INTERIOR view of a typical chicken house above, dramatically shows how modern methods and equipment enable farmers to raise flocks of from ten to twenty thousand birds for the thriving poultry industry.

New ICS Courses Available To Employees

Employees of the Maine Central Railroad have an unusual opportunity to obtain International Correspondence School training and education in railroad operations, at a substantial saving and on a payroll deduction basis, under arrangements recently completed by the railroad management.

A wide range of home study courses, especially prepared by the International Correspondence Schools for application to railroad occupations, is available. The courses cover many specific phases of employment, in such fields as engineering, electrical, mechanical, operating, traffic, financial and other categories having railroad application.

Representatives of the ICS will visit the various points on our railroad to explain the various courses available and to enroll employees desirous of subscribing. The names of such employees will be forwarded by department heads to the railroad's Personnel Bureau for determining whether employees are adapted for the courses they select and whether the courses would be of genuine benefit to the employees.

Special provision has been made for younger employees who may be called into military service after they have enrolled for home study courses. Such employees will not have to continue making their payments for the course unless and until they resume their employment with the railroad.

When final arrangements have been completed the enrolling employees will be permitted to pay for the courses they select through a payroll savings plan, and the total cost will be very substantially below what the same courses would cost if employees were to enroll as individuals instead of through the railroad's special contract agreement.

Dole Named New Asst. Super At Shops

Richard F. Dole, South Portland, was named assistant superintendent of the Waterville Shops Sept. 1, by F. W. Rourke, vice president-Operations. Dole had been general foreman of the Rigby Car Shops.

At the same time the appointment of Thomas W. Airey, Woburn, Mass., to fill the position vacated by Dole was announced.

Dole first entered railroad service Sept. 1, 1925 as a draftsman at the Billerica Shops of the Boston and Maine. Before going to Rigby he had been assistant supervisor of air conditioning and power plants at Boston.

Airey entered railroad service on the B and M at Boston as an oiler, Nov. 23, 1933 and had advanced through various positions to mechanical inspector, the post he held until his present appointment.
MESSAGE OF THANKS AND A PROGRESS REPORT

I want to express sincere appreciation for the good work done and the interest shown by members of the Maine Central family in the important referendum recently concluded in connection with the proposed new Fore River Bridge. The outcome of this referendum of the issues to the people was to vote down an attempt to impose toll charges on the new bridge and the way is now clear for action. This means that we can look forward to an improved access to Portland and the State of Maine, both by highway and rail.

In the near future, the Portland Terminal Company will undertake its part of this project involving about one and a half million dollars which will be spent for labor and materials to cover the track work, changes in grades, approaches, and signal systems incidental to the movement of trains over the new Fore River Bridge. This expenditure will be above and beyond commitments for a substantial sum which will be paid to the state later, representing the additional costs involved in tying into the bridge the railroad portion along with the highway facilities.

The final outcome of a long period of negotiations has been most gratifying and in the ultimate, substantial benefits will result from these cooperative efforts of all interested parties. In this particular issue the Maine Central family played an important part. It shows what can be accomplished when we work together for the same worthwhile objective.

E. S. MILLER
First Vice President

NEW DIESEL ADDED TO BARTLETT POOL

A new 1,200 h.p. diesel, No. 334, was added to the helper fleet at Bartlett, N. H. last month. Featuring multiple unit controls, it can be run in conjunction with diesels 331, 332 and 333 to make a three-unit job for the push over the hill from Bartlett to Crawford. Addition of the double-ended eliminates all steam on the Mountain Subdivision mainline, since a steam locomotive occasionally was called in as a pusher on the heavy trains.

NOW HEAR THIS

Further proof of the difficult position in which the Nation's railroads find themselves today is revealed by the effect four postwar general freight rate increases have had in relation to increased railroad wage rates and the higher unit prices of railroad materials and supplies.

All the rate increases authorized by the ICC since 1939 have amounted to only 67.7 per cent. During the same period the average straight time rate of pay for all railroad employees went up 140 per cent and the index of average unit prices of railroad materials and supplies increased by 131 per cent.

TELL THE STORY RIGHT!

SOMETHING TO TALK ABOUT

ADVERTISING CLAIMS OF TRUCKERS NEED CAREFUL EXAMINATION

By William A. Wheeler
Associate Editor Emeritus

Every Sunday afternoon there is a nation-wide broadcast sponsored by the American Trucking Association. Some of their commercials, while literally true, are so phrased as to be decidedly misleading.

