OUR RAILROAD RECOMMENDS A "YES" VOTE

On Constitutional Amendment 4
At The Sept. 11 Election

BECAUSE: Our State needs the new bridge. The proposed steel and cement double deck highway and rail bridge would eliminate danger of damage or destruction by fire or ship collision to vital rail and highway links between eastern Maine and the rest of the Country and the serious and permanent economic loss to our farms, industries and labor which would result.

That means that while we are benefiting ourselves by improved railroad operations, we are also directly benefiting our fellow citizens by eliminating highway congestion and expensive operation and maintenance of a highway draw bridge that was opened 1,242 times last year.

BECAUSE: If the amendment is carried your company intends to spend—in addition to the seven million dollars to be expended by the State and the Railroad for labor and materials to build the bridge—a further large sum of money in re-locating tracks and grades to gain access to the new bridge and make a new approach to the Mountain Division.

That means work for your fellow employees and your fellow Maine citizens.

BECAUSE: If the amendment isn't passed, a mandatory War Department order will take $1,200,000 out of our general highway fund to widen the draw in the highway bridge.

That means that money that would ordinarily be used to improve roads throughout the State would have to go for a project that would accomplish practically nothing. The dangers, hazards, traffic bottleneck, petroleum laden tankers maneuvering in a constricted basin would remain.

In addition to the regular ballot containing the names of candidates, there are two special ballots, one on liquor and the other on 5 constitutional amendments. It is the latter we are interested in.

Weed Killers Complete Program

Railroad men have long been in sympathy with New England farmers over a common problem—those pesky weeds. And the most readily accepted weed nemesis, the hoe, is a puny instrument indeed when it comes to ridding 1,328 miles of track of insidious growth. If allowed to grow, such vegetation fouls the ballast, thus preventing proper drainage, one of the greatest enemies of track structure.

But the Maine Central weeds are wets, sticks to, and penetrates the wax-like surface of grasses and weeds thus being quickly absorbed into the plant structure with deadly effect. After it is applied, the emulsion reverses itself and becomes water resistant so that even a rainstorm does not effect it noticeably.

Spraying equipment supplied by the Reade Company consists of a spray car with spray nozzles attached to the front end. The spray covers an area nine feet each side of the track from the center, and has an additional spraying arm that is lowered and extended from the side of the car that will reach over and cover an adjoining track.

Two, 8,000-gallon capacity tank cars are used for mixing the chemical. Two thousand gallons of the chemical are pumped into each and then water is added. The tank cars are made up in the train and as one mixing car becomes empty, the chemical can be pumped into it while the train is in motion. Then, water may be added at the first available location.

Two outstanding features of the operation are control factors. Since the most desirable speed for spraying
is 18-20 mph, the speed is maintained
by watching a speedometer in a
spray car. Also, in order that an abso-
olute record may be kept of the
chemical used, the spray car is
equipped with a monitoring meter
that shows the amount of chemical
sprayed at any location.

The Maine Central’s previous weed
wars were conducted by hand spray-
ing from drums. The new method
obviously allows a greater area to be
covered with the added benefits of a
permanent kill on live growth and
sterilizing effect on seeds blown onto
the track that might germinate an-
other year.

The spray train ran as an extra
over the system and Operating De-
partment cooperation in handling its
dispatch facilitated completion of the
work.

**Important Group Insurance Plan Benefit Announced**

A new benefit available under our
Employees Group Insurance Plan—
important to those who may have to
take a leave of absence to enter mil-
tary service — has been announced
by E. C. Paine, special assistant to
the comptroller.

In response to many inquiries, the
Continental Casualty Company, un-
derwriters of the insurance, has
agreed to permit dependents only
of employees entering military service to
continue to receive the insurance
coverage.

In order that this continuance be
maintained, Paine said, the employe
must make an arrangement for cash
payment of the premiums in advance.
These payments will be at his regular
enrollment rate—less $2.17 per month.

Premiums on the remaining two
classes then would be:

- **Class 2— Wife or 1 dependent**
  - child .......................... $3.03

- **Class 3— Wife or 1 or more**
  - dependent children ........... 4.98

Benefits available under the plan
follow:

Dependents may collect $8 per day
for the cost of a hospital room and
$160 for other hospital expenses for
each disability. In addition, a maxi-
mum of $5,000 will be paid to cover
expenses incurred over a period of
two years if the dependents are dis-
abled by polio. A review of your in-
surance contract will show an item-
ized list of collectible payments for a
variety of operations and hospital ex-
penses.

