Laying new rail between East Augusta and Waterville last month completes a project begun in 1948 that results in approximately 20 miles of new, smooth trackage on the mainline.

New 115-pound rail replaced 100-pound rail for approximately 15 miles, adding to the five miles laid last year between Kennebec and Riverside.

To the uninitiated, the two words, "laying rail," sounds brief. It's misleading. To anyone viewing 90 men with a variety of power machinery, strung out along a track at planned intervals, and each crew completing his task just in time for the next operation to take over, it becomes one of the most impressive sights of railroading.

Direct supervision of this job went to Track Supervisor Wes Martin, Brunswick, assisted by Horace Ames, assistant track supervisor and S. Sullivan, assistant signal supervisor. Utilized were Beaulieu's track crew of Waterville, Weeks' crew, Lewiston and Perras' crew, Brunswick.

Careful planning preceded the operation to insure assignment of men and machines and perfect timing as the rail had to be laid under the heavy mainline traffic.

Following the actual steps of the operation shows that first, all bond wire, anchors, must be removed, a gas-operated power track wrench removing nuts from joints.

Next, in preparation for the new rail, two adzing machines proceed along the track, adzing the ties level to receive new canted tie plates. These machine operators look like "men from Mars" with pointed metal guards over their tops, metal shin guards, heavy gloves, safety goggles and caps.

They are followed by men putting tie plugs in the old spike holes and a machine which brushes creosote over the adzed places as a preservative.

Several men move behind it dropping new tie plates into place, followed by the power rail laying machine. Here, a man places the machine tong on the previously marked center of the rail, and the engine raises the rail.

Important moment of this operation is the placing of an expansion shim on the rail-end butt by an assistant foreman who must estimate the amount of expansion necessary to the heat of the day.

When this is completed, the man then strikes a "dog" at the end of the small crane-like boom holding the rail and it drops down on exactly the right spot. Moving in then, men put on joints, insert bolts, and start the nuts on, taken over almost immediately by men with the power track wrench and tightened up. Following men straighten the tie plates and set the rail to approximate gauge.

Then a crew of about 12 of the most experienced and best men with a foreman, take over. Their job is gauge spiking, and after hammering their spikes in, there must not be more than one-eighth inch tolerance in the rail gauge.

Continuing the operation, spikes are set up on the remaining unspiked ties, compressed air spike drivers push the work along, rail anchors are put on, and finally a rail-end hardening machine moves in to treat and harden the rail ends by means of a welding type flame.

Throughout this entire operation move the men of the signal crew.
When old rail is being taken out they remove "bootleg" wires and anything which might interfere. When the new rail is being laid there must be a signal man at every place where an insulated joint is to be installed. They also follow as close as possible to the laying crew, drilling rail for, and inserting, bond wires.

This planned and timed system enables Maine Central crews to lay an average of one mile of track a day, or two miles if laying one string of rail.

Tying up the loose ends also is important. Old rail must be classified as to whether it is usable on the main line, on side tracks, or is scrap rail and must be picked up. With the re-spacing of joint ties the Engineering Department has completed another job successfully.

RR Supers' Club Officers Plan Season Program

Plans to hold the first meeting of the Railroad Supervisors’ Club in October at Waterville were discussed at a dinner meeting of the club officers and executive committee in the Pilot's Grill, Bangor, last month.

It was voted to hold a "Bangor" night and a "Bangor and Aroostook" night during the season. Those attending were I. A. Furrow, president; W. J. Russell, Derby, vice president; L. W. Sparrow, Waterville, secretary; C. H. Leard, Bangor, corresponding secretary; R. L. McGarvey, Bangor, treasurer; K. P. LaMont, Chick Rogers and John A. Abbott, all of Waterville, and Carl P. Davis, Bangor; members of the executive committee.

Heavy Diesel Repair Completed at Rigby

The first heavy general diesel repair work undertaken at Rigby Engine House was completed recently under supervision of Diesel Foreman Jim Brice.

Switcher 1003 received the mechanical face lifting with installation of a new main generator. An example of the precision requirements of the job was the deflection allowance of only one and one-half thousandths in bedding down the seven-ton generator.

Also installed were new bearings, cylinder frames and liners, rings, valves and new traction motor blowers.

The 13-year-old engine is still operating with its original air compressor.

Brice pointed out that successful completion of the project was gratifying in that the Rigby Terminal is not equipped for heavy diesel repair. Rigby mechanics also were afforded an opportunity to gain experience on that type of repair.

A PLOT

We’re indebted to that folksy and erudite neighbor of ours, the Belfast & Moosehead Lake’s "Waycar" for this tidbit: Seems the ICC account for loss and damage is 418. Our Freight Claim Agent H. N. Tukey attended a reception at a Bangor hotel recently for another railroad official and topping over, was assigned—of course—Room 418.