For example, this statement is repeatedly made: "No matter what it is, if you have it a truck brought it." To the unthinking, that would indicate that all the freight in the country moves by highway; apparently the railroads no longer transport freight!

ALSO HORSES

But it's a true statement, when you analyze it. You go to the grocery store and buy a loaf of bread. Sure, a truck brought it to the grocer. You buy a ton of coal—it traveled by rail from the mines to the dealer's yard; but the railroad doesn't run to your house, so a truck hauls that single ton from the dealer to your coal-bin. So what? Long before the first truck was built, coal was hauled from the car to the final consumer by horses. The only difference is in the power.

FROM STORE TO DOOR

But to hear that commercial, you'd analyze it. You go to the grocery store and buy a loaf of bread. Sure, a truck brought it to the grocer. You buy a ton of coal—it traveled by rail from the mines to the dealer's yard; but the railroad doesn't run to your house, so a truck hauls that single ton from the dealer to your coal-bin. So what? Long before the first truck was built, coal was hauled from the car to the final consumer by horses. The only difference is in the power.

It's just a dodge

Where the misleading part comes in is this: In the claims of the trucking industry, all trucks, of whatever nature and for whatever use, are lumped together. A big truck-trailer combination, traversing the highways hauling freight for profit in competition with the railroads, is one thing; the little panel truck which replaced the horses for the delivery of your milk is another. Yet when the trucking industry insists that whatever you have a truck brought it, they are including, of necessity, these delivery agencies which have always performed exactly that service!

Right there is your careful phrasing, deliberately designed, may well mislead the unthinking. They compare with the railroads, as though all the trucks in the country were engaged in for-hire transportation!

LET'S STAND ON FACTS

Every industry is entitled to advertise and to seek patronage. The railroads do it. But a business which must twist the English language to imply something beyond the true meaning of the words, leads one to wonder how sound that business actually is. If an industry is really worthy of support, a true, straightforward statement of its claims is all the advertising necessary.

TELL THE STORY RIGHT

Well, why bother about it, anyway? Just this. Every dollar's worth of freight the trucks take away from the railroads endangers your job and your paycheck. If they are getting it by misleading the public, then we need to know the true facts so we may be able to correct that misapprehension when it comes to our notice.
have enjoyed three weeks of practice at press-time. The Ligonia bowlers four men each ready to hit the maple total of 105, 108 and 315 respectively.

Whitmore made a clean sweep sessions before going for the record. The early-starting General Office League, reported a 10-team league of high average, single and three string in the record department holding the winning form early for a second high age. Warren Spires regained his league's big six with a 105 aver­

age. S. Spires and W. Spires with four more took over the sun-berth spot in the league numbers eight teams that hit the alleys Sept. 17. The Kennebecs that have been casting, golfing, swimming and just plain resting throughout the Summer as the bowling season got underway along the System Bowlers Limbering Up For Predicted Big Season

Maine Central keglers this month are working the kinks out of arms that have been casting, golfing, swimming and just plain resting throughout the Sum­mer as the bowling season got underway along the system.

The early-starting General Office league numbers eight teams that hit the alleys Sept. 17. The Kennebecs with Gato, Mills, Holmes and Henderson jumped into an early tie with the Samosets composed of Stanley, Rines, E. Spies and W. Spies with four wins and no losses each. Herb Whitmore took over the sun-berth spot in the league's big six with a 105 average. Warren Spies regained his winning form early for a second high of 99. Whitmore made a clean sweep in the record department holding the high average, single and three string total of 105, 108 and 315 respectively.

Joe Malloy, kingpin of the Rigby League, reported a 10-team league of four men each ready to hit the maple at press time. The Ligonia bowlers have enjoyed three weeks of practice sessions before going for the record.

A man may smile and bid you hail Yet wish you with the devil; But when a good dog wags his tail You know he's on the level.

Gold Pass Issued To Engineer R. A. Lowell

Locomotive Engineer Rodney A. Lowell, fourth senior engineer on the Eastern Division, last month completed 50 years of loyal service and became the recipient of Gold Lettered Life Service Pass No. 156 accompanied by a congratulatory letter from President E. S. French.

Engineer on Trains 116 and 123, Lowell entered railroad service as a fireman on the Eastern Division in 1905 and was set up to engineer in 1911.

$500,000 FIRE LEVELS HISTORIC FABYAN HOUSE

The 240-room Fabyan House, 80-year-old landmark across from our railroad station at Fabyan, N. H. was completely destroyed by a $500,000 fire Sept. 19.

