MARCH, 1950
NO. 6

FRYEBURG ME.
Set Safety Pace

'49 Record Set; Make 1950 Safer Yet!

New Safety Record Our Aim This Year

15 Per Cent Reduction Goal of All Roads

The Maine Central Railroad has embarked upon a serious program to make 1950 the safest year in railroad history.

In cooperation with other railroads throughout the Country, a determined effort will be made to reduce by 15 per cent under 1949, the frequency of accidents and casualties.

When one realizes that 1949 was the railroads' safest year in the history of transportation, some idea may be gained of the enormity of the task ahead.

Encouraged by last year's record, and firm in the belief that past and future success in accident reduction can be accomplished only with the sincere cooperation of every employee as an individual, our railroad management is enlisting its full support in the program.

In February a personal letter was sent out to every employee on the Maine Central, the Portland Terminal Company, and Boston and Maine signed by Vice Presidents F. W. Rourke, operations; G. F. Glacy, accounting; A. W. Munster, purchasing and stores; and S. G. Phillips, chief engineer.

Their letter points with pride to the improved safety record of our companies in 1949, a record of 26 per cent fewer train accidents and 40 per cent fewer employee injuries. It notes that for the first time in the history of our three railroads no employee was killed on duty and no passenger was fatally injured in a train accident. In the latter category, it made the Maine Central's 23rd unblemished year.

“This is truly a remarkable record of which we all can feel justly proud,” the officials' letter declared.

“However,” it continued, “accidents to trains and injuries to employees and others can be further reduced. The great majority of them can be avoided by using sufficient knowledge, skill and forethought to guard against accident situations.

“With this thought in mind the Association of American Railroads has announced for the 1950 Railroad Safety Campaign a goal of at least a 15 per cent reduction under 1949 in the frequency of accidents and casualties.

“We as employees of our railroads and as individuals have the personal duty of seeing to it that we do everything within our power not only to meet the 15 per cent reduction but far exceed it, in fact, to see to it that we personally never get injured and never cause injury to another.

“We expect every officer, supervisor and employee to join us in making the year 1950 the safest year in our history.”

The official letter lent additional momentum to the stepped up activity of the Maine Central safety program. Clifford L. Quigley, safety and fire protection agent, has undertaken a more critical and comprehensive study of the operating and mechanical departments. Quigley hopes to “coach” the two departments in spirited competition to unseat the Engineering Department from its domination as safety leader of the three. As re-
LET'S RING THE BELL!

Neither of us can swing it alone...but together...we can play chimes on it!

Lewiston Physician Honored By Club

Dr. Gard W. Twaddle, examining physician for our railroad in the Lewiston area, received a singular honor recently when he was named as the one who had contributed the most to his community by the Auburn Exchange Club.

Twaddle's name became the first to be inscribed on the Club's Book of Golden Deeds. He was presented a scroll by the Rev. Albert C. Niles of the Elm Street Universalist Church.

The book inscription read: "Gard W. Twaddle, M.D., a beloved physician who has served this community since 1917. He brought with him a vision and an ideal, to heal the sick, comfort the dying, and bring into life future citizens of the world. This Club appreciates the good work and unselfish devotion Dr. Twaddle has rendered to his fellow men. Without question or personal interest he has served faithfully his high calling. In recognition of a life dedicated to service and tempered with abounding good humor his name is placed permanently in this Book of Golden Deeds as one who has loved and labored for his community and its citizens, and whose devotion has caused great good to come to its people."

Twaddle

CYNIC

Two members were examining a newly written motto inscribed in the lobby of their club: "The faults of our brothers we write upon the sand; their virtues upon the tablets of love and memory."

At this moment there was a loud noise in the street outside. "What was that?" asked one.

"Probably," said his cynical companion, "a truck bringing up another load of sand."

You Can't Compete With Uncle Sam

Private business can't compete with a government agency subsidized by the taxpayers.

The American railroads—and the people who work for them, and own stock in them—are learning that lesson through bitter experience.

For the American railroads own and operate the Railway Express Agency. In competition with that company is the Post Office Department's parcel post service. And as a result of this hopelessly unfair competition, Railway Express is a burden instead of an asset to the railroad.

The unfortunate part of it is that Railway Express doesn't want to compete with parcel post—and the Post Office doesn't want to compete with Railway Express. Postmaster General Donaldson told a Congressional committee last year: "Personally I feel that the Post Office has gone into the freight business."

