The Maine Central Railroad likes cats. Kitty's contented purring is music to our ears because chances are she's just dined on Maine-made cat-food and that means it's been shipped out of Eastport over our lines.

A NEW INDUSTRY

A comparative newcomer to Maine's seacoast canning industry, production of canned cat-food has become an industry in itself in Washington County, accounting for millions of cans annually.

Coast Fisheries, Inc., a firm originating on the West Coast and now a division of the Quaker Oats Company, operates from a million-dollar rebuilt plant at Lubec, Me., to can cat-food.

INDUSTRY STUDIED

Representative of the new era in American business, Coast Fisheries carefully surveyed the herring supply and quality before establishing itself at Lubec. It also took into account the effect its demand for a huge supply of herring would have on the already established sardine packing industry. In order to augment, rather than disturb the supply and packing cycles of the industry, Coast Fisheries generally restricts its operations to the herring that are too large for the commercial pack.

MINUTES FROM BOAT TO CAN

What is catfood? Actually herring or other fish—chopped, mashed, and mixed with a compound grain that is scientifically blended and cooked in the can. A new development in the fishing industry during the past five years enables the herring seine boat to berth at the packing plant dock, open its hatches and have huge circular suction hoses lowered directly into the catch. The herring are sucked up into the plant directly, sluiced, and prepared for mixing. At Coast Fisheries it's just 35 minutes from the time the seiner docks until the catfood is all canned and ready for shipping.

INWARD SHIPMENTS IMPORTANT

It may be noted here, that in addition to the outward shipments of cat-food, the Maine Central also benefits from inward shipments of the cereal grains; shipping containers and cans, the latter commodity reaching a height of two carloads a day at the peak of the packing season.

FELINE LUXURY

Indicative of the high quality of the Coast Fisheries product is a research department conducted at its West Coast location. There, two dozen or more pampered felines enjoy a life of luxury and ease as they taste and receive the efforts of a staff of chemists who work constantly to perfect the most nutritious and palatable fish and grain blend possible.

Too, a great jump in consumption in southern states recently that is inconsistent with the estimated cat population, indicates that the mixture may be palatable to other than feline tastes.

SALTY RAILROADING

As railroads go, the Maine Central gets real salty at Eastport. We maintain two large wharves and warehouses—the former old Eastern Steamship Company wharf, and a smaller one, known as C Street Wharf. Recent renovations and strengthening of the piers put the boxcars right on the wharves beside the warehouses, and with leads and interior platforms for loading and unloading.

CLOSE PARTNER

Since it's 48 miles by land from Eastport to Lubec and only three miles...
by water, the Maine Central's operations are closely linked with that of the Passamaquoddy Ferry and Navigation Company.

Under the direction of personable Bob Nichols, vice president and treasurer, the PF&N Co. is a licensed ICC waterborne carrier that transports the catfood, and other commodities including sardines, on lighters between Lubec and Eastport. The diesel powered Ada Adelia is the largest lighter operating in the Bay and is used extensively by the PF&N to transport catfood. It can carry as many as 8,000 cases in an average load. The company also operates five smaller lighters under charter for various shipments in the Bay area.

**REVENUE AND EMPLOYMENT**

The combination of cat lovers and Coast Fisheries has provided Maine with an important new industry. It is responsible for employing more than 100 people in the packing plant during a long season from early Spring to late Fall and of two to three railroad crews at dockside. In addition there is the over-all importance to our railroad of the revenue received from transporting the product. Throughout the Maine Central system, employees should welcome the opportunity to serve this industry.

**Two Improvements Made at Newport**

Engineering Department crews last month completed track work at Newport that embodied a unique technique in one instance and provided better riding conditions for highway traffic in another.

The west-bound track in front of the Newport station through the platform was removed. Old material was cleaned out and ballast spread from the west end of the yard to east of Elm Street crossing. An underdrain was installed under the track throughout the platform. The track was replaced with an equal 700-foot of mainline track by a method seldom used in rail replacement operations. The track footage was constructed on top of the new Spur Track Nine located on the south side of the east bound track opposite the station. The rails were tucked into place, and the underdrain was installed and sectioned. The track was skidded by hand across the eastbound track on rails and dropped into place. During the program work trains were diverted around the tracks back of the station.

During the operation both main line tracks were skeletonized and the material disposed of by use of the Koehe's four-stroke motor, driving a chain saw. It also served to dig out the old ballast from the westbound track through the platform.

Working in conjunction with the state highway department, the department changed the grade of the tracks through Elm Street crossing to provide better riding conditions for highway traffic. Work for both jobs was performed by Bob Paulieu's crew and ballast was taken from Libby's Pit at Leeds Junction.

