Bowdoin, Bates, Colby, Maine

Colleges Create New Friends For Us
By GEORGE P. MCALLISTER, Editor

To the accompaniment of rustling leaves, thudding pigskins, and melodies of hallowed alma maters Maine's four colleges this month again will open their educational doors to thousands of students both from within and beyond her boundaries.

To our railroad, as in the many years past, this is annual business. The favorite mode of travel for college students, we play host to Orono, Waterville, Lewiston and Brunswick. It's also a pleasant part of our service to speed these same students home for Thanksgiving, Christmas and other holidays, as well as to provide dependable, comfortable return trips where they may spend a few hours in serious study.

Northernmost and largest of our colleges is the University of Maine where the pale blue banner waves over more than 4,800 students. On the 200-acre campus bordering the Stillwater River at Orono, students from as far away as India, Hawaii, China and Greece attend the University's three Colleges of Agriculture, Arts and Sciences, Technology and School of Education; and for graduate study or summer sessions.

A break-down of the enrollment at this 87-year-old state university shows that approximately 4,195 students are Maine residents and probable travelers over our lines.

In the New England area, 312 students attend from Massachusetts; 90 from New York; 45 from Connecticut; 15 from Pennsylvania; 12 from New Hampshire; and 15 from Vermont. In addition they come from 13 other states as far distant as California, New Mexico, Washington and Arizona.

The U of M became co-educational in 1872. Touching briefly on the university's educational facets, its Maine Agricultural Experiment Station was established by an act of Legislature in 1887. Its agricultural extension service, operated in cooperation with the U. S. Department of Agriculture, has played an important role in aiding the state's farmers through its valuable county bureaus. Increased popularity of the city manager form of municipal government has found the University out in front with its well established city manager preparation course.

In the central part of the state, Maine's second oldest college, 136-year-old Colby College at Waterville, is on the march in an expansion program that eventually will see its Mayflower Hill campus among the most beautiful in the country.

The 620 men and 430 women now attending Colby and their predecessors are old friends to the Maine Central. For many years their campus was located directly across the Main Street from our station. Our busy Waterville Shops bordered it to the east.

From its inception in June, 1818 when the Rev. Jeremiah Chaplin, a Baptist clergyman, with his family and seven students from Danvers, Mass., arrived at Waterville in rowboats after sailing from Boston to Augusta on the sloop "Hero," Colby's educational history has been colorful. Its alumni roster boasts eight governors, three ambassadors, 12 justices of Supreme Courts, 20 members of Congress.
But the real "news" about Colby is its newness. It is a tremendous and courageous attempt to build an entirely new plant after a century and a quarter by one of New England's oldest small colleges dedicated to the "liberal arts" form of education. The successful completion is being cheered on by educators and the general public throughout the country. While the Maine Central will ultimately lose its oldest neighbor, it will still be privileged to serve wearers of the blue and gray for the years to come.

Southwestern Maine is served by two colleges, the smallest and the oldest in the state. Smallest, by a self-imposed enrollment limitation to 750 students, is Bates College at Lewiston.

Bates, too, since the close of World War II, has undertaken a drastic revision of its curriculum to institute a broad interpretation of liberal arts education known as "The Bates Plan." This college is also unique in that the largest number of students are drawn from out-of-state (40 per cent from Massachusetts.) Other enrollment figures show approximately 30 per cent from Maine, six per cent from New Hampshire, 10 per cent from Connecticut and 12 per cent from outside New England.

Internationally famous for its debating teams, the maroon and gold colors entered the forensic lists in 1896. In 1908-09 Bates originated international debating when it sent a team to England to debate Oxford University. Bates debaters have since drawn from out-of-state (40 per cent from Massachusetts.) Other enrollment figures show approximately 30 per cent from Maine, six per cent from New Hampshire, 10 per cent from Connecticut and 12 per cent from outside New England.

Two Veteran Employes Join the Ranks of Maine Central Gold Pass Holders recently by completing 50 years' service with the company. 