President Truman referred to this problem in his budget message to Congress for the fiscal year 1950. Calling attention to the large postal deficit, the President said:

"The low rates for parcel post have led to substantial diversion of express traffic from common carriers, with the result that the Post Office Department is now receiving a volume and type of parcel business which it cannot efficiently handle with existing fa—"
cilities.” And he added, “If, therefore, strongly urge again that the Congress enact at once adequate revision of the postal rate structure.”

The federal law under which parcel post service is operated requires that rates be fixed at a level to cover the cost of the service. But the Post Office reports that in the fiscal year 1947 it lost $50 million on parcel post operations. In fiscal year 1948 this deficit amounted to more than $85 million. And it is continuing.

Actually, this subsidizing is even more expensive than it seems. For the Post Office loses many millions of dollars a year that are never reported as deficit. For instance, the Post Office Department pays no charge for the space it uses in federal buildings. And about 70 per cent of all space in post office buildings is used for parcel post. So this service really costs the taxpayers a lot more than they know.

True, operating expenses—especially wage scales—have gone up for both the Post Office and Railway Express. As a result of wage increases recommended by Presidential fact finding boards, the Express Agency has been authorized by the Interstate Commerce Commission to boost its rates 58 per cent over the 1946 level. But while postal employees also have had wage increases, there has been no parcel post increase sufficient to offset increased costs. The taxpayers pay the difference. Actually, some parcel post rates are lower now than they were in 1913.

You don’t need a crystal ball to foresee the results of this disparity. LCL shipments by Railway Express have fallen off from approximately 231 million in 1946 to 189 million in 1947, 141 million in 1948 and an estimated 100 million in 1949. Parcel post shipments have increased during these years, almost proportionately.

The number of Railway Express employees has been very seriously reduced, but not as sharply as the volume of express shipments. The force has decreased from 79,033 in August of 1946 to 49,375 in August of 1949.

What does this mean to railroad people?

When you consider that Railway Express uses 12,000 railroad cars a day, even with its shrunken business, it’s obvious that this hits close to home. For thousands of railroad employees are actually part of the express business. Railway Express uses all sorts of railroad services such as cars, terminals, switching yards, platforms and elevators and telephone lines.

Since the railroads own Railway Express, the Agency pays for these services and facilities in proportion to the money it collects. In 1948 it paid the railroads 31 cents out of every dollar it received. But this was less than the cost to the railroads of handling this traffic. And during the first eight months of 1949, the railroads were paid only 24 cents out of every Railway Express income dollar.

Of course, the railroads get paid by the Post Office too. But the rates paid by the Post Office for hauling mail are heavily weighted in favor of air transportation. So when the railroads haul parcel post they are actually helping finance the subsidies which the government pays the airlines.

Is there any way out of this predicament for the railroads? Do they have to sit back and watch Railway Express socialized out of existence after 10 years of efficient service? Fortunately, Congress is working on the problem. The Appropriations committees of both the Senate and the House of Representatives have urged that parcel post be put on a more nearly self-sustaining basis. Bills to accomplish this, and to reduce the weight and size limits on parcel post shipments—and thus take the Post Office out of the freight business—are pending before both houses of Congress.

And there is something railroad people can do about this. For Congressmen don’t get concerned about such issues as this unless they know that the people back home are concerned too. So every mention of this problem in your letter helps people to know about it and be concerned about it, will make itself felt in Washington. And if a million and a half railroad people take an interest in this issue, Congress is sure to do something to take the government out of the freight business.

The banner of railroading is being carried proudly throughout Eastern Maine sports competition this year by the fast-stepping Vanceboro High School basketball team.

With an enrollment of only 30, and all 12 boys in the school on the team, the Vanceboro Railroaders earned a playoff in the Eastern Maine Class S, small school tournament.

Vanceboro has won all of its games in the five team Washington County eastern league and has a season record of 16 wins against two losses. The two losses were by one point to a bigger Class M league team at Lubec, and a five point loss to Beals of Jonesport. The Beals-Vanceboro feud however, stands even. Beals won its game on their home floor 47-43, while Vanceboro evened the score with a 22-12 victory on their home floor.

The adopted name of “Railroaders” is not by chance, since all but two of the team members are sons of our employees or our closely associated neighbors at Vanceboro, the U. S. Immigration force.

The starting five is comprised of Don Osgood at center, 6’3”, 174-pound son of the Immigration Patrol Inspector Harold Osgood; Max Raye, 5’11", 150-pound son of Car Inspector Aubrey Raye, and King McIver, 5’10", 175-pound son of Yard Conductor King McIver, Sr., at forwards. Guards are Aubrey and Ralph Keef.