BRUSHING UP on operating rules around the system last month were employees at Waterville, Bangor, and pictured here, a class at Portland. Rules Examiner E. H. Winslow is at left in background. Right, is C. L. Quigley, safety and fire prevention agent. The two officials divided three-hour classes from 9 a.m. to 9 p.m. for a week. Winslow initiated the tour to prevent laxity in observing rules.

Railroad Award Climaxes Readfield Day

Award of a Silver Cup to a 14-year-old Kents Hill honor student for her winning entry in a Letter-Writing Contest sponsored by our railroad, climaxed a colorful Community Day held at Readfield, August 13, commemorating the 100th anniversary of the entry of the first train into Readfield.

Winner of the cup, Annette C. Oldfield, is a popular and attractive scholar in Readfield and was promoted at the Kents Hill School with the highest scholastic average in the freshman class. She is the daughter of Mr. and Mrs. Donald Dodge.

The Letter-Writing contest was open to boys and girls of age 16 and under. The contest subject was: What the Railroad Has Meant to Readfield in the Past 100 Years. Entries were received from the many summer camps in the area as well as from boys and girls of the town.

Three well-known Maine men serving as judges for the contest were Robert B. Beith, managing editor of the Portland Press Herald-Evening Express; Caleb Lewis, managing editor of the Waterville Sentinel; and Earle Doucette of the Maine Development Commission.

George P. McCallum, Magazine editor, represented the railroad and presented the cup to Miss Dodge before a gathering of more than 500 Readfield citizens in the Newton Auditorium, Kents Hill.

Miss Dodge’s winning letter follows:

"Some of the older citizens of the town, such as the corn canneries, cheese factory, and woolen and grist mills, were put on higher standings as the railroad made it easier to find better markets for their goods.

Today the railroad finds Readfield different in many ways, but still depending on its constant service. The Maine Central Railroad has contributed a service that will be remembered forever by old and young alike."
Making “Summer In New England”

Civic organizations and clubs throughout Maine, New Hampshire, Vermont and Massachusetts may have a pleasure-packed evening for the asking this year with the completion of the Maine Central and Boston and Maine’s new color film, “Summer In New England.”

A brilliant showcase of New England’s recreational gems filmed in beautiful color by Publicity Manager George H. Hill, “Summer In New England” is a vivid portrait of the coast, lakes, and mountain regions of the states we serve.

A glimpse behind the scenes at a Portland radio station last month showed the immense amount of effort and technical perfection necessary to bring forth the film as a public service. It promotes the entire New England area and emphasizes the excellent and fast service to these points provided by our railroad.

Now ready to record the sound track, technical personnel swing into action. Hill arranges the movie projector to show the silent film on the studio wall. A battery of microphones are set up; recording equipment checked and ready; electric cords criss-cross the studio floor.

At a table microphone beside a small reading lamp silently rehearsing his script is Stu Henderson, one of Maine’s most popular radio announcers, and manager of Station WQGY Bangor, who will narrate the film.

His table is faced so that he may glance up as the film unwinds, timing the narration with the scenes being shown.

In another corner of the studio is Bert Murray, well-known performer on the railroad sponsored, three-weekly radio show, seated at the Hammond electric organ.

Hill starts the projector, nods to Murray and the rippling, swelling tones, of “In The Good Old Summer Time” pour forth and words flash on the screen: The Maine Central and Boston and Maine Railroads Present—Summer In New England!”

Then unfold the breathtaking views and action pictures that is the beauty of New England—the artistry of Portland Head Light; the vastness of Old Orchard Beach; the quaint beauty of Port Clyde, Friendship, Tenant’s Harbor; the famed beauty of Camden, Boothbay Harbor and Frenchman’s Bay; the monumental ledges near Wiscasset. Up into the lake region—the cool placidity of Belgrade Lakes; a salmon rising to the bait at Moosehead.

Railroad men may wish to show this film to their service clubs or organizations this year. The film is available on request to those having suitable 16 mm and sound equipment for showings. For large groups, the railroad Publicity Department will send a projectionist with proper equipment.

Other films available include “Wheels A’ Rolling,” a color film of the famed pageant at the Chicago Railroad Fair; “Big Trains Rolling” and “Mainline, USA”; two color sound films produced by the American Association of Railroads; and a third film, “Your Railroads and You.”

An itinerary for showing these films during the Fall and Winter season is already heavily booked. Persons desiring to obtain a film for a specific date should write as soon as possible to Publicity Manager George H. Hill, General offices, 232 St. John St., Portland.