The fire was discovered by Mrs. Joseph E. Crepeau, wife of our agent there. They live only 150 yards from the hotel. Firemen from Littleton, Twin Mountain, Whitefield and Bethle­hem with the help of volunteers, suc­ceeded in saving our station, threat­ened constantly by the blaze.

The old hotel was one of a famous trio built after the Civil War by the Maine Central and Boston and Maine and managed by the Barron Hotel Company for many years. The others were the Crawford House and the Twin Mountain House. The hotel's name was changed to the White Mountain House only this year. It had been redecorated and included a ballroom and three cocktail lounges. It was well filled through the season and closed after Labor Day for the Winter.

NEW BANGOR HYDRO PLANT

Nearing completion is a new auxiliary generating plant of the Bangor Hydro-Electric Company at Veazie. Served by a long spur track, the company utilizes our railroad for shipment of fuel oils to run the generators.
BLADE CUTS DEEP

"We would be vastly more impressed by the complaints being made before the Public Utilities Commission of Ohio against the proposed curtailment of services between Toledo and Columbus by the * * * railroads if representatives of some of the protesting groups had gone to the capitol this year to support legislation before the General Assembly to compel the trucking industry to shoulder a greater share of the cost of maintaining public highways.

The Toledo Chamber of Commerce opposes the proposed curtailments. So do groups from Carey, Bowling Green, Findlay, Kenton, and Marysville. They want to retain the convenience of regular train service, their favored competitors.

"The Blade has had occasion in the past to criticize * * * the railroads. But that doesn't blind us to the fact that they have built and maintained their own right of way and that they face continually mounting costs to do it. In the last few years they have lost a good many millions of dollars worth of business to truckers who, operating on public highways at ridiculously low costs, are able to undersell the railroads in many instances.

"The Blade cuts deep. But if it does, it certainly can't complain when railroads, that thus lose freight revenue on which they previously had depended, find it necessary to eliminate passenger runs on which they show a consistent loss.

"Under the circumstances, the PUCO will have to make its decision on the basis of what the (railroads) can show concerning their own financial ability to maintain the runs in question. The protesting groups—including the Toledo Chamber of Commerce—missed their best chance to keep the railroads operating on full schedules when they stayed at home from Columbus on an earlier occasion."

Toledo (O.) Blade.

More Praise for Mountainers

(The following letter was received by the Executive Department from Bryan Vittooe, conductor, of Louisville, Ky., last week):

Gentlemen:

"I used Maine Central from Portland to St. Johnsbury in the month of June on the way to Montreal and Quebec City. The scenery was what I call wonderful and you have a conductor that is what I call outstanding. His name is C. W. Raymond, the most amiable trainman I have ever seen on any railroad and I have been in 32 states, Canada, and Old Mexico since 1945. A nice courteous conductor like Mr. Raymond can win friends for his railroad. When you turn a corner with the Pine Tree I think of the nice little ride I had, and who knows, I may be able to repay you with freight and revenue passengers both.

Wishing you and the Maine Central both lots of prosperity."

THE COVER

Summer's end may be faithfully clocked by the farewell trip of our "Bar Harbor," popular vacation train. Ready to leave the Ellsworth station, in our cover photo, the unusual photographic effect was accomplished by use of infra-red film.

FIRST BOWLING TEAM at the Portland Freight House in 1911 are front row, left to right, Daniel Feeney and Barney Riely, former freight checker and now manager at claim clerk, Bear, left to right, former freight checker Michael King (deceased), Freight Inspector Wendell M. MacDowell, Martin Feeney

Portland Freight Office and Freight House

By Marjorie J. Quigley and Alice A. McLaughlin

Assistant General Agent James P. Jordan and wife have closed their cottage at Great Diamond Island, where they spent the summer months. During Mr. Jordan's recent vacation they visited their son and family at Manchester, Conn.

We are all pleased to hear that Head Clerk Harry L. Plummer of the Inward Department has returned to his home in Ocean House Road, Cape Elizabeth, and is recuperating nicely from his recent illness.

Freight Clerk Patrick J. Flynn back after his being absent during a week's illness.

Waybill Machine Operator Roland F. Chasson spent a portion of his vacation visiting relatives in Sherbrook, P. Q.

Billy, son of Revision Clerk Thomas E. Dillon, Billing Department, has resumed his studies at Boston University.

