This issue is missing its cover and page 2; therefore the date is not included.

There is a penciled note that this is June 1948, Vol. IV, no. 9

This is quite plausible. The back page is a reprint of an editorial in a Portland paper dated April 17, 1948.
Changing Tire  
On Locomotive  
Is Fiery Task

Tire change. That was one of several items on the repair order for this locomotive which had just entered the shop.

It may sound fantastic to many but it’s an everyday occurrence to the men who service our locomotives at the Waterville Shops and the engine houses.

You can’t pull your train up on a sidetrack, whip on a spare tire, and 10 minutes later speed merrily on your way. No! It takes a combination of skilled workmanship, precision instruments and hours of labor to do the job.

Like most other vehicles, locomotives with faulty tires can be dangerous, susceptible to accidents. Unlike the former, however, locomotive tires seldom get a chance to cause trouble. Continual inspection prevents that.

EXPERIENCE HELPS

Few operations are more fascinating to watch than the process of changing a locomotive tire. For Foreman Raymond J. Snow and his crew in the wheel room at the Waterville Shops, it’s everyday routine. Snow’s long years of experience enable him to do the job with dispatch.

Detached from the locomotive, the massive wheel and axle assembly arrives in the wheel room, where it is set on a form and the tire change gets underway.

A tubular hoop, through which kerosene is fed by a forced-air draft, is placed around the perimeter of the tire and ignited. The hot flame, which heats the tire to about 300 degrees, causes it to expand nearly one-eighth of an inch in approximately 15 minutes.

After the fiery hoop is removed, two workmen armed with sledge hammers start battering the inner edge of the tire, which now has expanded sufficiently to permit its removal from the wheel with a few hefty slaps of the hammers.

It’ll be about 45 minutes, however, before the tire will be cooled sufficiently to allow workmen to start repairing it. The ringing tone of a blow from the hammer will sound true to the expert ears of the railroad machinist when the tire is at last cool enough to be worked on.

WORN TIRES SCRAPED

Calibration of the thickness of the worn tire will determine whether it is already too thin to be turned down again and still have the necessary thickness to meet minimum safety standards. Tires worn to the prescribed condemning limits are earmarked for scrap.

Others, found to be thick enough for repairing, are turned down and reshaped by a machine which produces a well rounded corner — or “throat” — between the face and the flange of the tire. Most tires can be “retreaded” in this manner several times before wearing out.
CHANGING A LOCOMOTIVE TIRE in the wheel room at the Waterville Shops are Machinist Ivan Fletcher, (left), and Apprentice Roger Small, (right).

New or repaired tires are put on the wheels in much the same manner as they are removed. After heating the tire, the inside diameter of which is usually one-sixteenth of an inch less than the outside of the wheel, it expands one-eighth of an inch and is then hammered into place. As it cools, the tire shrinks, making an iron-clad grip around the wheel.

The largest locomotive tires, which are used on passenger engines, weigh approximately 1300 pounds. When new, their tread is normally about \( 3\frac{3}{4} \)" thick and they're good for some 500,000 miles.

There's still another problem that makes changing a locomotive tire singularly difficult. As a general rule, when one tire is changed, all others in the set also must be changed. Smooth operation on the rail cannot be attained unless the contour of tread and flange on all the tires are identical.

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**Essay Contest Deadline Extended to July 31**

The Maine Central essay contest has been extended one month to allow our employees additional time to write their 500-word compositions on the subject, "Why I Like to Work for My Railroad."

Entries for the Maine Central contest, which is part of a nationwide contest being sponsored by the American Railroad Magazine Editors Association, must now be submitted on or before July 31, instead of June 30 as was announced in the May issue of the Magazine.

This action was taken after officials of the national contest had extended their deadline from September to November 15, 1948.

**ANOTHER MONTH**

By extending the deadline, employees will get another whole month in which to finish their essays, which must be 500 words or less in length, setting forth the reasons why they like to work for the Maine Central Railroad.

Every employee submitting an entry in the contest has a chance to win a possible $1050 in cash prizes. The contest is open to all persons who have been regularly employed on the Maine Central since November 15, 1948, except employees of the public relations department.

Too much emphasis cannot be placed on the fact that individual essays will be judged primarily on the sincerity of the thoughts expressed rather than the "literary genius" displayed by the writing.

Winners of the six cash prizes in the Maine Central contest—first prize, $50, second, $25, third, $10, and three honorable mention awards of $5 each—will be announced on the October issue of the Magazine. The text of the first-place essay will also be printed in that number.

A $25 entry fee will be assessed on your railroad for participation in the ARMEA contest. The Maine Central will enter its three top prize-winning essays in the national competition for the grand prize of $1000, $250 second prize and $100 third prize. In addition, ARMEA will award 15 honorable mention certificates.