Life Service Pass 135 went to Locomotive Engineer Edward M. Coyne, Waterville, now working the Skowhegan job. Coyne entered service Jan. 1, 1896 at Fall, Vt., as a car inspector. He changed to firing at Lancaster, N. H., in 1899 and was set up to engineer at Waterville in 1905.

Receiving Life Service Pass 136 was Frank H. Gray, for 41 years' service as an agent at Wiscasset. He began his railroad career as assistant agent at Corinna in September, 1899. He was an operator at Detroit during 1901 and in 1902 had a busy year serving as an operator at "Sand Hills;" agent at Dresden, baggagemaster at Richmond, and finally, agent at Jay. Gray became Wiscasset agent in 1908.

The hobby of Yens C. Neilson, one of our best-known conductors on Trains 19 and 8, left, with his two Boxers and Mrs. Neilson, right, with her winning Boston Terrier. The Neilsons operate Pine Tree Kennels, Brunswick, as a hobby.
One Safe Year Record of Rigby Engine House Men

Rigby Engine House employes set a safety record last month when they completed more than 365 days without a reportable accident.

This outstanding achievement in a relatively hazardous department of the railroad was directly attributed to the morale and personal interest the engine house men took in the railroad's safety program.

The current program was initiated at Rigby in 1947. During that time the men four times approached the goal, only to have an accident occur and set their safety score board figures back to one day.

Safety meetings are held each Tuesday after lunch period and those few minutes of conscientious attention enabled the men to reach a 371-day total.

The men were quick to credit Foreman Malcolm Billington who officiated as speaker at the meetings, for the important part he played in putting the safety program across. An amplifier is used to address the men, while a wire recorder proved invaluable to present special programs when a speaker was unavailable. The cry now at Rigby is “On to the second year!”

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Railroad Hour Moves To New Network This Month

“Gordon MacRae" Runs On Rockland Branch

An outstanding example of what railroad-shippers cooperation can mean is illustrated by the brochure above being distributed by the Lawrence Portland Cement Company advertising their cement mill on our lines at Thomaston.

The colorful layout in red, black and white advises customers that: “The Lawrence Portland Cement Company's strategically located mill at Thomaston, Maine insures New England customers for Dragon products of prompt shipments and prompt deliveries.”

Other slogans incorporated in the brochure proclaim: “Hitch your car to the Dragon Express leaving New England’s only cement mill six days a week. Every afternoon from Thomaston, Maine to all of New England—Orders shipped the day they are received—All Aboard!”

Here, certainly, is a shipper we should be proud to serve.

Picnic Draws Large Attendance

More than 200 railroaders, their families, and retired personnel, attended an All-Railroad Family Picnic Sunday, Sept. 11, at Pine Point, Scarborough.

Spurred by the organizational efforts of Rules Examiner Gene Win-\low; colorful signs painted by Ken Stevens, Waterville; hard work by Tait Cummings and Trainman Emile J. Morin; the clear, cool day provided games, fun, and renewal of old friendships.

Listed as attending from the farthest distance unofficially, were Machinist and Mrs. H. A. Smith, Bartlett, N. H., and Station Master and Mrs. A. B. Wood, Bangor.

Oldest retired employee attending was Frank E. Nelson, 87, of Winslow, pushed closely by Peter Gagnon, 86, of Westbrook.

Nelson, who had 58 years’ service upon his retirement, was for 52 years station agent at Winslow. Gagnon, with 44 years’ service on retirement in 1952, served 22 years as section foreman at St. Malo, P. Q. on the Upper Coos Branch.

Gagnon was accompanied by his grandson, Westbrook's famous little Davy, and his ailing limousine raucously decorated with tin cans and a “Just Married” legend. From it, a la circus fashion, disembarked the entire staff of the Portland PBX board. Flexing muscles developed from pulling plugs, the girls also proved they could push, harrying the vehicle to the side of the road. Decorations courtesy of Bill Soule, MCTCo. garage. Mechanical breakdown courtesy of Alice Gallant. The troupe was led by Ring Master Winnie Strout and proved their youth with a fling on the children's carousel and “whip” after their delayed arrival at the picnic.