**Batley Issued Gold Pass**

Allan R. Batley, veteran Mountain Subdivision conductor and second on the seniority roster there, joined the select ranks of Maine Central Gold Pass holders last month when Gold Lettered Life Service Pass No. 155 was issued him accompanied by a congratulatory letter from President E. S. French.

Batley began railroading as a trainman in 1901 and was set up as a conductor in 1910.

PARDON ME!

A youngsters was saying his bedtime prayers in a low voice.

"I can't hear you, dear," whispered his mother.

"I wasn't talking to you," was the firm reply.

**The Worst Side Of Freight Damage**

A Message From

F. W. ROURKE

Vice President Operations

We all know that when a railroad fails to safely transport freight delivered into its care for transportation, there is a loss of money through damage claims, but we give too little thought to the larger loss which may and often does result — the loss of traffic — a loss which carried far enough means trains and yard engines cancelled, and loss of employment for those engaged in railroad transportation.

Quoted below is part of a report made by a salesman of a large canned milk company to his Company which pictures his reaction on finding his company's product damaged and unsightly in the hands of his customers. His reaction is just as ours would be under similar circumstances, is just that of thousands of receivers of goods damaged in transit, and is one of the best sales arguments we could possibly hand our competitors in the transportation field.

Careful and efficient handling of cans in yards and trains by competent railroad men can stop the damage, erase such feelings as are pictured here, and retain and improve the popularity of rail transportation. Continued careless, rough handling can, and inevitably will drive business away from us wherever an alternate means of transportation is available.

Read the letter quoted below, think it over and team up with "Johnnie be Careful"!!

"Would you mind a little constructive criticism from an old-timer?"

"This past week I had an almost uncontrollable urge to start a fight with the railroad. I ran into quite a bit of spoilage everywhere I went. I've never been to a plant where they pack our brand of milk, but I have no doubt what every possible precaution is taken to make the finished product as attractive outside as it is nourishing inside; it's a shame what sometimes happens to it between the time it leaves the plant and the time it's put up for sale to the consumer."

"But what every possible precaution is..."
of a lot more than they ever hear about.

I run into some pretty fair-minded storekeepers and jobbers in the course of my calls. It would be a pretty hard thing for the Company to understand if I told about some of the un-solicited effort put forth by some of our retail and wholesale customers to help us in keeping our product presentable to Mrs. Consumer...

I know the Company doesn't want them to, but I couldn't help but wonder whether or not we're allowing it to happen.

Please don't take offense at my calling this matter to your attention. I know my weekly letter is supposed to be a means of telling you what I did during the week. Everything else I did this week was strictly routine except for getting excited about spoilage. All I know is what everybody else tells me, and I'm not getting paid to draw conclusions, so probably I've got no right to go getting mad at the railroads. When something bothers me the way this spoilage deal did, naturally I'm gonna start asking questions. I remember asking some guy, in a warehouse somewhere, if they had the same trouble with their mon-grel brand of evaporated milk, and it was an answer that made me so suspicious of the railroads. He said, "We don't have any trouble with that milk—that comes in by trucks."

Pakistan Railroad Official Inspects MeC and PTCo.

Facilities of the Maine Central Railroad and Portland Terminal Company were viewed last month by an unusual visitor, S. M. Afzal, divisional commercial officer for the Northwest Railroad of Pakistan. Afzal, who will be in the United States a year as a guest of the State Department under the Point Four economic aid program, had previously been surprised and pleased to find that

Pakistan, a nation of 77 million people is a potentially wealthy country that has gone through radical land reforms and enlarged its port since achieving independence in the partition of India in 1947.

Revenue for the Maine Central Railroad was represented the past two months in a unique construction project completed by the Central Maine Power Company at Oakland.

Our railroad handled 20 carloads of creosoted 2 x 4 fir staves that varied in length from six to 24 feet used in rebuilding a "penstock." The term is applied to a curving wooden pipe, 2,200 feet long and ten feet in diameter used to convey water between two dammed up bodies of water and keep their levels equal for hydro-electric power. The pipe emanates from a dam on Messalonskee Stream, paralleling Rice's Rip and entering a Central Maine Power station there. The wooden staves were shipped from Seattle, Wash., and were slightly curved on the inner and outer surfaces. The construction consisted of placing the wooden staves one against the other lengthwise to the culvert to form a circular wall. Pieces were butted together lengthwise with metal butt joints holding the ends in line. Steel bands were set around the finished section of the pipe, one at the top half and one at the bottom with metal shoes to hold them together by washers and nuts. Our railroad also handled the shipment of metal bands and the heavy timbers used as cradles to support the pipe.

A PENSTOCK is the term for this circular pipe under construction for the Central Maine Power Company at Oakland.
Engineers End Maintenance Program

Four widely-separated projects marked Engineering Department activity last month as it sought to complete its extended Summer maintenance program.