Employes who wish to continue the
insurance benefits for their depend-
ents must complete a form notifying
the company of the fact prior to their
entrance into service. Forms are
available from F. H. Parker, assistant
auditor disbursements, MCRRCo., and
PTCo., and E. D. Westcott, general
manager, MCTCo.

**Eastport Agent Retires**

Clifford A. Small, 67, general agent
at Eastport since 1936, retired last
month after 47 years of service.

Small began his career as a clerk
in the Lewiston freight office after
graduating from Bliss Business Col-
lege there. Serving 20 years at Lew-
iston, he later went to Portland as
special agent, became traveling
freight agent and commercial agent.
Small returned to Lewiston in 1932
as chief clerk of transportation de-
partment.

**Pullman Sales Promotion Benefits All**

To create new business for itself
and the railroads, The Pullman Com-
pany, which conducts the nation-wide
sleeping car service on the principal
railroad lines throughout the country,
has developed an extensive sales pro-
motion program.

In a nutshell, the Pullman mer-
chandising plan includes a colorful,
20-page booklet, an accordion-type
leaflet, an attractive poster and a
sticker. Each item was produced with
a view of acquainting the traveling
public with the many features of Pull-
man service and the 14 types of ac-
ccommodations that Pullman now of-
fers. The program, also, stresses the
convenience, comfort, dependability
and safety of “rail travel at its best.”

Pullman is confident that its sales
campaign will contribute greatly to
the future security and continued
growth of rail-passenger transporta-
tion. George A. Kelly, vice president
of the Pullman Company, says that
“conscientious use of the promotion
material will mean increased business
for both of us.” In line with this be-
lief, passenger representatives, ticket
agents and other representatives of
the Maine Central were asked to co-
operate in distributing and display-
ing the sales literature, and many are
doing so.

Many of our employees already have
seen the booklet or leaflet, but those
who have not had occasion to examine
either of these items may do so by ob-
taining copies from their nearest
ticket agent in whose office Pullman
tickets are on sale.

The first section of the booklet,
"Look What’s Attached to Your Pull-
man Ticket," lists 29 conveniences,
comforts and personal services that
are available to the traveler who goes
Pullman. Another section is devoted
to vivid pictorial illustrations of 14
types of Pullman accommodations. To
acquaint travelers with the actual
cost of Pullman space units, the book-
let also contains a price comparison
based on an overnight trip of approxi-
mately 300 miles.

Because The Pullman Company is
owned by 59 leading American rail-
roads, they share in the benefits of oc-
cupied sleeping car accommodations.
For that reason, the more promotional
material that is placed in the pockets
and pocketbooks of the traveling pub-
lie, the more business that is created
for the railroads and Pullman.
One Red Ball at Richmond

By JOHN J. KEATING

Maine Central engineers running Portland to Bangor are recipients of just about the friendliest greeting men could want. Just east of Richmond station is this proud sign for all to see:

"Toot Toot"
Dan Cony and Bert Campbell
and all other Engineers

It's the work of a man who admits proudly: "Yessir, I'm a nut on railroads, and I sure like the Maine Central boys."

Wearing an engineer's cap and with a well-caked pipe clenched firmly in a jutting jaw, Perley W. Chetley of Richmond, was operating his sawmill when interviewed. A little gamecock of a man, Chetley paused just long enough from feeding huge pine logs into his circular roughing saw to acknowledge: "If you're from the Maine Central then I'll talk to you."

And the admiration is mutual. It's resulted in one of the finest examples of friendly relations between our employees and a citizen on our line in the entire system.

No one is sure just where it started, but Conductor Y. C. "Neily" Neilson of Brunswick seems to have been the contact man.

Chetley, who once worked on a section crew and in the old Laconia, N.H. car shops, struck up an acquaintance with Neily. Seems Perley had always wanted to railroad, but had to stay home to operate the family sawmill.

Every night for the past three years as 19 thunders through Richmond, Neily tosses off a bunch of newspapers at the freshly-painted and neat farm stand of Chetley, close by our track east of the Richmond station.

Chetley learned that Dan Cony and Bert Campbell alternated on 19 and up went the sign in recognition and appreciation—not to be slighted—the "Toot Toot" is for "all other Engineers," too.

