This issue is missing the front cover with the date and page 2.

There is a pencilled note that this is August, 1948 Vol. IV, no 11.

There is reference to the Chicago Railroad Fair with a specific reference to July 20.

It seems reasonable that this issue is August, 1948.
Our Railroad Active
At Chicago Railroad Fair

The Maine Central Railroad was very much in evidence when the big Chicago Railroad Fair opened on the lake front along Lake Michigan on July 20. And, we shall continue to boost our railroad and the attractions—both recreational and industrial—of the State of Maine, through our exhibit there until the Fair closes sometime after Labor Day.

Starting from scratch 10 weeks ago, nine Eastern railroads, including the Maine Central and the Boston and Maine, had ready for the opening three new buildings, each containing educational exhibits regarding the railroads of the country and the fact they are all-important both in peace and in war. The Eastern Railroads exhibit, on the opening day attracted the major share of the huge crowds which thronged the Railroad Fair grounds from opening hour until late evening.

The Eastern Railroads exhibit is located directly opposite the big grandstand of the Railroad Fair. In the grandstand, four times each day, audiences are able to view the magnificent pageant "Wheels A'Rolling". The pageant is a stirring show, well presented and depicts the growth of transportation in America. The show is, by far, the best railroad pageant ever presented — easily surpassing that presented at the World’s Fair in New York.

ROBOT MAKES HIT

At the entrance to the Eastern Railroad Exhibit the insignia of the Maine Central, and the other 8 eastern roads, bids welcome to the three buildings.

A mechanical man, who talks and answers questions, stands up, sits down and even shakes hands with visitors is located at the entrance to the Eastern Railroads exhibit. "Genial Joe", as he is called, early proved to be one of the hits of the entire Fair. Representatives of the Maine Central and the Boston and Maine are a part of the crew which operates the concealed microphone and other gadgets which make "Joe" appear to the casual visitor to be "almost human."

In Vistorama Hall, which is one of the three buildings housing the Eastern Railroads' exhibit, views of Maine are included in the huge revolving vistoramas — six of which brought many favorable comments from the visitors. In the theatre building of the Eastern Railroads the pictures "Summer in New England" and "Industrial New England", both made by the Maine Central and the B. & M. are shown several times each day.

COAST-TO-COAST HOOKUP

One of the new $2,000,000 fleet of super-deluxe coaches of the Maine Central and the Boston and Maine, now operating on the Boston-Portland-Bangor run, is on exhibition at the Fair. It is a part of a composite passenger train of the nine eastern railroads participating—Maine Central, B. & M., Pennsylvania, New York Central, Monon, Nickle Plate, Baltimore and Ohio, Wabash, and Erie—in the Fair.

The Maine Central and B. & M. portion of the exhibit got a coast-to-coast airing the second day of the Fair. The names of the 20 youngsters from Maine, Vermont, New Hampshire and Massachusetts who named our new cars, were placed in a hat and the subsequent drawing resulted in Bernadette Beatty of Woburn, Mass., who named the "Boholink" being taken to the Fair as the guest of the two roads. Bernadette was a guest on the Breakfast Club program and Don McNeil, the MC of the program, which is on a coast-to-coast network, including Station WGUY at Bangor, chatted with the Maine Central - Boston and Maine youngster and explained that she is the only youngster in the country who brought her own coach to the Fair.
On duty in the coach at the Fair is Betty Bowman, veteran information clerk from the North Station in Boston. Attired in a natty powder-blue uniform, bearing the insignia of the Maine Central and the Boston and Maine and wearing an overseas cap inscribed Mc-B & M, Miss Bowman has already answered hundreds of inquiries about Maine. She has available in the car Maine literature and being thoroughly conversant with all parts of Maine she is able to provide persons from all over the country with first-hand and detailed information regarding the Pine Tree state. She will be on duty in the car until the Fair closes, her presence there being a part of the Maine Central and Boston and Maine program to boost Maine and its recreational and industrial attractions at every opportunity.

The Maine Central was represented at the official opening ceremonies of the Fair by Robert M. Edgar, Assistant to the President. He joined with railroad officials from all over the country and with civic leaders of the Fair by Robert M. Edgar, Assistant to the President. He joined with railroad officials from all over the country and with civic leaders of

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The Fair itself, those who have visited it report, is well worth seeing. The other exhibits vie with the Eastern Railroads in presenting the story, past and present, of the American railroads and in addition to the composite passenger and freight trains of the Eastern Railroads there is a vast array of other equipment of railroads and railroad supply concerns. It is impossible to really "see" the Fair in one day.

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Pension Boosts Effective This Month

The first pension payments to include the 20 per cent increase passed by the 80th Congress and signed into law June 29 by President Truman were being received this month by the Maine Central's 900 retired employees.

Other major provisions of the new amendments to the Railroad Retirement Act restore the lump-sum death benefits and again permit railroad workers to designate their beneficiaries.

The 5% per cent payroll tax assessed on both railroad workers and employers for retirement pension purposes remains unchanged, however.