On the Eastern Division more than eight and one-half miles of rail was re-laid at various points. New 150-pound rail was laid to replace 100-pound rail for 2.8 miles at Tomah. Through Cherokee siding and Danforth, 3.9 miles of the heavier rail went down and 1.9 miles from Bancel to Cherokee. Working on the job were Perkins’ Crew from District 6, Hamilton’s Crew out of Bangor and Parra’s Crew from Brunswick.

The rail laying activity this year nearly finishes a three year program aimed at keeping the Mattawamkeag-Vanceboro section in top-flight condition to handle the heavy volume of Canadian Pacific traffic. In conjunction with the program the Signal Department has completed installation of additions electrically lighted high color light automatic block signals and one-light dwarf signals in 9 miles. At Whitneyville on the Calais Branch, track crews last month completed raising the track one foot just east of Whitneyville where the high water a year ago this month caused bad washouts. The track was raised for a distance of 2,000 feet on crushed rock ballast in an attempt to foil any possible trouble from the nearby Machias River in the future.

MOUNTAIN SUBDIVISION

Two jobs on the Mountain Subdivision saw some 60,000 85-pound tie plates installed to replace lighter plates from Sawyer’s River to Frankenstein Trestle and on the curves from Crawford Notch to Twin Mountains. Willard Weeks had a 20-man crew on the job and Peters Extra Crew was utilized. Meanwhile, Jim Chadbourne’s crew completed installation of 85-pound toeless angle bars to replace Weber joints in the six miles between Hiram and Brownfield. The new angle bars minimize rail batter, save ties and improve diesel operation over the road. Teleweld crews followed the project hardening rail ends.

The Maine Central Railroad has things well in hand at Vanceboro. Foreman Arno M. Scott, Signal Maintainer Ralph Ames and General Agent Walter L. Blanchard are the Board of Selectmen, the Assessors of Taxes and the Overseers of the Poor.

These Maine Centralebrities are certainly deserving of the name. Blanchard started his railroad career as a freight and express agent for the Canadian Pacific at Jackman, Me., in 1920. He came to the Maine Central as a telegrapher in 1922, and was a telegrapher-agent at various points until 1941 when he entered the traffic department serving there until 1944 when he was appointed general agent at Vanceboro. He’s a member of Frederick Masonic Lodge, Calais, and became a machinist at Waterville Shops. He became a machinist in 1923 and stayed there until he was appointed to his present position at Vanceboro in 1942. He was foreman of heavy repairs at Rigby in 1944, was transferred to Bartlett in the same capacity in 1945 and returned to Vanceboro the same year. He is a member of Frederick Mills Post American Legion at Vanceboro, Siloam Lodge F&AM at Fairfield, Me., and is chairman of the board of selectmen, assessors and overseers, and town forest warden. He’s in his third term as chairman of the board.

Signal Maintainer Arno, a native of Topsham, Me., entered railroad service as a signal helper in 1923. He worked at Burnham Junction, Brunswick and Wiscasset as a helper from 1924 to 1927 and was appointed as assistant signalman at Brunswick in 1930. He transferred to Vanceboro in 1938 where he has been a member of the school board three years and a member of the board of selectmen two years.

Our railroad family may well be proud of the record of civic service amassed by these Vanceboro leaders. Their interest reflects credit on all railroaders.
"Some people still seem to think that railroad freight charges have had a substantial bearing on the general price rise. A brief historical review of the records shows how mistaken that viewpoint is.

In June, 1946, commodity prices averaged some 45 per cent above the 1939 level. But railroad ton-mile freight revenue hadn't changed a penny—it was still at the '39 figure.

By July, 1949, prices were close to double the '39 figure. Railroad revenues per ton-mile, by contrast, had risen less than 40 per cent.

Today prices as a whole are more than 130 per cent over 1939. Yet, railroad ton-mile revenue is only 40 per cent higher. In short, railroad freight charges have been a victim of inflation—both of that and of the general price rise. What this means is that the railroads have now asked for a 15 per cent increase in their freight charges.

First and second place ties marked bowling league activity last month as Maine Central bowlers swung into early season form. Future of an active league at Waterville this year appeared uncertain at press time.

At Rigby, the Ligonia Larrupers were off to a tight start with Teams Four and Six in a first place tie at four wins and no losses each. Team Fourers included Mizula, Michaud, Dusto and Pooler and the Sixers, Shea, Airey, Capozza and Whitten. Team Three held a grip on third place with three wins against one loss. Leading the pack for honors was Gerry Shea with the high for three strings of 294 and high individual average of 98. Mills held the high single string at 110.

