Top Prize Winning Essay
By JESSE E. RICHARDSON

Why I Like to Work For My Railroad - As Locomotive Engineer because of

Outdoor Life:

Health is the foundation to happiness.

Public Service:

To serve the public one learns the value of time. Keeping on time requires constant effort, putting into action the spirit of giving from both mind and body.

Continuous Duty:

For many years engineers are on call 24 hours a day. Living on call and working any time of day or night, many times for 16 hours, in storm or fair weather puts in a person's system the full meaning of the word faithfulness.

Seniority:

One soon learns that to retain his seniority in an ever-changing industry he has to qualify by a lifetime of daily work and study. This keeps him on his toes. In a hazardous occupation to be able to change from one run and crew to another for any dissatisfied reason is surely a wonderful thing for a human being, and a great benefit to the company, for a dissatisfied mind is a source of danger.

Hazardousness:

To work constantly in danger is to become habitually on the alert. The benefits are many. Working in a crew at dangerous work where a wrong move will cause loss of property and maybe life, one learns all about the men he works with and they learn all about him. This is the base of many fine friendships. To experience the pain of injury, and fatigue-sickness caused by overwork and exposure, to feel the keen loss of a friend whose life was wiped out in line of duty, gives that deepness of understanding to the human mind and heart that can be obtained in no other way.

Discipline:

Most railroad directing officials are promoted from the ranks. They are all practical men. This gives them more wisdom in handling discipline. To work under and with intelligent and practical men gives one a sense of sureness. One learns the value of good judgment and fair play.

Security:

To see engineers in later life operating the first class trains of the nation gives one the feeling that his life's work and experience will still have value in the sunset of life.

Vacations:

To be able to enjoy a vacation free from all occupational responsibility is to experience a complete rest.

Love For God's Beautiful Creations:

Thirty-seven years in a locomotive cab watching God's ever-changing seasons, riding through a snow covered world with silvery moon shining, through the freshness of bright spring mornings, through summer nights with heaven and earth aglow, through mountains where lakes mirror bright autumn foliage, into beautiful sunsets and twilight glow, is to have a front seat to the greatest show on earth.

My occupation makes me a better workman, citizen, neighbor, friend, and gives me more understanding, respect, reverence and love for the greatest workman of all, my Creator.

Essay Contest Winners Named

Locomotive Engineer, Ticket Clerk and Fireman Win Top Awards

(Prize Essays on Pages 2, 12 and 13)

Jesse E. Richardson, locomotive engineer, of Britt Street, Waterville, is winner of the $50 first prize in the Maine Central Essay Contest.

Richardson's essay captured top honors by unanimous decision of the judges from the six finalists and from among the hundreds of entries received on "Why I Like To Work For My Railroad."

An engineer for 37 years, Richardson's winning essay along with second and third place winners, immediately becomes eligible for the national essay contest sponsored by the American Railroad Magazine Editors Association to compete for a $1,000 first prize and the $250 second place and $100 third place awards.

Following closely for the second place cash prize of $25 was the excellent essay of Miss Elizabeth M. Beach, Waterville ticket clerk.

And third, again separated by a close margin, the $10 cash award goes to Richard A. Watson of Bangor, locomotive fireman since February, 1944.

Three $5 awards for honorable mention were won by L. F. Rickards of Richmond, agent at Hallowell; C. B. Cressey, building superintendent at Portland; and Michael J. Wallace, Portland, crossing tender at Ashmont Street.

An employee for 37 years, Richardson began work with the Maine Central in 1911. For the past four years

HONORABLE MENTION ESSAYISTS receiving $5 awards for the three honorable mention essays are left to right, Linwood F. Rickards, agent at Hallowell; Cleve B. Cressey, building superintendent at Portland; and Michael J. Wallace, crossing tender at Ashmont Street, Portland.
he has been an engineer in the Water­ville yards.

Miss Beach began her service as a ticket clerk at Rockland in 1943 and assumed her present post at Water­ville in 1946.

Rickards entered the service as a telegrapher at Cornish in 1946, while the varied career of Cleve Cressey began as a clerk in 1912 and includes several years' duty with the National Railroad Industrial Adjustment Board at Chi­cago. He became building superin­tendent in 1946.