Next, Chetley wanted to go a step further and in his spare time, fashioned a neat cupola. Into windows on the four sides went 64 different colored pieces of stained glass taken out of an old Richmond building. The whole thing was painstakingly raised to the top of Chetley's barn and installed with a floodlight that displayed the stained glass in a blaze of color.

The final touch was to top the cupola's weather vane with—-a red electric lantern.

Now, as 19 rounds Ferry Curve, about a quarter mile from Chetley's home, he steps to a switch and the cupola lights blink—one long and two short—that's "Whistle talk" for approaching a station and the two short for the answer to any signal not otherwise provided for.

Up in the diesel cab the fireman spies the red lantern and calls out—"one red ball!" With that Dan Cony, or Bert Campbell, or another engineer, smiles and hauls down hard on the horn cord.

But it's not enough that these men should be just friendly signals that flash in the night. They exchange Christmas cards and Chetley usually drops down to the station on Saturday nights to give a personal wave.

Here's what un-loquacious Dan Cony has to say about it: "Richmond's a
nice little town, it's one of the few really friendly towns left. You know, like Rockland and Farmington — in those towns, they still think a railroad man is quite a guy.

But our story hasn't ended. Dan and Bert may not know it, but Perley's got another idea up his sleeve. He revealed with a wry smile that there's another item he's been saving with an eye to the future. It's a whistle that proclaimed the working day to Bessemer and Shelton. It's a whistle that's been in the barn for 30 years. But when his old steam boiler was put out to pasture, the family decided to sell it. They sold the boiler, but they kept the whistle. And now it's ready for action. It's a beautiful, clear, musical whistle. It's the kind of whistle that makes you think of the old days. It's the kind of whistle that makes you feel good. It's the kind of whistle that makes you feel like a railroad man again. It's the kind of whistle that makes you feel like a part of something special.

Family Picnic
Great Success

Pictures on Pages 12-13

The second annual Railroad Family Picnic doubled its attendance, entertainment, and enthusiasm Sunday, July 30, as nearly 400 railroaders and their families enjoyed a warm, breezy, sunny day at Snowberry Park, Pine Point, under the sponsorship of the Maine Chapter, New England Association of Railroad Veterans.

Contest awards and community singing with capable Mrs. Clyde Gary at the piano and choirmaster Genial Gene Winslow at the helm, highlighted the day-long event.

Official greetings of Governor Frederick G. Dunlap to the assembly by Everett F. Groaton, chairman of the Maine Development Commission. Richard F. Hebert, director of the Maine Publicity Bureau's "Boost Maine Campaign" represented the Bureau.

Twenty-five prizes donated by Portland merchants were obtained through the tireless efforts of Train An-nouncer Norman Fuller, Portland. They included men's socks, neckties, candy, cream and sugar set, etc. Main door prize, a portable radio, was won by Clerk Maurice Allaire, Portland.

Among those attending from widely separated points were Herbert Wells, Percy Victory, both of Boston; Feryred Whitehouse, retired B&M engineer; Charles Waterman, retired Maine Central engineer now residing in Saratoga, Fla.; Agent and Mrs. O. R. Burdwood and Heber Smith, all of Bartlett, N. H.; Agent Walter Burnell, North Conway; Station Master and Mrs. A. B. Woods, Bangor; a large Waterville contingent; and some Canadian railroaders from Halifax, N. S., and Moncton, N. B.

E. H. Winslow, president of the newly-formed Vets chapter, indicated success of the event would be followed by a "Ladies Night" this fall. Hard-working committee members serving with Winslow included Joe Meehan, Leroy "Coke" Kane, and General Chairman Emilie J. Morin.

MODERN CHILD
A little girl, after the first church service she had attended, was asked by the minister for her opinion.
"The music was nice," she said, "but I thought your commercial was a little too long."
WHAT WE'RE DOING

It is not a new saying, but it is a very true saying; that the arteries of America are its lines of railroad. And if the tracks are arteries, then the freight cars which run over them are the red corpuscles of the nation's life-stream.

Each week, now, about 850,000 of these freight cars are loaded and sent on their way, carrying the things you eat and wear and use—carrying the raw materials which go into the making of those things—carrying, above all, munitions and supplies for the fighting men in Korea.

In recent weeks, the demand for freight cars has gone up sharply. Increased military movements—increased production for national defense—increased buying by both consumers and industry—all add up to calls for more cars.

