At 8 a.m. Wednesday, May 18, the last wire pulled signals on the Maine Central Railroad gave way to a modern installation of color light signals governing the Sheepscot River drawbridge at Wiscasset.

The important installation of a drawbridge interlocking signal system saw two, three-light signals and two, two-light, automatic approach signals set up on the eastward and westward approaches, as well as several new control devices.

Elimination of the obsolete type wire pulled signals also permitted discontinuance of two semaphores and replacement of two other existing semaphores. New poles were erected to carry the lights and six new relay cases had to be installed to provide housing for the additional circuits.

A major change was the installation of approximately 1,000 feet of new submarine and aerial cable for the increased circuits.

New safety control equipment governing the drawbridge operation, includes an approach indicator box which, by means of a push button light control panel, notifies the bridgeworker when a train is in the approach circuit. Teamed with this is a motor time release, so that should a train be approaching, the drawtender automatically is unable to unlock the drawraising mechanism for three minutes after the signals have been set.

The six relay cases housing the delicate apparatus controlling the signals' operation, are models of intricate efficiency. The instruments are hung on plywood panels and wiring to various relays and terminals pass through holes on which are tags bearing the
nomenclature of the different wires. The many relays play vital roles in safe operations. These include checking track sections as being occupied or unoccupied; position of switches; and checking of conditions in advance so that improved indications can be transferred to signals to the rear as conditions permit. Installing crews are particularly proud of the relay case where the submarine and aerial cable enters. It required sturdy wire and rope splicing work to carry the cable enters. It required sturdy wire and rope splicing work to carry the suspension leads into the case.

The entire project was completed in approximately three weeks under the supervision of Signal Foreman A. L. Ellis.

SUMMER TRAINS RETURN THIS MONTH

Three fast Summer trains will return to service this month bringing hundreds of vacationers to Maine and New Hampshire. Suggest these trains to friends or relatives planning a visit this Summer and to the many others whom you meet daily.

The Bar Harbor Express will inaugurate the season's service June 10 and run every Monday, Wednesday, Friday, June 17 through Sept. 9, from Washington and New York points. The East Wind will begin daily service June 24 through Sept. 10 while the Downeaster will run Fridays only, through the same dates.

Mountain Crew Praised By Nat'l Travel Editor

By GERTRUDE C. HOLBROOK
General Offices Reporter

Individual courtesy and service—trademark of Maine Central people—earned well-deserved praise last month from an important figure in national and world travel circles. The following letter was received by H. J. Foster, general passenger agent, from Garth Cate, director of the travel and trade department for the Scripps-Howard chain of 19 newspapers. Cate also is chairman of the Committee on Year-Around Vacations of the National Association of Travel Officials. Cate wrote:

"I must tell you how very nicely Mr. Seery, your agent at North Conway, (Joint MeC & &M agent) handled my railroad and pullman tickets, excess baggage, insurance, etc., on 28 April. When the conductor picked up my ticket, I asked him if the seat ahead of me could be turned around. He said: 'No, but the seat at the front can be' and immediately fixed it for me. As I was very tired, it was grand to be able to stretch out. He then, although I had not asked for it, got one of the new timetables and brought it to me. It is the little things like this that smooth the way for the traveler.

"Although I have made 44 rail trips in the last 16 months this is the first time I've had occasion to write this sort of letter to a railroad executive.

"The White Mountain country is lovely in the spring and the ride from North Conway to Portland at sunset time is beautiful. No wonder New Hampshire and Maine are such favorite spots with vacationists."

Sincerely yours,

/ Garth Cate

New Locomotive Stores Department

By G. K. STEVENS
Waterville Shops Reporter

Gradual expansion of diesel repair and maintenance at the Waterville Shops has created two major alterations to absorb an enlarged locomotive stores department.

An entirely new location for diesel and steam locomotive parts has been built in the northwest bay of the engine house. They formerly occupied three floors in the machine shop.

Seven former locomotive pits in the engine house were floored over with cement to create the new stores department. Big doors were removed and smaller ones substituted, while interior walls and ceiling were sprayed gleaming white.

Literally hundreds of racks and parts bins have been erected, and one corner of the building has been set off and enclosed for offices. New heating facilities and fluorescent lighting have been installed.