Other lettermen are Earl Crandlemire, six-foot, 160-pound son of Trainman Clancy Crandlemire; Ralph Grant, 5’10”, 155-pound son of Clerk Ralph Grant, Sr.; Vinal Crocker, 5’7", 125-pound son of Spare Yard Brakeman Everett Crocker; William Vernon, 6’, 149-pound son of Clerk Donald Vernon; and Loren Sibley, 6’, 160-pound son of Eastern Car Company Representative Frank Sibley. Freshmen Dan Corbett, son of Immigration Inspector Daniel Corbett, Sr., and James Cookson, son of Immigration Patrol Inspector Milton Ross, complete the squad.
One of the most difficult and arduous tasks undertaken by the Bridge and Buildings Department in recent years has been completed on the Carlton Bridge at Bath.

The famed bridge was showing wear and tear on the main counterweight "sheave," the mechanism that by intricate balance, enables the huge cables to raise and lower the draw span.

Assisted by a consultant from the Bethlehem Steel Company, who incidentally worked on the original bridge building project, the B&B crew removed the covers from the counterweight bearing boxes and lined the inside face with felt. It was the first experiment of its kind, designed to retain the heavy bearing grease in the shaft.

From the viewpoint of most railroaders however, the most amazing job was performed on the southwest corner of the bridge's west tower where the counterweight had become slightly tipped and was riding the counterweight guides, creating ear-splitting squeaks and noises and gouging out some of the rivet heads.

To remedy the situation required slackening off 16 strategic nuts. Sounds easy doesn't it?

But the socket wrench to fit the nuts was six feet long and three and one-quarter inches in diameter. It weighed 300 pounds! Just to raise and lower it into position required two guide cables above and a three-ton coffing hoist. The hoist was attached to a wire cable, and the cable to the wrench, thus by jacking the hoist, the wrench was turned.

And to complete the rigorous picture, each of the sixteen nuts could be backed off only one quarter of a turn at a time until three and one-half full turns were made! Any railroader or amateur mechanic who has used a socket wrench also knows that the wrench handle won't always clear obstructions for a full turn. Such was the case at Bath, and each time, the six-foot, 300-pound wrench had to be lifted off and then placed back into position!

All of this was performed 12 feet above the track, 35 feet above the water, with icy December winds whipping around the crew. To top it off, the staging on which they worked had to be taken down and put back up against every time it was moved. The crew was the case at Bath, and each time, the six-foot, 300-pound wrench had to be lifted off and then placed back into position!

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REMOVING a retaining wall at East Machias was this power shovel, left, for fill excavation, and right, a well encased in concrete pipe that was exposed by the project.

perched on top of the embankment, a ramp was built from the bank to the well and a well curb built on top of the concrete pipe. The job was completed under direct supervision of Principal Assistant Engineer C. A. Plumly, assisted by Student Supervisor P. H. Coombs.

Quincy, Merithew Receive Life Passes

An assistant superintendent and a longtime locomotive engineer joined the ranks of Maine Central Gold Pass veterans last month.

LeBaron Merithew, of Bangor, fifth highest man on the seniority roster of locomotive engineers for the Eastern Division, received Life Service Pass No. 141. In his congratulatory letter President E. S. French noted that Merithew began railroading on the Washington County as a fireman in 1899. He was set up to engineer in 1909 and had been working the Bangor-Howland job daily until his concurrent application for retirement.

Joseph L. Quincy, assistant superintendent at Rigby, completed 50 years of service Feb. 3. He was presented Life Service Pass No. 140 and in an accompanying congratulatory letter President E. S. French noted that he entered service as a brakeman. A conductor from 1902-1912, he became assistant yardmaster for the Portland Terminal Company and returned to serve in that capacity at Waterville in 1913. Appointed yardmaster at Rigby in 1918, he became progressively assistant general yardmaster from 1918-1921, general yardmaster for the next ten years and assistant superintendent in 1931.

Machinists Take Early Lead

In Waterville Final Half

The Machinists gained an early four-game lead in the second half of the Waterville Shops League last month over the rival Apprentices who beat them out for the top spot in first half play. The Machinists now have a 10-6 record over the Apprentices 12-0. The Painters plunged into third place with 11-5 while the hapless Passenger Room team, third place winners in the first half, slumped to the cellar spot with a 2-14 record.

Waterville Crushes Rigby In Pre-Tourney Match

Waterville Shops keglers, with only two first string men in the line-up, crushed an off-form Rigby quintet by 70 pins in a three-string pre-tourney match at Portland last month.