Michael Wallace became a crossing tender in 1937 after intermittent pe­riods of spare work.

Meeting at the Augusta House with H. L. Baldwin, our Railroad publicity manager, Judges Robert B. Beith, managing editor of the Portland Press Herald-Express; John M. O'Connell, Jr., managing editor of the Bangor Daily News; and Paul K. Niven, editor of the Brunswick Record.

JUDGING THE MANY FINE ESSAYS submitted was no easy task as the board of newspaper editors discovered. Here they are, at the actual task of selecting the best essays. Left to right appear H. L. Baldwin, publicity manager of the Maine Central Railroad and magazine editor-in-chief, and the judges, Robert B. Beith, managing editor of the Portland Press Herald-Express; John M. O'Connell, Jr., managing editor of the Bangor Daily News; and Paul K. Niven, editor of the Brunswick Record.

STILL GOING UP

Railroads in 1947 spent nearly two billion dollars for fuel and materials and supplies used in connection with their operation, the greatest amount for any year on record. The average cost of railway materials is now about 8% per cent greater than it was in 1939.

Chicago Railroad Fair Will Benefit Maine

By Cliff Somerville, Associate Editor

The big Railroad Fair at Chicago, in which the Maine Central Railroad participated, closed this month after a spectacularly successful run of approxi­mately three months.

From every standpoint the fair must be regarded as an outstanding achievement and one which is likely to benefit every railroad in the United States. Its popularity with the gen­eral public from the outset was a complete surprise to its railroad sponsors. Planned originally to run only seven weeks, closing Labor Day, popular demand kept it open until October 3 and it will re-open next year with the Maine Central again participating. An expected average attendance of 20,000 persons daily the fair attracted double that average and upwards of 2,500,000 persons had witnessed it by its clos­ing day.

Aside from mere attendance figures the widespread praise which came from those who attended the fair was echoed in newspapers and magazines from coast to coast. Representatives of many railroads, on duty at the fair in capacity or another, including the writer, heard approval of the fair on every hand. Many who attended returned for several days in succes­sion in order to see all that they pos­sibly could, or to witness a second time the big historical pageant, which played four times daily and usually to capacity audiences of 5,000 at a showing.

This pageant was undoubtedly the outstanding feature of the fair and was generally regarded as the finest railroad pageant ever presented. It told the story of transportation from the days of the first covered wagons on the western plains down to the modern era of streamlined luxury trains and Diesel powered locomo­tives. Every performance was followed by spontaneous acclaim and many spectators frankly stated they never had realized the tremendous part the railroads have played in the growth and prosperity of the nation.

Thus, many thousands of people have acquired a new and favorable view of railroads, creating a tremen­dous amount of good will certain to benefit all railroads.

Maine's recreational interests are likely to benefit very substantially as a result of this railroad's participat­ing in the fair. One of our super deluxe coaches, the Bobolink, was on display as part of a composite luxury train made up of equipment supplied by nine eastern railroads. From 11,000 to 16,000 persons a day passed through this train. The car won more than its share of compliments in comparison with other coaches on exhibition at the fair. Its unique smoking compartment was frequently and favorably mentioned by visitors, and its general color scheme and wall panels of New England scenery were also sources of very favorable com­ment. A hostess on daily duty in the coach, distributed many thousands of pieces of literature pertaining to Maine's vacationland advantages and these proved to be among the most sought after items among hundreds of dif­ferent booklets and literature available at the fair.

Two sound movies sponsored by the Boston and Maine and Maine Central Railroads, Industrial New England and Summer in New England, were easily among the most popular of a series of movies presented by various railroads. The latter film, with its scenes of New England hills, spar­kling lakes and coastal waters, seemed to have strong appeal to the predomi­nantly western and southern elements in the daily throngs.

The territory served by the Maine Central, especially the recreational and industrial interests, undoubtedly will benefit directly in future years.
from the fine advertising thus obtained, and our railroad stands to benefit naturally, from any prosperity that comes to this territory.

The direct dollars and cents return to the Maine Central, and to the other railroads which contributed substantially to sponsor the fair and make it successful, will never be determined, but the intangible returns, the development of a better public understanding of railroads, their importance and their problems, will be of inestimable value to all railroads.

**Railroads Launch Radio Hour**

America's top choral directors, are other regular features on the program.