The General Office pencil pushers were led by the Samosets with a 12-4 record, the Gulls in second place with 11-5 and a tie for third place between the Kennebecs and Cascos at 10-6. Big Warren Spires took an early grip on the high average throne with a solid 102 followed by Herb Whitmore at 101. Dicka Harrington at 99 was followed by golf king Steve Conley, at 96. Four of the GO leaguers are tied with 91 averages. Conley also held the high single of 135; Whitmore the high three of 334; the Cascos high team single at 406 and the Gulls high team total at 1143.
MIGHTY BIG SMILE by Joe LaTulippe as he received a gift from the boys upon his retirement as a mechanic at Waterville Shops. Rear is Mechanic Charles Averill. P. Morse Photo

Winter's approach is visible in the upholstering room as evidenced by the Airdale has been cut

Painter Walter Lee has been recovering from a seriously cut hand.

The management has permitted smoking “privileges” on tracks 4, 5, and 6 in the freight point room; other areas are barred. At the monthly Supervisors Club meeting, held at the Crescent, Assistant Superintendent Richard Dole was the feature speaker. His subject, cooperation, was well received and the boys had their usual good time.

Passenger Room Broom Harry McCaslin has cleaned his yard for the winter and is living with his parents 'til spring.

The boys on the Rip Track wonder how come Sweeper Alfred Dutton, who runs the game, wins three out of five times.

While Art Reid has been on vacation, Car Helper Virg Harding has been covering the oiling job in the yard.

General Foreman Eddie Johnston and Mrs. Carrie Sessions were united in marriage recently. They make their home on College Avenue, Waterville.

Carman Harvey McCaslin has a cook stove for sale for $45.00 but will take $17.00.

Car Helper Macintosh has been cleaning the yard while Phil Sherrard was sick.

Storekeeper George Stinchfield was a business visit recently.

Clark Albert Rancourt has been visiting in Quebec City and Three Rivers, Canada.

Henry B. Higgins is the new face in the Loco Store filing Chuck Wilson's shoes. (Paradoxical metaphor.)

Yard Foreman Phil Sherrard has moved to New York. His new address is First Rangeley.

Clerks Connie Blaunette and Elaine Kervin have been visiting in the White Mountains.

Carmen Helper Carl Fisher has been in the sick bay with the grippe.

Furloughed Blacksmith Helper Ken Foster has taken a job as mason tender, helping John Parker, who in turn has taken over the job vacated by Stone-mason Arthur Smith.

Electrician Ken Reid has recently been installed vice grand of Samaritan Lodge.

I. O. O. F., Waterville. Mechanic Perry Morse, district deputy grand master, was installed vice grand of Samaritan Lodge.

Machinist Diamond Sherrard has moved from College Avenue to a huge farm in Clifton.

Foreman Chick Pooler is paying off his Giants ball game bets one cent a day for 100 days. (Dud Delaware.)

Among our call-ins in the shops are Jewells in the Paint and Car Departments and Archie Jewell in Archie's tood room.

While Tractor Driver Tommy Hassen was on vacation he became a proud father. Machinist and Mrs. John Sessions were united in marriage recently at Sacred Heart Church, Waterville. He is the son of the carman and Mrs. Fred Tardiff.

Late vacationers include Carmen Martin Andrews and Car Helper Ralph Fletcher.

Carrier Pigeon Ben Jacques has returned to work after being laid up with an infected lip.

Carman Wilfred Dugay has been substituting for Rosiland Dorval has been in Rockland as car inspector.

Machinist Ernest Niles has received an invitation to visit for a spell in the Army.

Tool Room Teller Walter Paire is building a garage at his new home on Columbia Road.

Machinist Bill Cote has been visiting relatives in Wilmington, Del., and Providence, R. I.

Ray Pierce, machinist, has been convertering his barn to a chicken ranch.

Machinist Rick Chamberlain is giving his home a new paint job.

Carl Hamlin, son of Machinist Sid, and Miss Priscilla Russell of Window, were united in marriage at the Congregational Church in Window on Oct. 14.

Machinist Helper Sam Desveaux, president of the Assumption Society, has been master of ceremonies at meetings of the society in Dexter and Sanford.

Machinist OttoCrowell has converted his barn to a chicken ranch.

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WATERVILLE Station and Yard

By M. W. FLINT

Basil Higgins, for many years clerk in the Yard Office, has taken a position in the Stores Department.

PROUD OF THE FIRST ADDITION to the McIntosh family, Cornelia Sue, age six months, is Daddy McIntosh's operator at Waterville Station.

Bert Corrigan, retired conductor, for many years working out of Waterville, died recently. Health forces his retirement several years ago. Survivors, beside his widow, include one son and two daughters.

Recent callers at this office were T. E. Lucey of Southern Maine Lines and N. S. Richardson of South San Francisco.