Motorists on busy Route I witnessed a strange spectacle Sunday, Sept. 11. Stalled smack across the Dunfan intersection was an ailing limousine raucously decorated with tin cans and a "Just Married" legend. From it, a la circus fashion, disembarked the entire staff of the Portland PBX board. Flexing muscles developed from pulling plugs, the girls also proved they could push, harrying the vehicle to the side of the road. Decorations courtesy of Bill Soule, MCTCo. garage. Mechanical breakdown courtesy of Alice Gallant. The troupe was led by Ring Master Winnie Strout and proved their youth with a fling on the children's carousel and "whip" after their delayed arrival at the picnic.

Highlight of the evening was an hour-long show in the Clam Bake Room of Snowberry Park headed by Brakeman Pete Ascher and his five-man orchestra, the Dixie Ramblers, who donated their services.

Interesting color films of the Gaspe Peninsula and Alaska were shown by Horace R. Perry, traveling passenger agent of the Canadian National Railways. Morin showed a sporting film and a children's film on Boy Scout camping.

Other picnic committee members were Mrs. Julia Roper, Mrs. Winnie Strout, Mrs. Vivian Elliot, Miss Tina Grimes, Stanley Pittman, J. Keating, Cliff Ball, George C. Larsen and George P. McCallum.

Informal discussion already is underway to formulate plans for a bigger and better affair to be held at an earlier Summer date next year.
Alonzo C. Stone, 80, of 30 Burnside Street, Lancaster, N. H., the oldest locomotive engineer on the Maine Central system, retired recently after 63 years of railroading.

The "grand old man of the mountains" entered railroad service in October, 1886 when a lad of 17. His first job was laying rail for the building of the Upper Coos and Hereford Railroad from North Stratford to West Stewartstown, N. H.

He stayed on to become a section foreman when the Maine Central took over in 1888, later transferred to the motive power department and became a fireman in 1895. He qualified as a locomotive engineer in 1901 on the Mountain Division and had been in freight service since that time.

When interviewed three years ago on completion of his 60th year of railroading, "Lonnie," as he is known to his friends, asserted that he "had liked it first rate." "The folks around me have been first rate," he said, "and if I had the chance, I'd probably do it all over again." He now plans to devote his time to his beautiful farm at Lancaster.

Frederick A. Kane, 46, freight trucker at Portland, on disability, after 24 years' service.

David Couillard, 61, of 12 Cushing Street, Brunswick, trackman there, on disability, after 40 years' service.

Maroun Peter, 65, of 97 Pleasant Street, Waterville, laborer in the motive power department, after 31 years' service.

Thomas D. Wheaton, section foreman at Passadumkeag, after nearly 33 years' service as trackman at Eaton and section foreman at Forest and Lincoln. Until his year of retirement, Wheaton had a 16-year record as a foreman not having an ICC or lost time injury in his crew.

Edward V. Peterson, of 44 Spruce Street, Portland, carman at Rigby, on partial retirement after 27 years' service.

HELP WANTED

Reporter O. R. Burdwood, Bartlett, N. H., issued a special plea this month for someone to bid in the job of skunk handler at the station.

Burdwood reports that Stinky has taken up quarters in the cellar and fears neither agents, operators, section men, nor engine house men.

It has been suggested, he says, that an old time, hard-boiled conductor be sent down, whose strange oaths may send Stinky scurrying. Any takers?

Engineering Clerk Wins Amateur Photographic Awards

Amateur photographer Linwood E. Lamson, clerk in the engineering department, Portland, won unusual distinction this Summer when five of his pictures won first prizes in a snapshot contest conducted by the Portland Sunday Telegram.