AMENDS CROSSEER ACT

Enactment of the legislation, which enjoyed the support of both the railroad brotherhoods and the carriers, marked a victory for the railroads and a large segment of the nation's railroad workers who had advocated changes in certain provisions of the Crosser Act passed in 1946.

Due to the huge task of recomputing 216,000 annuities and pensions, Railroad Retirement Board officials announced that delivery of some of the August payments would be delayed and requested retired employees or survivors, whose checks may not have arrived at the usual time, to make inquiries for at least 10 days thereafter.

Each August payment will be accompanied by a slip explaining the increase and the method by which it was computed.

The new lump-sum death payment, referred to as the "guarantee lump-sum benefit," makes certain that railroad workers or their survivors will receive an amount at least equal to the retirement taxes paid while employed by a railroad, plus a small amount for interest.

The new measure stipulates that the guarantee lump-sum will be paid to an employee's widow (or widower), children (or persons entitled to share with children under state laws), parents or estate, in that order. How-

ever, the new law also permits a rail-
road worker to change this order or to designate any other person he may wish as his beneficiary.

Another amendment changes the Railroad Unemployment Insurance Act by setting up a sliding scale for employer contributions to this fund. As long as the unemployment insurance account remains above the $450,000 mark, the railroads will contribute only one-half of one cent of the taxable payroll. If it falls below this figure, however, the rate will increase one-half per cent for each $50,000,000 drop until the fund reaches $250,000,000, below which the rate will remain constant at three per cent.

Under the former rate, which was fixed at three per cent regardless of the reserve funds accumulated, the amount in the unemployment insurance account rose to a whopping $935,000,000. In 1947, the Maine Central alone contributed nearly $500,000 to the fund.

The measure does not change the amount that can be paid to workers for unemployment or sickness benefits under the unemployment insurance law.

FUNERAL BENEFIT UNCHANGED

In addition to increasing the pension of retired employees, the bill also increases by 20 per cent the monthly payments to survivors of retired workers who had elected to receive a smaller annuity during their lifetime in order to provide larger payments for their spouses after death.

No increases are authorized, however, in the survivor annuities which became payable two years ago under the Crosser Act amendments as a substitute for the lump-sum death benefit. Also unchanged and still in effect is the lump-sum funeral benefit, another Crosser Act provision.

Boosting retirement annuities by 20 per cent will increase the average monthly payments from $70 to $84 while the average being paid to pensioners, employees who retired before
PICTORIAL MEMORIES OF YEARS PAST are recalled by this photo, believed to have been taken about 1900, of an east-bound freight train on the old Somerset Railroad, now the Maine Central's Bingham branch, crossing the old Norridgewock bridge. The Kennebec river is nearly 500 feet wide at this point and the wooden structure above, which was built about 1875, was replaced in 1921 by an eight-span steel girder bridge. In the right background is the old covered highway bridge, which also has since been replaced. (Photo furnished by the Down East Photo Service.)

In 1937, will be upped from $59 to $71. Similarly, the maximum retirement benefit, until 1967 after which employees will be eligible for more than 30 years' credit, is boosted from $120 to $144.

Under the new system, the amount of the monthly annuity payments normally will be computed on the following basis: 2.4 per cent of the first $50 of an employee's average monthly compensation, 1.8 per cent of the next $100, and 1.2 per cent of the next $150. Then multiply the total of these three by the number of years' service.

However, if this is less than the smallest of the following three amounts—$60, or $3.60 multiplied by the number of years' service, or the average monthly compensation—the latter will be the monthly annuity payment.

Known as the minimum annuity formula, this method was tailored for certain low-paid or short-service employees who would have received excessively small monthly payments if their annuities had been computed under the regular formula. In order to be eligible for consideration under the minimum annuity formula, however, workers at the time of their retirement must have a "current connection" with the railroad industry.

To have a "current connection" workers, as a general rule, must have been employed in the railroad industry for a total of 12 months during the 30-month period preceding their retirement.

New Crossing Signals
Now Operating at Bath

A major improvement in our grade crossing protection at Bath was completed recently with the installation of automatic flashing-light signals at six crossings and both automatic flashing lights and gates at the heavily-travelled Washington street crossing.

In addition, a control panel with an illuminated track diagram, covering a mile and a half area, was installed in an elevated cabin at the Washington street crossing to provide for manual as well as automatic control of the signals at four of the crossings.

Operations of the system, which was designed to eliminate unnecessary delays for vehicular traffic during switching operations or while trains are stopped at the station, marks the first time on our railroad that as many as four grade crossings have been controlled from a single point.

STREAMLINED FOR SAFETY are the new signals at the Washington street grade crossing in Bath, including two 30-foot gates and two 25-foot gates—all of which are equipped with flashing lights—and two sidewalk gates.

Bangor Mariner Sails Atlantic
Alone in 55 Days, Breaks Record

Clipping one day off the record, 25-year-old Joseph F. Petterson, son of Engineman and Mrs. Frederick J. Petterson of Bangor, last month completed a 55-day one-man crossing of the Atlantic in his 38-foot yawl, "Seven Seas."