Big pin picker of the day was Don Priest of the Elm City with a high single string of 119 pushed closely by teammate Armand Metivier with 117. Priest also registered the high three string total of 318. For the Thornton Bottoms five, high average man Roy Tibbetts bowled a high string of 111, and Brom Tatarczuk, 108.

Waterville team members were Priest, Metivier, St. Peter, McKenney and Smith. Rigby was represented by Tibbetts, Tatarczuk, Shea, Flaherty and Mizula.

TROPHY TOURNEY, MARCH 25

The Maine Central Directors' Trophy Tournament will be held at 1 p.m. Saturday, March 25, on the Streamline Alleys, Portland. Spectators welcome. Come and cheer your team!
That means that the average traveler mated 35,250,000,000 passenger-miles could enjoy a trip of 100 miles each year had only one fatality for each day for more than 38,000 years before 1,400,000,000 miles traveled he stated.

The railroads performed an estimated 25,250,000,000 passenger-miles of service in 1949, and there were only six passenger fatalities resulting from train accidents. The railroads handled an average of 1,149 tons of freight per train in 1949. While this was 27 tons less than that for 1948, it was 10 tons greater than in 1944, the peak war year.

This outstanding operating performance was in part due to the new and better locomotives and cars which are being put into service by the railroads. Class I railroads handled an average of 1,149 tons of freight per train in 1949. While this was 27 tons less than that for 1948, it was 10 tons greater than in 1944, the peak war year.

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A new high record in the average speed of passenger trains also was attained in the past twelve months.

No form of fast comfortable transportation ever devised is as safe as the railroads.—Bath (Me.) Times.

Sincerely yours,

W. A. Prescott

THE BEST YEAR

The nation's railroads last year made the best passenger and employe safety records in their history, the Association of American Railroads has announced. The Railroads last year had only one fatality for each 1,400,000,000 miles traveled he stated. That means that the average traveler could enjoy a trip of 100 miles each day for more than 38,000 years before running the risk of a fatal accident.

The railroads performed an estimated 25,250,000,000 passenger-miles of service in 1949, and there were only six passenger fatalities resulting from train accidents. The railroads will continue as usual to pay their taxes and likewise to pay taxes on their time and efforts toward the support of such government contributions to subsidized transportation.

CONTRAST

The Civil Aeronautics Administration in October announced an appointment to head a new Aviation Extension Division of the Office of Aviation Development. Among the duties of the new division are to encourage personal and industrial flying. * * *

The railroads will continue as usual to take care of their own promotional and sales activities and likewise to pay taxes toward the support of such government contributions to subsidized transportation.

Maine Central Railroad Magazine
Portland, Maine

Dear Sir,

I wish to take this opportunity to sincerely thank all the members of the Railroad organization who so kindly contributed with their time and efforts towards the most enjoyable party and banquet at the Elmwood Hotel, January 5th, also the generous gift received. I wish you all the happiness I experienced on that occasion, and which I will always remember.

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THE COVER

This unfamiliar sight of a diesel on the Mountain Subdivision came as a result of the coal shortage, and was snapped at Fryeburg, Me. Locomotive Engineer L. D. Benson stands beside the engine while Fireman R. H. Buzzell is in the cab.

Mrs. Patricia Perkins, clerk, consolidated office, Lewiston, has recently returned home from the Central Maine General Hospital where she underwent surgery. Best wishes go to Patricia for a speedy recovery.

Mrs. Eileen French, clerk-stenographer in the track supervisor's office, has returned to work after three weeks of illness. During her absence Norman H. Perkins substituted.

Crossingtender Ernest J. Malenfant, erstwhile Lewiston politician, took vacation time to attend the special session of the State Legislature. He is one of Lewiston's representatives to this body. Mr. Malenfant is currently a candidate for Alderman from Ward Three in the coming Lewiston municipal election.

Engine House Laborer Bill Walsh is on duty on account of illness. Station Laborer Harold McMann is on annual vacation, his job being filled by Albert Olivier.

JOINING THE RANKS of Maine Central big hunters was Truck Driver Aime Roy, Lewiston, who returned from the Maine-Canada with this 210-pound buck last Fall.

Lewiston

By LILLIAN G. WHITE

Rate and Revision Clerk John Rollins, Car Clerk John Myrand and Typist Roger Prunen took time out for an excursion to St. Johnsbury, Vt., Jan. 28. They left Portland on Train 162 at 8 a.m. and returned on Train 163 at 7:15 p.m. All say they had a very enjoyable trip and that the scenery was just marvelous.