Also, Robert, son of Head Clerk James J. Hassler, Executive Department, has entered Boston University. He recently graduated from St. Michael's College, Winsonki, Vt., with honors.

Freight Checker Paul G. Bourque is substituting at Cumberland Mills station during vacations.

Freight Clerk Edwin C. Noyes recently spent a portion of his vacation; while off duty his son, Edwin J. Junior, was home on furlough from the U. S. Navy. Junior is stationed on the S. S. Kula Gulf, an aircraft carrier, and has only recently returned from Africa.

Joseph, son of Loader and Caller Mark J. Conroy, has entered St. Xavier's College in Antigonish, N. S., for studies.

Scale Repairman Basil M. Coggins was a recent visitor in the office.

Loader and Caller Donald P. Whitney and wife and son recently had a most enjoyable trip to Aroostook County, visiting relatives.

Freight Clerk Florence P. Cooper, Marine Department, and husband, spent her vacation and other week ends during the summer at their camp, Dryden, Me. They enjoyed many fine messes of trout which they caught nearby.

Stenographer Marjorie J. Quigley, Administrative Department, spent her vacation at Bangor, Bar Harbor and Machias. She was accompanied by her mother-in-law, Mrs. G. W. Quigley, Demurrage Clerk Daniel H. Sullivan visiting relatives in Groveton, N. H., during his vacation.

Frank Nelson, son of Waybill Machine Operator Ever H. Nelson, Claims Department, has resumed his studies as Cadet Midshipman at King's Point, Long Island, New York, after visiting his parents.

Mr. and Mrs. James V. Pellegrino are receiving congratulations on the birth of their second daughter, recently. Mrs. Pellegrino was formerly Waybill Machine Operator, Mary J. Johnson, daughter of Head Clerk John F. Johnson, Assistant Superintendent J. L. Quincy's office, Rigby.

Rigby Car Department

By W. R. Hale

Dick Currie, wreck master, took his pension August 1, after 33 years service and is enjoying a well-earned rest. He has sold his house in Scarborough, bought a trailer
ANNUAL PICNIC sponsored by the Maine Association of Railroad Veterans at Pine Point saw a fine day and fun for all. More than 600 attended. In the photos are (1) An Augusta delegation, Martinia Walker and Mrs. Ellis Walker, standing; Mrs. Ralph Hopkins, left, Mrs. Eugene Winslow, center and Ellis Walker, seated. (2) Crooner Ralph Hopkins and that versatile impresario of the mouth organ, Coke Kane, entertain the gathering (3) Close harmony by Hopkins, Gene Winslow, Mrs. J. Alton Emery and Philip Earles, nephew of Tommy Earles (4) Rockland attendees I. F. Brackett and Watch Inspector C. E. Morse (5) Mr. and Mrs. Cy Springer from the General Offices (6) A time for renewing old friendships, left to right, Bill Coates, Mountain Division, Frank Borden, Portland Division, former Trainmaster Hughie Kennedy, Mrs. Leslie Moody and husband; H. J. Higgins, Oakland crossing tender (7) Front row, left to right, Thomas Dole and Dad, Dick Dole; John Small. Standing, Harry Doherty, retired New Haven diesel inspector; Mrs. Dole, Tony Gordon, Byron Twombly and C. J. Gordon (8) Left to right, Train Announcer Norm Fuller, Sgt. Walt Murray, Chief Special Agent Al Christie and son
Richard Dole, our former general foreman, has accepted the position of assistant superintendent of Waterville Shops vacated by Wilbur Lunt. He took over his new position September 1. All of the employees in the Car Department and Stores Department were说实话 glad to see Dick’s supervision be replaced by the efficiency of our helpful new foreman. Dick, whom we have so long known and admired in his former position after covering vacation jobs for several weeks.

Mr. Currie. The wreck master’s job vacated by Dick during his vacation.

Coach Cleaner Philip Bean has returned to work following a tour of duty in the National Guard. He traveled about 2,000 miles on his trip.

Coach Cleaner Gilmore Kounds has also been called for active duty in the 101th Aircraft Warning Squadron.

Mr. Currie, clerk in the office, promoted a deep sea fishing expedition August 19. Those who went included Tom Foley, clerk, Abe Ackley, Jones, Bodge, Gavett, Thur-

Coach Cleaner Al Guest has taken over the job left vacant by Mr. Gemmill, who is now employed on the St. Johnsbury and Madawaska.