Petterson sailed from Portugal May 16 and, weatherbeaten and bearded, moored his sleek craft at Northeast Harbor shortly after noon on July 10, just in time to surprise his parents and admiring brother for dinner at their Bangor home.

By MARY E. MORSE

FOR SALE: 35-lb. white enamel ice refrigerator, porcelain lined, very good condition. $15. Frank Watts, Drafting Room, Engineering Dept., Portland.

WANTED TO BUY: Used drop leaf sewing machine in good condition, reasonable. Write A-1, Magazine Office.

WILL SELL man's multi-colored sport shirt, all wool, no two pieces of shirt alike, medium size, worn once—bargain at $10. Write A-2, Magazine Office.

Items submitted by Maine Central employees for publication in this column will be inserted FREE OF CHARGE
YOU CAN HELP!

"It is hardly too much to say that this nation lives out of its freight cars..."

This statement appeared in the annual report of a large national manufacturing concern which is closely allied with the railroad industry. What a simple truth it is! What a small minority, however, are consciously aware of it.

Here's where we—the employees of the nation's railroads—can help. As we participate in the day-to-day affairs of our community and in our clubroom conversations, tell our fellow countrymen what the nation's railroads do for us.

Tell them that in 1947 the railroads hauled for them—and for each other person in the United States—an average of 10 tons of freight for an average distance of more than 450 miles.

Tell them that in the same year each man, woman and child in the nation, on the average, made five trips by rail—traveling in the course of these trips a total distance of 320 miles.

Tell them that the railroad taxes used for school purposes were estimated to be sufficient to defray the cost of providing common school education to more than 1,000,000 children.

These are but a few of the facts which dramatize the vital role our railroads play in the nation's economy.

Every railroad worker should be happy—even eager—to promote his industry, particularly in view of the fact that the railroad workers' average annual wage in 1947 was $3200—nearly $700 higher than the average of those engaged in manufacturing. If every railroad worker should start his own public relations program, it wouldn't be too long before all America would know the railroad story. For, you see, one out of every 43 employed people work for the railroads.

GLAD YOU LIKED THEM!

Since the release of the set of eight pictures of our motive power, letters have been coming in from all over New England, the nation and even the world expressing appreciation for the photographs. Below are printed two of the letters from overseas.

Paris, France
22 June, 1948

Dear Sirs:
I have just received in very good condition the interesting and beautiful photos you have kindly sent me concerning the motive power and trains used on your renowned railroad.
I am highly sensible of your delicate attention for which I am obliged. Yours very truly...

Lancashire, England

Dear Sirs:
I wish to thank you for the valuable data and fine selection of photos so kindly provided for my project. I am very grateful to you for your kindness and very proud to include your company in my work.
Thank you very much.
Yours truly...

THE COVER

The railroad information booth at the entrance to the display buildings of the Eastern Railroads Exhibit at the Chicago Railroad Fair is shown on this month's cover. Note that in the clock at the right, the Maine Central's Pine Tree emblem has been substituted for No. 8 on the dial. At the top appears the start of the 45-foot tower of chromed rails, atop of which is a revolving jeweled prism ball, comprising the theme center of the Eastern Railroads Exhibit. (Picture by Staff Photographer George H. Hill)

Among Those Retiring

Robert R. Reynolds, 60, locomotive engineer for the Portland Terminal Company. Reynolds, who has been living in Leesburg, Fla., since last fall, started his railroad career in 1916.

Edward J. Couture, 72, of Lancaster, N. H., trackman on the Riverton, N. H., section on the Mountain subdivision, after more than 42 years' service.

Carl F. Johnson, 52, of North New Portland, trainman on the Portland division, after 25 years' service.

Ira P. Whittemore, 72, of Portland, locomotive engineer on the Portland division. He started railroading as a fireman on the old Portland & Rumford Falls Railway in 1904 and was set up as engineman five years later. For many years he ran on the Rigby-Rumford freight trains but recently had been working on the 1st trick switcher in Portland Union Station and Yard 8.

Charles P. Cramdlemire, freight clerk at Vanceboro, after more than 35 years' service.

Frank E. Trainer, 62, of Fairfield, freight conductor at Waterville Yard, after nearly 45 years' service.

Willis E. Shaw, 67, carman at Rigby, retired July 1. He started working for the Maine Central in 1917.

Forest H. Francis, 65, crossing tender at Lewiston, after 20 years' service. Francis worked for many years as a trackman in the engineering department and in 1943 was transferred to the transportation department.

N. J. Coulillard, 64, of Brunswick, carpenter in the building and bridge department. He first worked for the Maine Central in 1907.