AGENT Earle E. Newcomb, Hartland, and sonJohnny, age 2, Dad has been at the station a year. Grandad is Clerk Richard H. Newcomb, Livermore Falls

Waterville Shops

By G. K. STEVENS

Lawyer Carroll (The Teddy Bear) Tibbetts and Miss Helena Davenport were married in Waterville, Feb. 2.

Painter and Mrs. Bill Mingo visited relatives in Beddington recently.

One of our more dignified assistant foremen has the unconscious knack of mislaying his false teeth but after diligent search in unlikely places he always manages to find them.

Agent Nell Trainor has been confined to his home with an attack of pneumonia.

Painter Eddie Gurski and the kids "took in" the Ice Follies in Boston recently.

Cabinet Maker Merle Beveridge has returned to work after illness.

A rip Track Foreman George Branch is still confined to the hospital and is reported as recovering slowly at this writing.

Carman and Mrs. Roy Lank attended the Sportsman's Show in Boston.

Sympathy is extended to Carman and Mrs. Jimmy Bickford whose baby died recently.
The Carmen Clyde Dows (Sr. and Jr.) are both sporting new cars.

Cabinet Maker Cecil Niles has decided that he will stick to wood work rather than try to become a painter as the smell of shellac makes him sick.

Machinist Blaine Ladd has moved to his new home on Co-Ed Hill. He is the grandson of Assistant Superintendent Wilbur Lunt.

Assistant Foreman Bill Otis believes that a man's house is his castle and exercises his paternal rights in respect to his two boys won any prizes.

Charlie Nichols have new cars. Electrician Ken Reid and Truck Driver Cypress Hips have new cars. Electrician Freddie Spares, Machinist Blynn Campbell is serving a hitch in the Diesel Tool Room recently.

Former Machinist Charles Goodrich died recently. Foreman Archie Lamoine says that we have had a touch of winter as there has been more than five and one half feet of snow in the wheel room all winter (He means Snow Show, foreman).

Sons of Machinist and Mrs. John Eames, Jr., Waterville, are Freddy, four, and Richard, one and a half feet of snow in the wheel room all winter (He means Snow Show, foreman).

Machinists Percy Butler, George Green and Williel Poole were in Boston attending the Ice Follies.

Mr. and Mrs. William McCaslin of Winslow recently celebrated their 60th wedding anniversary. Two of their boys, Sweeper Harry and Painter Earl, and three grandsons, Carmen Harvey and Walter, and Painter Don are employed at the Shops. Machine Helper Carl "Humphrey Pennyworth" Carmichael of the wheel room has left the halftime drill.

Assistant Superintendent Wilbur Lunt was in Boston for a staff meeting and while there attended the Ice Follies and the New England Railroad Club.

Former Carmen's Union President Archie Carman has been to the Lahey Clinic in Boston for a check-up. He's OK.

Machinist Abbot (The Rabbit) McKenney has been devoting lots of time to the basketball games recently.

Blacksmith Helper Syra Janelle is a patient at the Lahey Clinic.

A WORK OF ART is this refrigerator built by Millman Gerard Gosselin, Waterville, for his son, Walter, who entered the boilermaker apprenticeship years ago.

The Waterville Bowlers, Don Priest, Abbot McKenney, Clifford St. Peter and Armand Metevier took Rigby to the clean-up session.

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Brunswick

By Joseph Desjardins

Our sympathy is extended to Mrs. Wil­
bur Sherman on the death of her husband,
Assistant Supervisor of Bridges and Build­
ings on his retirement in 1930. Mr. Sher­
man entered service with the Maine Central
as a bridgeman in 1863 and became a
bridge inspector under B. W. Guppy when
there was only one for the system. He was
made foreman of the B&H carpenter shop at Brunswick in 1929, and assistant
supervisor in 1938.

Waterville Station and Yard

By M. W. Flynt

Arthur E. Trask, a well known conduc­
tor of Waterville, died Feb. 6 while on
duty en route to Portland. A Maine Central
employee since 1908 he was widely
known, having run on most all Portland
Division trains. He was born in Noble­
boro but had made his home in Waterville
as a bridgeman in 1893 and became a
man entered service with the Maine Central
bur Sherman on the death of her husband,
and only child, a daughter, died several
time had lived in Vermont. His wife
turned to work after several days’ illness.
Relief Operator I. C. Varney from Brun­
wick filled in as agent on the swing job
set up this month.