Newsman Rides Rockland Diesel

(The following front page feature story and photo appeared under the byline of Staff Writer Sid Cullen in the Rockland Courier-Gazette)

Life began at 7:40 a.m., train out of Rockland are to be taken as uttered. As ked what he thought of the new GM Electro-motive diesel, he came back quickly with “Gee I started railroad service 50 years too soon.”

Wednesday morning, the writer rode the cab of the diesel engine with Marsh and his fireman, Leland Philbrook of Warren, on the morning run out of Rockland. The trip was partly to get a story on the new type of service on the Rockland branch by the Maine Central and principally to get the reaction of a veteran railroad on the diesel engine.

Marsh, who has been on engines of the system since 1897 when he went firing out of Farmington and Philbrook who has 31 years’ service, both take to their diesel like ducks to water.

Both have spent years in steam. Philbrook bailing coal to hungry engines and running as engineer alternately, and Marsh at the throttle all but three of his years.

The station was a beehive of activity as truck after truck of Railroad Fair; “Big Trains Rolling” and “Mainline, USA”; two color sound films produced by the American Association of Railroads; and a third film, “Your Railroads and You.”

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Portland Armstrong's Renovated

A $50,000 renovation of the Armstrong Company's restaurant at Portland Union Station was completed recently and enthusiastically received by the traveling public.

A new feature installed was a soda fountain and salad bar operated independently of the food service where travelers may obtain a quick snack, sandwiches and sundaes.

A new "bay" type counter increased the restaurant's seating capacity by more than half with each "bay" or unit designed to be self sustaining. Each has its own refrigerator for butter, milk, and condiments while china and silverware are at the waitresses' fingertips.

The entire kitchen unit including a huge refrigerator, is of stainless steel and a new broiler was added. The most modern type suction fan and filter arrangement whisks cooking odors away immediately.

Attractive interior decoration has three-quarter walls of light maple formica contrasting with the walnut finished formica of the counter. Sections of pale yellow and silver wallpaper, combined with canary yellow venetian blinds top off the soft color scheme.

A table service in the rear of the restaurant has seating capacity for 22. Also attracting attention is a large show window facing the station interior and stocked with gifts and souvenirs. Austin H. Pride is the restaurant manager. John Morse is the company representative.

ALIBI

Prosecutor: "Now tell the court how you came to take the car."

Defendant: "Well, the car was parked in front of the cemetery. So naturally I thought the owner was dead."

Do you remember?

—When all the passenger coaches of the Maine Central were painted a brilliant yellow?
—When freight cars not equipped with air-brakes were known as "bald heads"?
—When the caboose was called the "saloon car"?
—When there were track pans on the Maine Central so engines could take water on the run?
—When train orders instructed trains to "cross" instead of "meet"; and to run "wild" instead of "extra"?
—When a blue flag was used as a train order signal at stations?
—When passengers for Boston had to change cars at B. & M. Junction?
You do? Then you're an old-timer, too!
—William A. Wheeler, Associate Editor Emeritus

Among Those Retiring

Henry A. Doyle, 69, of Main Street, Bartlett, N. H., a stationary fireman in the engine house there, after 31 years' service.

Thomas V. Daily, 61, of 16 Union Street, Waterville, locomotive engineer, on disability, after 36 years' service.

Howard J. Shaw, 67, of 99 Main Street, South Portland, machinist helper at Rigby, after 26 years' service.

Raymond B. Glendenning, 67, of Bartlett, after 48 years of service as a wiper, section hand, watchman, engine inspector and machinist helper.

Dean H. Farnham, 64, Brunswick, conductor, on disability, after 36 years' service.

Edward A. Barrett, 63, former telegrapher at Gardiner, after 44 years' service.
WE PROSPER TOGETHER

A recent commercial message from the Railroad Hour program pointed out to listeners the major part played by railroad workers in the national economy.

Statistics showed that every two and one-half seconds somewhere in the United States a railroad train starts out on its run, and that for each of these trains, it takes more than 35 employees at work on them. This includes not only the men who actually operate the trains, but also the workers in yards and terminals, stations and shops.

All these people add up to more than one and a quarter million railroad employes who contribute to the safety and welfare of the thousands of towns, cities, and communities in which they live.

By furnishing these jobs and paying wages amounting to almost half of every dollar they take in, the railroads and its employees who spend the money largely where they live, contribute vitally to supporting business everywhere.

Railroad employment, the message pointed out, depends largely on economic conditions and the number of railroad jobs swings up or down with business—that's why it's important to make people understand that railroads must be reasonably prosperous to be able to contribute in full measure to national employment.

LAST CALL!

Midnight, Sept. 15 is the deadline for entries in the Snapshot Contest. Send yours today. You may win a cash award.

PROTEST NOW

You with the striped cap — you reaching for the telegraph key — you penciling figures on an accounting form.