The Association of American Railroads is sponsoring the series for the nation's railroads and as a special feature of each broadcast a brief excerpt is presented from the great story of how railroads have helped build America.

The initial program was on Monday, Oct. 4, and the series will continue each Monday night through the fall and winter.

**SAWYER NEW ASSISTANT SIGNAL SUPER AT BANGOR**

Herbert R. Sawyer, assistant signalman at Bangor since 1937, has been appointed assistant signal supervisor there effective Oct. 1. A veteran of 25 years' service, Sawyer replaces Joseph M. Scott, retired.

**RECENT DEATHS**

Maurice F. Dauphinee of Bangor, a Maine Central locomotive engineer for 42 years, died Sept. 25 after a long illness. He had retired from service last March. He is survived by a widow, seven children and several grandchildren.

Frederick F. Pickens, 44, of Chelsea, for 17 years a signalman at Portland Union Station, died suddenly Sept. 26. He had been working at Gardiner the past three years. He leaves his widow, a son and daughter.

Gerald S. Hodgkins, for 12 years a machinist at the Waterville shops, died Aug. 25 in his home at Vassalboro. He had retired in January, 1947.
ing one man’s labor and insuring that all rivets will be hot when applied. The device is simply a small edition of the usual heavy forge, light enough to be carried easily by one man and with heating space enough to handle two or three dozen rivets. The forge is heated by acetylene supplied through long rubber tubes attached to tanks on the ground.

Another riveting device which is new to the shops although not invented there is a compressor which drives rivets faster and better than can be done by hand. It is especially useful in work where hand driving is difficult because of space available or where rivets frequently become cooled before they can be applied.

An entirely different kind of device is being used by car repair crews in taking bulges out of steel ends of cars where the shifting of heavy loads, such as pulpwood, pushes the ends outward. Thus far the new device, called a Strobo end straightener, has proved a great time-saver, doing work in one and a half hours or so that formerly required up to two days to accomplish.

The end straightener employs three long steel bars and a 75-ton air jack at the converging point and as the jack lifts upward its power is exerted against the two jacking arms at top, the stationary arm at bottom merely holding it against the drawbar. By tightening the jack the steel end, from which the seam rivets have been removed, is forced back into position and new rivets are installed while the jack holds the end in place. Formerly if a car end bulged badly it was necessary to remove the steel end, straighten it and put it back, a lengthy process.

**TIMETABLES "FOR FREE"**

Royal Jct., 13 August 1948

Editor, Maine Central Magazine,
Portland

I have quite an extensive collection of employees' time tables accumulated over the past 20 years and find that I need the room they take up. Any one wishing one or several of these contact me and will swap for what you have or take 'em away. Have most all Eastern Roads, also others scattered all over the U. S.

Also considerable copies of foreign train orders, which might be of interest to collectors.

Ernest W. Coffin,
Yarmouth, Maine

**Getting Set for Winter**

A WEDGE PLOW whose timbers were weakened by battering snow and decay of passing years is built up anew to do its work. One of the bars, a car, in a V shape. The air jack is placed at the outer end of the three bars at the converging point and as the jack lifts upward its power is exerted against the two jacking arms at top, the stationary arm at bottom merely holding it against the drawbar. By tightening the jack the steel end, from which the seam rivets have been removed, is forced back into position and new rivets are installed while the jack holds the end in place. Formerly if a car end bulged badly it was necessary to remove the steel end, straighten it and put it back, a lengthy process.

**Trainmaster Hugh J. Kennedy**

Portland, 65, on September 30, after 48 years of railroading, of which the past 38 were with the Maine Central Railroad and Portland Terminal Company. He began with the Grand Trunk Railroad in 1900 as a yard brakeman, joined the Boston and Maine three years later as a trainman, transferred a year later to the Maine Central, went back to the B. & M. as a yard brakeman a year later, and in 1911 became a yard conductor for the Portland Terminal Co. He served successively as yard conductor, yard master, assistant general yard master and station master in the next 23 years, being appointed a trainmaster for the Maine Central, Portland Division, in Aug. 1934, and continuing as such until his retirement.

Ernest E. Gould, 67, of South Portland, conductor on the Portland division for 37 years and prior to that a car inspector for the Boston and Maine.