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**Look At These Prizes!**

**MAINE CENTRAL CONTEST**

1st—$50  2nd—$25  3rd—$10

Three Honorable Mention Awards
$5 Each

**NATIONAL CONTEST**

1st—$1,000  2nd—$250  3rd—$100

Fifteen Honorable Mention Certificates

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**Automatic Gates Being Installed**

Automatic gates are being installed at Bath at the Washington Street grade crossing where the new Portland-Bangor Route 1 highway will cross. Workmen at right are starting foundation for the control tower, from which it will be possible to control manually the six new automatic crossing gates and four automatic flashing light signals.
Conductor on Gull Wins Race
With Stork to Brunswick

Conductor Yens C. Neilson of Brunswick won a nip-and-tuck race with the stork recently while directing the destinies of Train 8.

In one of the "Gulls'" sleeping cars was Mrs. Richard Vorough of Fort Bragg, N. C., an expectant mother, and her two young sons. The trio was returning to Fort Bragg, where her husband, an Army sergeant, was stationed.

Shortly after leaving Augusta, Conductor Neilson learned that the Vorough's expected third child was planning to make a premature debut—if not immediately, certainly in a matter of hours.

COMFORTS MOTHER

Unperturbed by the possibility that the sleeping car momentarily might become a delivery room, Neilson comforted the mother and solicited the aid of another passenger, who happened to be a nurse.

At Brunswick the "Gull" won its race with the stork and Mrs. Vorough was rushed in the waiting ambulance to the hospital, where she gave birth to a four-pound, 10-ounce baby girl. Incidentally, the baby was born before the "Gull" had reached Portland.

ARRANGES FOR CHILDREN

Before leaving Brunswick, however, the versatile conductor also made arrangements through Mr. James Walker, Brunswick welfare agent, for the care of Mrs. Vorough's two boys, Richard, 4, and Donald, 2.

After turning the train over to the Boston & Maine conductor at Portland, Neilson hurried back to Brunswick, where he made certain that the two Vorough youngsters were settled and happy. Then he went to the hospital to deliver the mother's luggage, which he had brought back from the sleeping car.

"All right," smilingly commented Neilson after his day's work, "is just the sort of service we all try to give our passengers on the trains."

Saunders Awarded Life Service Pass

Engineerman T. M. Saunders of Rockland, who recently was presented the 123rd gold-lettered life service pass, reversed the popular advice of the nineteenth century to "Go West, Young Man" and came East to Maine instead.

Born in Denver, Col., during the frontier days, the 74-year-old locomotive engineer was separated from his mother as a small boy following the death of his father, and went to live on a dairy farm in Denver.

After moving with the family to Kansas, he later came with them to Maine at the age of 13 and ever since has lived in the Pine Tree state.

Saunders did not hear from his mother for nearly 48 years, when she finally contacted him through the Order of the Eastern Star. Several years later on a trip to California, where his mother was living, Saunders and his wife visited her mother and brought her to Rockland to spend the remainder of her life with them.

Now the senior engineman in point of service on the Portland division,

Retired Gardner Conductor

Retired Conductor and Mrs. Harry L. Wight of 25 Prospect street, Gardiner, observed their 55th wedding anniversary the first day of June.

Wight was born into a railroad family and began his career in the

SENIOR ENGINEMAN on the Portland Division is T. M. Saunders, who recently received his 50-year pass. This photo was taken at Bath while Saunders was running on Train 52.

Saunders started his career as a fireman in March, 1895, and was set up six years later.

The veteran railroader, whose famous collection of salt and pepper shakers has been written up in national magazines, has been running on the Rockland branch for about 25 years. He now is on Trains 52 and 57.

Observes 55th Anniversary

latter part of the 1890's, when he started running on the old "South Gardiner Scoot." The three-car train, also referred to as the "Dummy" or "Accommodation" train, operated between South Gardiner and Augusta, making twelve stops on each run and three round trips daily.

His father, William W. Wight, was conductor on the train and young Wight served as "fireman, brakeman or baggagemaster as he was needed." In later years he worked as flagman, baggagemaster and conductor on the main line.

Wight, who retired in 1938, is one of 14 members of the Wight family who have worked for the railroad either on the station forces and train crews or as operators. Now 76, he was among the first members of Henry W. Longfellow Lodge No. 82, BRT.

55TH WEDDING ANNIVERSARY was observed June 1 by Retired Conductor and Mrs. Harry L. Wight of Gardiner.
Hat Checks Had Plenty of Personality Back In 1865

By William A. Wheeler, Associate Editor (Emeritus)

Here's a souvenir of old-time railroading—a hat check used on the Portland and Kennebec Railway about 1865.

Whether the railroad furnished each conductor with checks bearing his name, or whether enterprising William Mitchell paid for his own printing, does not appear. And no one now living would probably know.

The somewhat facetious wording of the check, however, would rather indicate that it was an original production of the conductor himself. For all history shows, he even might have been the originator of the use of hat checks.

The back side of the check lists the stations on the run between Portland and Skowhegan and shows the distances to each stop.

It's interesting, anyway, to know that hat checks were used in the days of somewhat crude railroading 90 years ago, just as they are today.

Maine Central Plans Exhibit In Big Railroad Fair

The Maine Central is one of nine eastern railroads which will have a joint exhibit at the Railroad Fair which is to open in Chicago on July 20 and continue until Labor Day.