At the same time, the normal flow and distribution of freight cars has been disrupted by strikes. And the reduction in the usual work-week, both in industry and on the railroads, from six days to five days has slowed down the work of loading, unloading, and handling of freight. The effect of this reduction in working time, in fact, is estimated to be about the same as if 175,000 cars had been subtracted from the available supply.

Railroads are increasing the supply of cars as rapidly as possible. The most immediately effective step in that direction is an enlarged program of car repair and rebuilding. For the longer range future, railroads are building new cars, with orders placed or announced for more than 100,000.

And while working to increase the supply of cars as promptly as possible, the railroads are also working—with the cooperation of shippers—to make the best use of the cars available in meeting to the fullest extent possible the sharply increased demands for rail service.

WHAT SHIPPERS ARE DOING

One of the most effective ways in which many shippers are helping to make the car supply go round is by operating their shipping rooms and unloading platforms on a six-day a week basis, instead of a five day. The importance of this is seen when it is realized that the prevalence of the five-day-week, both among shippers and on the railroads, is equivalent to taking out of service about 175,000 freight cars.

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The counter at the station refreshment room is mobbed during the ten minute stop. Only if you are very quick and very lucky, you will come away with a ham or macaroni or tomato sandwich and a cup of tea. You may also get a piece of raisin cake or a bar of chocolate or perhaps a tin of hard candy. There are soft drinks but these are lukewarm and with such a doubtful flavor that one quickly learns to drink the tea. You can bring your cup of tea on board, the conductor will collect the heavy china cups and saucers later.

Leaving “Piecock” we turned inland, passing rolling pasture land where graze sheep and beef cattle, the mainstay of New Zealand industry. For dinner, which is called tea, we stopped at Palmerston North, the commercial center for this inland agricultural area. Unfortunately it was Sunday so the station dining room was closed and we could only get tea and sandwiches at the counter. New Zealand trains carry no dining cars or sandwich vendors.

There was another stop for “sup­per,” more tea and sandwiches, about nine o'clock. I don't know how many more tea stops we made for I dozed off soon after the lights went out at about ten; but all night I was vaguely conscious of jerky halts, the lights turning up and the rattle of tea cups.

Early next morning the passengers were lining up outside the washrooms like any flock of American coach travelers, with their hair mussed, clothes rumpled, grinning sleepily at one another and complaining about how badly they slept. New Zealand trains are generally quite prompt and at seven o'clock on schedule we came into the Auckland station.

THE COVER

As the curtain falls on our New England Summer, these three attractive Maine Central girls portray a scene familiar to all who have enjoyed our New England Vacationland. Enjoying the Railroad Family Picnic at Pine Point, Maine were left to right, Marilyn Phelps, Elaine Kervin and Connie Bennett, all employed as stenographers at Waterville.
SCENES AT THE RAILROAD PICNIC include (1) General Chairman Emile J. Morin presenting the mystery prize to Mrs. Irma Eldridge. (2) Everett B. Greaton, executive secretary of the Maine Development Commission brought the greetings of Governor Frederick Payne. (3) Rules Examiner E. H. Winslow at the mike led the community sing. (4) Officers and picnic committee members of the newly-formed Maine Chapter of the New England Association of Railroad Veterans that sponsored the affair. Seated, left to right, John J. Keating, Joseph Meehan, Norman Fuller. Standing, E. H. Winslow, James G. Downing, Dedham, Mass.; George Vance, Boston; Coke Kane, James Fay, Stanley Antworth; Lawrence Sparrow, Ernest Moody. (5) Two retired conductors attending were Albert E. Nutting, formerly on 11 and 16 until retirement in 1943, and Frank E. Curtis, on 1 and 102 until the same year. (6) The children's carousel proved an attraction. (7) The twin daughters and wife of Portland baggage and mail General Foreman Joe Meehan. (8) Among the attractive railroad wives attending were seated, left to right, Mrs. James E. Mills, Mrs. Arnold Baker, Mrs. James A. Riley, all of South Portland. (9) Attending from our Waterville station restaurant were Manager and Mrs. Millard Trott and Waitress Mrs. Betty Hammond. (10) And from furthest away were Joe Constable, left, electrician's apprentice and Dick Rafferty, right, carman apprentice, both from Moncton, N. B., where they're on the Canadian National. (11) View of the parking area showing the large crowd attending.
**Locomotive Weather Vane**

WEATHER VANE replica of a 500 Class locomotive made by Machinist Mike Bosco, Waterville Shops

By G. K. STEVENS

Waterville Shops Reporter

Machinist Mike Bosco has the artistic temperament and talents that stamp him a true descendent of Tubal Cain.