The new locomotive stores location provides better facilities to supply the shop needs as well as expediting parts shipments to other points along the system. Although the changeover has taken some time, parts distribution has continued to flow smoothly.
Employes working on the project included Piper Amos Currier and Helper Ronald Jacques; Earl Hancock's heat installation crew; Ernest Wade, Dan Girous, Wilfred Binette, Norman Thyng, Chuck Wilson, Pete St. Peter, Al Ranceourt and Leonard Boucher.

Under consideration is a plan to move the Electric Shops into the area vacated by the combined stores departments. Space approximately 100 x 100 feet is available and should provide better working space for the electricians.

**Railroad Fair to Give Repeat Performance**

The Chicago Railroad Fair, which attracted more than 2,000,000 visitors last year, will re-open the 25th of this month and run for 100 days, closing Oct. 2.

The Maine Central Railroad and the Boston and Maine again will participate in the Fair, cooperating with seven other Eastern and Middle Western railroads to present an enlarged and improved Eastern Railroads Exhibit.

The Maine Central will occupy a prominent place in the exhibit, advertising its own advantages and the recreational, industrial and transportation resources of northern New England. Along one wall of the exhibit, forming a background for an informational counter, will be a series of large illuminated tall signs depicting some of the principal trains of the nine participating railroads. Our crack "Flying Yankee" will represent us by a colored and illuminated rear end view.

One of the deluxe coaches, the Snowbird, will be on exhibition throughout the fair as an example of the most progressive and pleasing types of passenger equipment. Miss Betty Bowman of North Station information staff will be hostess in the coach and will distribute informational material, as she did last year.

The Eastern Railroads Exhibit again will occupy a position at the center of the entire fair. It is close by the giant stage where the highlight of the 1948 show—the pageant "Wheels a-Rolling"—again will be presented twice daily. It vividly depicts the development of transportation from the country's earliest days to the present. A thousand seats have been added to the huge grandstand which last year had a packed attendance of 20,000 spectators daily.

In place of a small movie theater on the Eastern Exhibit last year, a spacious new building with seats for 650 persons is being constructed for the presentation of an entirely new type of photographic wizardry called Vitarama. The Vitarama is a system of three-dimensional color slides projecting pictures on five screens simultaneously. Outstanding views of scenery and railroad equipment included in the territory served by the Maine Central and the other eastern railroads in the exhibit will be featured on the Vitaramas.

Other advertising mediums through which the Maine Central will reach the Fair visitors include huge pictures of historical points and scenic spots in New England and flags and emblems bearing the trademarks of our road.

September 21 has been set aside as the Maine Central and B&M's special day. Officials of our road are arranging for a gala observance. Details of this event will be announced in the Magazine later.

**Diesels Show Colors on Non-stop Runs**

Two outstanding non-stop runs from Northern Maine Junction to Rigby were made on a Sunday in March by BR-extra with engines 683-684 and BR-2 with engines 685-686.

Conductor Leon W. Silver and Engineer Joseph Petterson on the BR-extra, completed the 133-mile run in four hours and 30 minutes followed by Conductor John E. O'Donnell and Engineer Charles H. Ready on BR-2 in four hours and 23 minutes. The BR-extra handled 75 loaded cars and four empties with a total of 4,200 tons and BR-2, 78 loaded and one empty with a total of 4,182 tons.

Both jobs averaged about 30 mph, had no set-offs, and no superior trains to contend with.

Since this excellent performance, longer and heavier trains have been handled to an equally good advantage, according to Portland Division Superintendent H. L. Strout. He pointed out, however, that the two runs reported here indicate the outstanding superiority of diesel performance over steam power which never could have handled this 133-mile, non-stop run.
Seaway Project Threatens Again

The spectre of the St. Lawrence Seaway project has been taken from the Congressional closet and given its annual bone-rattling. A firm grip on the clavicle by a presidential "must" order once again has the monstrous dangling before the tired eyes of New England labor and business interests.

The economic nightmare of the Seaway project continues to haunt our railroads, our employees, our business and industry.

Despite repeated proof that deepening of this small part of the St. Lawrence River, 90 percent of which would lie in a foreign country, would impose an initial tax burden of one to two billion dollars on American taxpayers and millions of dollars annually thereafter, the Seaway spook seems to have a better chance of passing on the imperial view of sectional interests and crest of free-spending legislators.

Proponents of this "seaway" claim it will create 58 to 84 million tons of traffic annually. By "create" they mean diversion from the present American transportation agencies — traffic now handled by our New England railroads.