The Maine Central Railroad Magazine's Summer Snapshot Contest closed at midnight, Sept. 15, with a last minute rush of entries. A preliminary survey of the entries revealed many excellent snapshots submitted, covering a wide variety of subjects in all three classes. Quality of the entries indicates that the judges meeting this month must give careful consideration to finalists. Judges for the contest are Garin M. Roberts, chief photographer of the Portland Press Herald-Evening Express; Norman Webb, Bangor Daily News photographer; and Clarence T. McKay, Daily Kennebec Journal photographer.

Entries will be judged in three classes: (1) candid camera shots, (2) scenic pictures, (3) railroad pictures.

UNIQUE GARDEN FORMS MeC INSIGNIA

This beautiful replica of the Maine Central insignia located in the rear of the Deering Junction stores department is the work of Tom Roche, foreman there and Magazine reporter. Given a sprig of "tansy," a herb-like plant, Tom nurtured it into growth in a huge circle, 20 feet in diameter, then carefully snipped and weeded with the amazing results above.

The winning picture in each class will be awarded the $25 grand prize. Ten dollar awards will be made for the second best picture in each class and $5 to the third best picture. In addition, there will be 15 Honorable Mention awards.

Contestants should remember to keep the negatives of snapshots submitted available until after the winners are announced. They may be requested by the contest Judges.

As announced in the contest rules, all pictures chosen for prizes or honorable mention awards become the property of the Maine Central Railroad. Contestants who desire to have their snapshots returned after the winners are announced should include postage with their request.
PUBLIC OPINION

What the public thinks of railroads was determined in a national survey completed recently by the Opinion Research Corporation.

All in all, we fared pretty well. For example, only 11 per cent of the public today said they would favor the government’s taking over the railroads, the lowest amount since 1941.

Two people out of every three still rate us the most important carrier, and this is important, there has been a decline over the past four years, accompanied by a corresponding increase in appraisal of the importance of trucks. That is an item we’ve been talking about. Despite our own knowledge of the unfair competition offered by trucks, the public is being swayed. And, the survey proved they show little concern over state or federal subsidies to any form of transportation! We must work continually on this problem.

People still prefer to ride with us over the airlines, but this preference has decreased somewhat since last year. Safety is still the Number One advantage people see in going by rail. Other attractions are comfort, freedom of movement, scenery, convenience and dependability. Again, it’s to our benefit to see that this preference is enhanced and maintained.

The public’s criticism of discourtesy applies to Maine Central people. Our people neither think that way nor can they afford to do so.

Looking Back... 20 Years Ago

The Maine Central's Special Livestock and Farm Development Train which toured the system in August 6-14 was a tremendous success from every point of view. Conducted in the interests of better farming, with particular emphasis on pure-bred sires and home-grown feed, it attracted large crowds of interested farmers at all its stops. Train crews were Conductor A. E. Bickford, Flagman C. S. Erskine, Brakeman Harry Green, Engineman O. P. McDonald and Fireman W. P. Andrews, Portland Division; and Engineman A. R. Johnson and Flagman M. J. Mix, Eastern Division.

THE COVER

Employees of Rigby Engine House stand proudly around their sign proclaiming passage of a full year and more without a reportable accident. Their successful program is reported in a story on Page 6.
SCENES AT THE RAILROAD PICNIC last month show much fun and a good time for all. (1) This group besieged the children's carousel for a ride. Left to right, Telephone Operators Alice Gallant and Molly Flaherty, Portland; Mrs. Malcolm Billington, wife of the Rigby foreman, and Mrs. Carl Bruns, wife of the U. S. Mail supervisor. (2) Picnic Committee Co-Chairmen Emile J. Morin, left, and Rules Examiner E. H. Winslow, right, pose with Frank E. Nelson, 87, Winslow, oldest retired employee attending. (3) Taking an "engineer's holiday" is Locomotive Engineer I. J. Hall, Portland, with Mrs. Ralph Henry, wife of the locomotive engineer, as a passenger. (4) Traveling a considerable distance to attend were Machinist and Mrs. H. A. Smith, Bartlett, N. H. (5) Second oldest retired employee attending was Peter Gagnon, 86, of Westbrook. (6) Red Cap Tait Cummings, Portland, was ready to lead his softball team to victory but tide conditions canceled the game. (7) Ring leader of the women's assault on the amusement rides was Telephone Operator Winnie Strout, left, with Mrs. Ruth Christianson, stenographer in the general manager's office. (8) The honor of attending from farthest away went to Station Master and Mrs. A. B. Wood, Bangor. (9) This group of men attending represented 1,250 years' service. All had 40 years or more. (10) Typical of the informal groups meeting throughout the day were Locomotive Engineer and Mrs. M. C. Powers and Yard Conductor and Mrs. E. M. Geyer, all of Portland. (11) A partial view of the crowd gathered at Snowberry Park.
Machinist Helper Howard Shaw, made in his doughnut shop, brought a sum of $3.20 which he gave away, and Laborer Arthur Thompson brought in a corn stalk over 11 feet in height, and a potato which weighed one pound and a half.