Assistant Superintendent Wilbur Lunt of the Portland Terminal Operators is a member of the V. M. V. N., and at a recent meeting held at Rigby the employes presented him with a Hamilton wrist watch and a $28.00 check.

The Safety Board score took a tumble on August 17, with a total score of $28.00, a figure of 278 days, when Laboral Pralitz was returned to work. The figure at this date is 37 days.

The first call for bowlers was sent out on September 6. The Portland Terminal Company is now holding a testimonial dinner for the benefit of色or disabled veterans.

The wedding of Mr. and Mrs. Lenord King, a son, Thomas, Aug. 26. Lenord is third child of Mr. and Mrs. Edward Curran, Jones, Bodge, Gavett, Thur-
quite an experience on his visit to Canada, when he was held for four days at the border on his return. He lost his visa.

When I returned from my vacation I was greeted by Machinist Helper Joseph Ashley, and the sickness of “Coke” Kane who needs no introduction. He is confined to the hospital for treatment. A floral offering was sent to the funeral of William Ashley as it is a close relative of an employe dies.

Machinist Eugene Annell is about ready to sell his home at Thornton Heights, and plans to reside at Standish.

Chief Clerk Leo Lounsbury has purchased a new car of popular make.

Lader John A. Byrd makes his annual trip to Farmington Fair and visits Waterville Shops.

Clerk Alfred Cary and Machinist Helper Joseph Ashley attended Rochester Fair.

Engineer Eugene Annett is ready about to take his annual trip to Betty Heights, and plans to reside at Standish.

By ELLIS E. WALKER

Clerk-Telegrapher Verne Hutchinson has returned to his regular job after summer spent as agent at Belgrade.

The Augusta Chapter of the Locomotive Magazine in Augusta held its semi-annual meeting at the Hotel St. Regis, the Officers being present with its members. A dinner was served at the hotel.

Engineer George Curtis, one of our early men, has recently purchased a new car and has passed his drivers test.

Negro boy Charlie, born Sept. 7 at the Osteopathic Hospital in Rockford, is the son of Mrs. and Mr. Ware. They were married Aug. 29, 1901 by the Rev. Charles A. Moore, Congregational Minister, at the home of Mr. and Mrs. Burleigh Foster, in the late Mr. Foster's house.

The death of William, aged 72, who worked with the section crew, has occurred. He was a valued and efficient employee of the Maine Central Railroad, and passed away at the Central Maine General Hospital on the 29th inst.

The death of Mrs. Walsh, 72, who lived with the family of Mr. Walsh, occurred at the Mercy Hospital, Portland, on Aug. 28.

By F. L. CARSLEY

The recent chicken shoot in Skowhegan was attended by many prominent citizens of the city.

By M. L. SANBORN

Gold Pass holders, has recently purchased a new house in his name and has passed his drivers test.

Ticket Clerk Elizabeth M. Beach, who has been in the service for several years, has had the position in the Freight Office, and is now the sole possession of Mrs. H. A. Simonds, who has been in the service for several years.

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By G. K. STEVENS

“Join me on the ponies.” Mrs. Mary Gage, a teacher in the West End, requested to buy a pony from Mr. Gage. She has been a regular customer at his store, and is known to be a lover of ponies.

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By MAURICE W. FLINT

Sympathy is extended to the family of Frederick H. Fuller on his untimely death.

John T. Crock is welcomed back to work after an illness of several weeks.

Marilyn Phelps has taken claim-clerk's position in the Machine Shop and Conley has been assigned to the head crew of the section crew.

By ELLIS E. WALKER

Engineer Edward Begin has taken a position in the Machine Shop and Conley has been assigned to the head crew of the section crew.

Carman Frank Gravel has been assigned the waklers job in the passenger car.

Forest Desendant of Biddeford is filling in for Maurice Sanborn, Railway Express Agent, who is on vacation this month.

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A NICE CATCH by Machine Shop Foreman and Mrs. Archie Lamonde, Waterville Shop, at their camp on China Lake

Laborer and Tractor Driver Reginald Ellis is about to take the plunge into marital bliss.

Mrs. Gideon Gagnon, wife of Blacksmith Gil, has been at the Sisters' for a tonsilectomy.

Paul Sandy, for many years sweeper in the Boiler Shop died at his home in Oakland recently. Survivors include sons Fred, MCRR Conductor and Carman George (retired).

Painter Helper and Mrs. Harold Babb have been visiting relatives in Salt Lake City, Utah.