In denouncing the project, Matthew Woll, vice president of the American Federation of Labor, summarized it nicely: "Before organized labor lends its approval to any public works project, it must be beneficial to the American people as a whole and not detrimental to the interests of the American taxpayers."

This time a new phrase is injected — the principle of self-liquidation by means of tolls. Transportation experts quickly pointed out that the formula for determining what the tolls would be and what costs were to be divided among the United States and Canada was as ghostly as project itself. As for exhausting our ore supplies, steel experts point out that high grade ore of the Metsabi Range can continue to be mined for years to come and that the huge deposits of lower grade ore are yet untouched.

Passage of the seaway plan is a serious and continuing threat to our economic well-being in this section of the country. Once again let us warn, and rally behind, our Congressional delegation to lay this haunt to rest for all time.

FURROW REELECTED SUPERVISORS' PRESIDENT

Relief Foreman I. A. Furrow was reelected president of the Railroad Supervisors' Club of Maine last month at the organization's annual "Whing Ding" at Waterville. W. J. Russell, Bangor and Aroostook, was elected vice president.

Others reelected were Laurence Sparrow, Waterville; Charles H. Leard, Bangor; correspondence secretary and R. O. McGarry, Bangor, treasurer. Named to serve on the Executive Committee were Wilbur C. Lunt, J. A. Abbott and Carl T. Davis.

Gold lettered Life Service Pass No. 192 was issued to the retiring senior conductor of the Maine Central's Portland Division last month.

Joseph J. Cote, senior conductor on the Portland Division, issued co-incident with his retirement last month.

FURROW REELECTED SUPERVISORS' PRESIDENT

ADMIRING his Life Service Pass is Joseph J. Cote, senior conductor on the Portland Division, issued co-incident with his retirement last month.

Cote Retires, Receives Life Service Pass

According to that he had no particular hobby, Cote explained that he now planned "just to relax." Queried whether he would care to comment on his long career as a conductor, Cote modestly declared: "I'm very grateful for the cooperation of the fellows I've worked with through the years, and from those for whom I've worked." Cote's own record bears out the wealth of his long service — 50 years without a disciplinary mark.

Edward V. Hennessey, 69, of 24 Spring Street, Brunswick, retired recently after 50 years' service. Entering service as a freight handler at Brunswick in 1898, he became a clerk, then yard brakeman in 1906, retaining that classification and fulfilling all his service at Brunswick.

Francis L. Johnson, 72, trackman at Gardiner, after 27 years' service.

Elwood E. Marden, 65, RF&P 1, Waterville, watchman at the Waterville shops, after 21 years' service.

Arthur S. Laflamme, 61, Greene Street, Waterville, locomotive engineer, on disability, after 40 years' service.

Wendall J. Hamilton, 61, former trackman at Royal Junction, after 18 years' service.

Charles Lombard, 65, former painter at Rigby Engine House, after 33 years' service.

Frank J. Albert, 77, former shop laborer at Bangor, after 81 years' service.

Acknowledging that he had no particular hobby, Cote explained that he now planned "just to relax." Queried whether he would care to comment on his long career as a conductor, Cote modestly declared: "I'm very grateful for the cooperation of the fellows I've worked with through the years, and from those for whom I've worked." Cote's own record bears out the wealth of his long service — 50 years without a disciplinary mark.

TEMPTATION

"Madam," said the man on the crowded bus, "you are standing on my foot. Please get off."

"Why don't you put your foot where it belongs?" bristled the offender.

"Don't tempt me, madam, don't tempt me," replied the suffering one.
NOT ON HIGHWAYS

The following advertisement, appearing in the form of an open letter, was published in newspaper and magazine trade journals throughout the country this month. It was written by William T. Faricy, president of the Association of American Railroads. Its simple logic bears repeating here.

BOX CARS BELONG ON RAILS

One way of looking at our vast system of railroads is to regard it as a special sort of highway—a highway constructed for the transportation of extra-heavy and extra-large loads with unequalled efficiency and economy.

Because this system exists, there is no necessity for overstraining and breaking down our public highways with excessive loads. These public highways are built and maintained at public expense—by taxes paid by you and me.

Highway authorities are becoming more and more concerned over the fact that the public roads are being overloaded in both traffic volume and structural capacity, with consequent heavy damage and high cost to the taxpayers.