Boilermaker Leroy Barney went to Island Pond, Vt., to visit the Connecticut Trunk Road and to see if the Dyke Snead machine had any use for a welder for a period of four months in the line of work. One of our former employees, Harry Norton, is also employed there.

Machinist Theodore Cote, while on one of his frequent trips to Reading, Mass., to see his daughter, visited retired Machinist Simon Franzen. Simon is doing nicely and wishes to be remembered to all the boys.

Machinist Helper Amos Knight celebrated his 70th birthday on August 30. Many happy returns, and many more birthdays, Amos.

Charles Demay McCoombs, seven-week-old son of Laborer John McCoombs, died at his home in North Saco.

Machinist Raymond Killinger has returned to work after visiting his two brothers in Pennsylvania.

Laborer Lewis Gaul, wife, daughter, and Mary Dougherty have a vacation among friends and relatives in the South. May the vacation be enjoyed in good health and safety.

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There are two happy owners of new cars for the month. General Foreman Coley Welch, and Boilermakers policemen Howard L. Nee and A. G. Breck.

Laborer Jack Phee announces the birth of a son and grandson to his daughter, Mrs. Milton Brue, wife of Chief Commissary Steward Brewe.

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Apparently through oversight no mention has been made of the appointment of Edgar Lewis Grant as foreman of the mail inspectors at Rigby Yard, replacing Gene Evans, retired. I am informed that the boys in the yard, trainmen and inspectors alike, have missed Engineer Walter Straw, while he was on vacation. He has been touring the State in his trusty Model A Ford. Good-deed-of-the-month department: Operator M. C. Michaud.

One of this year's losses was to Dover, N. H., the company is unable to get operators. If anybody knows where there are any operators, ask them to get in touch with the proper authority.

H. E. Knowles, second trick, PN office, is taking advantage of his time off to get acquainted with his new car.

Walter Marshall, first trick, Tower One, has turned to painting on his time off.

By GEORGE MARCROFT

GRANDDAUGHTER of R. A. Jackson, Mrs. Walter Emer, Rigby, is Pamela Ann Ther­berge, age four months.

At last Machinist Helper Maurice Gardner, has a sweetheart. While on a visit to his brothers home at a housewarming (Gardiner, operator) he became quite infatuated with a Madame and lived his life to the hilt.

Robert Malene, of the bridge builder's crew, has returned to his work after a bout with an infected knee.

Boilermakers Helper Mickey Nee tells me his son is attending Gorham State Teachers College, and his daughter Roberta. This is Jim's first offspring, called The Ansul Dry Chemical extinguisher, which was awarded to the flower fund.

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ALL DRESSED UP for first day of school is Susan Peters, 6, daughter of George Peters, Bartlett.

WINS the last two years include Berlin, Littleton, Bethlehem, St. Johnsbury, Fryeburg, and Waterford stations. The Maine Central is well represented, as along with Frank Jacobs of Bangor we have Gloria and Rita Clemens, daughters of Enginehouseman Ralph Clemens; Janice and Lillian Greenwood, daughter of Conductor Homer Greenwood.