Swimmer Archie Guillell of the Freight Department died recently at his home in Waterville. A son, Hubert, is a car inspector in the Yard.

Mrs. and Mrs. Ira Thayer of F. Dix, N. J. have been visiting their parents, Machinist and Mrs. Sid Hamlin, while on a 15-day furlough.

Painter Apprentice Arthur Campbell has been in Boston recently attending the ball games.

Miss Pahila Tardiff, who has been on vacation, is now enjoying her latest model.

Know any one that wants a good dog? See Clerk Rollie Armstrong.

Machinist Don Russell has a new car.

Machinist and Mrs. Don Kinney have been touring in the White Mountains.

Machinist Burr Blanchard, while inspecting a house that he was going to buy, slipped off a rafter and crashed through the ceiling in the living room.

Laborer Sol Moran has a new car, as has Tractor Driver S. Everett Trask.

Truck Driver Harry Ashby and Mrs. Ashby have been vacationing in Washington, D. C.

Checker Wallace Jewell, Foreman Nubert Estabrooks and Checker Red Davis have been in Boston attending the Ball Games.

Carman Helper J. McKeil who has been on the lay-off list has returned to Clinton for a week.

Mrs. Charles Marston of Freeport has been visiting with her parents, Painter and Mrs. Bill Mineo.

It seems that Carman Henry Gleason's hoss was tethered to a hay fence yard with a long rope. Henry came to rest with both feet on the rope and the hoss chose that moment to bolt. Flipping Henry into the perfect three-point landing, breaking three ribs.

Miss Marilyn Phelps has bunted Mrs. Shirley Barton at the Freight office, and Lillian Poulin has taken the stenog's job in the Stores Department.

Foreman Phil Shearer, building a new home on the First Rangeway.

Tractor Driver Walter Weston took over the transfer table while Tom has been on vacation.

Electrician Helper Bob Carey, foster son of Superintendent, and Mrs. Frank Bennett, has enlisted in the service and has been assigned to the Great Lakes Naval Training Station for boot training.

Hartland

By Mrs. ANN NEWCOMB

Attention Hunters: Train crew on the Waterville-Harmony Extra have seen many phenomena between Brumham and Hartland. The same crew have also said to have seen a moose on their travels.

Conductor Clukey on the Waterville-Harmony Extra went sporting in his shiny new car, with for some of those old trapping grounds in Rangeley. He found it has changed since he worked there, especially since the railroad no longer runs up the road.

Section Foreman Fillmore, Hartland, has had a very successful fishing season so far.

Agent Burr of Harmony and his family have entertained Mr. and Mrs. Clifford Ball, at their home in Cape Elizabeth. Mrs. Ball is the former Margaret Ronan of Clinton and Mrs. G. C. Ottman at Portland Union Station. They were married in 1941, and are now living outside Farris Island, South Carolina, where Sgt. Ball is stationed as a Drill Instructor for Marine recruits.

Station Baggage Master Forest Edgecomb of Bangor made a trip by auto to Canada visiting all the large cities and was gone one week.

Former Trainman Clayton Williamson, now a dining car steward on Atlantic Coast Line, was a visitor in Portland during August.

Leonard King was a patient at the Maine General Hospital. General Agent and Mrs. Fuller at Augusta celebrated their 49th wedding anniversary, August 25.

Yard Conductor Joe Flaherty at Rigby with the Portland Terminal.

Trainman Charles McInnis of the Eastern Division spent his vacation at his summer home at Mount Desert Ferry.

Retired Engineman Seth Smith with his son motored to Flint, Mich. to visit with relatives.

Miss Mildred Allen, our very efficient Travelers Aid at Bangor Union Station, was married Saturday at the All Souls Church to Rev. Elbert B. Goodrich who stationed at Salt Lake City in the Air Force.

Conductor and Mrs. Carl Pierce of Bath enjoyed a visit to Bowdoin College, August 25. "Never too old to learn."

Sympathy is extended to Conductor Albert Bouchard on the death of his father, August 30.

If you are in the market for any kind, storm, kitchen, henhouse, or even barn doors, see George Clark or "Pit" Moores.

Mrs. Herbert Howard returned from Ogunquit Sept. 26, after spending the summer there.

Our handsome and genial guardian of the law, Police Officer at Bangor Pete Crowell, made a trip by auto to Canmore visiting all the large cities and was gone two weeks. Pete was a former trainman on the Eastern Division.