Have you gotten so used to paying taxes that now, though you don't realize it, you're paying money to undermine your own job and security?

The Federal budget this year is almost 42 billions of dollars—that's equal to $60,000 for every day of every year since Christ was born.

Of that, an estimated $301,000,000 will be spent this year for civil aviation and $121,000,000 for carrying mail. That's not counting a billion dollar plan for another Federal agency to build new airports and improve existing ones.

And don't let those seemingly un-real figures make it seem far away from you — you're giving approximately one-fourth of your income to it.

Don't just shrug it off. You're the taxpayer. It's your money and you elected a man to Congress to represent you. Sit down now — write him a letter — tell him to protest. We must make ourselves heard!

THE COVER

Scudding clouds, blue skies and warm landscapes bid our vacationists goodbye with regret this month. Gateway to the coastal and recreational areas of Northern Maine, Bangor Union Station, pictured here in the waning sun of late September, was host to the annual exodus. The picture was taken from Brewer Bridge looking west.
TWO OVAL beds of petunias, carefully planted by Agent Frank Carsley, rank the impressive entrance to our Rockland station above, and draw approval from Summer visitors. AT DEERING JUNCTION, below, prolific gardener Tom Roche, store department foreman, has beautified this corner of the warehouse.

THE OAKLAND GARDEN CLUB beautifies our station annually with window boxes of petunias and plants of every variety. AT READFIELD, center, Agent C. A. Poor turned this barren spot between the station and tool shed into a riot of larkspur, hollyhocks and marigolds. And below, Roche's extensive rock garden at Deering Junction.
Among those on vacation recently were Dispatcher J. Hendrickson; Conductor J. C. Crook; F. R. F. Leap; S. P. Mccluskey; Yard Conductor C. T. Angell and Switchman J. F. Hynes.

Bangor Car Department

By C. A. Jeffers

A new arrival to Maine Central family August 4, 1949, was baby girl, Constance Joan, born August 15.

Ellie’s Signal Crew is working between Mattawamkeag and Wypitooktip installing insulated joints, underground cables, etc., for new track sections, and setting up signal masts for the new color lights signals which are a service between those two stations in the near future.

Signal Maintainer John Young of Bangor recently returned from a vacation which he and his wife spent traveling through Quebec, Ontario, and New York State. While on this vacation they took a boat trip through the Thousand Islands, Lake Ontario.

Walter Floyd, retired trackman, who is widely known around Bangor, is making a trip this summer to Boston and Washing­ton, D.C. He is a Philadelphia baseball fan and can see his favorite teams in action while on this trip.

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trips to various sections of the state or the country. While others have used their time off to good advantage in making repairs on their homes or cottages at the various lakes. All have had exceptionally good luck.

Daniel Malla, son of Martin Malla, who recently graduated from Portland High School with honors, plans to take up further study at the State Teachers’ College in Augusta. Intentions are to teach manual training and mechanical drafting either in the public schools of the state.

Foreman James Marcroft’s daughter, Roberta, is suing into her wedding and the marriage of adding machine company’s school, as soon as the one of our safety meetings a rather impressive ceremony took place when wadding gifts were presented to Mr. John Malla. This lamp would have to be seen to be appreciated. It was constructed of laminated woods of different colors which were so blended as to show a charming effect pleasing to the eye of all observers.

Spare Foreman James Mudd has the honor of having the first ripe potato from his garden.

Laborer Raymond Thompson and Mrs. Thompson have returned from their honeymoon trip to Los Angeles. Calif. They were

accepting a position with the aeroseal lines of the Sperry Gyroscope Company at New York. Long Island is John W. Stevens, son of Machinist and wife of Alta Stevens, South Portland. He was graduated by the engineering degree from the University of Maine. Previously he was a member of the American Institute of Electrical Engineering and Beta Theta Pi fraternity.

gone two weeks and enjoyed all the scenic beauty of the state.

Born to Janine Jackson, daughter of Machinist William S. Jackson, South Portland, March 10 were twins, a boy and a girl. The name of the new babies were two weeks old, and that was last week.

Trailing a Brick

Rigby Yard

By George Marcroft

Mrs. Clarence Smith, wife of Yard Conductor Smith, has arranged the Croaker Lunch, just over the top of the hill near Tower Two at Rigby, on the Main Street, for Wednesday, this week. The cook has arranged a very nice lunch menu and we all look forward to the enjoyment of this place.

The following yardmen have been on vacation: P. E. Driscoll, A. P. Skillings (The Peaks Island Skilley), F. J. Pratt, J. H. Kearsins, N. W. Pettes, Jim Tuttle, Johnnie Foley, L. A. Newton, H. Lesniewski, R. E. Arnold, Jimmy McMillan, Joe Gaynor, Fred Small and P. P. Conley. Also Assistant Yardmaster A. V. Condon and Ground Switchman George Curry.