**Train Views**

By J.O. KEATING

Station Baggage master William Raymon Bowers has a very nice vacation just resting around home.

Station Baggage master William "Bill" Darrah and Mrs. enjoyed a week end in Boston recently taking in a Braves-Dodgers game.

Engineer and Mrs. Corbett made a trip by auto to Barb C. Hunt, have been in New York state. They stayed at Saratoga stopping at the Balsam Spars, for a ten-day rest.

While on vacation, this column will be taking the meetings of the Locomotive Maintenance Association at the Sherman Hotel.

Eugene Herring, for many years a clerk at the shops, and more recently retired, died Sept. 26.

Conductor Merle Pervee has been on sick leave for some time, but is reported better and will soon be back to work. (We hope.)

The "Blue Streak" you see going by is Painter Warren Underwood in his new car.

Carmen Phil Harlow has applied for his pension.

Harry McCaslin, passenger shop bouncer, has returned to work after surgery at the Thayer.

Millman Chris Carstensen was in Island Falls recently attending a funeral for one of his relatives.

Millman Eddie King took Clerk Guy Webb and Robert Budon on a bean to see the ball games, recently. Eddie didn't want to lose Gay.

Rabbit Joe Hall has hunted Verne Barr and has built himself a nest in the corner of the Tin Shop.

Tinkoener Ray Simpson has moved into his new house on Addison, a guest at the White Mountains recently.

New friend in the Mill Room is Harold Slaney.

Mrs. Justin Giroux, wife of Paint Storekeeper Samuel, is a friend of the Sisters Hospital.

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Carman Phil Harlow has been attending the meetings of the Locomotive Maintenance Association at the Sherman Hotel.
Fish became discouraged trying to raise a mousetrap, has since raised a couple of hogs.

Operator Machinist Otho Crowell have closed their cottage at China Lake and returned to their home in Benton.

Machinist and Mrs. Otho Crowell have returned to New York City after visiting his parents, Clerk and Mrs. Guy Wentworth.

Clerk Hazel Brown has taken a job in the Freight Shop.

EO. Scott Florin has purchased a cottage at China Lake, and has returned to his home in Boston after visiting relatives in St. George, Que. He has returned from a three weeks' vacation, and is located at the Roundhouse at Deering.

Machinists Carroll Carey and Andy Miles have returned from Japan to finish his time.

The flowers in the window boxes around the station are in full bloom at this time, and presents a very satisfactory looking yard.

Stations Agent Marshall informs this correspondent that the directors of Camp Archways, at Camphere in Oakland, were very pleased with the prompt and efficient handling of the 175 children campers who emerged from the train. Among the group is filling in during her absence. The flowers in the window boxes around the station are in full bloom at this time, and presents a very satisfactory looking yard.

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Rockland
By F. L. Carsley
Among those on vacation are: Machinist Helper C. E. Walker, and Engineman Lowell Chapman.
Watchman George F. Walker, Mrs. Walker and son Raymond spent their vacation at Brookville and Saturday Cove, Northport.
Retired Watchman Joseph Cassidy, Mrs. Cassidy, and son left recently for San Diego, Calif., where they will spend the winter.
Engineman L. Clark is back on the switcher after being off duty several weeks.

Royal Junction
By P. L. Gardner
With the change to 49-hour week, there has been a few changes here. E. W. Coffin bid off first relief and Lester Williams, second relief. M. V. Farron, formerly general agent, Brunswick, has bid off third trick permanent.
S. A. Flits is working on the Yarmouth Junction section.

Lewiston
By Lilian G. White
While on vacation Assistant Foreman Jean St. Pierre visited St. Arsenne, Que. It is rumored that Eddie Davis is being investigated as a prospective member of the Brotherhood.

RESPONSIBLE FOR the new dress-up appearance of our 31 passenger GM diesels are left to right, Albert Berend, George Brackett and Norman Scott, at the Portland garage.