Somebody suggested to Baggage­
man Merlin O’Neal that he leave his car motor
running all night so that when he got up
on some of these away below zero morn­
ings, the car would be ready to start and
wouldn’t require cranking, pushing and
other necessary evils that go along with
trying to get a stubborn motor to turn over.
It has been reported that he fol­
lowed this advice one evening and the re­
sult was that he ran out of gas the next
morning just three miles from his home,
with three more miles to go. He was fort­
unate enough to be able to flag down an­
other motorist who noticed his plight and
brought him to work on time. He intends
to follow his own advice from now on.

Section Foreman Basil Trask, Jr.,
Carleton Trask, Lionel Trask, Shirley
Trask and Mrs. Leona Smith, a daughter,
and one grandchild, Carolyn Smith.
Friends and neighbors gathered around
in the evening with the immediate family to
congratulate the happy couple. A large
anniversary cake complete with 26 candles
was presented to the couple and songs
were sung and games were played. Mr.
and Mrs. Trask were married in Portland
26 years ago. Many happy returns of the
day to you, Basil, from all of us.

Sectionman Durwood Deckner had his
tonsils removed at the Sisters’ Hospital.
Retired Sectionman Carl Smith reports
that the wood he sawed last month is
rapidly burning up this month in his
house furnace with none to spare.

District Commercial Agent H. J. Collins
of the Railway Express Agency was a
caller at the Express Office here.

Augusta

By E. E. Walker

Conductor K. E. Sampson has bòd in con­
ductor of Augusta road switcher.

Gateman H. A. Sherman of Gardiner has
taken the second relief job at Augusta.

Mr. and Mrs. Edmund P. Reed recently cele­
brated his 84th birthday at his home here.

Cards have been received here from Con­
ductor George Y. Green who is basking in
the sun in Panama.

Retired Sectionman Clifton F. Hoyt of Sec­tion
17 enjoyed his vacation at his home in Sidney.

Robert Galloupe, son of Section Foreman
Al Galloupe, has started his apprenticeship
to become a mortician. He is currently
with Graham Funeral Service in Boston.

Hallowell

Sympathy is extended to the family of
Crossing Tender Edmund Potter who died
Jan. 23 after a short illness.

Crossing Tender William Hewey has bòd
in the second trick, Winthrop Street.

Crossing Tenders Joe Black, first trick,
Union Street, and James Chase, third trick,
Second Street, are off sick at the present
time.

Gardiner

Employees at this station and nearby sta­
tions were saddened to hear of the sudden
death of Cashier J. J. Donovan on Feb. 6.
Sympathy of all is extended to his
family.

"Joc" entered the service on July 5, 1901,
and had been continuously employed since.

Clerk Clyde Cooper, formerly of Winthrop,
has taken the freight office job formerly
held by Joe Donovan.

General Offices

By Lillian G. Small, Edith W. Mac­
gibbon and Vivian C. Elliot

Charles Nickerson, son of Purchasing
Agent G. E. Nickerson, who was a patient
at the Maine Eye and Ear Infirmary for a
surgical operation is now at home con­
valescing.

Mrs. Ruth Hollywood, stenographer, is
substituting in the Engineering Depart­
ment during the absence of Berten C.
Bodge, who is vacationing in Miami.

A recent addition to the Engineering
Department forces is Eugene Cole, Jr.,
Instrumentman.

Mr. and Mrs. Philip E. Farley are re­
ceiving congratulations upon the birth of
a daughter, Cathy Lynn, born Feb. 2.

THE MAILLETS—This is the robust family of Car Trimmer and Mrs. Edward Maillet of Waterville. Eddie has
been with the MEC 26 years. Left to right, Maillet; Edward, Jr., eight; Raymond, 20; Irene, 10; Rita 12;
Jeanette, 15; and Mrs. Maillet.
Frank L. Foster, Jr., son of Mechanic Frank Foster at Bangor Garage, has been promoted to store manager for the B. F. Goodrich Tire Co. in New London, Conn. Mrs. Evelyn Shepard and Miss Donna Shepard, wife and daughter of Operator Bert Shepard, are spending a few weeks with Mrs. Shepard's sister in Chattanooga, Tenn. The Ice Follies are drawing the usual large following from points along our system in Maine, and we have handled these special parties to Boston. Among those enjoying vacations recently were Operators Harry Hubbard and Ed Robison; Mechanic George Panton and Foreman Arthur Partridge, Portland Garage.

By Lucille Bridge

FAMILIAR SIGHT on Trains 5 and 20 is Baggageman Fred Lombard with the inevitable milk can in the door.

