An up-to-date installation of an electric inter-locking signal system with color light signals to govern the operations of the Maine Central and the Canadian Pacific Railroads was completed last month on the famed "hot line" at Mattawamkeag.

An outstanding feature of the work was installation of a switch control panel in the agent's office. It comprises an illuminated track diagram together with control levers faced on a modernistic black and white engraved panel. It shows approaching Maine Central trains, our main line, side tracks and switches, in combination with similar CP trackage and inter-locking approaches.

The operator is able to pick up one of our trains entering the signal circuit at Winn, headed east, or at Gordon, going west, and follow its approach on small button lights which flash on as the train progresses through the system. Thus, by manipulating the control levers, he is able to assign the train to the right track for clearance after the electrically locked hand thrown switches are moved into position.

Canadian Pacific eastward trains enter the circuit at Kirby and will appear on the control panel at that point. The CP color light signal system is now in operation between Brownville Junction and Kirby. It is anticipated that their work on the circuits in Mattawamkeag proper, operating in conjunction with ours, will be completed next month.

Coupled with our controls at the station location, is a field control panel which enables the operator to clear the signals or set up the desired combination while working out in the yard.

A total of nine new color light signals made up the installation. Four, three-unit, color light interlocking signals were erected; two, two-unit, automatic approach signals; and three, one-unit, automatic signals.

This enabled retirement of one, single arm type; seven two-arm type and one three-arm type semaphore signals. Some of the existing poles were used to mount the new lights.

In addition, four electric switch locks had to be installed and new relay cases to house the maze of more than 100 relays controlling the apparatus.

An energy case supplying the operative juice from heavy plate mainline and track batteries; a line connection case to connect the underground cables with outside signal circuits; and a combination aerial and underground cable across the Mattawamkeag River Bridge, completed the installation.
Contest Judges Announced

Three of Maine's most outstanding press photographers have been selected as judges for the Maine Central Railroad Magazine's Snapshot Contest which closes at midnight, September 15.

Gardner M. "Gard" Roberts, chief photographer for the Portland Press Herald - Evening Express, has been a familiar figure at every important news story in southwestern Maine for the past 25 years. A veteran who has literally grown up in the field of professional news photography, Roberts' pictures have several times won prizes, the most recent, first prize in the annual New England Regional Awards made by the Associated Press.

The striking front page picture layouts of Norman "Spike" Webb, chief photographer, are recognized for their perfection throughout Northern Maine by the thousands of readers of the Bangor Daily News. Beginning his press photography career at Portland in 1929, Webb was a photographer for the Kennebec Journal from 1931-1941 when he left to head the staff of the Bangor paper.

Clarence T. "Mac" McKay, 26, an ex-GI, is staff photographer for the Daily Kennebec Journal, Augusta. Starting out with photography as a "hobby", McKay has gone on to win several times, awards for excellence in the small newspaper class sponsored by nationwide wire services. Serving three years in the Pacific in World War II, McKay has been with the Journal four years. Magazine readers will remember his excellent railroad photo entitled "Highballin' Through Richmond," which formed the cover of the March, 1948 issue and later won him second prize in the New England Associated Press Contest.

Decisions of these three will award $120 in cash prizes to employes of the railroad and its affiliated companies who send in snapshots before the Contest deadline next month.

In addition, 15 Honorable Mention awards will be made. Remember, the number of entries is not limited. Send in as many pictures as you wish to: Contest Editor, Maine Central Railroad Magazine, Portland.

Bangor Carman Gets First Video Signals

Carman Ben Caldwell, Bangor, a noted radio "ham" there, became the first man in the city to succeed in receiving television signals last month. 245 miles from the nearest video broadcasting station at Boston, Caldwell heard programs from Georgia and Washington, D.C.

He used two pre-amplifiers and six-element beams mounted on top of a 45-foot tower in his yard. Caldwell claims it all depends on the weather.

Proof of the slogan—"railroad safety is no accident"—is found on the Maine Central where the safety department works constantly throughout the system for accident prevention.

Typical of this effort was a meeting held last month by Clifford L. Quigley, safety and fire prevention agent, before more than 100 men of the first and middle tricks at the Rigby Car Department.

The subject was Proper Use of Hand Tools. It might just as well have been anyone of the hundreds of hazardous tasks which confront railroad men daily, and that is summed up in the never-ending admonishment—Be Careful.

Opening his talk with a brief explanation that each employe must conduct himself so efficiently as to be prepared for the "unexpected," Quigley went on to point out that careless or improper use of hand tools cause one-half of all compensated finger injuries.

"Railroads are made up of men and machines," the safety agent declared, "machines can't be taught to think, but its broken parts, however costly, can be replaced."

"Men can be instructed to operate the machines," he continued, "but we cannot replace the broken part of a man, its accompanying suffering and sorrow."

"Safety is good business for us," he declared.

By means of an illustrated chart, the safety agent went on to show the injuries which may be caused by the improper or careless use of hammers, wrenches, chisels, files, screwdrivers, etc.

He emphasized the importance of the rules for hand tool use—Use the right tool for the right job—See that
it is in good condition—Return it to and keep it in a safe place.

Quigley pointed out the necessity for understanding the difference between swift, well-timed action, and "hurry."