Assistant Superintendent J. L. Quincey has returned to his duties after enjoying his vacation, spent with his daughter and son-in-law, Mr. and Mrs. Albert Thompson, of the hotel. They had a nice vacation motor trip to the west coast. They visited all points of interest from a 9,000 mile auto trip to the west coast. They enjoyed the city and return on the train.

Mr. and Mrs. Joseph Haverty are spending a vacation in town. Haverty is a conductor on the Mountain Avenue line, and his wife is a nurse in the Denver General Hospital. They have been married about two years.

By John J. Kehating

Conductor Earl-Bickford of Waterville, with the Mrs., had a nice vacation motor ing all over Canada and stopping only when night took over their motor. Incidentally “Bick” and the Mrs. are motoring in a new car.

Sympathy is extended to the family of Retired Conductor Tom Kennedy, who died early in August. Tom operated out of Boston and was a long time a long period.

The Pullman conductors on Train 23, Boston to St. John, are Clarence Whitten, Charlie Wood and Jack Gunn. The Bangor conductors on the same train, were held by Charlie Dobbin, Frank Judkins and Dick Howden. Retired conductors on the Boston district roster.

Retired Engineer and Mrs. Percy Bradford of Gorham, have recently graduated from South Portland High School with honors, plans to take up further study at the State Teachers’ College in Augusta. Intentions are to teach manual training and mechanical drafting in the public schools of the state.

The Pullman conductors on Train 23, Boston to St. John, are Clarence Whitten, Charlie Wood and Jack Gunn. The Bangor conductors on the same train, were held by Charlie Dobbin, Frank Judkins and Dick Howden.

Center of attraction in this cute photo is Mrs. Clara Neelyell, wife of Trainman G. F. Neellyell, Bartlett, with a neighbor from Sanborn, Hamcook, and a friend, Diana Howard of Glen is at left.

Ray Tripp, trackman, has finished his vacation. He had a very good time visiting with friends down Bar Harbor way. The lobster surplus was taken care of by the Mrs. and Robert Burns, former engine house foreman here, visited town recently.

Leon Lemburn, who is a trackman, is having trouble with a sore shoulder and has been off duty for about two weeks. Pleased to learn that he is gaining, however, and expects to return to work soon.

A meeting is scheduled for the not too distant future to line up the dates for the matches.

The Machinist Helpers Joseph Ashley, Maurice Weeks, and their fellow workman, Frank Kane, returned from a 9,000 mile auto trip to the west coast. They visited all points of interest in the far west of Oregon. Their trip took about three weeks. They plan to return next month.

Clark John Welch is subbing for Al Miller while he’s on family vacation.


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relatives of Retired Conductor John Barker of Rumford, who died August 10.

A few had their vacations during July are: Conductor Batley, John McMillan, Conductor Libby, Jim O'Brion, Arnold Miller, Norman Mosengale, Bob Seymour, Eddie Gurney, Al Atkins, Conductor Dick Moreland, Al Spencer, George Green, a member of the "One Man" crew, Glenn Merrill, John Oakes and Ken Nutting.

Sympathy is extended to the family of Retired Conductor Arthur Johnson, who died July 22 after a long illness. Arthur had all of our passenger trains, Portland to Bangor, and Portland to Waterville, at different times during his many years of service.

Miss Agnes Conway of the Armstrong New Co., at Bangor Union Station, enjoyed her vacation with relatives in New York. A. K. Thompkins, agent at Burnham Junction, enjoyed his vacation the last of July. Acting agent was "Phil" Carr.

Station Baggage Master Harold McMann, at Lewiston and the Mrs., made a train trip to Bangor and St. John's during the last of July.

Conductor Tom Taylor of the Eastern Division spent his vacation at his camp at Pushaw Pond. To make it more enjoyable his daughter from Raleigh, N. C, spent the entire time with him.

Jim Burns, connected with the mail room at Portland Union Station, with Mrs. Burns, left Portland May 23 for Montreal, sailing to New York, Ireland; Aberdeen, Wales, and Scotland. From England he purchased a pair of children's shoes as a gift for Inspector John Dellow's baby; an antique and saucer for Mrs. Bob McDonough, wife of the baggage master, and a box of hard candy made only in Blackpool for General Foreman Guy Clark. They arrived back in New York August 8.

Inspector Dellow at Union Station had his vacation the third week of August, but was doing Army duty with the National Guard at Camp Edwards.

Conductor and Mrs. James Plummer had a plane ride recently, Portland to Bangor. A friend of the family en route to Canada landed at Portland airport called them on the phone and extended the invitation.

Waterville Station and Yard

By M. W. Flint and M. M. Phelps

Connie Binette with Elaine Kervin recently spent a week at their family home in Winthrop.