Mr. and Mrs. Frye have two fine children, both daughters.
Mr. and Mrs. Charles H. Wetstein observed their silver wedding anniversary August 30. They held open house and friends and family enjoyed a very social evening. Wetstein has a Lewiston-Bath run. We would like to add our good wishes for many more pleasant anniversaries.

Operator Vernon Murphy finally got that new car. It had been on order for some time but according to Vernon was worth the wait.

Emerson Elwell, former assistant foreman at Portland Garage, is building a garage in Westbrook. Emerson plans to go into business for himself doing mechanical, body and paint work.

Mr. and Mrs. Norman Scott proudly announce the birth of their first grandchild. Xerene Lee Chest was born September 5. Mrs. and Mrs. James Chest are the proud parents. Mrs. Chest was the former Miss Norene Lee Chest was born September 5. Norman is the body mechanic at Portland Garage.

Laurel Ames, stock clerk at Portland Garage, has just concluded another week's vacation. His weeks' vacation with his folks. "Bob" was recuperating after having received surgical treatment.

Edward E. Davis, who holds position of instrumentman in the engineering department, effective Aug. 24 was appointed acting assistant track supervisor on this district, as acting supervisor on District 1, Bartlett, while A. S. Dodge is on leave of absence.

We were all so pleased to receive a visit from Robert E. Lee, who is on a four weeks' vacation with his folks. "Bob" was formerly employed in the engineering department and has been attending Holy Cross Preparatory School at Dunkirk, N.Y., and plans to continue his studies in Montreal this fall.

Bangor Car Department
By C. A. Jeffers
Among those building new homes in and around Bangor are Carman H. E. Johnston, who is building on Fruit Street, B. C. Woolnough on Elm Street, South Brewer, and M. L. Jewett, a dwelling on the Colebrook Road, Hampden.

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Hayes at the dispatcher's booth. Jack is enjoying a well earned vacation.

Among those enjoying vacations recently: Operators Lawrence Brown, Damon Cunningham, Warren Hall, Bob Hattie, Gene McNally, Bill Smith, Lawrence Warren; Mechanic at Lewiston Fred Poole; Supervisor at Lewiston Charlie Earley; Truck Operator Everett Merrill at Newport; Irene Elwell, clerk at Portland Garage; Clara Read, clerk in general manager's office, and统计数据暂时不可用。
A very pretty wedding took place at M. E. Church Sept. 5, that of Ethel Russell, daughter of the late Section Foreman and Mrs. Albert Russell, and Fraser E. Mason, proprietor of Lake View camps on Spindel Lakes. Mr. Mason is the son of the late Sherman and Mrs. Mason. They will reside at St. Croix, N. B.

Deputy Collector of Customs H. E. Pratt has been on sick leave due to Custom House for the past four weeks—returning to work Monday.

Deputy Collector of Customs in Charge and Mrs. F. R. Reed are on vacation during the week of Sept. 19-24.

Those on vacation since last issue are: Clerks A. E. Blanchard, T. H. Beers, Cashier W. E. Beers, Operator C. D. Kelly, Yard Conductors D. P. McVey and R. C. Melver. Your correspondent, while on vacation, attended meeting of Eastern Shrine Association in Boston.

Clerk H. D. Burr and Trackman W. C. Kaine still remain out sick list at their homes Costigan and Vanceboro.

Bangor M of W

By JOHN MINSCHER

Section Foreman Guy Edgett of the Ola- mon crew has bid off the job as foreman of the Passadumkeag crew following retirement of former Foreman Tom Wheaton.

Trackman George Hall of Eastport is off for a little while to see the new camp at Camp Lejeune, N. C., his home being destroyed by fire some time ago.

Luther Grant, trackman in the Waukeag crew, who was unable to work for quite some time on account of Illness, has been transferred to the Transportation Department as crossing tender at Old Town.