He warned of the dangers of laxity where employes often must repeat the same task many times daily. "We must be conscious of the task at hand," he said, "we must discipline our mind to constant alertness."

"Hazards in railroading come up unexpectedly," the safety agent concluded, "the next moment might be too late."

IDEA MAN

Three small boys were sitting on the curb. One had a model airplane; one a fire engine; and one was reading Esquire.

An elderly gentleman stopped and asked what they wanted to be when they grew up.

The first said: "An airplane pilot."

The second: "A fireman."

The third boy, looking up from his magazine, replied: "To heck with details. I just want to grow up."

Safe Driver Emblems Awarded

Twenty-four Maine Central Transportation Company bus drivers last month were awarded Safe Driver Emblems for perfect driving records ranging from one to nine years.

The awards represented approximately 2,500,000 miles run up by the drivers without so much as scratching a fender.

Topping the list of safe operators was Clarence W. Edwards, Turner, Me., who was presented a nine-year emblem by Edward D. Westcott, general manager of the lines, representing nine years of driving without a reportable accident.

Edwards, operator on the Lewiston-Bath-Portland run, holds the record of 387,168 miles of safe driving. Taking second place was Harold A. Watts, Eastport, operator on the Eastport-Dennysville run, with six years of safe driving representing 142,036 miles. In third place was Arthur J. Bennett, Auburn, operator on the Lewiston-Bath run, with five consecutive years of safe driving representing 238,210 miles.

Each of the 24 drivers who received the Emblem has received a bonus every six months for their safety record along with a safe driver's certificate that was presented with the emblem.

In a letter of congratulations that accompanied presentation of the emblem to Edwards, General Manager Westcott said: "I wish to extend my congratulations on this exceptionally fine record and hope you will be able to continue to extend further this period of no accident driving."

Awards for four years of safe driving went to Edgar F. Conant, Freeport, 182,476 miles; Robert E. Leighton, Portland, 154,308 miles; Vernon J. Murphy, Auburn, 190,329 miles; George E. Rollins, Vassalboro, 231,629 miles.

Three year award winners were:

- Robert A. Hattie, South Portland, 126,663 miles;
- Bert S. Shepard, Bangor, 123,232 miles;
- Robert E. Anderson, Harrison, 91,019 miles;
- Ervin R. Carter, Augusta, 65,505 miles; Duane A. Chase, Dover-Foxcroft, 91,571 miles; Leon M. LeClair, Augusta, 59,367 miles; Joseph A. Smart, Yarmouth, 62,927 miles.

Two year winners were:

- Wilbur C. Bryant, Ogunquit; John R. Clark, Portland; Damon E. Cunningham, William A. Donovan, Burton W. Gay, all of Augusta; Lester H. Grant, Portland; Warren L. Hall, William F. Hale, both of Augusta, Warren E. Libby, Scarborough; and Morton K. Call, Bangor.

Safe Driver Emblems Awarded

Safe Driver Emblems Awarded

Bangor Night Crew Saved Buses

By Lucille Bridge
Transportation Company Reporter

Heroic and swift action by the night crew of the Transportation Company's Bangor bus garage resulted in the saving of all bus equipment there July 6, when a raging fire laid waste a quarter mile of the city waterfront. As the oil-fed conflagration raced through the district, levelled warehouses and oil and coal storage depots at a loss of $1,500,000, Mechanics Basil Byther and Reginald Hutchins under the direction of Foreman K. O. McNally and assisted by Operators B. S. Shepard and E. F. McNally, were

THE MORNING AFTER Bangor's waterfront was a smouldering ruin. Note the gasoline storage tanks still intact
faced with removing all the rolling stock from the garage.

The rear wheels were off one of the buses and the mechanics raced to install them, driving it out within seconds before the entire area, nearly two city blocks long, burst into a roaring inferno.

The crew worked under the threat of their lives as firemen fought to keep four huge gasoline and fuel oil tanks of the Charles Murray Company nearby from exploding. Had the tanks blown up, the whole area would have been obliterated.

Newspaper reports said blast after blast shook the area while the crews worked to remove the vehicles. The fire fed on drums of gasoline, kerosene, fuel oil and anti-freeze stored in the Murray Company building.

A shift in the wind also sent the fire pushing south shortly before midnight, and consumed four buildings before firemen made a last-ditch stand in the gan between the Coffin and Wimple Company building and our new Bangor Freight Office, itself destroyed by fire last year.

TWO LIFE SERVICE PASSES ISSUED

Completion of 100 years of railroading was represented in June when the senior conductor on the Portland Division and one of the senior locomotive engineers received 50-Year Gold Letter Life Service Passes.

Number 133 went to J. Alton Emery, conductor on Trains 7 and 24, Portland to Farmington. "Al" began his railroad career as a trainman at Portland in June, 1899, and was set up to conductor in December, 1902. For many years previous to his present duty, he ran on Trains 11 and 16.

Number 134 went to C. W. "Cy" Shaw, Bangor, engineer of Trains 16 and 15. "Cy" started out as a brakeman on the Eastern Division in 1899. The next year he switched to firing and was set up to engineer in 1905. He has run on the Portland Division since that time.