Mike's latest handiwork is a replica of a 500 Class locomotive in the form of a weather vane. The base and spindle is made of one-quarter inch brass rod as are the directional quadrants, the letters, N., S., E. and W. were carefully cut from sheet brass polished to a high luster, and soldered to the end of the quadrant arms.

The locomotive with its trailing plume of smoke, is hand chiseled and filed in silhouette from a piece of one-sixteenth inch sheet copper. The loco motive is finished in traditional Maine Central style: black enamel and the insignia in gold, trimmed with a red stripe.

The vane will make a colorful decorative, and practical addition to some railroader's ridge pole.

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**Praise For Progress**

One year and three months ago our freight engineers, conductors and brakeman were called upon to concentrate on better and safer handling of newsprint paper.

In blunt language a former B&M trainman who spoke then as a traffic man with more than 35 years' experience in the transportation field pointed out that rough handling of newsprint paper was threatening to take this revenue away from the railroads.

The Magazine is now proud to publish a letter just received from the same traffic man showing how the record has improved over the past year. The letter is as follows:

Dear Mr. Railroadman,

This letter is to all you men who have done so much in performing an almost perfect job insofar as the handling of 3,500 carloads of newsprint rolls consigned to us during the period November 1, 1949 to May 30, 1950.

We want you to know that we appreciate your efforts very much not only because of the money saved by reducing transit waste, but more important, because you have contributed to the happiness of Pressmen who have to run this paper on the presses.

When the paper breaks on the Press, the Pressmen climb all over to thread it again. Out-of-round rolls caused by rough handling of cars is the reason for the breaks. After a tough night of 12 hours, they feel like you do when you have worked in the rain all night. We all wish we could do something about the rain.

Our Pressmen have been loud in their praise of the great improvement shown because careful handling of newsprint cars does prevent lopsided rolls arriving at our plants.

We all know you fellows will continue your splendid cooperation which has produced such excellent results for our mutual benefit.

Again, our sincere appreciation for a good job, well done!

Sincerely yours,

JIM BROWN
Traffic Manager
News Syndicate Co., Inc.

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**After Retirement What?**

**Pullman Conductor Collects Minerals**

(The following story appeared under the by-line of John T. Boyd in the Portland Press Herald)

For three-quarters of his life, a Portland man has spent most of his waking hours listening to other people snore; but now he's retired and snores nights himself, for a change.

Not that Clarence E. Morton, 204 Valley Street, objected to being a Pullman conductor. Far from it. He claims that sometimes when you blend a sleeping-car full of assorted snorers, you're apt to get a kind of symphony. And Morton has an ear for music.

Being a railroad man for most of one's life has other compensations, too, 75-year-old Morton maintains.

Take someone who has a yen to travel. When you're "riding the rails" it's easy. The one-time conductor boasts that he's been in all but one of the 48 states (North Dakota), and has visited most of the principal cities in the U. S.

Despite his travels he still has had time for a hobby.

In spotless glass cabinets he has countless minerals, sea shells and other mementoes. This was his hobby, the result of over 45 years of travel across the length and breadth of America.

Collects Shells, Too

"It was during the time I ran out of Denver through the Rockies, back in 1903, that I first became interested in collecting minerals. And from then on I bought, exchanged and dug them."

First he sold papers on the Old Phillips & Rangeley Railroad. A few years later he got a job with Maine Central, first as a brakeman, later as train caller at Portland's Union Station.

"My secret ambition was always to become an engineer; but I never could make the necessary weight (165 lbs.) when I was young enough. And by the time I had the weight, I was too old."

He recalls the old kerosene and gas lamps that used to swing from the ceilings of the cars.

**Met Share Of Notables**

Morton has met his share of notables, too. Once Carrie Nation rode with him, jumping out at every stop to harangue local saloons. Then he met the late President William H. Taft and former President Herbert Hoover.

Although he was born in New Vineyard, he readily admitted he would forsake Maine for California, if he could get away from operating a rooming house here. But he's so busy keeping his tenants comfortable and happy that he probably will never make the trip west.