The big fair, which will cover several acres, is now in progress of construction along the shore of Lake Michigan and the Eastern Railroads' joint exhibit will be in the center of the fair grounds. It will include a motion picture theater where two films produced by the Boston & Maine and the Maine Central, "Summer In Maine," and "Industrial New England," will be shown daily to those visiting the Eastern Railroads' exhibit.

The Eastern Railroads' exhibit is now in the process of erection and more details of our participation in the big fair will be printed in the July issue of the Magazine.

Joining with the Maine Central in the Eastern Railroads' exhibit are the Pennsylvania, the New York Central, the Erie, the Baltimore and Ohio, the Monon, and the Boston and Maine.

One feature of the fair will be an historical pageant in which several hundred actors will appear in the four daily performances. This pageant will depict the history of transportation from the days of the covered wagon to the present super-deluxe streamliners. Motive power of the early days and of the present will move across the huge stage of the fair.

Shops Workers Collect Kitty to Buy Plaque

The men of the Waterville Shops wanted posterity to remember their part in keeping Maine's railroads rolling.

After all, they mused, 60 years was something to shout about. It was strictly a family affair, however, so Painter Bill Mingo and Machinist Phil Sever- son canvassed their fellow workers and collected a thumping $79.

Then Painter G. K. Stevens, designer of the freight car emblem, was called in to draw up a suitable memorial commemorating the 60th anniversary of the Shops. "Steve" scratched his head and came up with the design for a small bronze plaque with the following inscription: "Commemorating 60 Years of MCRR Shops Progress.

That done, Machinist John Fass found a granite stone suitable to set it on. Machinist Sid Hamlin and Driver Harry Ashby lost little time getting the stone to its resting place near the flagpole on the little grass plot near the main office.

And there they stand today—the stone and the plaque—a tribute to the men who have done so much to keep our rolling stock moving for three score years.

The money left over after buying the plaque went to provide a little cheer for the veterans at Togus.

Bangor Machinists Organize Weekly Diesel Classes

By C. H. Leard, Correspondent

A group of machinists and helpers have been holding weekly informal meetings at Bangor to better their knowledge of the operation and maintenance of Diesel-electric locomotives.

The meetings, held every Wednesday at 7:30 p.m., in Road Foreman A. W. Crocker's office at Union Station, were organized under the leadership of General Foreman R. O. McGarry whom Foreman W. Crocker's office at Union Station.

Discussions are centered about the all-important subject of Diesel operations and the information passed around has already proved to be most instructive for those attending.

Plans for more formal instruction are being considered for future meetings, to which all railroad employees are invited.

Building Moved

The scale inspectors building in Portland was moved recently from near the Forest avenue crossing to the easterly end of the stores department yard, off Bishop street. Anson Stewart's crew handled the job with the help of a flat car.
HAIL VACATIONLAND!

This is the month when Maine dresses up in its Sunday best to welcome the nation to vacationland. Paint brushes swish to and fro with clocklike rhythm, hammers drown out the woodpecker's clatter as old things are made better and new things are completed. Mother Nature girds the countryside with its new coat of green.

By the end of June thousands of vacationists, campers and tourists will be pouring into the Pine Tree state, hoping to cleanse their minds of the worries of the past year and revitalize their bodies for the year ahead. In this post-war world, fraught as it is with international intrigue, domestic uncertainty and industrial strife, man's daily labor has become all the more exhausting. Controversy lurks at every corner. Great issues have become commonplace. Amid this百家争鸣, a vacation appears a refuge from the barrage of pro and con, a sanctuary where the pursuit of happiness is manifest.

For these reasons, the success of Maine's vacationland cannot be judged merely by the dollars of profit we find in the till at the end of the season. True, it is one of our principal business enterprises. Many derive year-round income from the few summer months. But we also have our responsibility, our job—the job of everyone connected with operating Maine's vacationland, is to send these visitors—be they statesmen or politicians, labor leaders or business men—back to their jobs with renewed vitality and a clearer concept. If we can do this, we may be doing more than we realize to keep America true to the way of life which made her great.

Many of these vacationists will come by railroad, on our regular runs or the special summer trains. Let's give 'em everything we've got in the way of pleasant, cheerful and courteous treatment. They'll want to come again. But even more important, they'll return to their desks and benches all the more determined to maintain above anything else, our American way of life. If that's what you want, too, remember this little way you can help the next time a confused customer starts disarming your good disposition.

THAT'S RIGHT!

Concord, N. H.
May 17, 1948

Editor
MCRR Magazine

The picture on the inside front cover on the MCRR Magazine May issue of horse car and Portland Union Station being built in background. The date is correct. It was the summer of 1887 as my father (Leander Leighton) was working on the station at that time and I heard him speak of working on the station on that date.

/s/ H. L. LEIGHTON

(Editor's Note: Harry L. Leighton, a former Maine Central employee, is now superintendent of the Boston & Maine Shops at Concord, N. H.)