PRESENTING WRIST WATCH to Painter Fred Thibodeau prior to his retirement June 16 is Assistant Supt. William C. Lunt. Left to right are Painter Foreman Emile B. Hall, Painter Charles Lawry, Lunt, Painter Harry O'Neil, Thibodeau, and Painter Harry Pooler. Thibodeau has 35 years' service at the Waterville Shops and the watch was a gift from his fellow employees. (Photo by Perry Morse)
HIGHLIGHTS OF THE EASTERN RAILROADS EXHIBIT at the Chicago Railroad Fair, which opened July 20 and will continue through Labor Day, include: (1) Mural outside the main entrance to the Eastern Railroads Exhibit showing one of our new Diesel passenger locomotives; (2) Outdoor restaurant at the Eastern Railroads Exhibit; (3) "Genial Joe," a giant nine-foot robot, who answers questions of visitors at the entrance to the educational and institutional center at the Eastern Railroads Exhibit; (4) An ancient vertical boiler type engine moves across the 450-foot stage during the gigantic pageant "Wheels A'Rolling," which depicts the progress of American transportation; and (5) General view at the entrance to the Eastern Railroads Exhibit, showing the information center. (Pictures by Staff Photographer George H. Hill.)
Modern transportation has come into its own here; Laborers Livingstone and his traveling the six miles from his home to the storehouse and back on a new motor-bicycle.

Stores department crews started their annual inventory of the absence of way material July 31.

Freight business at Deering Junction during June broke all previous records as many carloads of brick, pipe, structural steel and other building supplies rolled in for the new First National warehouse, bakery and bottling works, all of which are under construction.

The public delivery platform, formerly located where the new tracks will be installed to service the First National warehouse, has been relocated west of Forest avenue, adjacent to the old Worcester, Nashua and Portland main line.

Howard E. Chase of Westbrook, former crossing tender at Cumberland Mills, who retired a year ago, died recently at the age of 78.

Portland Freight House and Freight Office

By ALICE A. MCLAUGHLIN and MARIORIE J. VIGLE

Assistant Freight Clerk and Mrs. Francis J. McFarland and their daughter, Helen, spent their vacation in Washington, D. C., with their son, Francis L., L. S.C., Georgetown University.

Freight Check Patrick J. Foley was recently a visitor at the freight office.

Freight Clerks John M. Coyne and his mother, Mrs. Catherine Coyne; Freight Checker and Mrs. Thomas Coyne; Clerk Peggy Flaherty, marine department; and Waybill Machine Operator Tont Tatarausk were among those going to St. Johnsbury and Newport, Vt., and Sherbrook, Quebec, during his vacation.

Freight Clerks Patrick J. Foley has been on vacation only a few days recently and his job was covered by Larry Malle.

Watchman and foreman George H. Coffin visited St. Johnsbury and Newport, Vt., and Sherbrook, Quebec, during his vacation.

The stores department has a new filing cabinet made at the Waterville shops at the suggestion of Stores Department Clerk "Gus" Tohill.

Machinist Arthur Shannon claims the honor of having caught the largest fish for the summer with a distance of 177 days with no lost time accident.

The Safety Board record has been pushed up to 171 days with no lost time accidents.

TO ENTER Northeastern University at Portland

Next month, Miss Doris Y. Yeagoff, daughter of Cornman Joseph A. Yost of 1 Old Orchard Beach. She graduated from Old Orchard Beach High School last June.

Foreman James Brice has returned to work after a short sick leave.

Clerk Arthur Stack has moved his family to Long Island for the summer and Arthur Stack, the " struggling of the 2nd trick job."

Clerk Owen Mall, Trackman Arthur Guptil, and Laborers E. A. Madison and Patrick Gannon have been on vacation.

O. S. and D. Clerk Patrick J. Flynn took several days vacation recently and visited Boston.

Edwin M. Clough, who was recently employed as freight clerk in the freight office, has been covering the messenger’s job during the vacation period.

Freight Clerk Eleanor F. Norton, cashier’s office, has returned from vacationing at Rangeley Lakes and several Maine beaches.

Freight Checker Clinton D. Kane, Sr., and family vacationed at Camp Porpoise.

Transfer Clerk and Mrs. John R. Stanton took a trip to the mountains and returned home quite recently.

Spending a week at Sebago Lake recently were Mrs. Flaherty and Oliver M. Chadwick and Way Bill Machine Operator Tont Tatarausk.

Freight Checker Frederick C. Stanton spent several days in New York City recently.

Rigby Yard

By George MARCOFT

Congratulations to Foreman of Yard Laborers and Mrs. Mary Flaherty on the birth of twins at Maine Eye and Ear Infirmary July 12. The twins, a boy and a girl, will be named Timothy and Terry.

Walter Pettengill, former assistant delivery clerk at the freight house, has taken over the position at the per diem bureau occupied by Mrs. Fay Marcroft, who is now in the freight clerks section.

Recent vacationers include Head Clerk C. A. Ferry, 1st Trick Car Distributor Jack V. Greeney, Senior Yard Clerk C. B. Rice of Yard 7, Clerk Francis Riley of Yard 1, and Yard Clerk J. G. Johnson.