Morton's formula for happiness in retirement is "keep busy."
Rigby Engine House

By ALBERT B. WETMORE

We were all very sorry to hear of the death of the brother of Machinist Helper Martin Stratton. He was also the son of former Machinist Helper George Stratton, now retired.

Machinist Edwin Tenam and family made a trip to Fort Fairfield where they enjoyed the annual Potato Blossom Festival. They witnessed the crowning of the Potato Blossom Queen. Ed says it was a very colorful event.

Laborer Joseph Cribbey has a new truck, but he tells me his old one is still going strong.

There was considerable excitement at Rigby when the oil pump house caught fire and was destroyed.

General Foreman Welch took his annual vacation around August first, and Machinist Charles Tretouillet was temporary foreman.

Machinist Joseph Ashley moved from his former residence where he had lived for 14 years. My sympathies, Joe, as your report indicates he ordered himself when he changed his residence from New Deering toScarboro on Route No. 1.

Boldekker Preston Rankins, and Mrs. Rankins, made a trip to Richmond, Mo., where they visited their daughter. While there, a grandson was born.

Machinist and Mrs. Arthur Fossett drove to Claremont, N. H., where they visited their little grandson whom they had brought up a year ago.

Machinist Helper Robert Wadsworth has been a busy man lately in connection with the recent mobilization of the Marine Reserve Corps. He being a former marine himself, and active as a naval reservist.

Machinist Helper George Waltman, now retired, paid us a visit at the shop.

The wedding of Electrician Albert B. Wetmore, Jr., and Grace W. Sthen at the North Deering Community church, was a recent event. The reception held after the ceremony was at the Masonic Club.

Machinist Helper George Judge formerly of Chadbourne's, now retired, is enjoying life at Highland Lake for the summer.

Machinist Alexander Wright, who retired recently, is enjoying life at Highland Lake for the summer.

They, however, have done nicely but watch out for a rainy season when the cement gets wet.

Laborer Roy St. Peter made a motor trip to Frenchville to see the annual Potato Blossom Festival. They witnessed the crowning of the Potato Blossom Queen.

Former Machinist Helper George Stratton, now retired, is enjoying life at Highland Lake for the summer.

By EDITH W. MACGIBBON AND LILLIAN G. SMALL

Those on vacation from the engineering department include W. J. Henry, F. H. Pinkham, Maurice Thorne, Millard Bulley, E. C. Ryder, Philip Farley, "Hod" Hayward and Alice Eliason.

Mary Morse, chief in the engineering department, has moved into her new home at 12 Rigs Street, Nason's Corner.

Mary Plume, foreman in the engineering department, has moved into her new home at 12 Rigs Street, Nason's Corner.

Three new trainmen in the making: George Judge formerly of Chadbourne's, now retired, is enjoying life at Highland Lake for the summer.

They were accompanied by their daughter and
dependant suggestion which saves time and money for the company is the invention of a tool to remove, as well as replace, piston rings on the diesel engines. This is the third or fourth suggestion of Paris Maxwell.

Another worthwhile suggestion which saves time and money for the company is the invention of a tool to remove, as well as replace, piston rings on the diesel engines.
Mrs. George A. Barnes, wife of Hostler Barnes, has just returned from visiting her mother in Portland, Maine.

Conductor Roscoe Haycock began his sixty-fourth year of railroading on June 21st this year.

Vanceboro

By HARRY D. DAVIS

Section Foreman B. H. Pine recently moved into his new home on Holbrook Street. His carpenter foreman F. C. Hayre completed the work in a minimum of time and the Pine family are much pleased with it. All our Maine Central family join in wishing them the best.

One hundred sixteen carloads of gravel from CPR pit at Magaguadavic have been spread on joint track during August under supervision of track supervisor C. T. McIver.

Those noted on vacation from Maine Central stations staff include Engine House Foreman A. M. Zoot, Chief Clerk H. B. Davis, Clerks D. E. Vernon and L. G. Gatchow, also Deputy Collector of Customs H. E. Pratt.

Mrs. Everett Haddock, widow of the late Eastern Division Engineer, has been passing the Summer at her cottage at Star-Orchard Lake, Michigan.

While on his vacation in Boston, Baggage man John F. McCarthy saw several big league ball games.

Ernest Stover, trackman at Lambert Lake, has had his job promoted between Mattawamkeag and Vanceboro.