THE COVER

Scenic Port Clyde, typical of the many small towns that dot Maine's rockbound coast, is one of the state's well-known vacation centers. Lobster fishing is the community's principal industry and on this month's cover Staff Photographer George H. Hill pictures a lobsterman preparing to unload his smack.

When the Railroad Entered Waterville

By Frank E. Nelson, Retired Winslow Agent

At the age of 85, looking back through my 58 years of continuous service with the Maine Central, many events of the olden days come to my mind. I remember, for instance, something which I believe is known to very few railroad men today, that when the Kennebec & Portland was built through to connect with the Penobscot & Kennebec for Bangor, it didn't go into Waterville at all!

The right of way was through Winslow, thence up the east bank of the Kennebec river, over land now occupied by the immense plant of the Hollingsworth & Whitney Co., and then along to Benton and to Bangor. When construction of the Hollingsworth & Whitney mill commenced, workmen found portions of the old road-bed and ties, still intact.

WOOD-BURNING ENGINES

The Winslow station was then located at what is now called Sand Hill crossing, near the present private road to the paper mill.

About 800 feet west of Sebasticook bridge there was a water tank, supplied by gravity from a spring on the hill. There was also a wood-shed, where, at regular intervals, the wood train stopped to replenish the supply; and the sawing machine was sent to cut it into the desired length for use on locomotives. The wood-shed was a favorite place for the boys of my day to gather, and I have spent many hours watching engines "wood up." The entire crew—conductor, brakeman, engineer and fireman—pitched in to fill the tender of the old-time little engine, with its balloon stack. Not many of you remember those engines!
Calais
By P. D. Adams
Agent Burt Fuller has been on vacation for two weeks. Operator Clyde V. Tracy filled in as acting agent.

Operator W. H. McKay is back on the job after a visit to the West Coast. His son, David, came home on furlough from enlistment in the navy. His brother, a petty officer, also enlisted in the navy its a petty officer and is working in San Diego, Calif., and on his return will go to Los Angeles and Hollywood, where he will try to find a job in the movie business. His wife, who is residing in Ellsworth, was sorry to find him quite lame but hopes the warmer weather will benefit his condition.

The couple, married March 17, are living in Old Town.

Bangor M. of W.
By John Mincher
Friends of Michael J. Samways, former section foreman at Orono, were sorry to hear of his death May 18. "Mike" retired from railroad work June 29, 1946, after completing nearly 30 years' service.

Clerk M. E. Beers has purchased and recently moved his family to the A. D. York property on Third Street.

Clerk M. O. Pine has purchased the Pentacostal Church property at Railroad and Holbrook Streets and is getting it ready for occupancy as a dwelling.

Deputy Collector of Customs H. E. Pratt attended sessions of Masonic Grand Lodge at Portland while on vacation early in May.

Clerk C. A. Robertson recently purchased a new automobile.

Among those taking their vacations recently were Machinist Ralph S. Tilton, Machinist Helper P. M. McVey, Car Inspectors H. E. Beers, O. C. Clendening and S. G. Farnham.

Car Inspector O. C. Clendening has returned to Lahey Clinic, Boston, for further treatment and examination.

Still on the sick list are Clerks C. P. Crandlemire and Vira H. Sears.

Bangor Operating
By Mary E. Girbons

Miss Mary Louise LeBreton became the bride of Yard Brakeman William H. Davis, Jr., recently at St. Mary's Catholic Church, Old Town. The newlyweds, who left on a wedding trip to Boston, will make their home at 69 Fruit Street, Bangor.

Ticket Clerk and Mrs. Fred E. Grant have returned from a trip to California. After a sightseeing trip in Frisco, they went to Los Angeles and Hollywood, where they witnessed two broadcasts. On return home they stopped at Grand Canyon and also visited their daughter in Indianapolis.

Relief Yardmaster C. J. Wilson was a delegate to an Episcopal convention recently.

Freight Clerk John T. Barry died May 14. He began his railroad career in 1904. Among those on vacation recently were Yard Brakemen A. P. Bell, Conductor C. A. Dunfey, Trainmen C. A. Harris and I. Y. Inman.

John E. Springer of Bangor, former yard brakeman, who retired last January, died March 11 at the age of 68.

Bangor Motive Power
By C. H. Lear

Machinist Helper Leslie B. Snyder was badly burned May 6 and was confined in a hospital in the State Normal School for a long period.

FOREMEN Arthur Palmer of Perkins' Crew has bid off the Job as foreman at Charlotte.

Friends of Edgar Burgin, former assistant foreman at Bangor Yard, were very sorry to hear of his death May 18. Burgin started with the Maine Central in 1917 and worked until March, 1946, when he retired.

Levi M. Lawrence of Carmel, former trackman at Hermon Pond, who retired in November 1942, died April 19 at the age of 70.

UNION STATION, LOS ANGELES, was inspected by Bangor Ticket Clerk Fred E. Grant during the recent trip he and Mrs. Grant made to California.

Section ForemanCole Farnsworth of Machias is off duty on account of an operation.