Thomas Ryan, Jr., Frances Street, Bangor, a yard brakeman, has submitted his resignation after 22 years' service.

Ezbon Augustus Foshey, 67, of South Portland, watchman at Portland, after about 20 years' service.

Frederick J. Gleason, 65, of Portland, Portland Division trainman, after 41 years' service, with the Maine Central Railroad and Portland Terminal Company.

Peter J. Conley, 59, of Portland, loader at Portland, because of disability after 31 years.
MEET YOUR NEW EDITOR

With this issue of the Maine Central Railroa\nd Magazine a native of Maine, who married a Maine girl and makes his home in Portland, takes over the active editorship.

He is George P. McCallum, who resigned as a member of the editorial staff of the Portland Press Herald to take active charge of our Magazine on Sept. 13.

McCallum was graduated from Deering High School in the class of '38 and attended Portland Junior College. He was graduated from Boston University, College of Business Administration in 1943, where he was a member of Kappa Phi Alpha Fraternity.

He served for three years with the United States Army Air Force during World War II. He married the former Geneva B. Foss of Portland, Maine.

McCallum brings to our Magazine a Maine man who knows Maine people. For the past two weeks he has been moving about the system starting on the difficult task of trying to meet and get acquainted with a majority of the 4300-odd men and women who are the Maine Central Railroad, the Portland Terminal Company and the Maine Central Transportation Company.

He will appreciate helpful suggestions and criticisms from all of us. Your Editorial Staff is sure you'll like him and will all be helpful to him.

H. L. BALDWIN, Editor-in-Chief.

ENGINEER WINS FRIENDS

The letter reprinted here was received by Joseph Parwell, fourth oldest locomotive engineer in point of service in the Portland Division.

In passing it on to us, M. A. Thomas, assistant general manager, describes Joe as "one of our best engineers," and after reading it, you'll see what he means.

Winthrop, Maine
September 10th, 1948

Dear Sir:

We are the family who have often sat in a rowboat near the RR embankment about the middle of the stretch from Maranacook Station to Winthrop along Lake Winthrop. Our son is Michael, six and a half, and our daughter is Eleanor—four and a half. I want to thank you with all our hearts for giving them our train tickets and making them simply delirious with joy by giving them two whistle toots as you went along to Winthrop and as they waved with all the happiness in their hearts as only children can over hearing an elegant train toot for them. It has made our summer bright and gay.

Their Daddy now has to go back to the University of Pennsylvania to teach and so we are leaving Tuesday, the 14th and much to their sorrow that is not your night for holding the position of engineer on our train to Boston. However we do want to thank you and tell you how grand we think you are. I have ridden many trains out to Washington State and the Canadian Rockies and in Europe but we have never ridden on one we think as elegant as the Flying Yankee.

You are a real gentleman and have the admiration of our children's hearts.

In gratitude,

Mr. and Mrs. Wm. Roach

Calais

By P. D. Adams

Vacations were enjoyed last month by Shop Foreman H. A. Libby, Freight Handler L. C. Maxwell, Conductor B. F. O'Neill and Conductor E. E. Wortman.

Conductor E. E. Wortman has moved from Bangor to a farm in Thorndike.

Ivan Murphy acted as shop foreman while Libby was on vacation.

We are told to report William H. McKay, operator at Calais, is home convalescing after an operation in the Chipman Hospital.

Conductor Frank Getchell is back on the job after a month's illness.

Miss Vera Libby, daughter of shop Foreman H. A. Libby, has resumed the teaching of art in the schools of Woodstock, Vt.

The position of clerk at the shops at Salmon Falls has been abolished.

This position was held by Carl Ross for some years, and Carl has displaced Clerk Donald J. Frye in the Calais freight office.

Bangor Car Department

By C. A. Jefferds

A. R. King, Union Station, visited Canada while on vacation.

Chester A. Goode has returned to work after an illness.

Carman Harland J. Bell recently purchased a new home in the Fairmount section.

Carman Helper W. B. Leonard recently bought an auto.

All Car Manager J. M. Burke, Northern Maine Junction, is on duty and R. L. Quimby is substituting.

Conductor J. M. Koemiersky, has returned to work after being off sick.

Carman W. L. Conner, who has been sick, has returned to work.