George Kinney, trackman at Danforth, has been sick for several weeks and Daniel Shay has been filling in for him. Deepest sympathy is extended to the family of George W. Knights, section foreman at Forest, upon his death, July 24.

By JOHN MINCHER

Those noted on vacation from Maine Central stations staff include Engineer and Mrs. L. J. Grant, Bangor. They are staying with his son, Raymond W. of Bangor Freight Office, and a former Maine Central family. Royce W. is a train dispatcher, who is confined to the hospital following two major operations.

Bangor Operating

By M. E. GIBBONS

We wish to extend our congratulations to Freight Agent W. G. Graham and Mrs. Graham on their recent marriage. They are now at New Rockford, Pa., and Washington, D. C.

Normal J. Prouty, C. B. Tripp and Donald J. Dwyer, baggagemen, have returned after two weeks spent training at Camp Edwards.

By C. A. JEFFERDS

Assistant Foreman William T. Walker has returned from his annual vacation which was spent touring through Canada and he reports a most enjoyable trip.

While on his vacation in Boston, Baggage man John F. McCarthy saw several big league ball games.

Janitor L. W. Patterson recently returned from a trip visiting friends and relatives in St. John and Fredericton, New Brunswick.


Bangor Car Department

By C. A. JEFFERDS

Assistant Foreman William T. Walker has returned from his annual vacation which was spent touring through Canada and he reports a most enjoyable trip.

A very welcome and unexpected recent visitor to our office, after an absence of several years from Bangor, was Mrs. Charles H. Sessions, widow of a former general car foreman of Bangor. Mrs. Sessions, who now resides in Waterville, finally paid us a long due visit and we were especially happy to see her looking so well.

Clarence A. Jeffers, chief clerk, with Mrs. Jeffers, was off the regular vacation, part of which he plans to spend motoring through Maine and New Hampshire.

W. Arnold Rideout, carman at Bangor Union Station, has returned to his own position, after having been substituting as Assistant Foreman in Bangor Freight Yard while W. T. Walker was on vacation.

We notice that Frank H. Adams, loading carman at Northern Maine Junction, is sporting a new sedan.

Our genial Railway Express Agent Del Soule, was passing cigars around yesterday with a smile fitting the occasion. Reason given was that the half-pint boy born August 15, 1915. Congratulations, Mr. Soule.

They say there's a reason for everything. Everyone has noticed how quiet, gentle, and soft-spoken Sectionman Francis Roy has been lately. A change of personality, perhaps, and all for the best everyone happily agrees. Reason...had his tonsils removed.

Sectionman Evan Reynolds is looking for an outfield motor...in the Sebasticook River.

Sim Provencher, ticket agent and first trick operator at Pittsfield—over 20 years ago—but now of Portland Union Station force, stopped in to say hello this week.

Clinton

Sympathy is extended to Warren and Harry Dixon, members of section 45, Clinton, on the death of their wife and mother. Mrs. Harry E. Gibbs has returned home after receiving treatment at the Sisters' Hospital, Waterville.

Section Foreman W. J. Cowan recently took one week of his vacation. Operator A. M. Gray, who bid off second trick, has moved from Newport to Clinton. Operator P. E. Butler from Eastern Division bid off third trick, temporarily.

Mrs. P. G. Tracy, wife of swing operator R. B. Tracy of the Eastern Division, bid off third trick, temporarily.

Mrs. Harry E. Gibbs has returned home after receiving treatment at the Sisters' Hospital, Waterville.

Manchester Ticket Office

Here's P. L. Carr hard at work in the Waterville Ticket Office.

Operator L. E. McIntosh and wife were recent visitors at Fortunes' Bocks, Biddeford.

F. A. Green of M. K. T. Ry., was a recent caller in Waterville.

Car Checker Arthur E. Ladd with wife and daughter have returned from a trip to California.

Engineer Chester Winslow and wife are vacancies. Son of the late Mr. and Mrs. Winslow, is spending a short vacation in California.

Retired Operator Arthur Durgin and wife of Wisconsin have been visiting in Waterville.

Mrs. Millard Trott of station restaurant, with her four sons, has returned from a trip to California.

WATERVILLE STATION AND YARD

By M. W. FLINT

We are pleased to report that Assistant Yardmaster Norman Weymouth has returned to work after several weeks' sickness.

Herbert Tardif is confined to hospital account serious illness.
Mr. and Mrs. Walter Bell, Brooklyn, N. Y., are visiting Agent Burr and family at Harmony.