Charles Bayrd, former trackman on Unvolución section, is now working with Track Repairman Herbert Tenn. Everett Sproul, formerly with Tenan, is on Unollowilla section.

Cecil Beal, former trackman on Old Town section, has been assigned position as motor patrolman. He is working between Old Town and Mattawamkeag with Trackman Paul Wallace of Mattawamkeag.

Ernest Stohlard, section foreman at Kingman, who has been out duty all for several months, wants to thank all his many friends for their remembrances during his sickness.

ND son, former section foreman at Dorothy E. Grant during the recent trip he and Mrs. Grant made to California.

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Nelson Craig, former section foreman at Charlotte, has been awarded position as foreman at Ayers Junction, and Assist-

STARTS TRAINING at the Bangor Public Library, Miss Fern Carson, daughter of Ticket Clerk P. W. Caron. A graduate of Bangor High School, Miss Carson studied at Washington State Normal School, Blackfoot, and recently has been teaching at Bradford.

OLD FRIENDS cutting their wedding cake are Fred A. Ogden and the former Harriet A. Davis, daughter of Chief Clerk H. D. Davis, our Magazine correspondent at Vanceboro. The couple, married March 17, are living in Old Town.


Store Clerk S. A. Callahan has been confined to the hospital following a serious operation.
Train 503 on May 15, was handled by Enginemen Lawrence Ward and Fireman Blakely, making it a single unit. Train 502 arrived with two units, 506 and 603, and was manned by Enginemen Mayo and Fireman Joy.

Miss Margaret Ann Higgins of Bangor became the bride of Eastern Division Fireman Philip D. McGinley in a recent ceremony at St. John's Catholic Church. Miss Lois Higgins, sister of the bride, was maid of honor and Fireman Leo Higgins was best man.

Following a wedding trip to Hartford, Ct., via the White Mountains, they will make their home at 86 Pearl Street, Bangor.

Mrs. B. V. McCracken, wife of Portland Division En-

imize James McCracken, sustained a bad knee injury recently when she was caught in a revolving door.

Word has been received of the death of Mrs. John W. Doyle, widow of Machinist Helper Doyle, at the home of her son in Salem, Mass., April 25.

Bangor Car Department

By C. A. Jefferds

Carman E. A. Golding is the owner of a new beach wagon. Carman and Mrs. A. H. Johnston were recently fitted at the home of Allen Street, Bangor, on their 25th wedding anniversary. They were presented by their friends.

Donald E. Lambert, who has been at Union Station, and Harriet B. Edgecomb, R.N., of Limestone, were married at the Methodist Church in Limestone May 24. The couple will live in Bangor.


Coach Cleaners J. F. Vanwinkle, P. H. Powers and D. J. Smith recently returned from their vacations.

Stenographer Shirley C. Wheeler, general foreman's office, has been on her annual vacation.

Leading Carman Joseph M. Burke, Northord, Northord, has just returned to work. Mrs. E. W. Wellington has been at Calais substituting for the car inspector off duty there.

SURPRISE BIRTHDAY PARTY given recently for George Moran at the Winterport home of his parents, Machinist and Mrs. Richard Moran. In this family snapshot, taken at the party, which was attended by 32 veterans, are, (left to right), George, Mrs. Moran, Harriet, Machinist Moran, and another son, John. George served nearly three years overseas with the anti-aircraft forces and the surprise party was sponsored by George's other brother Carl, who is not in the picture.

Engineer William Bishop is spending his vacation fishing at Moosehead Lake. Bill is one of the most avid fishermen on the Maine Central.

Mrs. E. E. Tunnish, wife of Stationary Fireman Tunnish of Union Station, was a recent visitor in Bangor. She was accompanied by her daughter, 'Treatre.'

Mr. and Mrs. Ernest C. Williams of Washington, D. C. recently spent two weeks vacation with Mrs. Williams parents, Machinist and Mrs. Harvey Hutchings, in Bangor. Williams served three years overseas during the last war and after the termination of the war enlisted for another three-year period. He sailed for Japan early in May.

Recent clipplings from the '32 Years Ago Column' of a Bangor daily paper: 'Miss Blanche M. Butterfield, formerly with the Fred H. Clifford Advertising Agency, has accepted a position as clerk at the Maine Central freight office. Harry Barnaby and Michael F. Nickerson have again been appointed special police without pay at Union Station.' Miss Butterfield transferred to the motive power department in April, 1928, and is still employed in the general foreman's office. Barnaby, who was station master at Bangor, died some years ago. Nickerson, who is now retired, lives in Hiram, and is an expert on antiquities. He still travels all over Maine participating in checker tournaments.

On May 15, Bangor & Aroostook Railroad started handling passenger trains into Bangor with the new F-3 Diesel engines. These are similar to the Maine Central Diesel freight locomotives.

Trainmen David Dudley, H. S. Chandler and G. F. Nealley recently returned from their vacations.

WEDDING CAKE about to be cut by Fireman Philip D. McGinley and the former Margaret Ann Higgins following their recent marriage.

Concord, Vt.