Maurice Bisson, 73, retired July 1 after 50 years as a machinist at the Waterville Shops. Bisson began his career there as a machinist helper in 1899. Assistant Shop Superintendent Wilbur C. Lunt presented him a purse, pipe, and can of tobacco on behalf of his fellow employes.

Charles E. Lombard, 67, of 178 Clinton Street, Portland, carman at Rigby, after 33 years' service.

Milton K. Colford, 60, of Kearsarge, hostler at Bartlett, N. H., on disability after 58 years' service.

Luther Buckmore, 72, of South Gardiner, former trackman at Woolwich, after brief service.

Eugene L. Jewell, 69, of 36 High Street, Fairfield, former yard clerk at Waterville, after 35 years' service.

Percy J. Sutter, of RDF 5, Gardiner, trackman on the Portland Division, after 35 years' service.

If you're hauling short weight you're hauling it for nothing.

That's the basis for one of the most important and yet little known jobs along our system—scale inspection.

Relatively unnoticed by most of our employees, the multitude of scales from the more than 200 small portable scales in freight houses to the heavy track scales, constantly are being checked, cleaned, repaired and tested for accuracy.

Scale Inspector Basil M. Coggins, assisted through the Winter months by O. C. Elliott, holds the responsibility for this job.

Nineteen heavy track scales at points on every Division and most branch lines are tested by a special 62,000 pound test car—No. 650.

Every pound of weight that goes on the car and every pound that comes off must be weighed and recorded so that the car's exact weight is known at all times.

And, the scales must not only be accurate to conform with the requirements of our shippers, our railroad and the many town scales of weights and measures but also to the rigid requirements of the National Bureau of Standards which permits a tolerance of only two pounds in every 1,000.

The special block weights used by Coggins to balance and test scales are accurate to within one-tenth of a grain. These blocks are shipped around the system in special containers to retain their perfect testing measurements.

(Continued on Page 11)
A Cuban Booster

Current efforts to “Boost Maine” by our Governor and other interested persons should receive a lift from this complimentary letter received by General Passenger Agent H. J. Foster from an editor of a Cuban newspaper.

“Gentlemen in charge Tourist and Travel Dept.”

I am writing to you because I should like to know the MCRR; when I was a little children I with my late father in a trip from Canada to Boston and I remember as a dream that Maine is the prettiest state of Union, has charming landscapes that I can never forget.

Perhaps, if I can, in 1949 or some year to come, I may start a trip again; please sent me a booklet of territories traversed by your R.R. and folders of Portland, Old Orchard Beach, Bath, Machias, Eastport, Lake Sebago, Auburn, Poland Spring, Augusta, Waterville, Rumford, Bangor and Skowhegan, this are my probably stopovers.

Please accept my thanks, I’ll be very much obliged to you. Excuse me if I’m miswriting English. I’ve learned self-taught in spare time, when others goes to fun and to dance.”

I am Gentlemen, respectfully yours

s/ Andres Pascual
Asst. Editor
El Gibareno
Gibara, Cuba

The Pennsylvania Station in New York City handles daily an average of 300 passenger trains, including suburban, and more than 322,000 passengers, the greatest number for any passenger station in the United States.

New Buses Enter Service

Six new buses were put into service by the Maine Central Transportation Company last month coincident with increased Summer business.

Addition of the three new, 37-passenger GMC diesels and three new, 33-passenger Flexibles, brought the MCTCo. fleet to 60.

Featuring the most modern safety and passenger luxury equipment the new buses include full reclining seats, solarium type front windows for maximum driver-vision, and pleasing pastel color combination of seats with interior panels.

Special glass wool insulation throughout eliminates engine and road noise from the passenger compartment. The interior floor covering is attractive linoleum, the deluxe reclining seats have foam rubber cushions, are upholstered in mohair with padded arm rests, and have a two-position foot rest.

Nineteen directional beam type reading lights are mounted in the angle panel under a package rack, one at each two-passenger seat and with two switches for individual control.

Two motor driven ventilators suck in 420 cubic feet of outside air per minute that is evenly distributed throughout the interior by air ducts built into the package rack.

The new equipment entered service on our regular scenic routes but also is available for one day tours and special charter service.

THE COVER

Clarence W. Edwards of Turner, Maine Central Transportation Company bus operator, receives a Safe Driver Emblem representing nine years of accident-free driving from bus company General Manager Edward D. Westcott, Operator on the Lewiston-Bath-Portland run, Edwards topped 24 other operators with 387,168 safely driven miles.

SCALEs

(Continued from Page 11)

Track scales must be tested twice a year, rust chipped off, “loops” cleaned and “pivots” sharpened. Track scales are located at Rigby, Waterville, Bath, Rockland, Bartlett, N. H., Rumford, Livermore Falls, Lewiston, Bangor, Old Town, Mattawamkeag, Vanceboro, Eastport and Calais.

In addition there are more than 125 freight house scales and the previously mentioned portable scales, which must have scale beans polished and numerals filled in for easy reading. The counter weights must be checked. Often these are dropped and chipped. Holes are bored in them and filled with lead shot to replace lost weight, or left as holes to lighten the weight as indicated by the testing.

Scale Inspector Coggins has 22 years’ service with the company.
Come To The Fair!