Our sympathy is extended to Retired Conductor Harry L. Wight of Portland, on the death of his wife, Martha, Jan. 29. A MCRR conductor for 56 years on his retirement in 1938, Harry now lives with his daughter, Mrs. William Leslee at 206 Brackett Street, Portland.

Sympathy is extended to the relatives of Joseph Donovan of Gardiner who died Feb. 1. Joe was employed as clerk at Gardner freight house with 49 years' rating.

Ground Switchman Ralph Moffat at Brunswick has been off duty for a long period. He was a patient at St. Mary's Hospital, Lewiston, for 16 weeks, then home for a week and back to the hospital for ten days with appendix operation.

Conductor Howard Goss of Lewiston has been off duty on account of illness of Mrs. Goss. While Mrs. Goss was recuperating Howard slipped on the ice and hurt his shoulder.

Manly Family are the sons of Trainman and Mrs. Leonard Hachey, Portland. Left to right, Donald, 13, John, 10, Joseph, 6, and Francis, 5.

Cashier Lillian Goddard of the Armstrong News Company at Union Station celebrated her birthday, Feb. 11 and was presented a birthday cake and gifts from fellow workers.

We have a new number for our Instruction Car, formerly the BM 1002 will be renumbered MC 5000. Train Rules Examiner Gene Winslow is in charge.

Mrs. James Kelley, wife of the conductor, made a visit of a few days with her sister, who resides in Rochester, N. H. If by any chance you order cream from Leede do not let Herbie handle it, he forgets who it is for.

"To Err is Human" but when you kick around your working schedule and make an unnecessary deadhead trip to Boston to report for your run, Boston to Portsmouth and find the regular messenger on the job, you are due for a little bit of kidding, and Jim, Joe did not tell me.

Conductor Arthur Winslow attended the Caribou Winter Carnival Saturday, Feb. 18, returning to his home town, Mars Hill, for a visit with relatives.

Happy to report Station Baggage Master Arthur Brookings at Portland Union Station is back on duty after three months' illness. They are having a lot of hard luck on the Mountain Division. Conductor Jim O'Brion has been off duty for three months as well as Conductor Charles Raymone, an account of illness.

Happy to report Engineman Lohley of the Eastern Division is back to work after being off for a long period on account of illness.

Mrs. Joseph Meehan and daughter, wife of the General Foreman at Portland Union Station, is visiting at West Palm Beach, Fla., also Trainman J. D. Meehan, Jr., their son, with his wife and family are at the same resort.

Yardman William Robbins and the Mrs. of the Portland Terminal are spending a few weeks in Florida. Stay until the snow leaves the good, old State of Maine, Bill, wish I was with you.

Sympathy is extended to the relatives of Engine man Fred Mann on his sudden death in January.

Retired Switchman Fred Merrill, who for many years worked in Waterville Yard and now resides at North Anson, made a trip to Bangor recently. Fred has a sister who resides in Brewer.

Engineman Massengale made a visit to St. Petersburg and Tampa, Fla., also during January.

Conductor Furbush's son, Ralph, was passing around the cigars recently celebrating the birth of a daughter, Ann Therese. Mrs. Furbush's father and mother are Mr. and Mrs. James Fitzpatrick.

If you are looking for a bargain in used axes see Harry Green of the Northern Maine switcher.

Sympathy is extended to Mrs. Frank Perkins, wife of the late Conductor Perkins, on the death of her mother who resides at North Anson.

Conductor and Mrs. Bernard Cross paid a visit to Lewiston where Bernard took the little lady out to dinner. The Portland Terminal yard crews are having a little hard luck in regard to sickness. Frank Platt of the Union Station switcher was a patient at the Maine General Hospital, also Conductor Marty Conne and Conductor John Norton were hospitalized.

Conductor and Mrs. George Green of Waterville made a trip to Miami, Florida, on route to Panama City where they paid a visit to their son who resides there.

Train Baggagemaster and Mrs. Del Colahan are visiting in Florida, leaving Portland the last of January.

Sympathy is extended to the relatives of Conductor Arthur Trask of Waterville. Arthur had been in train service for 43 years, working out of Waterville most of that time.
James E. Andrews, foreman of freight handlers at Eastport, is a patient at the Eastern Maine General Hospital, Bangor, with a broken hip. His son, Elmer Andrews, who is a car inspector at Portland Union Station, is a constant visitor every week.

Trainman H. D. Greenwood is working in Bangor yard for a few weeks. Trainman Nealley is working out of the Portland board. The track scales at Bartlett have been removed. Not enough use for them, so out they go.