Mrs. Catherine M. Norton, stenographer in the assistant superintendent’s office, was off duty recently caring for her mother, Mrs. Steve Dillon, who has been quite ill. Also on vacation were Night General Yardmaster "Bucky" O’Brien, who took a trip to New York and other states; Night Yardmen J. L. French, and Assistent Yardmasters Everett Skillings and Floyd Aches.

The Employee of the month for July was Yardman who were on vacation in July include F. J. Gleason, E. M. Gever, B. Fosbrooke, T. L. Jurbear, J. F. Norton, H. N. Hanner, and D. S. Lawson.

In the July issue, Clerk George Marcroft was incorrectly reported as chief clerk at Rigby Yard. The chief clerk is the assistant superintendent is John F. Johnson, Karl W. Knauf of Portland, former assistant superintendent who retired in 1944, died June 23 at the age of 69.

Deering Junction

By T. F. ROCHE

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Rigby Engine House

By A. B. WITTMORE

Machinist and Mrs. Eugene Annette received a visit from their second daughter, Edna, and her husband. They reside in Washington, D. C., and are returning from Canada recently.

Blacksmith Helper, George Waltman, who was injured through a fall on the ice, was a visitor at the shop and reported he had applied for his pension.

Loft Shop Murphy died June 23 after a long illness. A floral piece was sent to the family.

Eva Temm, daughter of Machinist Edwin Temm, graduated from the Goodwill High School at Huxley. She was salutatorian of her class.

Frank Kane, stores department clerk, is happy when it is time to take inventory of stock, and during that period of time he is very talkative.

Local 525, I. A. of M., held its regular meeting on July 6. It was decided at that meeting to hold any more meetings until October unless it was necessary.

14 MONTH-OLD James Metton, who is the grandson of Machinist Helper and Mrs. Leonard Barrette of Biddeford.

Birthdays for the month were Machinists Melvin Pratt and Albert Wetmore, Lead Rolling Mill Operator and Stores Department Clerk Hugh Flynn.

Sheet Metal Worker Archibald Pratt, who was ill sick in the hospital, has been confined at the Maine Eye and Ear Infirmary.

"Les" Walker, stores department truck driver, recently purchased an automobile.

Laborer Edward Thorne and your reporter have resumed their annual turkey raising projects.

Boilermaker Charles Jackson is a grandfather for the third time. A girl was born recently to his daughter, who lives in California. Charlie has been busy installing a new bathroom in his home.

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Freight Checker Frederick C. Stanton spent several days in New York City recently.
Machine operator "Bart" Dimatteo is sporting a wonderful suntan. His only explanation is "plenty of beach work."

Machine operator Ralph Newman was called to Augusta recently on account of sickness in his family.

Machine helper and Mrs. "Al" McCann received visitors from England and New Bedford, Mass.

Blacksmith Parris Maxwell, who recently returned to work after a sick leave, has been forced to go off again.

Charles E. Cary, son of Store Clerk Albert M. Cary, married Miss Betty May Shaw, daughter of Mr. and Mrs. Vaughn Shaw of Stoneham, Mass. Miss Andrea Do Pattee, of Island Park, Mass., and Ralph E. Cary, brother of the groom, attended the wedding.

Recently the present owner of the engine house, Hostler James Jenkins on the death of his grandmother, and to Mrs. Arthur R. Kelsey, wife of Helper Kelsey, died June 23 at the home of her mother in Hermon.

Store Clerk James L. Bliethen, Electrician G. M. Hathaway and Conductor Gilbert Karness attended the Shrine Ceremony at Fort Fairfield July 9.

Helper J. M. Blakney, Electrician G. M. Hathaway, Store Clerk James L. Bliethen, and Engineer Ralph EL Kinzie attended the Annual Strawberry Festival at Temple held in Mechanics Building, Boston, June 26.

A substantial purse was collected and presented to Bolleremaker Mike Christy, who has been confined to Eastern Maine General Hospital following a serious operation.

Engineer William Bishop has been in Eastern Maine General Hospital following an operation.

General Foreman R. O. McGarry, his daughter, Patricia and her son, Ronald, spent their vacation at Beech Hill Pond. Ronald is the son of Foreman C. E. Quimby. Ronald had an operation on his face in a near future.

Those on vacation during July include: Chief Clerk H. D. Davis; Clerks C. E. Beers, C. E. Vose, E. G. Smith, M. W. Beers and L. G. Gateomb; Baggage Master Ronald Howland; and Yard Conductor D. P. Melcher.

Those who have been on sick list: Clerk V. H. Sears, who has been out since last December; Clerk C. E. Beers, now convalescing from an appendix operation; and Trackman W. C. Kaine.

Lee C. Davis, son of Chief Clerk H. D. Davis left July 14 for Langley Field, Va., for employment in aeronautical research work as physicist.

WHAT A CATCH!—Helper and Mrs. Douglas R. Mitton reported they spent a quiet Fourth of July at Graham Lake but a quick count of the white perch they caught would indicate there had been plenty of excitement over the holiday weekend.