GRANDCHILDREN of Machinist Harry A. Hutchins, Waterville Shops, are John and Charlie Bates, son and daughter of Mr. and Mrs. John Bates, Fairfield Center.
POSED PRETTYLY is Clerk-Typist Connie Binette, engineering department, Waterville.

Stanley Milton, son of H. A. Milton, has entered the University of Maine. Richard Reny, son of Chief Clerk Raymond Reny, a recent graduate of Colby College, has entered military service and is now at Sampson, N. Y.

Our traveling typists, Connie Binette and Elaine Kervin, have returned from a trip to the White Mountains.

R. S. Titus, Tom Foley, Normand Ouellette, Forrest Dear, and George Chouler, Alphoe Caron, Albert Dulce, Edmond Ouellette, Elmer Ranger, Clifton Morin and Tom Longean.

Roger Prunier has displaced Clerk-Typist Sherman Carr in the Engineering Dept, who in turn displayed Clerk-Stenographer Ethel Hamilton.

The Lewiston Chapter of the Red Sox Marching and Chowder Club has disbanded for the season.

Conductor Frank Prescott, Mrs. Prescott and Clerk Stanley Prescott have spent part of their vacation at their cottage at South Harland and had a motor trip to Bar Harbor. Billing Clerk Robert Brackett and Mrs. Brackett, Watch Inspector Carl Morse and Mrs. Morse have taken a motor trip through the White Mountains.

Gardiner

By M. L. SANBORN

Station Agent David Cameron has closed up his summer camp in Harpswell for the season.

Operator Wendall B. Lewis is remodeling his home at 2 Rego Street, Gardiner.

Operator E. M. Lord visited friends in Portland recently.

Freight Checker Clyde Cooper has returned from his vacation.

Baggage Porter Gordin is building a chimney on the outside of his home in Pittston.

Third Trick Crossing Tender Herman W. Keenhome, Skowhegan, comes up to work on train No. 10 in the evening and goes back on train No. 14 five days a week. Walker reports that a rubber mat has been installed just outside of the main entrance of the crossing shanty and also brass cuskpots and cigarettes, ash trays have been placed within convenient reach inside for chance visitors.

Section Foreman Albert Allaire and his crew have been on the road doing such work as they think fit. Richard Turcotte, young son of mail car- riage driver George Turcotte, visited friends in Bangor this month.

Signal Maintainer Foreman George Cur- tiss, who purchased a rooster from a farmer in Gardiner upon the advice of Robert Harrington, when the rooster was delivered to George he was somewhat surprised to discover that it was very much a live one and if he was going to have it for Sunday dinner he would have to kill it. George with the assistance of Signal Helper Fred Penica, decided to do away with the rooster, a big 10-pound bird, in the cellar of George’s home. George obtained a scientific magazine from the State University on how to kill poultry and proceeded to follow the latest and most modern methods. Well, to make a long story short, the rooster took away from his captors minis his feathers and led George and Fred a merry chase around the cellar floor. Finally after much excitement and a lot of cussing, George finally pinned down the rooster and yelled for Fred to bring the ax and he would take care of this rooster the way his grandpa taught him. The following Monday Ornell asked George just how the fowl tasted and was told that it made good fricassee and it was quite delicious after much work had gone into it.

Retired Railway Express Agent Ben H. Ellis of Bangor called at the Express office this month with wife and family.

Harmony Branch

F. M. ISOHOM

Brakeman McCormick on the Waterville Harbor line has a litter of coon hound dogs for sale. They are real nice dogs and swell hunters.

Rigby Engine House

By ALBERT B. WETMORE

Charles Flaherty, son of Foreman Mark Flaherty, who has recently recovered from a serious operation, has resumed his duties at Northeastern Business College.

Machinist Lawrence Lanctau was confined to his home on account of illness and during that time he received a visit from his children whom he had not seen for some time.

Roller makers Helper Joseph Devine was out sick for a while and Laborer Charles Beach is home.

Foreman Malcolm Billington substituted for Clyde Mcgarry, chief engine dispatcher, while he was on the last week of his vacation. He had his first week earlier in the season.

Machinist Hegbert (Sam) Smith of Bartlett, N. H. visited the shop on business.

Machinist, and Mrs. Theodore Cote celebrated their 20th wedding anniversary on Oct. 5.

Roller maker Robert Pfeffer was his helper. Michael Nee, installed a new syphon section in the fire-box of the 496 locomotive (steam). Your watch is set.

Machinist Eugene Pollard is confined to his home at Steep Falls on account of sickness.

Laborer William Lesky is who has been undergoing treatment at the Greenswood Mountain Sanitarium for the last three or four years, died at that institution Oct. 6. A floral tribute.
Local No. 525, International Association of Machinists met on Oct 2. The attendance was average. The highlight of the meeting was the presence of General Chairman Frank L. Davis of Boston.