Bangor Operating Dept.

By Mary E. Gibbons

Our sincere sympathy is extended to Carl F. Sanborn, operator, whose home and entire belongings were destroyed by fire recently.

IT'S A QUESTION whether Nathan G. Freese, locomotive engineer, is more proud of his 50 years' Maine Central service, which he completed recently, than he is of the fine fish he is pictured with here. He is vigorous and healthy at 69 and isn't planning on leaving the railroad just yet.

Miss Ferne Carson, daughter of Ticket Clerk P. W. Carson and Mrs. Carson, was recently married to Frank Erickson, Bangor Yard Conductor.

Calais Trip is off duty on account of illness.

Karl E. Lewis, superannuated yard clerk, and Mrs. Lewis, have left for an extended trip to Portland, Ore.

Shirley E. Bushey, daughter of V. V. Bushey, trainman, and Mrs. Bushey, was married to Sgt. Robert G. McKeever, son of Mr. and Mrs. S. H. McKeever of Akron, O., on Sept. 18 at Dow Air Force chapel.

Bangor Motive Power Department

By C. H. Leard

Edward Rogan, who is with the Marine Corps at Tsingtao, China, has recently been promoted to staff sergeant, according to a recent letter received by Herbert Rogan, over and short clerk, and Mrs. Rogan, both Edward and his brother, T/Sgt. "Bill" Rogan, have been stationed together at Tsingtao for over a year and a half.

Eastern Division Engineer L. J. Grant was just starting out on his vacation when he accidentally broke an ankle bone. Never-
Edward A. Doran, well known by railroad men running in and out of Bangor, died rather suddenly at his summer home in Bayside Sept. 3. Doran was local manager of Chisholm Bros. Agency in Bangor for 52 years, previous to his retirement in 1941. He was a very familiar and popular personage during his many years of service in connection with railroad activities.

Crew Dispatcher Francis C. Mooney was married to Miss Eleanor A. Kearnes of Ellsworth Sept. 9. Mrs. Mooney is the daughter of the late Mr. and Mrs. Thomas A. Kearnes of Bangor. Thomas was a lifetime employee of the Maine Central. They enjoyed an automobile trip to Canada and will make their home in Ellsworth where Mrs. Mooney is connected with the Eastern Memorial Hospital.

The diesel class of instruction at Bangor renewed activities Sept. 1 after the summer vacation period. Meetings are being held at Dow Field or one of the Maine Central, B. & M., or R. & A. Diesels that are moving in and around Bangor most of the time.

Inhabitants of Bangor are bewildered. When they hear a strange noise they don't know whether to look in the sky for one or more of the 100 or 150 Jet Planes located at Dow Field or one of the Maine Central, B. & M., or R. & A. Diesels that are moving in and around Bangor most of the time.

Central he went with the Canadian Pacific where he was promoted to locomotive engineer and for the past eight years has been running on the East Coast Lines in Florida. Then Mr. B. O. McCarrick and Bond Foreman of Engines A. W. Crocker left Sept. 26 for a week's instruction at the Alco Diesel Locomotive School of Instruction in Schenectady, N. Y.

Ronald, three and a half year old grandson of Foreman Carpenter L. D. Smith of Bangor appears mighty proud of his first catch of fish, as well as his pet dog. Ronald made the catch while his dad, Marine M/Sgt. L. V. Smith, and Mrs. Smith, were home in Maine recently on furlough. Ronald's dad, incidentally, was pictured in our Magazine a while ago as the hero of an apartment house fire while on previous furlough in Bangor.
Among those on vacation were Conductor A. S. Atkins, Conductor C. F. Pierce, and Engineers L. Clark and C. H. Overlock. Clerk-Opr. E. B. Buswell has returned to work after several weeks' illness. Spare Yard-Brakeman W. J. Walton, Jr., "The Flying Brakeman," from Lewiston, was at Rockland for a few days, traveling by his Cub plane. Operator R. B. Perry has been covering first trick with Operators C. E. Young and C. F. Atwood on second trick, for a few weeks. Opr. E. J. Soybach has returned to second trick after completing a temporary job at Lewiston.

Billling Clerk Lillian McCurdy was in Portland over a recent weekend.