The Diesel instruction class at Bangor, which opened Wednesday evening in the Fifth Street Junior High School, is gaining in popularity. Visitors at the July 14 session included: Mechanic Harold F. Hock; Gordon Wallace of the Vapor Car Factory; Chief Mechanic J. O. Cole of the motive power department in Boston. Fuel Supervisor Harvey Crosby and Engine House Foreman Harold A. Libby, of Calais.

Yeoman Oran, operating instructor of the Electric Machine Division of General Motors, lectured during the first half of the class and a talk by John Miller, Maintenance Instructor for General Motors, completed the program. A round table discussion and question box followed each period.

A substantial purse was collected and presented to Bolleremaker Mike Christy, who has been confined to Eastern Maine General Hospital following a serious operation.

Engineer William Bishop has been in Eastern Maine General Hospital following an operation.

General Foreman R. O. McGarry, his daughter, Patricia and her son, Ronald, spent their vacation at Beech Hill Pond. Ronald is the son of Foreman C. E. Quimby. Ronald had an operation on his face in a near future.

Those on vacation during July include: Chief Clerk H. D. Davis; Clerks C. E. Beers, C. E. Vose, E. G. Smith, M. W. Beers and L. G. Gateomb; Baggage Master Ronald Howland; and Yard Conductor D. P. Melcher.

Those who have been on sick list: Clerk V. H. Sears, who has been out since last December; Clerk C. E. Beers, now convalescing from an appendix operation; and Trackman W. C. Kaine.

Lee C. Davis, son of Chief Clerk H. D. Davis left July 14 for Langley Field, Va., for employment in aeronautical research work as physicist.

News from the ranks of our retired employees: Joseph Hanson, a former inspector, now living in Pittsfield, appeared hale and hearty during a recent visit here despite his 90 odd years. F. Crandemire, a former operator, is again operating his tourist camps at Speckled Lake, . . . A. S. Coram, a former yard clerk, who now lives in Brooklyn, N. Y., is on route for an extended stay here. W. Hanson, incidentally, is again pursuing his flower garden hobby and his assortment of blossoms have attracted many admirers.

Contactors Ober & O'Neill are doing an extensive repair job on the Customs House.

Customs Inspector W. D. McAloney has purchased from Customs Inspector P. A. Groves a dwelling on Water Street and has moved in already. Customs Inspector J. F. Keating purchased and moved into the High Street property vacated by McAloney.

Dennysville

By T. A. MCDONALD

James Scott of Marion, former trackman, who retired in 1937 after 27 years' service on the Dennysville section, died June 26 at his home at the age of 81.

Trackman Gilbert C. Leighton was off several days recently because of illness. It was rumoured he was driver on the Eastport-Dennysville run, recently purchased a new home in Eastport.

Agent J. L. Springer of Ayers Junction recently returned from a week's vacation, during which he took in several ball games in Boston. He was relieved by Operator E. W. Collin.

F. R. Perkins' extra crew has been here recently lifting track.
Baggageman F. C. Edgecomb, who has been in the employ of the railroad for the past 20 years, is convalescing at his home.

Among those on vacation recently were Dispatchers J. E. Bouchard and J. C. Hendrickson, Conductors D. M. Cust, R. H. Crane, and T. J. Taylor; Clerk Carl Ross and Car Inspector W. C. Hanson. 

Trainman Walter Lyons and wife recently spent a few days at Mrs. Lyons' home at Deer Island, N. B.

Grace Haycock of the General Offices, Portland, and her mother vacationed with Mrs. Harry Wall in South Stephen, N. B., recently.

Miss Vera Libby, daughter of Engine Foreman and Mrs. T. A. Libby, has been visiting a college classmate on the island of Puerto Rico.

Old Town

By H. A. Prouty

Freight Clerk Robert D. Daigle has returned from a week's vacation, which he spent with relatives and friends in Washington, D. C.

George Seymour worked the freight house job while Daigle was away.

Graduated with honors from Old Town High School in June, Theresa M. Preble, daughter of Baggagemaster and Mrs. Frank C. Preble, Theresa has taken a position as stenographer at the University of Maine.

Section Foreman and Mrs. Alden Davis and family have a cottage at Puswan Pond for the summer. Alden says the only trouble is he has to get up too early mornings to get to work on time.

Bangor M. of W.

By John Mincher

Trackman Stanley Butler of the Bangor & Aroostook section has returned to work following an illness.

Perey "Joe" Coombs, who graduated from the University of Maine this year, has been employed as a student track supervisor on the Eastern division.

Fred Starkey, former section foreman at Nicklin, who retired in 1939, died July 7.

Mrs. Clifford Nelson, the former Miss Connie Leavitt, who worked in this office several years before her marriage, was a recent visitor here with her husband and their son, Tommy. The Nelsons live in Niantic, Iowa, and were here on a vacation trip.

Trackman Ernest Pottle of Columbia Falls has returned to work following sickness.

Colon Fairbanks, section foreman at Machias, is recovering rapidly from his recent operation and will probably return to work the first part of August.