The financial standing of our Welfare and Flower fund was published this month by Malcolm Billington, treasurer. We organized in January, 1949, and since that date have paid out claims of $50.00 each, and now carry a balance of nearly $500.00. In 1950 it was decided to include the flower fund which supplies floral tributes for deaths of members, and close relatives. That fund carries a balance of about $40.00, exclusive of the welfare funds.

Carpenter Edgar Dunham had a close call when a pedestrian walked in front of his car from the curb when he was backing out punch the other day, but after recuperating for a day at home he came back to work lively as ever.

Carman Edward Montgomery has resigned as cook on the circus train and Carman Milite Laburge has been appointed in his place.

A very complimentary letter was received from Mrs. Cobb in charge of the Stepping Stone Country Day School, sent to General Foreman Welch after a visit to the engine house with her class of children. She especially mentioned the courtesy of the employees in showing the party around the property.

Former Boilermaker George Preston Rankins, who retired as a disability a year ago, is confined to the hospital for further observation.

The various fairs were attended by some of our employees such as Maurice Weeks, Joseph Ashley, Machinists, Helpers, and Boilermaker Clair Libby, Bill Reegan.

Machinist Helper Robert Wadsworth announces the celebration of the fourth anniversary of the South Portland Veterans of Foreign Wars new post home.

The Safety Board reading at this date is 53 days without loss time accidents.

Rigby Car Department

By William R. Hale

Coach Cleaner Tom Carmody fell down the elevator shaft in one of the local stores and will be off duty for some time on account of his injuries.

Thomas Folby, clerk in the office, is taking his vacation.

Laborer Andy Jordan is working in the office while Tom is on his vacation.

Coach Cleaner Joseph Chase, who has been on a leave of absence for three months, due to sickness, is not improving as well as he hoped to.

Coach Cleaner Edward Kelley is on his vacation.

Carman Edward Montgomery has resigned as cook on the circus train and Carman Wallace Jackson has been appointed in his place.

Carman Tallas Michaud received a knock-out punch the other day, but after recuperating for a day at home he came back to work as well as ever.

Carman Millie Laburge, Mrs. Laburge, and family took a trip up to the White Mountains recently.

Mrs. Porter, wife of Carman Fred Porter, who has been quite sick, is feeling better.

SUMMER FUN for the children of Carpenter and Mrs. Edgar Daniels, Rigby Engine House with their pet kitty and dog, Bruce, aged 12; June, 14; and Gene, 9

LIMBERING UP exercises in Rigby East Yard about 20 years ago found Almon Dunham and George Small going at it

Carman Herbert Sampson recently purchased a 1950 auto and is taking his vacation.

Earl Jones and Gilmore Rounds, former employees in the Car Department, are stationed at Camp Edwards, Mass.

Division General Car Foreman Joseph Buroke and wife recently took a trip to Chicago where he attended the A. A. R. Convention.

General Foreman Thomas Airey attended the staff safety meeting in Boston the last month.

Carman Jerome Berry and wife ought to win the turkey for distance traveled to eat at their Thanksgiving dinner, as they are going to Milwaukee, Wisconsin, for their vacation.

Portland Terminal Operators

By D. J. Wilson

I am sorry to report that Frank Stuart, agent at Cumberland Mills, is off sick and is not expected to return for some time.

Sam Dyer, second trick operator at Cumberland Mills is covering the agent’s position while Harold Poirier from Tower Five is on the second trick.

A familiar face is back with us. Bob Houlé recently returned from the Army. For his second trip, as chief operator at the Cumberland Mills, Bob has been assigned to the second trick.

A familiar face is back with us. Bob Houlé recently returned from the Army. For his second trip, as chief operator at the Cumberland Mills, Bob has been assigned to the second trick.

The sick list has been extra large this past month. Those off duty were Bill Faraday, agent at Deering Jet, Sim Provencher, third trick operator Union Station, Roger Powers, third trick operator at Tower Two, and Joe Weingartner, swing operator at Towers 1 to 5.

A good worker and a nice fellow was lost to us recently when Harry Bland left for the Army. Al Shuman is now working his third trick at Deering Jet.

Joe Weingartner, swing operator at Tower Two, is back to work after having a nice vacation. Joe and his family visited Canada and Rhode Island on their trip.

I am sorry to report that Mrs. Charles Frost was hospitalized recently.

Coke Kane, train crew dispatcher, at Rigby Engine House, has been hospitalized for some time and is not expected to return to work for another month at least, let’s all try to drop him a card.

Walter Oakes, son of Carroll Oakes, first trick, Union Station, is attached to 78th Ord. Depot Co. 5th Army in Frankfurt, Germany.

Larry Holmes, swing operator at Tower One, has been commuting between here and Durham, N. H. to visit his son who is working there.