OUR RAILROAD is well represented at the 1949 Chicago Railroad Fair in combination with the Boston and Maine and other Eastern Railroads. (1) Our representatives George Hibben, Chicago, left, on duty at the Eastern Railroads Exhibit and Miss Betty Bowman, Boston, right, on duty in one of our deluxe coaches at the Car Exhibit. (2) "Genial Joe," a giant nine-foot robot who answers questions of visitors at the entrance to the educational and institutional center of the Eastern Railroads Exhibit. (3) Tall signs of the Maine Central combined with the B&M and those of other eastern roads. At right a picture of our Flying Yankee. The photos advertise the industrial East. (4) Miss Bowman, right, in our deluxe coach “Snowbird,” part of a composite train made up of the modern railroad equipment now in service on the nine Eastern railroads participating. (5) Outdoor restaurant at the Eastern Railroads Exhibit. (6) The model railroad at the Eastern exhibit where miniature trains of the Eastern roads are operated.
June graduates at the University of Maine included Frank Foster, Jr., son of Frank Foster, mechanic at Bangor Garage, and William Warren, son of Lawrence Warren, bus operator on our Portland-Bangor line. Foster has accepted a position with the Goodrich Tire Co. Warren has been driving the Bangor-Calais line.

Our family grapevine.

Eugene McNally and family have moved to their summer home in Hampden. Gene is on the Bangor-St. Stephen line. Operator Walter Crane has purchased a new car. Eugene McNally and Walter Crane attended a Boston Braves ball game with a young couple from Bangor on June 9.

Arthur Hatch and John J. McLaren have been employed as bus operators and Miss Winifred C. Violette has been hired as stenographer in the general manager’s office. Among those on vacation: Bus operators Ervin Carter and Donald Delehanty; Portland Garage mechanics Warren Streut, Arnold Wiswell, Eugene Podziak, Laurence Trout, and Assistant Foreman at Portland, Lionel Goddard. Donald Rowe, mechanic at Bangor garage, and family are spending the summer at Pushaw Pond.

By Lucille Bridge and Jack Hayes

June 17 at a Bangor hospital. Jim is a driver on our Bangor-Calais line.

The Bangor Relief Train will soon have returned to service, having repaired the track from Bangor to Woodland which stopped rail traffic to Woodland for three days beginning June 29. The damage was repaired by crews from Bangor with P. D. Gross and L. D. Smith, foreman in charge.

Vacations in July: Conductors R. E. Hall and T. J. Taylor; Carman W. Hanson and Cashier P. D. Adams.

Bangor Car Department

By C. A. Jeffers

Commentation should be given to the following employees, members of Foreman Pearl L. Martin’s stone crew: Frank W. Lawrence, Alvah P. Griffin, Calvin L. Tracy and Lionel R. Bernier. The above crew happened to be held on Track 35, Freight Yard, June 5 when the fire broke out on the Bangor waterfront. As is well known, embers and sparks were carried a considerable distance, some lighting on the river bank in front of repair shop and dry wooden cars. These men got hose and fire extinguishers in the repair shop and extinguished several potential fires.

The following employees have had their annual vacations since the last edition of the magazine:

Carmen Linwood J. Conners, Hartley J. Bell, Frank J. Stubbs, Ralph B. Berry, Harry L. Burnham; Carmen Helpers Chester A. Welch, William E. Ratcheller; Coach Cleaners Herman A. Gonyer, C. A. Flewelling, George L. Jean Vaudette, A. J. Duplessa, B. L. Koemlynsky, Charles L. Stubbs, R. F. Berry, John A. King, and your correspondent.

Ira B. Mann, retired carman, recently called on old friends at the repair track. Looks good and says he feels good.

The Bangor Relief Train will soon have acquired the “New Look”. All cars of the train, including the “Big Hook” or crane are being renovated inside and out. Carman William L. Conners and Helper Willard A. Kingsbury are doing most of the work.

Bangor Motive Power

By Charles H. Leard

Congratulations to Portland Division Fireman and Mrs. Frank J. Breau on the birth of a son Robert J. Breau, June 21.

Another proud grandfather is William M. Rice, caretaker of the Bangor box house, of this husky, Richard D. Simpson, age two months. Mommy is Mrs. Norman Rice, the former Mary Agnes Rice.

Mrs. W. H. McKay, wife of Operator Mc- Kay, Calais, attended the American Legion Convention at Old Orchard Beach.

Mr. and Mrs. Stuart Herbert, Portland. "Stu" is chief stenographer in the general manager’s office.
COVERING hundreds of miles throughout the state is Carmen Walter Peabody, road repairman, with his trusty truck.

A WASHINGTON COUNTY pond delivered up this fine string of fish to Machinist Sylvio Demers, right, Rigby, and his brothers-in-law.

Frank Kane while he was on his vacation. Clerk Earl MacFarlane of the Freight Department subbing for Joe.

Charles Flaherty, son of Foreman Mark Flaherty is progressing nicely after his long period of illness.

A recent visitor at the engine house was James Henderson, Foreman of one of the Roundhouses at Boston. He and James Marcroft attended diesel school together. He was on his way to Bar Harbor.

We were sorry to hear of the death of Boilermaker Helper Irving Whitney's mother who had been ill for some time. A floral piece was sent to the funeral.