According to these authorities, these heavy loads are prematurely destroying thousands of miles of the nation's public highways. They are making bituminous pavements rough and rutted. They are causing concrete roads to pump at the joints and deteriorate rapidly.

Our railroads were built to provide heavy, mass transportation—the sort of transportation which, when done on the highways, forces the public to pay more and more for roads out of which it is getting less use because of a relatively few extra-large and extra-heavy vehicles. Box cars are built to do heavy, long-distance hauling, and they should be kept on roads of rails and not put on our already crowded public highways.

Sincerely yours,

s/William T. Faricy

WE GAIN SUPPORT

Under private ownership, the people of the United States have enjoyed better railroad service . . . than in any other country in the world. But if the present tendency to hobble the railroads . . . by too-low rates and subsidies to competitors is continued, the danger of government ownership will grow. If people could appreciate what that would mean in poorer service and higher costs, they would make clear to the regulatory bodies their dissatisfaction.

Lewiston (Me.) Sun

THE COVER

June is the month for blossoms, brides, and warm breezes. Depicting two of these on our cover this month and with certain promise of a third in the years to come is photogenic Coreen Carr, 5, daughter of Trainman and Mrs. Gerry Carr, Portland.

Newsprint Damage Threatens Business Loss

An urgent plea to freight engineers, conductors and brakemen to concentrate on safe handling of newsprint paper has been received by our railroad from a former Boston and Maine trainman; now a traffic man with more than 35 years' experience in the transportation field.

The seriousness of this freight damage problem is underlined by the high cost of newsprint to the publishers and the revelation by our Freight Claim Agent H. Newhall Tukey that we assumed $10,000 in claims paid last year on this one commodity.

"I know," the traffic man said, "that any real improvement depends on the men who operate the trains. Without their help, improvement cannot be achieved."

He pointed out that one newspaper served by his syndicate receives about 600 carloads of newsprint paper a month, representing an estimated railroad revenue of $180,000 and shipped particularly over the Maine Central, Boston and Maine and other Eastern lines.

"During the past four months," he said, "we have had a great many of these rolls flattened to the extent of crushing the cores. These rolls are of no use to us on our speed presses . . . all evidence indicates that these cars received rough handling in transit."

An exhaustive survey made recently by a special railroad Joint Committee on Newsprint Paper Damage, of which Tukey is a member, reached the same conclusion.

Out-of-round rolls and flat cores "are primarily the result of rough handling, either in train haul, intermediate terminals or destination switching," the report stated.

The traffic man's letter warned that "this (damage) has caused so much concern that receivers have been endeavoring to investigate the possibilities of shipping paper by water to a greater extent than ever before."

"During the past two years," he continued, "the water transporters have improved their vessels and their handling with an eye to capturing as much of the rail business as they can.
by offering special boats, better handling, and reduced costs.”

This serious threat to our business was echoed by Tukey. “The problem is not new,” he asserted, “we are doing everything possible, but we must have the earnest cooperation of the men directly responsible for the handling.”

“That a large part of the damage occurs in switching has been proven,” Tukey added. “Our men must conform to our rule of not over four mile-per-hour switching.”

The freight agent also pointed out that other preventive methods are to make a minimum of switching moves with carloads of newsprint paper (plainly marked); and by “blocking” the newsprint cars near the head end to avoid damage by pressure from slack running in and out of heavy trains.

Tukey said that four impact recorders—a mechanism that records the time and place of impact to a car—now are in operation on our lines to assist in reducing damage.

Proof that a very real danger of business loss exists if this condition is not remedied, is found in the traffic man’s conclusion.

“I am trying to make these facts known to the men who are vitally interested in keeping this business on the rails,” he said, “I was a ‘spare’ man for ten years, and I know what it means when there are no cars to move.”

High School Seniors Kept Buses Busy

By Lucille Bridge

Senior classes of five Maine high schools kept Maine Central Transportation Company drivers busy during April as they made their annual Spring vacation tours to New York and Washington, D. C.

Operators Robert Leighton, Wilbur Bryant, Conrad Mason and Warren Libby took the first group from Cony High School, Augusta, April 8. Their itinerary included a trip over the Skyline Drive in the Shenandoah Mountains and a visit to Gettysburg en route to Washington.

Operators Don Delehanty, Ken Marston and Vern Murphy were hosts to the Lewiston High group on April 16. It was the third Washington trip with us for the Lewistonians in as many years.