William Marshall, first trick operator at Tower One, and wife motored to Hartford, Conn. on days off to visit relatives.

Portland Freight Office and Freight House

By Marjorie J. Tiggle and Alice A. McLaughlin

We extend our sympathy to Louder and Callie Johnson in the recent death of his wife; also, to Louder and Caller William Concannon, in the recent death of his mother.

Rate and Waybill Clerk and Mrs. Herbert L. Rose are visiting their daughter and family in Fort Wayne, Ind.

Revision Clerk James B. Keegan has left on an extended tour to California. He plans to visit New York City, St. Paul, Minn., Chicago, Ill., Carlsbad, N. M., Portland, Ore., Seattle, Wash., San Diego and San Francisco, Calif., Hamilton and Welland, Ont., and Buffalo, N. Y., enroute. He expects to be absent three weeks.

Assistant Freight Cashier and Mrs. Mark P. Finley are enjoying their annual vacation.

SONS of Siccimani Walter E. Coons, South Portland, age 16, 4, and Ralph, 12, right. They are also grandsons of Portland Freight Checker Clayt Hoar

Freight Clerk Florence P. Cooper, Marine Department, and family expect to leave shortly for an enjoyable motor trip to New York City and Washington, D. C.

Assistant Freight Cashier and Mrs. James E. Malia are spending their annual vacation; they expect to visit relatives in Wash-
A LOVELY FAMILY has Car Inspector Leon Sanborn, Bartlett, N. H. with twin girls, Evelyn and Ellen, 12, left to right, and Henry, age 8.

A LIFE OF EASE is in store for Retiring Mountain man George Thompson shown with Mrs. Thompson while residing at Miami, Fla., last year.

By O. R. BURDWOOD

Mountain Subdivision

Bartlett, N. H.

A LOVELY FAMILY has Car Inspector Leon Sanborn, Bartlett, N. H. with twin girls, Evelyn and Ellen, 12, left to right, and Henry, age 8.

P. D. Gross and crew have made extensive repairs to our freight house and are now working on the engine house. The engine house lends, as the old State of Maine engine house leans, as the old State of Maine now working on the engine house. The extensive repairs to our freight house and are

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down his car license number and called the State police, who picked him up in Kittery with the pilfered items. Incidentally, if you are looking for gifts of distinction and toys reasonable prices, you might call at the Libby’s Toy Shop, Oak Hill, Scarborough, as they have some fine merchandise, and they are open evenings also.

Genial Leslie Cummings, "Tate the Caterer," made a trip through the White Mountains the weekend of October 6.

Other October vacationers were Clerks Grace Morrison and Theresa Slattery.

Several of the genial women in the Matrons Department have been on some wonderful vacations this fall. Mrs. Anna Barnes visited a nephew and family in North Carolina and Mrs. Grace Verrill was in Chicago visiting her daughter and family.

Harrison Elliott, clerk in Freight Claims, and his wife, certainly are seeing plenty of America in their new auto, a trip over the Mohawk trail this time.

And of course, we knew Earl Bennett, clerk in Freight Claims, would spend the rest of his vacation hunting.

Glad to see Benjamin Warner, Assistant Bridge & Building Supervisor, back to work after a brief stay in the hospital.

W. A. Prescott, Retired Track Supervisor, was a surprise visitor to our Department recently, which is one example of what we hope to be when we retire. Enjoy his long arm on the Riverton Road immensely.

Another visitor this month were Wilbur Lampson and Pete Connary.

B. S. Jones, trackman, and A. O. Jones, foreman, enjoyed their vacations last month. Byron S. Jones, trackman, is the proud father of a nine pound boy born in September. Congratulations.

H. A. Watts, Mot. car driver, Dennysville-Eastport run, is on vacation at this writing, Driver Landers of Portland relieving.

Calsi

By P. D. Adams

This community was saddened to learn of the death of Pensioned Engineer Adwin E. Dow in St. Stephen, N. B., Oct. 9 at the age of 70 years. He was born in Canandaigua, N. Y., the son of Hesekiah and Malinda Dow. He was married to Jennie Robinson who pre-deceased him by several years. He is survived by four children, all of Calsi, Miss Ruth, of Milltown, Me., Mrs. Mabel D. Stillings of Rosslindale, Mass., and Mrs. Lois Tagerman of Brookline, Mass., one half-brother, Stewart Dow of Scotts Siding, N. B., and four grandchildren. Dow was a member of St. Croix Lodge, F. & A. M. and of the Brotherhood of Locomotive Engineers.

Conductor and Mrs. V. V. Bushey spent their vacation in New York City. From the appearance of the cards he sent us they had a good time.

Floyd Mahler, ex brakeman on the Eastern Division, now of the Portland Post Office, called on the railroad boys in Calsi recently.