Machinist Theodore Cote announces the marriage of his daughter Beverly Cote of Westbrook to George Webster of Portland, July 16.

Laborer Milton Coombs has at last decided to take the important step in his career on July 23 when he is to marry Rita Larson. Milton is probably the most married man at the engine house as we have

Chief Clerk Leo Belfounatine, and Machinist Laurence Lancault have just completed the building of cottages at the lakes near Portland.

Machinist Helpers Maurice Weeks, and Joseph Ashby and their wives are on the way to the coast, leaving Portland, July 5. According to the last reports they were going through Wyoming visiting Yellowstone Park. They went by automobile and expect to be gone at least two months.


"Jimmie" DeRoche, son of Machinist Joseph DeRoche placed third in a base running contest at the Stadium.

Carpenter Edgar Dunham's little son, which was an incubator baby, now weighs 14 pounds. It only weighed four pounds at 15 months of birth.

A SPECTACULAR and Arcadian looking couple that took part in Vazoo's Fourth of July parade, drawing much attention and applause. The plump gentleman at left is Yard Conductor George Brown and the fair damsel on his arm is Charles York, B & B carpenter

Also to Machinist and Mrs. John T. McEneaney, Jr. on the arrival of bounding 10 lb. 2 oz. daughter, Margaret M., July 14.

Further congratulations are extended to Hostler Helper John H. Thomas upon his marriage to Mrs. Lelio A. Crocket the latter part of June. The couple were presented a purse by his fellow workmen.

Sympathy is extended to the following: Engine House Foreman H. R. Eames on the recent death of his mother, Mrs. Ralph Eames (Her husband Ralph was for many years a boilermaker at Bangor); Carl Crouney, former Engine House foreman, whose wife died a short time ago. DeWitt S. Richardson, for years a locomotive engineer on the Maine Central Railroad, died suddenly at his home in Bangor, July 9.

James Moriarty, Jr., son of the superintendent, is substituting in the office of General Foreman R. O. McFarady filling in vacation vacancies. Young Moriarty is a senior at the University of Maine.

General Foreman McFarady and family are spending their vacation at the cottage of Foreman Quimby, Beach Hill Pond. The general boss said he didn't do any fishing because he was too tired from supervising diesels to dig worms.

Store Department Clerk J. L. Blethen is building a new garage on his property. He has no car and we are unable to find out if he is going to keep horses or goats in the building.

Raymond S. Pettersen, son of Engineer E. J. Pettersen and wife, was a winner of a...
been trying to get him to say the word for over a year. The best of luck to you Mil­
ton and hope you are happy. The boys are giving you to.

The Welfare Fund at Rigby Engine House has paid one benefit this month and has a sizable balance to show.

The features on the accident bulletin board now show 323 days on July 21 our aim is, at least a solid year with no lost time ac­
cidents. Keep it up boys, as your efforts are what keeps Portland Terminal the top in the record for the entire year.

Local 283, of the Boilermakers Union had a big blow-out at Marsvid where they enjoyed a complete shore dinner. They were accompanied by their wives.

Machinist Arthur Shaw and Guy Briggs, carpenter, enjoyed a wonderful fishing trip to Limestone and Quebec. Their luck was fair, but they had a good time.

The auxiliary gasoline on the turn­
table has been overhauled and several changes made to better its performance and maintenance.

General Foreman Welch and Master Me­
chanic Hook were in Boston to attend the testimonial dinner given in honor of David C. Reid who is retiring.

Rigby Yard

By GEORGE MARCOFT

Yard Conductor C. P. Grimmer, East Yard, has returned from a vacation, discharged from the Maine Eye and Ear Infirm­
ity and recovering from surgery.

Yard Clerk Francis Riley is convalescing after quite a siege in the Maine Eye and Ear Infirm­ity to work shortly.

Among the yard men on vacation are: W. V. Gleason, E. W. Berry, H. M. Card, C. R. Bould, H. F. Berric, H. N. Hunter, R. E. Thompson, E. Cooper, L. S. Kelles, R. E. McIntyre, Ground Switchman B. F. Foster, and Al Kenney re­
turned to work during the middle of June after being off duty for a couple of months, and is feeling much better.

Among the yard clerks who have been on vacation recently are: Mr. and Mrs. Jack Johnson, Mrs. M. T. Mullen, Larry Malla, "Zip" Rice, and George Severy. Charlie Talbot, freight clerk, Cumberland Mills, has been employed and was discharged.

CHARLES COOK

The following clerks in the Per Diem Bu­
reaux have enjoyed their vacations: "Al" Peery, head clerk and Car Directors Howard Scovil and Frank Veilleux, Inter­
change Clerk "Peg" Flaherty and Jim Mul­
tern, Coley O'Toole and Fay Marceoff cov­
ered the vacations.

Margaret Shaparian, stenographer, as­
stistant superintendent's office, has returned to her duties after enjoying the last two weeks dur­ing the recent "dog" days, acquiring a healthy tan in the meantime.

General Yardmasters "Robby" O'Brien and Carl Ward, have returned to their du­
ties after spending a portion of their vacation at the电线 Hotel.

It was nice to renew acquaintances with several of the correspondents at the recent luncheon meeting a the电线 Hotel, especially Harry Davis of Vanceboro and Frank Carey of Rockland, first time for a couple of years we had a chance to say "Hello".