By C. B. Roweke

A class of about 25 students studying transportation and communication were at Concord recently to get first hand information on the telegraph in operation and to look over Engine 458 on Train 162 when it arrived. No. 162 was right on time, and Engineer Irving Curlies of Harmony gave a short lecture on the air brake system, then answered the rapid fire questions from the students as to what the wheels go around. Note to Engineer Curlies: They just don't believe you use that much coal on a round trip between Portland and St. Johnsbury.

Trackman Mike Perier, Section 132, Twin Mountain, N. H., has been off sick several weeks. Fred Mumford, formerly of St. Johnsbury, has been added as trackman to the Twin Mountain section. Section Foreman Chauncey Bennett, Section 167, North Concord, has about completed the remodeling of the house he recently purchased.

Engineer Carl Swett, Section 167, North Concord, has also recently purchased a house at North Concord, and has been busy repairing and remodeling it.

Mrs. Winne Beck, wife of Trackman Harry Beck, Section 167, fell and broke her wrist on a trip to St. Johnsbury a few weeks ago.

Relief Agent M. J. Johnson, who relieved your correspondent, is now working at Bangor Falls, Vt., relieving Agent Floyd Warren.

Your correspondent takes this opportunity to thank his many friends on the system who remembered him with cards and letters while he was laid up, and to report that recovery is practically completed. Many thanks to you all.

Bartlett, N. H.

By O. R. Broadwood

Machine Operator C. H. Nealley, together with Donald Alsworth and David Whitehead, has started the summer season renewing joint fillers. They have been working around Steep Falls.

Weider Robert Jones and Helper Fred Stewart have started the seasonal chore of welding along the route, repairing defective rail joints.

Section Foreman O. D. Macomber, Mt. Willard, who underwent an operation recently, is now home convalescing and will be off several weeks.

Agent A. M. Hebert of Glen recently returned from his vacation.

Reg Dowsett, Sawyers River section, and Preston Burke, Mt. Willard, are still on the sick list.

Engine House

Grover Hayes and E. B. Glendenning have completed their vacations. It was too early for Grover to do his moving in Dunde.

Frank McCann has been on vacation.

Ralph Clemons, who was recently employed, has been filling in at the engine house.

Trainmen David Dudley, H. S. Chandler and G. F. Nealley recently returned from their vacations.
**Fryeburg**

By EDITH WHITAKER

Station Agent W. H. Whittaker at Fryeburg has been on vacation and Agent Floyd Warren of Beecher Falls, Vt., has been covering the job.

Track Patrolman Percy Chandler is receiving congratulations on the birth of a granddaughter, Linda Susan, at Memorial Hospital, North Conway, N. H. The proud parents are his daughter and her husband, Mr. and Mrs. Fred Allen of Glen.

Paul Morton of Lovell is assisting at the railroad station here.

Sta□tוכן Acton Burnell at Cornish was a visitor to Boston recently.

Seabreeze Jack Whitten, who has been out on account of sickness, has returned to work on the Fryeburg section.

By EDITH WHITAKER

BY DORIS M. THOMAS, MAYBELLE HALEY, EDITH W. MACGIBBON, PEGGY TITTLE AND LILLIAN G. SMALL.

Clerk Frances Stattary went on a trip to St. Anne's and Quebec over the Memorial Day weekend.

The Maine Central Bowling Team closed its season with a banquet held recently at the Marhe View Inn. Clerk Frances O'Donnell, who attained the highest average of 91, was awarded a gift. High bowlers and winning teams were also presented prizes. Other prize-winners included Maybel Haley, Theresa Stattary and Betty Anderson.

Clerks Frances O'Donnell, Theresa Stattary and Peggy Tuttle attended the Junior Gold Bowling Banquet at the Cascades May 12.

Mrs. Berry A. Farrar, wife of Clerk Edwin W. Farrar, who is purchasing a gift, has been off on account of illness since January.

Laborer Elzear L. LaFleur and Cleaner Nick LaFleur both resided in Fryeburg April 30. Sympathy is extended to Assistant Car Distributor, Joseph R. Murphy, on the recent death of his father.

**Portland Terminal Co.**

The Portland Terminal Co. is marking its 30th anniversary today — a record of a remarkable quarter of a century of outstanding service to Maine and New Hampshire.

**General Offices**

**BY DORIS M. THOMAS, MAYBELLE HALEY, EDITH W. MACGIBBON, PEGGY TITTLE AND LILLIAN G. SMALL.**

Miss Mary Plummer, stenographer in the engineering department, recently spent four days vacation in Boston, the guest of friends. A recent addition to the engineering department forces is Fred W. Jones, employed as Chairman.

Charles H. Davis, retired B & B carpcnter foreman, of Cornish, was a visitor in the General Office building recently.

Division Engineer John F. Scully reports his wife, Mrs. Helen Scully, who has been confined to Central Maine General Hospital in Lewiston for the past several weeks, is so much improved that she will soon be returning home.

A representative group from the engineering department attended the Railroad Club Banquet at the Hotel Statler, Boston, May 13.