Bryant had a repeat trip to New York and the Capital with the St. Dominic’s juniors from Portland on April 23. Leighton did a repeat with Falmouth High seniors while Operator Arnold Bastian took a St. Johnsbury High group to New York and return.

Bangor Diesel School Completes Two Years of Successful Study

By Charles H. Leard

Bangor Engine House Reporter

Completing two years of earnest and successful work last month, the Bangor diesel school under the direction of General Foreman R. O. McGarry has gained a wide reputation.

The school started out with but a single copy of a wiring diagram and Fuel Supervisor Hyvey S. Crosby as instructor. Regular sessions have been held every Wednesday evening in the local junior high school with a large and steady attendance.

As the school grew, enlarged wiring diagrams, textbooks, projection slides and motion pictures of diesel operation and maintenance, were obtained through the courtesy of industrial concerns and by subscription.

The course, thus far, has included complete slides of the EMD and now is offering slides of the new engines and electrical parts of the Alco units.

Instructors who have served include David McIlvain, University of Maine; Glen Merritt, EMD Company; William Battles, Alco Company; Kenneth Baxter, G-E Company; and Richard Dole, B and M Mechanical Department. The current instructor is Charles McInnis, engine house employee and recent graduate of the Hampshire Diesel School, Long Island, N. Y.

YOUR REPORTER

F. L. Carsley came to the Maine Central in 1918 from the Bangor & Aroostook, entering service as a freight handler at Dover-Foxcroft. He became a ticket seller there in 1920, an operator in 1922, chief clerk at Rumford in 1938-40, a clerk in the freight office the “new” one at Canada Falls, and secretary of the local chapter of the Railroad Shopmen’s Association.

In 1941, Carsley was appointed general agent at Rockland, the position he now holds, in 1941. Here’s his column.

Rockland

First Trick Operator E. B. Buswell and Mrs. Buswell spent their vacation at Miami and St. Petersburg, Fla.

Second Trick Operator E. J. Soychak is trying his hand at bass fishing while on his vacation at Canada Falls.

Operator V. F. Atwood has been covering the first and second trick for the last four weeks.

Clerk L. F. Brackett and Mrs. Brackett are vacationing at Alexandria, Va., visiting their daughter.

Coach Cleaner R. J. Scott is the proud father of a daughter, Rose Marie.

Boy H. Emerson is a student operator at Thomaston.

Trainman Horace Coombs is burning up the roads in his new car.

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THIS FINE CATCH of salmon and trout was taken by Operator E. J. Soychak, Rockland, while on his vacation at Canada Falls.

Farmington Branch

G. A. Ellis

Agent Earle Newcomb, Hartland, formerly of Livermore Falls, was in the hospital recently for an emergency operation for appendicitis.

Station Agent G. A. Ellis and wife, Wilton, recently returned from six weeks’ vacation spent in Millinocket, Maine, with their son, Police Chief Eugene Ellis and wife; their daughter and her husband, Dispatcher Robert Robinson, Bristol, N. H.; and their son, Oliver Ellis and family in Auburn, Maine. While in Georgia they enjoyed a trip to Macon to see the “Nancy Hanks,” pride of the central of Georgia. R. R. They also visited Louisville, Ga., to visit the old slave market built in 1782.

Gross’ spare gang have been in town putting new ties on the East Wilton bridge.

Mrs. Marshall Sawtelle, wife of Retired Agent Sawtelle, has been seriously ill at her home in East Wilton.

Royal Junction

By P. L. Gardner

Second Trick Operator Charles Janes is purchaser of a new car. Watch your step, Charles, and don’t step too hard on the pedal. It is quite possible you are not in your old car. Charles is quite air-minded and we look for him any day to land behind the tower in a helicopter.

Understand our Retired Sectionman, Wendall J. Hamilton, has returned from the hospital after an eye operation. Hope
you have speedy recovery "Wen" and enjoy your pension years with pleasure. Our signal maintainer, "Doc" Curtis, has put a coat of paint on the levers making them shine up in good shape. Bill Coombs takes pride.

Our track crews are slapping in the ties at a fast clip and will soon be looking around for more work.

Third Trick Operator E. W. Coffin was on vacation, being relieved by Spare Operator Edgar Russell.

Augusta

By ELLIS E. WALKER

Freight Handler Willbrod Audet vacationed this month, relieved by Cecil Knowlton.