Assistant Section Foreman Carlton Ayers of Passamaquoddy, who has been operating home 666 on the Calais branch this summer, has been promoted to section foreman in Winn.

Mr. and Mrs. J. C. Crone, section has returned to work following sickness.

Trainmaster H. J. Kennedy has returned from vacation spent at his cottage at Panther Pond.

Road Foreman Trot King has been on vacation.

Mrs. Ruth Hollywood substituted as stenographer in the superintendent's office recently while Vivian R. Elliot was on vacation.

Sympathy is extended Mary O'Connor, clerk in the motive power department, on the recent death of her mother.

Chief Engine Inspector Bill Harrington has been on vacation, spending one week in New York visiting his brother. On his return he went to Panther Pond where they say the mosquitoes are so thick they saw them carry a panther off.

Master Mechanic H. G. Hook has been on vacation.

Thomas Foster, son of General Passenger Agent Harold Foster, recently returned home after completing two years in the Army, 18 months of which were spent in Japan.

Miss Grace Morrison entertained at her home at Old Orchard Beach at a surprise party in honor of Clerk Frances O'Donnell, accounting department, who is to be married August 21. She was presented an electric toaster from the following: Mrs. John O'Donnell, Mrs. Marjorie Damhre, Mrs. Helen Caverhill, Mrs. Hazel Libby, Mrs. Ethel Robinson, the Misses Ruth Kelley, Theresa Slatery, Retta Shaw, Ann McCarthy, Margaret Murphy, Peggy Tuttle, Mary Norton, Mary Murphy, Jeanette Carter, Ruth Hales, Molly Wintem, Gloria Smith, Maybell Hales, Ruth Provencher and Marguerite Holbrook.

Trainmaster J. H. Reed has returned for the summer and have been working at Waterville yard. A newcomer to the crew is Charlie London of Pittsfield, a graduate of Maine Central Institute, who will enter the Maine Maritime Academy late this month.

The "weedskiller boys" have been operating on the Harmony branch with Weeder 444.

A. M. Gray, swing relief man, has moved from Newport to Pittsfield.

Agent F. J. Reardon has recently moved into a new home on Mill Island.

Burnham Junction

Agent H. A. Tompkins took his vacation the first part of July and was relieved by Operator E. E. Newcomb.

Clinton

During recent vacations by the station forces H. E. Donnahe, 2nd trick operator, was relieved by C. E. Young; C. Crandlemire was relieved on the 3rd trick by D. J. Williams, who replaced the operator who left Aug. 2. 

Agent B. J. Sirois and filled in for S. W. Plummer, our agent at Canton, while he was off sick.

Operator C. C. Cross was called to Vancouvee for a week last month due to illness.

Assistant Operator Cooper Cowan, Beauhles' spare crew, spent his vacation working on the section.

Section Foreman W. J. Cowan, who recently purchased a saw table and buzz plane, has been having fun building cupboards for his wife.

Agent B. J. Sirois did some fishing recently but his wife reported all he got was "water feet.

Bill Hall and Warren Dixon, both old timers, and A. A. Rediker, have been added to the section.

Welders have started building up joints, starting the double track in Clinton and working east.

Waterville Station and Yard

By M. W. Flint and Helen Franks

Sympathy is extended to Plummer Hugh Gleason on the recent death of his sister.

Alfred Gowen is operating Weeder 888 again, and Mrs. Gowen and her family were at Old Orchard during their recent vacation.

Dick Reny is substituting in the baggage office on this new home.

Freight Office Stenographer Lillian Pen- lin and her husband went to Youngstown, Ohio, to attend a wedding while on their vacation.
Assistant Yardmaster and Mrs. H. A. Wright have been on a trip to Canada and Niagara Falls.

Shirley Murray, niece of Claim Clerk Alice Jenkins, is substituting at the freight office.

Others who have been on vacation include Raymond Barriault and "Duke" Dutille, baggagemaster at Waterville station, and two other visitors.

Mr. Stevens have been in Boston recently.

It was what Supt. F. H. Bennett said when he drove his car over a couple of the new Diesel remilers.

It wasn't what "Uncle Remus Said" that made the air pulses today, No! It was what Supt. F. H. Bennett said when he drove his car over a couple of the new Diesel remilers.

FOREMAN and Mrs. Bill Otis recently observed their 24th wedding anniversary.

Boilermaker Percy Bull, while fishing at Lake Moxie recently, landed a seven-inch salmon.

Blacksmith and Mrs. Lauriston Olson have been visiting in Digby, Nova Scotia.

Charlie Sibley of the caboose shop is still out with rheumatism.

Carman Henry Gleason has a new pony named "Chet." Sympathy is extended to Diesel Clerk David Binnett on the recent death of his mother.

Former Machinist Gerald Hodgkins, who is confined to the Saussex Hospital, wishes to thank all the boys at the Shops for the many courtesies and the gifts he has received from them.