P. D. Gross and crew are here doing needed repairs on the engine house and receiving railings. Calculator C. R. Hays is busy with a broken hip. His son, Elmer, officiating; Miss Gloria Hunter, Mattawamkeag, assisting. The Rev. Alfred Standish, officiating; Miss Blanche M. Butterfield, officiating; Misses Gloria Hunter, Mattawamkeag, assisting. The Rev. Alfred Standish, officiating; Miss Blanche M. Butterfield, officiating; Miss Blanche M. Butterfield, officiating.

By HARRY D. DAVIS

The basketball tournament play-off at Machias for the County Championship was held over Memorial Day weekend. Beals by 15 points only. Many parents, relatives and friends from here made the long journey to see them in action and lend moral support.

JANUARY WEDDING

The marriage of Elizabeth McVey, daughter of Mr. and Mrs. McVey, to Ronald Hay of McAdam, N. B., was held at Eastern Maine General Hospital due to injury received when Hay was hit by a work train.

Switchman H. F. Whitty is off duty due to illness, also Switchman C. T. Clark is in the hospital with appendicitis.

The family of the late H. H. Butterfield, Jr., of Barre, is taking their vacation at State Street, Brewer. They will return on the 18th, after a week's tour of New England.

The marriage of Miss Catherine Macdonald, daughter of Engine House Master E. F. Macdonald and Mrs. Augustus Macdonald, Bangor, to Robert C. Ericson, left to right, Edric MacDonald, brother of the bride, best man; Miss Joan Ericson, sister of the bride; Miss Eileen Ericson, sister of the bride, maid of honor. The ceremony was held in the Baptist Chapel of St. John's Episcopal Church, Bangor.
J. Mizula, loader and caller, was a recent Marine Department, was installed as freight clerk, and daughter, visited her par­ 
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Device Operator Roland F. Chiasson is re­

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By GEORGE MARCROPT •

GRANDDAUGHTER and grandson of Laborer John Phineas Rigby Engine House, are Mary Jane, 5, and Stephen Bruce, age 3 months. They live at Charleston, S. C., with their parents, Commissary Steward and Mrs. Milton Brake

Mrs. Archie Pratt, wife of Sheetmetal Worker Pratt, has been in the Eye and Ear Infirmary for an operation. According to the last report her progress was very good on the road to a full recover.

Clerk John Welch has moved to "God’s country" calls it, the domain over which "Coke" Kane, engine dispatcher, is said to hold the office of "Mayor of Libby- town."

Machine Shop Foreman presents his resignation, and James A. son of Freight Checker James Mc­

Several cases have been received from Cathering King Sullivan and husband, who are enjoying an extended trip through the south. Catherine was formerly employed as Mechanical Device Operator.

We extend our best wishes to Walter D. Diup, claim and correspondence clerk, who is also sent account of illness, for a rapid re­covery.

John R. Stanton, rate and waybill clerk, and wife, recently visited in Boston.

Mr. and Mrs. Archie Carig­

We have another owner of a new car in "Al" Cary, clerk in the Stores De­

The Rigby Engine House safety program is still going strong, and on Feb. 20 the figure had reached 538 days without a. a

Local No. 542, Firemen and Oilers, has elected the following officers: President, Louis Foley; Vice President, John Sulli­van; Recording Secretary, Asa Worcester; Fin. Secretary and Treasurer, James Ashe­ley: Trustee, Raymond Thompson; Shop Committee, Chairman, John Sullivan and Martin Malia.

Storemen Department Truck Driver, "Les" Walker, has been out sick for "Tom" McCaffery has been subbing for him, with Russell Proctor taking "Tom's" place.

Rigby Yard

By ALICE A. MCLAUGHLIN and MARJORIE J. QUIGLEY

We extend our best wishes to Loader and Caller Roger W. Maloney and wife on the birth of a son.

John J. O'Donnell, motor operator, left Saturday, Feb. 11, for a vacation in Miami, Fla. He was accompanied by his sister, Mrs. Mary J. Maloney.

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A floral tribute was sent to his funeral from his sister. A floral tribute was

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DOLLAR DEADHEADING

Last year more than 23 cents of every dollar of railroad freight income went to owning and keeping up roadways and tracks. By comparison, the railroads' biggest competitor—big trucks—which are threatening the jobs of each of us, paid only a little over 5 cents of each of their freight revenue dollars for the use of the highways and in real taxes. You, as a taxpayer, carry the largest burden of highway costs, whether or not you own an automobile.