Section Foreman Harvey Fillmore is out on his two weeks’ vacation; Ivan Lombard taking over.

Sectionman Wilfred Cool is the proud papa of his first child, Wilfred, Jr., born at Scott Web Hospital. Weight six Bigz pounds.

Sectionmen Manuel Howe and Foster Brooks are out on annual vacation.

Eddie is seriously ill at a local hospital.

Koadrunner Oscar Moores are vacationing.

The “One Man’s Family” hail a boat from the mainland to Cranberry Island. Part of the party on board are the owners, B. F. O’Neil, Mrs. O’Neil and Agent Charles Marston.

Robert Phelps has been spending a week at China Lake.

Machine Apprentice Bill Chase, who has been pushing the “Ike” stock car races at Unity, has decided that after colliding with a tree and a horseshead and over-turning, he is going to stick to a pretty tough racket.

Carman and Mrs. Glenn McCarron are the parents of a new daughter, Beth Ann, born June 27 weighing seven pounds.

Carman Wilfred Dusty has been covering the Belhamworth job, while Cliff Bernier has been on vacation.

Carman Frank Harding is a patient at the Osteopathic.

Carman Sid Brown has been subbing in the Yard for carnspokee’s vacation.

Carman Helper Roland Wyman will sell his Marine Reserve rating cheap.

Carman Helper Harold Marland has been called to active duty in the Marines.

Carman Helper Paul Halle is building a new home.

Mrs. Vivian Bragg, wife of Carman Frank, has returned from the hospital after surgery.

Carman Helper Scottie Hawes has been a recent visitor to Cranberry Island.

Passenger Foreman Penn Farwell has returned after being confined to the house with a bum leg.

Paint Foreman Emile B. Hall is on the sick list this week, and Laurence Campbell is holding the fort.

Ernest Bigford is on a month’s vacation and Millman Merle (Mr.) Beverage is ramrodding the mill.

Paint Foreman Uncle Frank Miles has returned after being out sick for a week.

Assistant Supervisor of Signals Sullivan was a patient at the Maine General Hospital. At this writing is home for a rest. Hurry back, “Sullie.”

Baggagemaster B. F. O’Neil of the Eastern Division is off duty on account of illness. He runs on trains 123 and 116. Ralph, who has a new car, drives it to the engine house, gets out, leaves key in the ignition, left doors unlocked, discovered it at a weekend, telephoned to Mrs. Ralph to take over.

Station Baggagemaster Olin Gordon, Gardiner, has an organized baseball team, called “Maine Central.” They played the Tri City A. C. of Leeds, July 30. Maine Central won, 11 to 5. Conductor George Green of the Augusta switcher is manager and catcher of the Tri City. A Red Sox scout is trying to contact Green and Marshall Pratt, who plays third base for Tri City. A return match will be played at Randolph Sept. 10.

Trainman and Mrs. “Bill” Cobb with Mrs. Cobb’s sister, made a trip by auto to St. Anne’s in Quebec. They also visited Montreal in Bill’s new car.

Fireman George Clark from Clinton has a new car. It has a lot more room to haul wood than the old one.

Assistant Supervisor of Signals Sullivan was a patient at the Maine General Hospital. At this writing is home for a rest. Hurry back, “Sullie.”

Railway Express Messenger Edward Osborn of Waterville, now running on the Bangor and Aroostook, has the distinction of being the oldest messenger, in service, in New England.

Sympathy is extended to the relatives of Retired Conductor Walter Keene, who died in August. Walter had 37 years’ service at retirement.

Congratulations
THE RAILROAD INDUSTRY PIONEERED IN THE ADOPTION OF THE PUNCH CARD TABULATING MACHINE. THE FIRST COMMERCIAL USE OF SUCH A MACHINE WAS MADE BY AN AMERICAN RAILROAD IN 1896.

ENGINE CREWS OF LONG-DISTANCE TRAINS IN RUSSIA ARE RESPONSIBLE FOR MAINTAINING AS WELL AS FOR RUNNING THEIR ENGINES. IN CASE OF A BREAKDOWN THEIR PAY STOPS.

WORTH REMEMBERING ... IN WORLD WAR II RAILROADS HANDLED MORE THAN 90 PER CENT OF ALL THE WAR FREIGHT AND 97 PER CENT OF ALL THE ORGANIZED MILITARY TRAVEL.