Portland Freight Office and Freight House

BY ALICE A. MCLAUGHLIN AND
MARMONIE J. QUODER

Best wishes for a long vacation are ex­tended to Mrs. Harry L. Plummer (former­
ly Gracey Kato, marine department) wife of Head Clerk Plummer, who is a patient at the Maine General Hospital; also, to An­
ge lo H. Cardine and John Conroy, loaders and callers, and Checker Clifford H. Foss, who are still absent account of illness.

Congratulations are in order to Mr. and Mrs. Henry J. Kenny (Ruby W. Hornor), who were married in Brunswick, June 26. Both young people are employed as freight clerks.

Robert Hasson, son of Head Clerk James J. Hasson, Billing Department, was discharged those on the honor roll at St. Michael's College, Winooski, Vt.


Mr. and Mrs. Michael J. Noonan, freight checker and wife, are going to Chicago, Ill. to visit their son whilst on their vacation to attend the Railroad Fair.

We extend our congratulations to Mr. and Mrs. James Pellegrino (Mary Johnson) on the recent birth of their son, and to Mr. and Mrs. Raymond F. Williams on the re­
cent birth of a son. Mrs. Pellegrino and Mr. Williams were formerly employed at the Freight Office.

Among those on vacation recently in­
clude: Freight Clerks Patrick J. Flynn, Thomas E. Dillon, Edwin C. Noyes, Eleanor F. Norton; Assistant Cus­
er, Charles A. Anderson; Watchmen George H. Colly; Load­

A good vacation is what keeps Portland Terminal the top in the sights at Old Orchard. Relieved by Operator Duanes.

Effective August 11, Westbrook and Cumber­
land Mills are combined as one.

Portland Terminal Operators

BY WILLIAM CUMMINGS

J. G. Currelly, Disbursing Clerk, has vacationed this month spending his time around the country.

Harold Petrie, second trick, Tower 5, on vacation, relieved by C. R. Frost.

L. L. Faraday, first trick, Tower 2, on vacation, relieved by C. R. Campagna.

John Conlen, first trick, Tower 4, enjoyed his vacation, relieved by R. A. Powers.

H. F. Johnson has bid in the summer job at P. A. Office.

M. J. Murphy has bid in the third trick, Tower 3.

H. B. Hubbard of RX office enjoyed his vacation, having fun in the Maine General Hospital; also, to An­
ge lo H. Cardine and John Conroy, loaders and callers, and Checker Clifford H. Foss, who are still absent account of illness.

C. F. Ogilvie, third trick, Tower 2, has returned from his vacation, leaving in the sight at Old Orchard. Relieved by Operator Duanes.

Frank P. Stuart, agent, Cumberland Mills, was off recent on account of sickness.

A. L. Shuman, relief, Towers 3 and 4, has returned from his honeymoon after touring the upper part of New York state.

S. L. Provencher, third trick, P. A. office, has returned to his job after taking a vacation in the sights at Old Orchard. Relieved by Operator Duanes.

Effective August 11, Westbrook and Cumber­
land Mills are combined as one.

Portland Division

Augusta

BY ELLIS E. WALKER

Freight Handler Leland Hopkins has been on vacation accompanied by his wife. He visited in Allston, Mass. and Providence, R. I.

Spare Clerk Horace Rodrigue has been relieved in freight house during vacations.

Gateman Hiram, Walker, third trick, Bridge St., spent his vacation around home in Brunswick.

Work on the new bridge is progressing rapidly. The middle pier is nearly comple­
ted and the steel work on East End is well under way.

Baggage Master Harvey Wilber vaca­tioned this month spending his time around his new home.

Conductor George Green is now running the road switcher with Brakenham Pratt and Green.

Clerk Telegrapher Don Reynolds was off sick a few days relieved by Operator Wen­
dall Lewis who in turn was relieved by Spare Operator Augustus Whalen.

Freight Handler Wilbur Andet spent the Fourth of July weekend visiting friends and relatives in Canada.

Rockland

BY F. L. CASELEY

Mrs. Marsha, Varner, ticket clerk, former­
ly of Brunswick, is working at the ticket office this summer. She and her husband vacation are Conductor Frank Proseco, Spare Freight Handler Stanley Freeman Knox, Operator Over­
lock, and Laborer A. M. Moody.

Conductor and Mrs. Carl Pierce attended a play at Lakewood recently.

Clerk I. F. Brackett was in Boston over the weekend to see a Red Sox ball game.

SNAPPED at Rockland while covering 55-56 one day is Conductor L. E. King.

Lewiston

BY LILIAN G. WHITE

While on vacation George Master John­
ny MacKinney and wife went to Chicago, stopping enroute at New York and Wash­
ington. Station Laborer Harold McManna substituted during his absence and Gene Veilleux was on vacation.

Clerk-Telegrapher Charles St. Hilaire at Auburn is off duty on account of eye in­
fection. Telegrapher L. E. King is substi­tuting.

Telegrapher Verne Hutchinson has bid off second trick at Lewiston for the sum­
mer.

Station Laborer Henry White has re­
turned home from St. Mary's Hospital in Lewiston.

Maurice Guevin is working in his place.