Sympathy is extended to Section Foreman Boryr Pine of Vanceboro whose home was destroyed by fire Sept. 17 on same street. He has moved his family in with their son, Clerk M. O. Pine, for the winter. He expects to rebuild next spring.

Bangor Operating

By MARY E. GIBBONS

Mrs. E. L. Newcombe, wife of the conductor, is convalescing at her home after a surgical operation.

C. J. Wilson, switchman, recently attended the national convention of the East Guard League at Hotel Sherman, Chicago.

T. J. Taylor, conductor, is on vacation visiting his daughter in North Carolina.

P. G. Fernald, yardmaster, attended the 74th Convention of the New England Association of Brotherhood of Trainmen at Copley Plaza, Boston.

W. H. Sutherland, conductor, died Sept. 4 at the home of his daughter after a long illness. He had 35 years service with the railroad.

Bangor Motive Power

By C. H. LEARD

Miss Patricia Elaine McGarry, daughter of General Foreman Ralph O. McGarry, became the bride of Milton J. Hartery, son of Mr. and Mrs. Bernard P. Hartery, Brewer, Sept. 5 in St. John’s Church here. Miss Priscilla McGarry, sister of the bride, was maid of honor and Ronald E. McGarry, brother of the bride, was best man. The bride was given in marriage by her father, and a reception in his home followed the ceremony. Mrs. Hartery was graduated from Bangor High School in 1945 and had been employed at the Penn Mutual Life Insurance Company.


Joseph Dougherty has sold his fine home in Hampden to his grandson and a residence to his daughter. Joe, who was formerly foreman of Bangor Freight Sheds, was pensioned in 1945 and says he is still going strong and still churning.

Mrs. Elizabeth Colman, widow of the former Portland Division engineer, recently entertained the Oriental Division of the Grand International Auxiliary of the B. & L. E.

Barbara, nine-year-old daughter of Engineer and Mrs. L. A. Haskell is recovering from an appendectomy at the Stinson Private Hospital.

Retired Engineer A. L. Dunn and wife were called to St. Francis the middle of September on account of the serious illness of his nephew, James Davenport, a B & AR trainman, who was seriously injured some time ago.

Say, I thought I could raise melons, but Conductor Herbert Bondreau has got us all beat. To prove it he brought me in a sample the other day weighing about seven pounds. He says the largest one he raised this year weighed 12½ pounds, and are they luscious! He has been selling them by the crate all Fall. He also raised over two tons of squash. “Herb” is some horticulturist.

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How Trucks Ruin Roads

"With the marked increase in heavy loads since the end of the war, the damage has become even more alarming. Damage has occurred on all types of high-type pavements. Bituminous pavements are made rough and rutted. Excessive pressures shove and knead the surface out of shape. Concrete pavements are subjected to pumping at joints, followed by rapid deterioration of the whole surface. . . .

"There is conclusive evidence that this damage is caused by heavy wheel loads. . . . This matter has been the subject of serious study by practically every highway research agency, and they all reach the same conclusion—the damage occurs only on pavements subjected to frequent heavy wheel loads and particularly overloads. . . . Where numerous trucks carry loads to a particular destination and return empty, they find a significant increase in damage on the pavement carrying the most loaded vehicles. . . .

Last year is became necessary to detour traffic from U. S. Highway 66 over 30 miles of Missouri State Route 30 between St. Clair and St. Louis, Missouri. This detour . . . was paved with concrete 15 years ago. Prior to use as a detour, the pavement was in excellent condition and the maintenance costs were low. The detoured traffic included 1,200 to 1,500 trucks per day. The majority of the axle loads were over 14,000 pounds, and a small percentage exceeded the legal limit of 18,000 pounds.

Within two months of use as a detour, pumping started at the joints in the concrete pavement. At the end of six months . . . the pavement damage on Route 30 was extensive.

Necessary repairs cost $5,000 per mile, but did not restore the pavement to its initial condition."

From a speech by: THOMAS H. MACDONALD, Commissioner, U. S. PUBLIC ROADS ADMINISTRATION