Crossing Tender Ernest H. Wellman, first trick, Windthrop St., has resigned to enter the taxi business.

Crossing Tender Harold Higgin has been crossing rapidly on the new bridge and the big American Bridge Co. locomotive crane has arrived to handle the steel on the west end and is stored near the freight office.

Freight Checker Burleigh Foster is sporting a new car, says it rides better than the old Ford.

Clerk Telegrapher Don Reynolds was off sick several days relieved by Sparse Operator Mettee.

Freight Handler Herman S. Patterson, who has been on sick list several weeks was a recent caller. "Put" looks and feels much better and expects to return to work soon.

Hallowell

Crossing Tender Joe Black, Union St., is on vacation relieved by Eldon Douglass.

Crossing tender Clayton Witram has spent his vacation with family visiting in Philadelphia, Pa.

Oakland

By M. L. SANBORN

Station Agent Arthur Marshall who is serving as general chairman of local Real Lions Club Jamboree to be held on July 25th this year, wishes to announce that a genuine log cabin will be the grand prize to the lucky ticket holder this year. Marshall has spent a long time planning to attend this annual affair, as all benefits are turned into local charities. There will be a concert and radio broadcast by the New England Music Camp, led by the well-known conductor, Paul Wiggin. The horse pulling event promises to be the high point of this year's affair to be held in this section of the state.

Baggage Man Merlin O'Neal has a 1941 car that he would like to sell or swap.

Crossing Tender Harold Higgin visited "The Train of Tomorrows" at Portland last month and was much impressed with the new gadgets in the passenger cars.

Crossing Tender Walter Farren has purchased a brand new car which he enjoys very much.

Crossing Tender Raymond Gordon has been filling in on the Clinton Avenue crossing in Winslow as needed this past month.

Crossing Tender Frank Gage has been serving as time keeper at some of the local horse pulling contests in this vicinity.

Signalman John Dustin who handles the publicity of the Jacksonville Telephone Co. telephones that after an all night session meeting of the Club that he is going to make an important announcement.

A motion of Dave King at this extraordinary session meeting of the Club that he is going to make an important announcement will be sent out regarding the future of the Club.

Section Foreman Basil Trask is working evenings on his big potato project on the Traskville Road. Assistant Foreman "Chick" Trask has been helping a lot of his family, raises a big vegetable garden each year to help out on the family budget.

Section Foreman E. Ventiner had his car overturned recently and according to him "it runs fine and purrs like a kitten."

Dunwood Decker, sectionman, is home and is doing fine after a long operation in a local hospital.

Operator Verne Hutchins calls every day to see how he is doing and he is doing fine.

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Perched on an express truck at Oakland is Lee Sanborn, son of our reporter, M. L. Sanborn. Lee attends the Brook Street school, Waterville.
Mrs. Phoebe Rand, mother of Mrs. James Ill, is visiting in Texas. She expects to return home this week. Mrs. Rand has completed her apprenticeship and has been set up as an electrician, first class.

Blacksmith Helper Hollis Morrill is still on the sick list.

Helper John Parker has not stopped smoking for the past three weeks.

Machinist Theodore Morrey is building a new garage and looking toward the purchase of a new automobile.

Machinist Larracey has been very active of late on diesel repairs.

Machinist Cecil Gray has 11 hens which produce the grand total of 10 or 11 eggs per day.

Machinist “Willy” Cote has been spending his week ends of late at Bayside on Penobscot Bay at his estate.

Machinist George Beesley seems to be very happy over the fact that the 94th Legislature did or did not pass a bill to license boats, and is at his summer home at Lake Windermere.

Machinist Herman Veilieux has been called back temporarily to fill in for some of the boys who are out sick. We are all glad to have Herman back on the job.

Machinist John Eames has returned to work after being out sick.

Machinist “Sid” Hamlin is a very busy man these days in his garden, anticipating a bumper crop of potatoes, beets, carrots, turnips, cabbage and tomatoes. We hope his expectations are realized.

The Donald Rines are looking forward to a happy family. We assume this will give peace of mind and tranquility to Donald.

Machinist Helper Charles Sweet, Jr., is painting his wife’s mother’s home. He is also buying a lot in anticipation of building a home and hopes that soon he will move in with his mother-in-law until his new home is completed.

Machinist “Phil” Severson, known as genial “Phil” who recently underwent a surgical operation, is recovering rapidly and is able to be out a little each day.