Harold Milton is sporting a nice new car, as is Harold Thong.

Baseball is quite a profitable sport for Plumbing Foreman Ralph Snow.

Charlie Rivers recently moved his family to a new house on Main Street.

Marilyn Phelps, who will say "I do" next spring, has returned from a week's vacation at the home of her fiancé in Providence.

Buddy Cook is covering the claims clerk's job at the freight office while Alice Jenkins is out on leave, and Shirley Barton covers the billing work.

A few changes have been made in the baggage room, with Roland Hamill covering second trick and Johnny Dutille on third.

Proud new grandparents in our midst are Billing Clerk Simeon Armstrong and Plumber James Thorpe. Members of the freight office and freight shed, and their families have been seeing sights at the annual Skowhegan Fair.

Mrs. Gloria Libbey, car clerk, and her husband, have returned from a week's vacation at the home of her parents in Oakland.

Among those on vacation from the Swimming Shop are Joe McKee and Ted McCausland.

Sympathy is extended to the family of Fred M. Elliott who died recently after a short illness. He was, for many years, assistant inspector at Waterville passenger station.

Celia Travers of Hollywood, Calif., daughter of General Agent and Mrs. H. Travers, is visiting her parents.

We are pleased to hear that Don C. Reynolds of Augusta is recovering from a serious illness requiring hospitalization at Boston.

Section Foreman W. J. Cowan was off for two weeks the first of August. He was relieved by Conductor A. S. Thrasher, Jr., of Shoppee's crew, who is on vacation in Old Orchard.

Stanley Thrasher, who was seriously ill in Waterville Hospital, is back to his studies at Clinton College.

Joseph M. Newell of Waterville is also enjoying his vacation. Assistant Conductor E. E. Newcomb and wife of Harold, are staying at Kingsbury Pond for a week. Pearly has a job as community leader back and forth to work.

Mrs. Stanley Fillmore is having his vacation and on a trip through the north.

Our sympathy to Brother Tompkins, agent, Burnham Junction, who lost two brothers recently.

C. C. Patton, night gatekeeper, is back to work after a two weeks' vacation.

Royal Junction

By P. L. Gardner

Sympathy is extended to Walter Chandler, section foreman at Cumberland Center, on the death of his wife.

Royal Junction and Cumberland Center section foremen, Conductor John Barker and Mrs. H. Barker, were on vacation.

Sterling A. Fitts has resigned as assistant signal man at Waterville, and Fred Chamberlain is working the job at present.

From a little helper are on vacation. Wallace intends to take in a ball game at Boston. Let us know what you are going to do. I am going to get back, and tell the "Major" the Braves are the better baseball team.

Lloyd Wing has returned from summer school and is putting in a few weeks on the section until he returns to Orono next month.

He was sorry to hear of the death of Arvid Blickford, former conductor on the road. He had been ill for some time after resigning.

Charles S. Innes, second trick operator, is enjoying a much earned vacation, relieved by Alfred M. Wuensche.

Deering Junction

By Tom Roche

Vacations have been enjoyed by Operator Edward Shuttery and A. J. Jabber; Clerk Arthur Stack of the station force; Conductor James MacGregor; Conductor and Mrs. H. Barker; Operator C. E. Dunn was in Clinton re-living one Sunday. Also Operator K. A. Gray.

Paul Witham has bid off and is covering temporary second trick operator at Clinton.

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Your Reporter

Maurice L. Sanborn, railway express agent at Oakland, is a comparative newcomer to our reporting staff, beginning interesting coverage of his area last fall. With the Express agency since 1935, he was formerly assigned to Waterville and has been at his present location for six years.

He's no stranger to railroading either since his Dad is agent at Bath. Here's his column.

Station Agent Arthur Marshall announces the marriage of his son, A. Marshall, Jr., to Miss Betty Goodine, formerly of Waterville, August 27. Miss Goodine is employed as a laboratory technician at the Thayer Hospital in Waterville. After their vacation trip the young couple expect to reside in an apartment on Pleasant Street.

Our baggageman, Merlin O'Neal, when questioned about his recent proposed vacation, said that we neither affirm or deny the charges brought against him. However, Merlin has us all wondering who the lucky girl is, and when it is going to take place.

H. J. Foggins, courthouse agent, has been quite lucky at some of the local race track meetings lately. It is rumored that he certainly knows how to pick the winners and he is more than just making expenses. Good luck, Merlin, as we wish to wait home after a day trying to pick a winner.

Crossing agent Walter Farren, visited his son in Brunswick this month. Walter's son is our general agent at the Brunswick station.

Verne Hutchinson, second trick operator at Lewiston, a resident of this town, spends his off days visiting at the ticket office here. He keeps us informed of any new developments and lets us know the latest news on the "hot spots" that have come up recently.