Among those on vacation are: Claim
Clarence Garfield, leading man in the Tank Truck Crew, has hunted Red Davis, chief scavenger, who in turn has hunted Checker Wallace Jewell.

Millumin Merle Beveridge has returned after a month's leave.

Carman and Mrs. Jimmie Hill have been visiting relatives in Phoenixville, Penna.

Carman Jimmy Lawrence states that fresh fish is darn expensive, buying it by the inch.

Foreman Ernest Bickford wants grass to cut, on the halves, as he has bought himself a power lawn mower.

Clerk Charlie Mitchell is in the hospital for observation.

Carman Charles Sweet has been confined to the Sisters Hospital with pneumonia.

Foreman Check Pooler has his camp on Great Pond ready for occupancy, and impressario, recently demonstrated a new water trick, thrashing a fish itself on an inflated inner tube in the water and sat there doing that he had to capsize and let the tube pull itself off.

Storekeeper George Stinchfield has recently completed a new camp at China Lake.

By G. K. STEVENS

PREVIEW OF SUMMER according to Reporter Stevens are Machine Phil "Nature Boy" Severson, left, and Electrician Fred "Atlas" Spares, right, of the Waterville Shops. Spares, as a result of his extreme musculature development, has been voted "Mr. High Voltage" of the Electric Shop.

Oakland

Not telling where he caught this nice string of trout is Blacksmith Gid Gagne of Waterville Shops. They are lying on a board 12" wide at the New England Conservatory of Music in Boston recently.

Painter Chester Craig has been in New York and returned with his daughter, Rosemary, to the Presbytarian Hospital for bone surgery in her thigh. She has completely recovered after nearly a year on crutches and will be able to return to school in the fall.

Upholsterer Ray Dillon and Carman Chris Carstenson have been in Boston attending the ball games.

Painter Helper Uncle Frank Miles has spent some time in Winthrop during his vacation building a fireplace and chimney.

Painter Helper Bert Jewell has returned from observation at the sisters.

Foreman and Mrs. Bill Otis recently observed their 25th wedding anniversary.

Painter Helper Ralph Allen has been visiting in Sebago Lakes area for a spell.

Upholsterer Leo Baker has been on a deep sea fishing trip recently. Catch unreported.

Painter Henry Pooler has been vacationing at Lake Moxie.

Swimming pool, of the mill room, who has been hospitalized with pneumonia is at home convalescing. Paul Sandy is relief broom in the mill room.

Foreman Laurence Campbell has spent a couple of weeks at his camp on Lake Embo.

Car Helper Ike Walker has bumped Phil Gooch out of the Mill Room.

Millman Gerard Gosselin has been visiting at the home of a relative recently.

Recent improvements in the Shop include 13 new Hi-Jet heaters in the machine shop by Harold Milton's crew.

Chief Clerk Herman Rines has returned after a month in Bath. He has some fine shots for sale.

Winners to date in the "Mike" Bond Sales have been Foreman J. Buzzell, Machinist Harold, Candlerouire at the Roundhouse, James Blethen of Bangor, Painter Eddie Gurski, Machinist Apprentice John McKiel, Foreman Bill Chase and three unclassified.

Carman Jack Brown has been visiting in Wisconsin.

Carman Glenn McCorrison has been confined to the Chayer for tonsil removal.

Tractor Driver Ralph Brickett and Miss Phyllis Phillips were married July 21 at Oak Park.

Assistant Freight Foreman Horace Naas has done a nice job redecorating the freight shop office.

Train Crews

By JOHN J. KEATING

Leading Signalman "Johnny" Caldwell of Brunswick had his vacation the first of July, attended the celebration July 4, at Bath.

Oakland

By M. L. SANBORN

Station Agent Arthur Marshall, attended the Lions Convention in New York City last month, where he was a delegate of the local Lions Club here in Oakland. Operator Verne Hutchinson filled in for Marshall during his absence.

Crossing Tender Harold Higgins has been seen at many local race tracks on week ends. Whether he won any money on bets or just broke even, or didn't bet at all is an unknown factor, as seldom Harold hasn't discussed it with anybody.

It is rumored around town that Haggaman Merlin O'Neal has finally fallen for a local girl in these parts. No announcement of the engagement has reached the papers as yet, but everybody is wondering when the great event will take place. Merlin held off as long as he could, but gave in after a long struggle.

Crossing Tender Walter Farren takes out his new car for an enjoyable spin every weekend.

Crossing Tender Raymond Gordon takes his daily ride to Waterville on train 5 and back on 20 each day. He must have interests in Waterville that bear watching.

Crossing Tender Frank Gage was appointed chief time keeper at the local horse pulling contest at the Portland Lions Jamboree.

Section Foreman Basil Trask reports that he expect to work out from his garden this Fall. He further tells that everything he planted came up and after much work these past weeks in the evening he expects to have a cellar full of good fresh garden vegetables.

Retired Railway Express Agent Russell Taylor is a daily caller at the Railroad Station these days.

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Engineer and Mrs. Elmer Tyler of Waterville spent the week end of July 9 at Lake View, a few miles from Milks. Retired Conductor "Herb" Corrigan and the Mrs., spent the week end of July 9 with Mrs. Corrigan's sister, who resides at Lewiston, Me.