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Willard section, has moved his family down to this village. Mr. Bruce Conaway, section hand on the Mt. Willard section, has been drawn on the payroll.

Work on the pick up job on the abandoned line west of Coos Junction is coming along well, we learn. The Company will salvage many cars of usable ties, and other material, from this job.

By JOHN J. KEATING

Retired Engineman "Honey" Horeyseck, for many years one of our crack passenger pilots, enjoyed a couple of weeks in New York, staying at the Commodore Hotel, viewing the Easter Parade on Fifth Avenue, and taking in the Yanks and Senators ball game at Yankee Stadium.

A lot of new faces showed up for the old Reliable. Ronouch for 214-213; conductor on 5-20 now is E. E. Marston.

The train crews of the Portland Division extend their deepest sympathy to Retired Conductor Leslie Tucker on the death of his wife.

Retired Conductor Lyman P. Austin was a visitor at Union Station to view the Train of Tomorrow. This is the first visit Lyman has made to the station in many years.

Trainman A. M. Bates, who owns a camp at Passadumkeag, was notified the camp had been broken into. The culprits broke furniture, dishes, and took the feathers from the pillows and strewn them all over the camp. I'm happy to report they were caught.

"Stepfather" H. H. Howard and the Mrs. spent a few days up to Oquossoc doing a little smelt fishing. "Herb" does all his smelt fishing by fly rod. Incidentally, Friday, May 13 was Clemons and Mrs. Howard's 16th wedding anniversary.

Ticket Agent Donald Reynolds of Augusta was a patient at the local hospital.

Best of luck from all of us to Conductor J. J. Cote who retired this month.

Henry W. Longfellow Lodge, Brotherhood of Railroad Trainmen, had its 53rd anniversary, and the Ladies Auxiliary its 50th.

At the joint banquet and entertainment, May 10, in the Lafayette Hotel, W. E. Esler was general chairman, assisted by commit­tees including Mr. and Mrs. Leon E. Pou­part, Herbert W. Poug and W. F. Driscoll; Mrs. Dorothy Massengale, Mrs. George C. Larsen, Mrs. James A. Hayes, Mrs. Mary Wouboury, and committee members from Bangor Lodge, Waterville and Dover, N. H., attended.

Some of our boys off duty on account of disability in April were Conductor J. E. Monahan, Trainman C. H. Griffin and L. H. Lutterell.

Signal Maintainer A. H. Spinney and the Mrs. were in Portland, April 27, attending the performance of Oklahoma. They also dined at our celebr­ated wharf restaurant.

Harold Moores, son of Engineman "Pit" Moores, has been appointed to the United States Military Academy at West Point, enter­ing with the July Class.

Trainman John Frank and the Mrs. are receiving congratulations on the birth of a son.

Conductor Silas Burbank was married to Miss Florence Reed, Portland, at Trinity Church, May 10.

Conductor Newcomb of the Eastern Division and S. Trainhand Clar­k Witham, night yardmaster at Portland Union Sta­tion, is Sherry Witham, eight months old. She is the daughter of Mr. and Mrs. Donald Witham, Saco.

By ALICE A. MCLAUGHLIN and MARJORIE J. HARLUDGEY

William P. Kelley, general agent, is attending a meeting in connection with the American Railways Association, at Chicago, III.

Mrs. Florence P. Cooper, clerk, marine department, and granddaughter, Donna Dudley, attended the circus at Boston Garden, Sunday, May 15.

Harold J. Cole, personnel records department, general office, was a recent visitor in the freight office.

Peter Cloherty, stover, freight house, who has been absent account of sprained man­chine operator, who has been absent for some time account of illness.

New electric typewriters have been in­stalled for the use of freight billers.

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Boilermaker Charles Jackson went to New Guinea, the Marianas and Gilbert Islands in Sept. 1942. He served in the Pacific and was in Florida, his son gave the old doughnut shoppe a face lifting in the form of a natural stone terrace and flower beds. This was in cooperation with the Zeta Sigma Alpha Fraternity and the Men's Glee Club.

Martin Frank returned to his summer home at Perry and is working for our railroad as an engine driver. Conductor John Libby is on vacation.

We were all very sorry to hear of the death of Outwood Hospital. Conductor John Libby is on vacation.

Elected president of the Student Christian Association at the Bangor Home Show held recently in the Bangor Auditorium.