Signalman Dave King reports that he spent a few days in the hospital last month for a minor operation. He is back on the job looking hale and hearty, with his ever present cigar in his mouth, so we presume he has recovered and will live a few more years.

Section Foreman Basil Trask's son, Carlton Trask, has been honorably discharged from the Army and is now home.
**Augusta**

By ELLIS E. WALKER

**General Agent P. E. Fuller is on vacation which he will spend around home and on short trips.**

Clerk Betty Huf has returned from vacation, part spent at Ogunquit and the rest of the time exercising her car.

Operator Richard Achorn has been relieving third track and Operator Vic Atwood, second track, during vacations.

Clerk Telegrapher Ballard Fuller and H. P. Lowell, third and second trick respectively, have returned from vacation.

Mrs. Wilbur Bryant has been relieving in freight office during vacation.

Work is coming along rapidly on new bridge. Sept. "Buck" Wetterling of American Bridge Co. and his crew are now working from freight yard west of freight house.

Clerk Oliver Conn has returned from vacation part of which she spent basking on beach at Old Orchard.

Clerk Telegrapher Don Reynolds has returned from Boston following surgical treatment.

We all hope for his speedy recovery and return to work.

**Waverly Shops**

By G. K. STEVENS

Miss Dorothy Lord, RN, is in the market for a good detective to discover who the culprit was that backed his grill and headlights of her new car.

Former Paint Foreman Hal Thibodeau, who retired more than a year ago, was a recent visitor to the shops. Fred is looking and

**Rockland**

By FRANK L. CARSEBY

Among those on vacation are Conductor A. S. King, fireman and Mr. P. B. Bradford, Trainmen E. L. Willey and M. E. Johnson, Berin Jackson, general agent, former conductor and Mr. A. W. Vancelboro, called on a number of his Portland area friends recently. He resides at 30 Calais Avenue, Calais, Maine.

First Trick Clerk E. B. Russell has purchased a home on Talbot Avenue.

**Lewiston**

By LILLIAN G. WHITE

Signalman J. S. Nevins has returned home from Deaconess Hospital, Boston, where he underwent surgery. Best wishes for a speedy recovery.


Arthur J. Fournier, formerly a brakeman for the PRR, left the Main Central, died August 4 in British Columbia, where he was employed by the Pacific-Great Eastern.

Harry Ashby, driver of the Road-Job track, and Miss Alice M. Crowell were married in the Methodist Church at Vassalboro August 14. She is feeling good and has recently taken up riding in a new bridge.

George Branch, assistant freight foreman on the Rip Track, has been a surgical patient at the Sisters. He is now at home and convalescing nicely.

Robert Estabrook, former AAR checker on the Rip Track, has been reappointed and is ramrodding the Rip Track job while G. Branch is out.

Carman Helper Hollis Booker of the Rip Track is sojourning in the Tank Crew with Lars Anderson.

Tracker Walter Marston has been enjoying a vacation and E. Trask is being substituted.

Carman Arnold Giroux is contemplating the purchase of a house at the corner of North Street and Sanger Avenue, Waterville.

Former Electrician George McCausland, now diesel foreman at Bangor, has sold his home in Brewer and has purchased a farm home on the Waterville Road about six miles from Bangor.

Millman Eddie King has been in Boston taking in the ball games.

Electrician Helper John Beech and his wife Clara, Operator Vic Atwood and his wife are spending August a vacation part of which they spent boating on Long Pond during the recent heat wave.

Former Boilermaker John Cyr has been substituting for the watchmen who are on vacation.

**Wasserfall Office Force finds itself temporarily a man short.**

To right, Joseph O'Connor, typist, George A. Briery, chief clerk, Oscar Jumper, freight house foreman, Howard Hamm, claim clerk, Gene Veilleux, car clerk

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**COOLING OFF at Shibley Ford**

The recent hot spell, Signalman John Dustin put two coats of tar on the roof of his home on Pleasant St. It is reported that he didn't have to heat the tar as it was 110° in the shade and more than that on the roof. All this was done on his vacation.

Joe Ventner, section foreman for the Bingham branch, went haying on his recent vacation. He worked so hard helping out in the haying that he was glad when his vacation was over so he could rest up.

Crossingtender Frank Gage is busily engaged act as timekeeper at some of the local horse pulling events.

Crossingtender Raymond Gordon visited Waterville recently and called on a number of his old friends.

Dopsters Club has appointed Basil Trask as its new head of The Rumor Department.

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some time at the spiritualist camp meeting at Camp Etna.

Carmen Helper Bernard Wanning is building a new home on the ridge road in Fairfield.

Diesel Foreman Lou Fill is going into production of lap-eared goats.

