurney is out sick.

Boilermaker Helpers Raymond Bickford and William Huard are on vacation.

Former Carman Helper Romeon Bernier, was recently discharged from the Armed Forces. Son of Carman Clifford, he plans to attend the University of Maine this Fall.

Electrician’s Helper Frank Grover has recently purchased 15 hens and a rooster for his farm in Fairfield.

The wife of Electrician Frederic H. Rines visited in Augusta.

Electrician’s Helper John Patterson has returned to his home on Roosevelt Ave. after spending the season at his cottage on Belgrade Lakes.

Blacksmith Helper James V. P. Gagnon, shown in the photo, and Miss Patricia X. decaying in Maine, are to be married this month. They are planning to spend their honeymoon in Boston.
Mrs. Athleen Bryant has completed her duties as clerk in the freight office and will reside in Portland where her husband is employed by the Maine Central Transportation Company.

Sterling Fisher has bid off the brakeman’s job on the Augusta switcher. Harry Lovell, 2nd trick clerk-telegrapher, and Alex. Pittsfield, 3rd trick, and vacationed in New York City. Nelson S. Soule, 2nd trick operator at Gardiner, is substituting for Lovell. Stanley Copeland, trackman, attended a family reunion at Thomaston. Herman S. Patterson vacationed at his camp at China Lake.

Joseph Black, 1st trick Union Street, and E. C. Potter, 2nd trick Winthrop Street, Hallowell, have had vacations.

Rumford

By J. J. Shanahan

W. E. Canders yard clerk, was on vacation the last two weeks in August. He was relieved by Eddie Carrier, Jr. We are glad to hear that Napoleon Thibon, section hand, who underwent a family reunion at Thomaston.

ALBERTA

W. S. Kelly and wife spent a ten day vacation at Washington and New York.

Brunswick

By Joe DeJardin

N. J. Gamauche, yard brakeman, is on vacation and is being replaced by Brakeman Pelman from Lewiston.

Jeffrey Normand, section foreman, with Mrs. Normand and daughters, Simmone and Yvette, recently vacationed in Canada.

Conrad Galarneau, carpenter’s helper, is back after vacation.

Joseph E. Dougherty, engine house foreman, recently returned from Chicago, Ill., where he attended the Diesel School and has left for Calais where he will spend his vacation. W. S. Hamlin of Waterville is covering his job.

John Lincoln, yard clerk, is on vacation.

Alfred Gauthier, enginehouse employee, took a trip through the White Mountains recently.

Fryeburg

By Edith Whitaker

Claire Gertrude Paradis, daughter of Section Foreman W. E. Canders, and Mrs. Wilfred Paradis, was married Aug. 21, at North Conway, N. H., to August Dube of Salmon Falls, N. H. The bride is employed at Dover, N. H., while Dube saw six years of Army service.

Bartlett, N. H.

By J. E. Winslow

Clayton Langill, who has been an extra trackman, has gone on as a brakeman.

George Peters, section foreman, and Alfred Murch, trackman, are having vacations. John McCann, section foreman, Sawyer’s River, is looking after both sections.

Aigeron, Dodge’s track supervisor, with his wife, son Richard and his son’s wife, took a trip through Vermont, up to Montreal and Quebec then over to Orono and home. Richard, who was in service in the Pacific, is going to the University of Maine to complete his college course.

Bingham Branch

By C. S. Pierpont

Miss Elizabeth Thomson, agent at Bingham, has returned from two weeks’ vacation, most of the time being spent at her home in Dresser. Soare Operator L. J. Rose has covered her job.

Robert Snell has taken a job as trackman on our local section. Robert has just returned from four years’ service in the Armed Forces. Before entering service he held as spare crossing tender at Madison.

This is the crew of Section No. 241, Madison: Left to right are Foreman Frank Nason, his son Frank, Jr., Chester Shepard and William Rowe. The lad in front is Johnnie Randall, four, who has been with Mr. and Mrs. Shepard since he was seven months old. Aspxy photgrapher, and Mrs. Shepard, is on vacation. Spare Operator F. J. Ronco is covering his job.

Al Doucette, Dickie Butts and Frank Ronco are on vacation. Leonard Bean, carman, suffered a bad sprain, and McMillan is picking cherries for his treatment. Cleaner Jinnie Butts is receiving congratulations (and we are receiving cigars) on the birth of a son.

The following from the car department are on vacation: Leonard Bean, Al Doucette, Dickie Butts and Frank Andrews.

Portland Freight Office and Freight House

By Alice McLachlin and Marjorie Quigley

James E. Malia spent a vacation at the beach. Mrs. Ever H. Nelson has resumed her duties in the cashier’s office after a vacation. Bill Glen and Howard Furlong attended a baseball game recently. James P. Jordan, assistant general agent, and family spent the summer at their camp on Diamond Island.

Joseph P. Flynn is back after being on vacation.

Alex McDonald, freight handler at the freight house since 1920, died Aug. 16. Bartley J. Kelly and wife were vacationing in Montreal and Ste. Anne de Beaupre.