Reporting to Washington, D. C. after a distinguished tour of duty, Captain William A. Hager is retiring from the service record in the Pacific is Lt. Col. Charles F. Gillis, son of Conductor and Mrs. Robert J. Gillis, Calais.

We were honored by the attendance of Conductor Gillis and his family. There is $700 in prizes offered.

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The second cabin is owned by A. C. Towle, W. E. Foss, Seth Bailey, Benjamin Berry and Blinn Whittemore. Former owners and inhabitants have been L. E. Hallrey, E. F. Munday, A. S. Stillings, P. Stanley, "Cy" Paul, Jack Haines and O. B. Roe, all deceased; A. H. Horeyeck and Bob Sturgeon now pensioned.

Stores Department Clerk J. L. Blethen and wife are rejoicing on becoming grandparents for the second time, a daughter, Vickie Lee, born in the Eastern Maine General Hospital May 16.

**Bangor Operating**

By MARY E. GIBBONS

Jack Taylor, conductor, who has been off duty because of illness, is expected to return to work very soon.

Many friends of W. H. Sutherland, conductor, will be sorry to learn that he is seriously ill at the Eastern Maine General Hospital.

**NEWLYWEDS** are Signal Helper Raymond H. Sawyer, left, Bangor, son of Assistant Signal Supervisor H. R. Sawyer and the former Patricia Baker, right, daughter of Richard Baker, South Brewer. The couple were married March 27 at the home of the Rev. C. H. Laite, South Brewer.

**Bangor M of W**

By JOHN MINGHER

Patricia Baker, daughter of Richard Baker, South Brewer, and Raymond H. Sawyer, signal helper, Bangor, son of Assistant Supervisor H. R. Sawyer, were married March 27 at the home of the Rev. C. H. Laite, South Brewer.

Charles Bayrd, trackman with track repair crew on Calais Branch, returned to work last month after being off since December, 1946, on account of an accident. Everyone is glad to see him back on the job again.

Arthur Cust, former plumber helper, has been employed as assistant inspector of bridges and buildings and will work during the summer months with Inspector Frederick Hanson.

P. D. Gross' bridge crew has commenced work strengthening various bridges on the Calais Branch to permit lifting of speed restrictions now on these bridges.

W. A. Curran, baggage and mail handler and Mrs. Curran, were in Boston recently, while Bill attended the System Board meeting of Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.

Victor H. Brown, operator, Eastport, who has been in the hospital about two weeks, is recovering.

Among those on vacation are N. J. Saldon, baggage and mail handler; Operator E. F. Sanborn, Loader F. W. Igoe; H. A. Bradford and Albert Washburn, junior and watchman.

The many friends of John Murphy, retired conductor, will be sorry to learn of his death, which occurred after a long illness.

This beautiful baby is David A. Darling, age two months, son of Ticket Clerk and Mrs. Glyn Darling of Bangor.

COMPLETING a signal installation at Lincoln last month were these members of Ells' signal crew. Left to right, R. C. Campbell, Walter Mack, Larry Goodwin, E. F. Munday, John P. Cetreto, W. C. Kaine, C. P. Crandlemire, C. A. Robertson, Messrs. Russell and Blane, the latter being the builder and owner.

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Newspapers Report The Facts

Three recent stories in the daily newspapers should have been placed side by side for comparison.

Story No. 1: The State Legislature considered a $1,000,000 bond issue for the improvement of airports. Said a State Senator as quoted in the papers: "Our airports are not large enough to handle large planes now being used by the commercial airlines." (Commercial airlines are those which carry passengers and freight in competition with the railroads.)

Story No. 2: The City of Portland proposes to build a new road for the specific use of commercial trucks, at a cost of more than $100,000. This cost will be borne by the taxpayers.

Story No. 3: At the Congress Street crossing in Portland, it is proposed to erect a control tower, with electrically lighted gates, for the better protection of highway traffic. This work, costing $40,000, says the newspaper story, "will be paid for by the Portland Terminal Company."

And there you have the picture.

Of the three forms of transportation, all competing for business, only the railroad pays its own way and further provides the safety protection for hazards largely created by others. The others depend upon hand-outs by the taxpayers for their facilities.

But it goes farther than that. The railroads are among the largest taxpayers in the State. A substantial part of the cost of subsidizing their highway and air competitors will come from the railroad's coffers!

William A. Wheeler,
Associate Editor Emeritus