By LUCILLE BRIDGE

We wish to extend warmest congratulations to Mr. and Mrs. Carl Sensequa on the birth of a daughter, Judith Anne, born Sept. 9. Mrs. Sensequa is the former Helen Spear. She was employed as payroll clerk in the general manager's office. She has been working on the Newport-Land-Yarmouth line; Vernon Murphy, Lewiston; and Mrs. Often Ware, have been in Boston and safety.

Blanche Plourde has returned to her job at Lewiston Maine Central as ticket seller. Herbert A. Harmon, 11 Robie Street, Gorham, has been employed as bus operator.

During the past month vacations were enjoyed by Bus Operators Arnold Brune, Portland-No. Conway line; Donald Dubanb, Lewiston-Bath line; Warren Hall, Augusta-Gardiner line; Robert Hattie, Portland-Tyngsboro line; Vernon Murphy, Lewiston swing operator; L. Clark and C. H. Overlock, Portland Garage; Mechanic Helper Chester Brookeings; Clerk Irene Elwell; Painter George Bruckner; Mechanic Helper Leonard Latham; at Bangor Garage; Mechanic Basil Byther, at Augusta Garage, Assistant Foreman Philip Philbin; and his regular garage's office. Clerks Betty Anderson, Barbara Herbert and Ralph Libby.

By E. E. WALKER

Relief Operator Wendell Lewis has returned to work after surgery at Augusta General Hospital.

Cabinet Maker Howard Low has some balance on the hoof for sale. Millman and Mrs. A. L. Johnson have closed their cottage at 3 Mile Pond and have returned to Waterville. Secretary Codieo has been confined to the Sisters' Hospital for surgical treatment.

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After finishing a hard day's work on the section crew, Cleophas Girouard of Waterville spent many a summer evening in his garden, and just to prove it here's a picture. Shown are Girouard's daughter, Mrs. Bertman Withen, and their son-in-law, Bertram Withen.

With the combined efforts of Carman Jimmy Blanchard, Former Machinist Gerald Hodgkins died recently, and Restigator Harry Moulton, Machinist John Faas has been made higher. The steeplejacks folded up their rigging and softly stoic away and the smoke goes up the chimney just the same. The position of chief scrapper is being filled by Nubert Estabrook in the absence of Ted Davis.

Carry King has joined the Fifty Lodge. A highlight of the tour was a ride up Mt. Washington on the railroad car, which he and Foreman Eddie Johnson states that new electric street cars are on order for the freight room and rip track.

Days are here again because he and Foreman John Duarte have made up. The engine house boys went overboard for "Bob" MacVane, brother and son of Ernest and John MacVane, when their bal­lot helped to win him the honor of being named leader of South Portland's 50th Anniversary while on Edgar's vacation.

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Another topic of interest pertaining to the Burnham family is the fact that every male member of this family has been an employee of our railroad since 1885. This also includes Mrs. Harriet Burnham, who chased a new out of shoes when the local for the crew. A waitress is said to be a crossing tender in the his­tory of the Maine Central. A street crossing was the job she held at the time of the Spanish and American War.

Retired Machinist Helper James L'Effre was a recent visitor. A big mass meeting pertaining to the Barlow and Tabb Bills was held just before the selection and attended by all crafts. The outstanding joke for the month is the news that Joe Hainlin has at last pur­chased the house where he lives at 16½ High Street, Waterville.

MRS. EARLE NEWSCOM, wife of Spare Operator Newscom of North Anson, and a very young son, John Earlino has another railroad relative, Clerk Richard Newscom of Livermore Falls Station.


Charles Jackson is a member, re­appointed deputy sheriff. Machinist John Faas assisted the Ma­chinist Helper Eddie King has joined the Fifty Lodge.

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Train Crews

**By John J. Keating and Cliff Hall**

Engineer George Waldron of Trains No. 5 and 20, made a trip to Gardiner to visit his son, who was confined to the Gardiner Hospital for an appendix operation.

Engineer Edward Judkins of Portland Division, has been a patient at the Mercy Hospital in Portland for a general chest condition.

Flagman Sherman Wood, of Trains 21 and 14, has returned to work after being off duty for a long period.

Spare Board Conductor Webber has been off duty for a long period on account of illness.