Electrician Albert Nelson is vacationing at Great Pond.

Machinist Alden Finsmore, temporary engineer at the logging plant, is on vacation and Machinist Angelo Oliver is checking the pulse of the boilers and the air compressors.

Machinist Carroll Carey has bunted to the diesels, as have Machinists Stan Young and John Larracey. Blaine Ladd has bunted the shaper and Bryant Kent has gone into the Air Brake Room.

Former Machine Apprentice Carl Hamlin, son of Machinist Pete, has recently been discharged from the Army. He was stationed in Alaska.

Air Brake Machinist Ted Morley is really expanding his new duties, as he has recently purchased a new car and a camp at Pattee's pond.

On the sick list are Machinists Hank McCaulley, Harry Bertram and Charlie Robinson; Painter Helper Ralph Allen and Carman Elias Hattom.

Of the many friends of Frank E. Watts, purchasing agent of the Bigelow Shoe Company, Augusta, we are pleased to report that he is recuperating at his cottage at Higgins Beach.

Edith MacGibbon, stenographer in the engineering department, spent a day recently in and around Augusta.

We were very much pleased to receive a call from "Jimbo" Deane who was formerly employed in the engineering department as a clampman, now being connected with the International Harvester Company, Boston.

The th' Oregon Freight Claims has been ill at his home for a number of weeks.

CAPABLE ANGLERS are members of the Maine Central family as shown here. Left, Mr. and Mrs. Wilson; daughter of J. B. Wilson, Bangor, with one of the big togue she landed at Branch Pond. Center, the assistant shops superintendent holds the salmon as proof of his prowess to the unbelievers at Waterbury Shops. Right, J. B. Wilson displays a two-pound landlocked, one of ten fish taken in 12 days of vacationing with his son.

CONGRATULATIONS to Mr. and Mrs. George Moulton on the birth of a daughter, Donna Jean, at the Maine Eye and Ear Infirmary, August 2, Mrs. Moulton, the former Barbara Herbert, was a clerk in the General Office.

Mr. and Mrs. Conrad Mason with Mr. and Mrs. Jack Astle attended the Yankee-Red Sox game at Boston, August 11.

Willard Purington, mechanic at Lewiston, is a patient at the Central Maine General Hospital. We all wish him a very speedy recovery.

Merrill Stanley and family spent part of their vacation at Little Sebago Lake and the remainder touring Canada. Merrill is our tariff supervisor, General Office.

Operator Don Delehanty handled a group of boys from Camp Brumela on a four day canoeing trip through the White Mountains. They visited Crawford and Franconia Notches, Cannon Mountain, the Flume and Lost River. Nights were spent in the outdoor camping areas along the route.

Operator Leon Leclair returned to work August 15, after having been off duty since May 29, 1948. He sustained a broken elbow when he fell from the roof of his mother's home in Hallowell.

John J. Moores, mechanic helper at Augusta Garage, has resigned his position to accept a foreman position with R. P. Hazzard Shoe Company, Augusta.

Operator Karl Piercer has had a busy week, running his train on time, and now has an apartment ready for some good tenant.

Operator Damon E. Cunningham now sports a new 1948 sedan.

Operator and Mrs. W. F. Hale have moved from their apartment on Court Street, Augusta, to a house on Main Avenue, Farmingdale.

Four of the children of Operator and Mrs. W. L. Hall have returned to their home after vacationing in Fort Kent. Mechanic Helper Ivan Flirtlovo enjoyed a week's vacation at Old Orchard Beach and Rockland.

Others who have been enjoying vacation were: Chapter members of the Lewiston-Bath Line; Leo Parlin, mechanical Lewiston Garage; Operator George Rolfs, Waterville-Jackman Line; Portland Mechanics Thomas Frye, Rudolph Ribber, George Brackett, George Panton, William Latham; and Stock Clerk Laurel Ames.
Keeping Trains Rolling the Clock Around

BIG TRAINS MOVE BY NIGHT and Ambrose P. Rose, third trick dispatcher at Bangor, above, carefully records their progress through the dark hours.

DURING THE DAY men work constantly on track and roadbed. Above are men of Section 155, Wiscasset. Left to right, Bryan Hutchins, Henry Boudreau, Ronald Brewer, Donald Blackman and Irvin Hilton.

ON ALL SECTIONS of the system the crews move steadily about the never-ending task of maintenance. Section 28 at Royal Junction, above, includes front row, left to right, W. E. Shaw, D. E. Peterson, R. M. Peterson. Rear, Amos G. Love, M. L. Lashua and Foreman E. J. Wing.

SHARING the lonely night trick with a fast key and an ear trained to the constant clicking of the telegraph key is Operator Clayton W. Handy, third trick, Bangor.