Mrs. Florence P. Cooper of the F-21 department, spent a week-end at Bloomfield, Vt., recently.

James P. White, our genial janitor, is back after vacation.

Dorothy LaForest and Catherine King, mechanical device operators, have returned from vacations.

Roland Chaisson of the marine department recently spent a few days in Quebec and Parnham. His mother accompanied him.

Mrs. Gladys Steinfeld has bid off the job in the marine department vacated by Mrs. Mary Pelligroin on leave of absence.

Thomas H. James, freight cashier, and wife, recently had a trip through New York State while James was on vacation.

We express our sympathy to Ruth Horner whose uncle died recently.

Mrs. Elise B. Monroe, former clerk in the marine department, has returned from her vacation at Boston and Rockport.
at the latter place, Henry visited the "artists colony." Arthur Stack, clerk, head of the in-ward department, has returned after two weeks' annual leave.

Among those enjoying vacations the past month were Assistant Supt. J. L. Burbee, who reports he thoroughly enjoyed watching games under the lights at Boston.

F. W. Grammer, day general yard-master, has returned after a very successful weekend spent in the Rangeley region with Engineman "Stubby" Grant. J. A. Mulker of the Per Diem Bu-reau has returned after his annual vac-cation.

Larry Malla of the yard eight force is out ill.

We were pleased to meet Rex Miller, the Maine Central and Boston and Maine representative at Carlton, who recently spent a few days at the Assistant Supt.'s office, checking a few of the thousands of ears of potatoes that we handle annually.

Yard Clerk Nick Horton of yard eight, has returned to his duties. It certainly is nice to hear his cheery "Good Morning" on the phone.

Curt Ferguson, in place of Fred Grammer while on vacation, has bid off the second trick in yard eight. It has been fifteen years since Curt had occasion to cover a job in there.

Chief Clerk J. F. Johnson of the as-sistant engineer's office, has returned to his duties after vacationing. A daughter, Deborah Jane, was born to Edwin and Mrs. Gordon Hollis on Sept. 2. Mrs. Hollis, the former Mar-jorie Cressey, was employed in the per diem bureau.

Deering Junction

By DONALD W. DECRoSTER

Arthur Stack, clerk, and Mrs. Stack are receiving congratulations on the ar-rival of a son, Oct. 19.

We welcome back Operator C. Edwin "Red" Gallow, who recently received his discharge from the Navy. He has been giving the boys at Tower 5 their rest days and is posting the second and third tricks here at Deering where he once worked as relief clerk before he became a telegrapher.

Elmer Rounds, clerk at the car de-partment office has returned after spending a vacation in California. Pat Conley has returned to work after having undergone an operation.

Raymond Sullivant, has gone back to the car department and has been replaced by "Gabe" Lowe.

Rigby Yard

By GEORGE MARCOFT

Among those enjoying vacations the present month were Assistant Supt. J. L. Burbee, who reports he thoroughly enjoyed watching games under the lights at Boston.

F. W. Grammer, day general yard-master, has returned after a very successful weekend spent in the Rangeley region with Engineman "Stubby" Grant. J. A. Mulker of the Per Diem Bu-reau has returned after his annual vac-cation.

Larry Malla of the yard eight force is out ill.

We were pleased to meet Rex Miller, the Maine Central and Boston and Maine representative at Carlton, who recently spent a few days at the Assistant Supt.'s office, checking a few of the thousands of ears of potatoes that we handle annually.

Yard Clerk Nick Horton of yard eight, has returned to his duties. It certainly is nice to hear his cheery "Good Morning" on the phone.

Curt Ferguson, in place of Fred Grammer while on vacation, has bid off the second trick in yard eight. It has been fifteen years since Curt had occasion to cover a job in there.

Chief Clerk J. F. Johnson of the as-sistant engineer's office, has returned to his duties after vacationing. A daughter, Deborah Jane, was born to Edwin and Mrs. Gordon Hollis on Sept. 2. Mrs. Hollis, the former Mar-jorie Cressey, was employed in the per diem bureau.

Deering Junction

By DONALD W. DECRoSTER

Arthur Stack, clerk, and Mrs. Stack are receiving congratulations on the ar-rival of a son, Oct. 19.

We welcome back Operator C. Edwin "Red" Gallow, who recently received his discharge from the Navy. He has been giving the boys at Tower 5 their rest days and is posting the second and third tricks here at Deering where he once worked as relief clerk before he became a telegrapher.

Elmer Rounds, clerk at the car de-partment office has returned after spending a vacation in California. Pat Conley has returned to work after having undergone an operation.

Raymond Sullivant, has gone back to the car department and has been replaced by "Gabe" Lowe.
Here are some of our chief clerks in our General Offices at Portland: 1, G. E. Nickerson, Purchasing Department; 2, H. W. Drinkwater, Freight Claim Bureau; 3, E. R. Russell, Executive Department; 4, C. C. Barrett, Passenger Department; and 5, R. A. Woodill, Industrial Real Estate and Tax Department.