Engineer and Mrs. P. Henry Burke of Congress Street, have been visiting their daughter, who was professed in the Order of the Sisters of Mercy in Portland, Aug. 25, taking the name of Constance. She has been assigned to the Immaculate Conception Parish at Calais, where she will teach in the grade schools.

Conductor "Ted" Knowlton of Trains 19 and 12, has taken his vacation, enjoying a little motoring around the State.

Happy to report that Conductor Webber has returned to duty at his former position, spare board conductor.

Spare Board Conductor Frank McNally has been pinch hitting for Conductor Y. O. Neilson on Trains 19 and 8, during his vacation.

While Conductor "Ted" Knowlton was on vacation, Spare Board Conductor K. E. Sampson took over and did a fine job.

Baggagemaster William Monahan, of Trains 11, 15, 16 and 27, has returned to work after being off duty for a long period. He enjoyed a wonderful summer at his camp at Clearwater Pond, summer at his camp at Clearwater Pond, and 14, has returned to work after being off duty for a long period.

Spare Board Conductor Frank McNally substituted for Conductor J. D. Moreshed, of Trains 11, 16, 27 and 14, during Moreshed's vacation.

Trainman Charles Darrah, of Trains 22, 11 and 16, and 11, has made a trip to Canada recently. Conductor M. W. Furbush had as his guests while on vacation at his camp in Monmouth, Mrs. W. E. Foss and Conductor and Mrs. F. E. Wilkinson.

Conductor S. W. Wood has returned to work after two months' sickness.

Conductor Fred C. Eaton of Portland and Mrs. Doris E. White of South Portland were married on Sept. 15 at the Falmouth Congregational Church.

Portland Freight House and Freight Office

**By Alice A. McLachlin**

J. P. Jordan, assistant general agent, spent his vacation at his summer home at Bailey Island.

Mr. and Mrs. H. L. Plummer expected to move into their new home in Cape Elizabeth both on Oct. 1. Best of wishes from all of us.

On Sept. 6, James J. Hasson, Jr., son of J. J. Hasson, head of the billing department, was married to Sally Norton at Holy Cross Church, South Portland. Mrs. Hasson is a sister to Mrs. M. E. E. Miss Eleanor Norton, clerk in the cashier's office.

Miss Betty Witham, ticket clerk at Bruns.

RBIT, has been enjoying a vacation at his camp at Clearwater Pond.

Miss Olive Chadwick, machine operator, has been visiting her brother in Waldoboro.

Mrs. John Thompson.

Mrs. Ever Nelson, F21 clerk, spent a few days of her vacation at Boston, and...
Clerk “Peggy Tuttle”, Comptroller's office, has been visiting friends in Cleveland, Cincinnati and Detroit.


BEARING THE SIGN OF HIS TRADE is Robert J. Warren, crossing tender at Congress Street and Union Station, Portland.

Harold W. Shepard, assistant engineer in the engineering department who has been on three months' leave of absence, has resumed his duties. We were all glad to see "Shep" at his desk again.

"Lin" Lamson, statistical clerk, again has brought honors to the Department in the photographic field, by winning first prize for his picture, entitled “Out on His Own” and “Sitting Pretty”, in an amateur snapshot contest conducted by the Gannett Papers. Last year he won with two pictures “Bottoms Up” and “On Guard.” Another runner-up in this hobby is Mrs. Mary E. Morse, clerk, who, in her first year as a camera enthusiast, not only received honorable mention for her “Huckleberry Finn, Giant Size,” but also won first prize for a picture of her dog entitled “Ready and Waiting.”

Mr. and Mrs. William T. Hayward are receiving congratulations upon the birth of a son, Richard Stephen, born August 29. "Bill" is chairman in the engineering department.

FRANCES O’DONNELL, clerk in the accounting department, who married Alex Panarese late in August, has resigned and will make her home at Bangor.

Washington County Railroad.

EMPLOYEE'S PASS CHECK.

Pass

From

To

In accordance with accompanying pass.
Void if detached.
See other side.

915

Washington County Railroad.

WASHINGTON COUNTY RAILROAD.

ODD RAILROAD PASS issued nearly 48 years ago by the old Washington County Railroad to Section Man Clyde Sprague for a trip from Milltown to Charlotte. The original was sent in by P. D. Adams, our correspondent at Calais.