Friends of Charles H. Thompson, former instrumentman in the engineering department, were saddened to learn of his recent death in Central Maine General Hospital, Lewiston, after an illness of several months.

Asst□t Engineer Harold W. Shepard is a patient in the Maine Central General Hospital.

Mr. and Mrs. Albert Thompson and their daughter have been visiting Assistant Superintendent and Mrs. J. L. Quinley. A report has been received that Con­ ductor F. T. Warren of Beecher Falls, Vt., has been returned to work after being off duty for quite a spell of illness.

Yard Brakeman Ralph E. Kane has returned to work after being off duty for quite a spell of illness.

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BY ALBERT B. WETMORE

Rigby Engine House was honored by a visit recently from W. S. Woodruffs Congregational Church. The group consisted of members of the Cubs and their Den Chief, who is a boy scout, Mr. and Mrs. Kenneth Proctor and Mrs. Russell Jenkins, Den Mother. The group was escorted by Machinist William Reagan.

Boilermaker Helper Herold Belcourt was involved in an automobile accident. His injuries were not too serious, however, and he will soon be back to work soon.

The District 42, and System Federation Conventions were held in Boston at the Hotel Manger April 25-27. The machinist delegation was led by Frank Blanchard. Several other delegates from various crafts at the engine house also sent their delegates to the Southern States.

Machinist Helper and Mrs. Amos Knight celebrated their 46th wedding anniversary April 23.

Notice to all anglers: Visit "Sailor Town" fishing pool at Rockton, Mass. "Ted" Cote sends out this special announcement and he will testify that not only fish live, however, he caught a good fish even if it did cost him $6.75.

Laborer Valentine in the stores department and a brother of Machinist Lucien Carignan, was injured while using one of the tools at his home. The injuries, while serious, will not prevent him from work.

There were several visitors at the engine house during May: Edward Chandler, Oswego representative, who was present when Welders Nathan Sullivan and Albert Weymouth welded a locomotive frame, and Tom Cook, an old timer who retired years ago.

Machinist Larry Lancault announced the opening of "Wildwood," his dance pavilion at Steep Falls, May 1.

OFF FOR A SPAN are the two grandsons of Machinist George Miller, Donald, 2, and Rudolph, 4, facetogether with the children of his daughter, Mrs. Margaret Fassei, who lives in New Jersey.

Boilermakers Helper Rudolphe Phillips' mother died May 4 after a long illness. A floral tribute was sent from the boys.

Machinist Lombard is the proud owner of a new automobile after a long waiting period. His uncle, Painter Charles Lombard, has purchased a truck.

Electrician Bill Danforth, who is covering the job of Electrician Edgar Alaire, reports his 4-year-old daughter received a bad fall from the steps.

A call for blood donors was sent out one day last month for Laborer Robert Dowick. Within a short time, three of our old stand-bys, Laborers Harold and Robert Kane and "Burgess" volunteered. They were followed by Laborers John Sullivan, Roy St. Peter and Milton Cormier.

Machinist Helper Howard Shaw took his vacation and made extensive repairs around the doughnut shop.

Secretary-Treasurer Donald Collins of the System Federation and General Chairman of the Electricians paid a visit to Rigby recently on union business.

Reports from Thomas Murphy indicate he is recovering slowly from his recent illness.

Laborer Stephen Kuter is on a sick leave due to rheumatic troubles.
According to reports, the fish had other bait days without a lost time accident. Attempts caught smelts.

...ordained.

...son also went deep sea fishing but only beside worms. Machinist Frederick John-m...
HAPPY BUT NO FISH—Freight Conductor S. C. ‘Sandy’ Tardy, (left), of Farmington, who runs on FR-2 and RF-1, and Clerk-Operator E. J. Soychar of Rockland on a summer trip at Tardy’s “Camp Virginia” at Clearwater Pond.

Rockland

By F. L. CARSLEY

R. K. Tukey has bid off the section foreman’s job at Rockland.

Those on vacation recently include Conductors P. D. Bradford and Frank Prescott, Coach Cleaner R. J. Scott, Freight Handler S. A. Prescott and Car Inspector F. A. Anderson.

H. F. Carbee has been covering the car inspector’s job for two weeks.

Madison

By C. S. PIERPONT

Freight Conductor S. C. ‘Sandy’ Tardy, (left), of Farmington, who runs on FR-2 and RF-1, and Clerk-Operator E. J. Soychar of Rockland on a summer trip at Tardy’s “Camp Virginia” at Clearwater Pond.

Waterville Shops

By G. K. STEVENS

Supt. Frank H. Bennett wishes to take this opportunity to express his and the Company’s sincere thanks to the men who cooperated so wholeheartedly in getting the Diesels overhauled and back in service. The speed with which this was accomplished set a New England record and it is doubly well deserved.

Machine Apprentice Elwood Gileaas is at Togus. Machinist Charlie Emery has sold his outboard motor to Foreman Archie Lemotte.

Freeman Bill Chase, Assistant Supt. Wilbur Lunt, Draftsman Laurence Sparrow, Piper Percy Grant and Clerk Chuck Wilson were in Boston to attend the annual meeting of the New England Railroad Supply Convention.