Miss Evelyn Rines, daughter of H. W. Rines, conductor on Trains 11 and 16, spent a week end in Portland. She went to Beecher Falls, former foreman and upon the abandonment of the RR.

Upper Coos he came to Bartlett in 1933 as foreman, a job he had bid off. He is filling the vacancy caused by the unfortunate death of Foreman Albinus Nealley, June 25. Nealley entered the service as a truckman in 1932. After about four years of war service, most of it in foreign parts, he returned and served as motor patrolman between Beecher Falls and Lancaster for several seasons, finally bidding off the foreground con job at North Concord just recently.

Raymond Noble of Hiram has gone to North Concord as foreman, a job he had bid off. He is filling the vacancy caused by the unfortunate death of Foreman Albinus Nealley, June 25. Nealley entered the service as a truckman in 1932. After about four years of war service, most of it in foreign parts, he returned and served as motor patrolman between Beecher Falls and Lancaster for several seasons, finally bidding off the foreground con job at North Concord just recently.

Glad to see that W. J. Smeader has returned to work at the enginehouse after several weeks off because of illness.

Mrs. G. F. Nealley, wife of Trainman Norman Neallet, of Greenville, was visiting her parents in Keene, N. H. during the week end.

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Trackman Raymond Tripp is in the well known doghouse. He carelessly threw away a number of Mrs. Tripp's pet preserves jars and glasses. This is usually enough to start a household argument—and it did. Ray is losing it, at last reports.

Ernest Henry, who has been in the Navy for about 4 years, is home, and nearly done with this hitch. He was with the Bridge and Building department before enlisting. Ernie is undecided about re-enlisting.

**Concord, N. H.**

**By C. R. Bowker**

Nathan Currier, foreman, Section 134, Lunenburg, is off for a few weeks account of an injury to his foot.

Your correspondent would like to take this occasion to express his thanks and appreciation for the sympathy extended him on the death of his father.

Margaret Lynch, stenographer in the real estate office, is a patient at the Mercy Hospital.

Those on vacation from the Engineering Department were: Shedd, Milton, Poore, F. C. Beckwith, Mary Morse, "Liz" Lamson, Betty Alliberti and Mary Plummer.

Margaret Lynch, stenographer in the Engineering Department, spent the holiday weekend with friends in Manchester, N. H.

Veterans Hospital, Togus, for a minor operation last month are: Conductors Harry Rines, "Jim" Bruns; Trainmen Charlie Darrah, John J. Keating, Jr. ; Conductor Rines, "Jim" Kelly, Peley Bradford, Frank Fenovit.

THESE THREE adorable youngsters are the grandchildren of Mrs. William Libby on the birth of a son, July 14, who has been named Nelson James. Libby is a clerk in the freight traffic department.

Helen T. Mills, daughter of Travelling Stockkeeper James E. Mills and Mrs. Mills was married to Ronald F. Arsenault on July 9.

Purchasing Agent G. E. Nickerson is on a vacation at his Harborside home in Jamaica, B. W. I.

Whitehouse vacationed at Corvington, Va., and Gertrude G. Shinn spent her vacation motoring.


Among those on sick leave are Mrs. Anna Barnes.

Morrison, clerk, Martin A. Holmes, clerk, Katherine E. Duff, stenographer.

Hayne N. Woodbury, general accountant, and family spent two weeks at Waterfront Lake.

Mr. Alessandro Panarese, the former Francis D'Onnall of the accounting department, gave birth to a baby boy, Peter, born July 1, at Mercy Hospital.

Harry Hobson, mail room, is enjoying two weeks' vacation at his beautiful camp on Pemaquid Lake.

Mrs. Lou Halliwell is also on two weeks' vacation at her camp.

Among those enjoying two weeks' vacation from the building department, were George McGee and John McCann.

Marion Curry, has returned from a nice vacation.

Marion Curry, has returned from a nice vacation.

Among those on sick leave are Mrs. Anna Barnes.

Clerk "Bill" Harvey, freight clermits, is at Cedar Haven, with the Maine National Guard for two weeks.
You Alone

We run the risk in this country of substituting law for conscience; of feeling that passing a law makes something so. Laws are easy, work is hard. But only work, hard work, ever got anybody anything worth having.

—You can't legislate equality; people have to deserve it and earn it. Then, if they do earn it, the law can protect them in it. But the first obligation is theirs; equality must first be earned.

—You can't legislate full employment. If business is restricted and hampered, it will be able to hire fewer and fewer people. Soon there simply will not be enough tax money coming in to maintain the rest of the nation on Federal work projects or anything else. It is very much to everyone's benefit to keep private industry so prosperous it will need to employ the maximum number of people.

—You can't have high wages just by passing a law—wages have to be earned by production great enough to pay them, or else there soon will be no wages. A bankrupt corporation pays no wages, a closed factory provides no jobs.

—You can't "share the wealth," because wealth is production. Therefore, to increase prosperity you have to increase production so there will be more to share—and that can come only by hard work, not by laws.

Actually, you see, government can't do anything for you—you have to do it for yourself. That's the way any self-respecting American would want it, anyway. Government can't do anything basic for you because government has nothing except what the working taxpayer gives it, and government is nothing except the will of the people. Government can't do anything for you that you can't do for yourself because government is yourself.

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