The Merrow family temper was somewhat restored, as a result of the foreman for a requisition for "Roll of Government Red Tape." Painter Helper Richard Nubert is visiting relatives in Charlottetown, P. E. I.

Painter Roy Jackson did his "good turn for the day" at Lake Moxie recently when he became worried as to the whereabouts of Boilermaker Dana Hinkley. Roy spent hours hunting for Dana, whom he thought was lost. Hinkley, however, had been visiting at adjoining camps, wasn't lost at all.

Carman and Mrs. Frank Miles recently enjoyed a tour of Quebec, New York, Vermont and New Hampshire.

Carmen Vede Bellows, (left), and Eddie Mallett, who work together on the trimming job on our passenger equipment.

Former Machinist Vic Willett motored to Montreal recently. He had five flat tires going and coming.

Electrician Albert Nelson's car was smashed into recently, resulting in several pernament waves in the side.

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Painter Henry Pepler spent a week fishing at Lake Moxie but didn't tell many fish stories to tell this year.

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A COUPLE OF ODYSSEYS at the Waterville Shoses as personified here by Carmen Vede Bellows, (left), and Eddie Mallett, who work together on the trimming job on our passenger equipment.

While riding on the roller coaster at Old Orchard, Mrs. Lillian Hinkley suddenly snuggled up to her husband. Former Carman Bill Otis, while going around a more violent curve. This forced Bill against the roller coaster on the car, cracking several ribs. Bill is wearing yards of adhesive tape while going around the coaster. A Portland steeplejack firm has installed ladders on the outside of the chimney and is prepaired to inspect and repair the chimney.

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Carman Helper C. M. Brackett, C. E. Reicks, who have recently been working on the section, state they are glad to be back in the freight room.

Painter and Mrs. Harley Hopkins and his mother have been visiting in Vermont and New Hampshire recently.

Carmen Emory Hall has returned from his tour of Quebec, New York, Vermont and New Hampshire.

Carman Helper Spencer Hawes has been at his summer estate at Cranberry Island for the past few weeks.

Sheetsmetal Helper Byron Fletcher and Mrs. Ralph Allen have been working on the section, state they are glad to be back in the freight room.

TIN-THUMPERS at the Waterville Shoses include, (left to right), Manley Perry and Apprentice Guy Painter, (back), and Joe Wilcox. Another sheet metal worker, Bob Harding, became a bit coy when the cameraman appeared.
Carman Roy McConnie and family have been visiting in Old Orchard Beach recently. Mrs. Bill Mingo has been visiting relatives in New Brunswick. Assistant Paint Foreman L. H. Campbell and family spent several weeks fishing at Embden Lake recently.

Moody.

Blacksmith Foreman Owen Thompson and family have been visiting friends in New Brunswick.

Trainman Horace Coombs has been on vacation. He was relieved by Marion Tracey.

Trainman L. J. St. Amand has bid in the vacation period. A vacation period was held for the Independence Day holiday. Wilton dealers have been receiving carloads of cattle from Canada nearly every week.

Relief Agent Earle Newcomb has been working at the Northport station.

Engineer Henry Barker has bid off the Farmington end of Trains 212 and 214 in the absence of Henry Bourgea, who has been subbing for Harry Tuck.

Trainman C. L. Meader of Trains 12 and 16, and 15 and 22, has had his vacation recently; however, his tent sprung a leak and he was unable to take his annual camping trip to the wilds of Maine.

Trainman S. H. - r - m. Wood was discharged from the hospital and is on the road to recovery following an ulcer operation.

Baggerman S. E. Farrell has been acting as baggageman on Trains 213 and 214. Signal Maintainer Alfred Spinney of Portland has been doing a lot of fishing during his vacation.

Engineer E. F. Farrell has been acting as conductor on Trains 214 and 213 in the absence of Henry Bourgea, who has been subbing for Harry Tuck.

Trainman M. F. Hardy has bid off the Farmington end of Trains 212 and 214. Signal Maintainer Alfred Spinney of Portland has been doing a lot of fishing during his vacation.

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Why Accumulations of Capital Should be Encouraged

To hear some people talk, the accumulation of capital out of profits as savings (the only way it can be accumulated) is wrong. Let's see.

Capital is the tools you use. The blacksmith saved money and bought his hammer. Corporations collected the savings of thousands of people and bought millions of dollars worth of machines.

If the blacksmith couldn't have hoped for a return on his hammer investment, he wouldn't have bought it—he'd have spent the money and there would have been no place in that town for horses to be shod, no job for the blacksmith and his helper. If the investor in a corporation can't hope for a return on his stock, he won't buy it—and there will be no jobs in that plant because there will be no plant.

But, the theorists say, let the government provide the plants . . . (How would you like to live in Russia today?)

Or, they say, let the government take over the existing plants . . . (How would you like to change places with the English?)

A great labor leader knew what he was talking about when he said, "The worst enemy of working people is the corporation which fails to operate at a profit." He might have put it another way: "Anyone who tries to prevent a company from making a profit is directly attacking the workingman and his job security."

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