Machinist Vic Willette, who has taken quite a ribbing about his hound, confounded the skeptics by winning two first-places and one second-place at recent matches.

Machinist A. B. Hendee is back from a 60-day leave of absence.

Machinist Francis White suffered a broken toe recently.

Driver George Moreau is still puzzled about the mystery of the missing ten keel.

Clerk Dennis Chamberlain presents the Grand Opening. He had all his teeth removed.

Machinist Newborn Tabor is serving his fourth hitch at the shop.

Machinist Floyd Cay has been fishing at Moosehead. Poor luck.

Clerk Harry Bouchard has a Model A truck for sale.

Machinist Harry Patterson, Painter Larry Folsom and Electrician Frank Grover attended the Consistory meeting in Portland.

Machinists Carroll Carey and Andy Miles have been fishing at Moosehead.

Ten helpers were borrowed from the freight department to the paint shop to help during the rush on the Diesels.

Retired Carman Danforth C. Otis of Waterville died April 21. He was 61 and had been retired since 1897.

The third trip in the wheel room has been able and has been assigned to the machine side on the day shift.

Clerk John St. Peter has a new motor in his car.

Machinists George Beesley, John Larracey and Blaine Ladd have returned to the air brake room after assisting on the Diesels.

Carman Sam Merrow has been confined to Sisters’ Hospital with appendicitis.

Carman Roy Lank has been confined to the house with the grippe.

Another inmate in the Stork Derby is Richard Lee, born to Machinist and Mrs. James Eames, Jr., at Sisters’ Hospital, weighing seven pounds, nine ounces, on May 17

Machinist Bryant Kent has returned to the machine side after a hitch on the Diesels.

Machinist Sid Hamlin very ably assisted in clearing a bad automobile crash that occurred in a collision recently.

Machinist Phil Severson recently entered the lobster business as a sideline but due to physical incapacities and the Waterville Zoning Board had to give it up.

Laborer Pete Moran, who has been hospitalized, is now at home convalescing.

Machinists John Faas and Fred Gould attended the Grand Lodge meetings in Portland.

Carman Helper and Mrs. George Bick were “hoist conditioned” on May 12 when seven pounds, ten ounces Robert Lewis was born at East Sebago.

Carman Helper Doug Ricket has been visiting his parents in Brooklyn, N. Y., (where the Tree grows).

Boilermaker and Felder Lester Case has returned to California.

Accountant John Abbott has been visiting Massachusetts recently.

Machinist Hank McCulley has taken a week of vacation.

Machinist Alphonse O’Hara is a winner of the “Peri” Derby.

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PROFITS — AND YOUR JOB

What capitalism’s worst enemies never will concede is that where there are no profits, there are no jobs. How does the loudly-damned “employer class” ever get to employ anybody—to make jobs available, that is to say—in the first place? It gets that way by investing in capital equipment, in the tools of production, in the expectation of employing those tools to earn financial reward, i.e., profits.

And in the course of earning profits upon an original investment, employed capital (capital at work, not capital lying idle in safe deposit boxes) hires labor; it creates jobs.

It takes from $5,000 to $10,000 of invested capital to make one new job. And the job will last as long as the invested capital continues to earn a reasonable profit; it cannot possibly last longer, save when additional capital is invested in a momentarily profitless enterprise to tide the business over a period of slump when there is reasonable assurance of renewed profit opportunities in the fairly near future.

It is that hope of earning profits, today or in the foreseeable future, that keeps money invested in a given enterprise—and so continues to provide jobs. The employer is not merely one who hires people to work for him; in the first place he is one who has put money to work—his own money or money he has borrowed at interest after putting up solid securities—in the belief that he can make that money earn a profit.

There are those who would have you believe that the profit-seeking investor is an “enemy of the people”—even of the people who have jobs because of the gamble he has undertaken in risking his capital funds!

Admittedly capitalism has its sins, and they are numerous. High on the list of its sins would be absentee ownership and consequent ignorance of, and seeming indifference to, the problems of individual wage-earners. That is a sin which employer-employee bargaining can overcome—and is overcoming. And it is not a universal sin among capitalists; there are, believe it or not, some employers who are not ogres.

There is an alternative to private capitalism: State capitalism—the capitalism which rules “Communist” Russia. There, no individual is permitted to accumulate and invest capital for his own profit. There are no private employers of labor under that system. Instead, everybody works for the government—receiving such reward as the government says the job should pay, and not one red kopek more; never quitting the job, unless and until the government assigns him to other work, elsewhere; never daring to utter any complaint about wages, hours, working conditions (that would be “counter-revolutionary” and the penalty for that is a term at forced labor—or the firing-squad at dawn).

The alternative is an ugly one. But that is the alternative that must be accepted whenever and wherever governments reduce profit opportunities to zero for private entrepreneurs, capital investors, job-makers. Does any sane American want that Red alternative here?

(Reprinted from the editorial page of the Portland Evening Express, April 17, 1948)