Sympathy is extended to the family of Yard Conductor Wilfred J. LaPierre who died Aug. 27. He had 33 years' service with the Portland Terminal.

By JOHN J. KRETING

Sgt. and Mrs. Richard A. Ball, U. S. Marine Corps, have been visiting with their parents, Mrs. and Mr. Clifford Ball, at their home in Cape Elizabeth. Mrs. Ball is the former Margaret Ronan of Clinton and Mrs. G. C. Ottman at Portland Union Station. They were married in 1941, and are now living outside Farris Island, South Carolina, where Sgt. Ball is stationed as a Drill Instructor for Marine recruits.

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Sympathy is extended to the family of Yard Conductor Wilfred J. LaPierre who died Aug. 27. He had 33 years' service with the Portland Terminal.

By ERNESTINE V. GRIMES, DORIS M. THOMAS, LILLIAN G. SMALL AND MARY E. MORRE

Herace N. Woodbury, general accountant, together with Mrs. Woodbury, their son, Dana, clerk in the Accounting Department, spent the week end of Sept. 8 at Endfield, visiting Mr. Woodbury's older son, Harold. The Woodburys tried fishing at Cold Stream Pond, but evidently the fish weren't too hungry. They just didn't bite that week end. Later that week they were in Ellsworth.

A recent visitor to the Accounting Department was F. Roy Libby of Pownal, retired clerk. Everyone was glad to see Roy who seems to be enjoying his retirement.

John Ball, a summer employee, is attending St. Mary's University at Aug­

nagin, Nova Scotia this year. John is the son of "Cliff" Ball, train crew dispatcher.
Peggy Lopez, clerk, enjoyed a recent vacation in Washington, D. C. Mrs. Lopez, who has acted as reporter for the magazine for the past few years, has given up her assignment, and the job has been passed off to Erna Grimes. If you have any Accounting Department news, please contact Miles Room 126, General Office Building. Your cooperation will be appreciated.

Leo Jackson, cashier, and Mrs. Jackson, spent Labor Day week end at Boothbay Harbor, Me., which is quite a lobstergarten.

Among loyal Red Sox fans attending the Red Sox-St. Louis Browns game in Boston, September 15, were Horace M. Budd, treasurer, and "Charlie" Anderson, Union Station ticket agent. Budd reports the television was excellent. A glance in our crystal ball shows some new cars in the Accounting Department, the proud owners being Theresa Shuttlely and Horace Woodbury. Also "Vigie" Hawthors has traded his "Jalopy" for a more recent vintage.

Bookkeeper Ernestine Grimes visited Rockland at the time of the Maine Republican Jamboree, at which time she had the pleasure of meeting Senator Robert A. Taft of Ohio, Louis B. Mayer of Hollywood, California, also Senator Owen Brewster of Maine, Congressmen Robert Hale, Charles Nelson, and Frank Fellows, along with several other notables.

Shirley Smith, stenographer in the assistant treasurer's office, was at the Parker House in Boston the week end of September 15 and 16. From all stories, it was a gay week end.

Leo Coyle, chief clerk, who has been on an extended leave of absence due to illness, has improved a great deal and is able to get back to work. Everyone wishes him good luck in a continuing speedy recovery.

Another visitor to Beantown recently was Grace Morrison, clerk. Martin Holmes, chief clerk, took part of his vacation the week of September 3. Another late vacationist, Storkepper Carbee of Colebrook, is home after a very beautiful vacation. Harold didn't lose weight in his absence as he had wonderful grandchildren keeping house for him.

Jim Chadbourn's extra crew have been making a very useful tour of New Brunswick and Nova Scotia, with stops in Halifax, Digby and St. John making a complete circle of the province. Mr. and Mrs. William J. Henry, chief clerk, Engineering Department, spent part of their time in New Hampshire and Vermont, also visiting relatives in various places where they formerly lived.

Benjamin Chapman, chairman, Engineering Department, has returned to the University of Maine to continue his studies there. That beautiful new green 4-door car belongs to Alice Ellison. Alice also has a new Oakland streamliner blue printing machine to operate, which created quite a tussle getting it up the two flights of stairs, since it was inoperative.

Mary Plummer, stenographer, had a wonderful trip traveling by train to Duluth, Minn., on her vacation, to visit her nephew Wayne and wife, who is also grandson of the late Allie Plummer, former engineer on the Eastern Division. Wayne and his wife brought Mary back by car through Canada — along the Great Lakes, through North Bay, Ottawa and Montreal.

Maurice Thorne, assistant track supervisor, Pownell and Portland Company, and family spent most of their vacation at the cottage at Sebago Lake, motorizing to Province Point. They report having a wonderful time.

Mr. and Mrs. C. A. Plummer traveled directly from Portland to Washington, D. C., to spend a week's vacation with their son Charlie, who is the midshipman. The trip back along the Hudson and Connecticut Rivers was a trip to less crowded places, and was through New Hampshire and Vermont very beautiful.

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Earl Hamilton, Forrest Perkins, and Alec Perras with their extra crews have commenced with relaying about nine miles of main line through Sanborn and east of Tomah at various locations, new 115-lb. rail being replacing these bearing being laid. The work are Track Repairsmen Stuart Robinson and Herbert Laycock while Laurent Robert, Work Equipment Maintainers Cecil Bean and Leo St. Pierre, section crews go 24 feet a day. They've been since last issue: Cashier W. E. Beers who spent part of the summer in Wellfleet, reports having enjoyed seeing the Red Sox play at Fenway Park. They are: Ralph Grant, Ralph Tilton, Ralph E. Grant, Jr. Ralph Smith, Ralph Susee and Ralph Howland. They have returned from a recent trip to see the peals at Wellfleet. They report a very cold few cold ones: Clerk P. J. McPhee, Baggage masters Ralph E. Howland and Ronald B. Johnson have returned from House Employment. L. Trask, Car Inspector B. O. H. Hanson, late of Boardman, have resumed their fall studies. Sept. 12, Commercial Agent E. F. Graham accompanied by B. E. Richards, Trunkmaster, and T. E. Grover paid us another visit. Sept. 18 Mr. Graham accompanied by General Freight Agent T. E. Grover paid us another visit. Engine House and Car Foreman A. M. Scott has recently purchased a new automobile and is enjoying it these fine days as there is an opportunity. A crew is at present employed making alterations and improvements in immigration quarters of the station building where walls are receiving an attractive coat of paint. Your correspondent had the pleasure of meeting Conductor R. K. McLain and Coach Cleaners A. E. King and W. Nich favor of Montreal and Quebec and Mr. Marsh to Florida. Conductor D. K. Bridgham has bid off a job on second track in Freight Yard, H. T. Mc- Cleskie taking the job vacated by Bridgham in Pass Yard and I. J. Wellington moving in McClanahan's place in Freight Yard. A recent visitor to the office was James E. Scott, formerly employed as carman. "Jim" now resides in Orono. Born in Bangor, Sept. 22 and Daylight Saving Time being over September 30.

By P. D. Adams

Born in Bangor, Sept. 10, to Mr. and Mrs. David McKay, a son, William David, eight and one-half pounds. David is a son of Operator and Mrs. William H. McKay of his station.

Retired Section Foreman George W. Allen and son, George, went to Maine today by airplane.

Conductor Robert J. Gillis has a spare time job without extra pay. He designed and is building a large field for his club in the town's baseball field, having the ground ready for this coming Sunday.

Conductor H. B. Bean of the Calais Round House and Club, Club Field, was a recent visitor to the office. Bean is a part of the Calais Round House and Club Field and Manager of the Club Field. Bean is a member of the Calais Round House and Club Field and Manager of the Club Field.

Conductor H. B. Bean of the Calais Round House and Club Field, has been a medical patient in the Calais Regional Hospital in the town during the past few weeks.

Louis Jacobson was tendered a complimentary dinner at the Pilot's Grill by the Bangor office of the Railway Express Agency, after 33 years' service with the Railway Express and during the dinner party a substantial present was presented to him.

The local chapter of the Trowel Club had their monthly dinner at the Plover House in Bangor, Mrs. Mudge brought the dishes, and the dinner was served at the Plover House. It was hot fun to watch the women pitch horseshoes. Guests of honor included President E. F. St. Pierre of the Plover House and Vice President R. E. Stevens of Horse- man's Club.

A welcome visitor at Bangor, September 17 was Joe Scott, retired assistant signal supervisor.

Arthur Harriman, trackman on Olson Street, Waynflete, thanks all his fellow employees for their thoughtfulness during his time of illness.

By JOHN MIMNER

Bangor Maintenance of Way

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Bangor Maintenance of Way
Certain mid-west steel industries which own ore deposits in Labrador and who would be at a competitive advantage with other steel industries are among the chief supporters of the St. Lawrence Seaway.