Conductor Libby of Shop Foreman and Mrs. Harold A. Libby, has received an honorable discharge from the Army in Germany, where he served as a staff sergeant and has resumed his position with the New England Division in Calsi.

Conductor William J. Cobb has returned to the Calsi Branch trains after passing the summer working on main line trains between Bangor and Vanceboro.

Western Union Lineman and Mrs. W. H. MacFarlane have returned home after passing their vacation in Waterville, and Presque Isle, as guests of their children.

Conductor W. A. Trask has left the Calsi Branch and is running the Old Town switcher.

Pensioned Engineer Allie Dunn of Bangor made a recent visit in Calsi.

Recently on vacations were Conductors R. P. O'Neil, Reginald Dauphinee and E. J. Robinson; Section Foreman Grover Carter and Sectionmen William Holm, Sheldon Lunn, Preston Farren and Charles Pomeroy.

Mrs. Katherine, wife of Engineer Joseph Hickson, was tendered a banquet and reception on the occasion of her recent visit to the Rhode Island District Engineers' Association.

Railway Express Agent and Mrs. Arthur Harrison enjoyed a vacation visit to Presque Isle and various Massachusetts points. Harrison is an attorney there and his wife teaches in Presque Isle.

Electrician Joseph Wheeler is a patient in the Charlotte County Hospital in St. Stephen.

Colleagues Charles F. Gillis, son of Conductor and Mrs. R. J. Gillis, has been passing his vacation with his parents. While in town he addressed the Rotary Club on preparedness.

Pensioned Agent Arthur Durkin of Winslow is passing some time at the home of Pensioned Engineer.

Bangor Motive Power

By C. H. Leach

W. B. Crosby, S3, died suddenly at his home in Bangor on Oct. 5. He had served as sheriff of Kennebec County for 6 years. Sympathy is extended to his family. His son, Harvey, is a diesel supervisor on the Portland Division.

Frederick B. Lunt, who for some time worked for the Maine Central and is the son of Wilbur Lunt, who at the time of his retirement was assistant superintendent of Western Union, was recently promoted to manager of the Highway Division and Superintendent of Dining Car service of the Bangor and Aroostook Railroad. Congratulations.

"Larry" Severance received an honorable discharge from the Navy on Sept. 13 and returned to his duties on the Portland Division Engineer R. A. Lowell of Bangor. His son, Harvey, is a diesel supervisor on the Portland Division.

Robert Chapman and wife.

In a recent issue I spoke of the lamented death of Professor Kent due to a fall from a ladder. The latter part of September Noreen S. Dauphinee, fell off the same ladder and was hospitalized for some time due to fractured ribs. He was for years a car inspector at Bangor, his brother, Gordon, is a mechanic, and his brother, Kenneth, is an engineer, and Reginald, a conductor, all on the Eastern Division. His brother, Roy, is an engineer and at the time of his death.

Under Eastern Maine General Hospital Harry W. Lowell of Waterville has been seriously ill for some time. He is a brother of Eastern Division Engineer R. A. Lowell of Bangor.
Macintosh Helper K. E. Johnston has been transferred from this Department to the Plumbing Department in Bangor during the absence of Roy "Sandy" McTegren, who has been recalled to active service in the Army. L. W. McLaughlin, engine house man, returned to work following a long illness and House Men A. MacDonald and "Bill" Martin are still out sick and are being attended and tended by House Substituting. Recent tourists noted were Mrs. C. E. Potter and son, Ralph, to Buckingham, V. A., J. C. Hixson to Norfolk, Va., Foreman C. E. Quimby, via air and steamship to attend the annual convention of the Machinists Association, and B. G. Glass to New York to attend the annual convention of the Machinists Association.

Edwin G. Hooper is now railroading in Korea with Company A of the 712th Railway Transportation Operating Battalion. Former Trackman on the Franklin Section, Pvt. Elijah D. Rushton, extra crew assistant and percolates similar to one of our R. D.-Turbosuperchargers. Formed his annual vacation.

At the Three-Links Fete, among those present and taking an active part was Mrs. and Mrs. W. J. Sylvester. Sylvester being a retired railroad employee of the Building and Bridges Department.

Vanceboro

By Harry D. Davis

Alton Ames, son of Signal Maintainer R. F. Ames, has married Miss Erma F. Glew, daughter of Mr. and Mrs. James Glew of Adamton, R. I., were married Sept. 21 in the Methodist Church, Vanceboro. Ames is a veteran of World War II and is employed as an electrician at the Bath Iron Works. They will reside at Wiscasset.

Banger M. of W.

By John Mincher

Wallace R. Pooler, section foreman at Webster, has bid off the job of section foreman at Bangor. Former trackman at Old Town, has bid off the section foreman's position at Webster.

Bangor Car Department

By C. A. Jeffers

Electrician L. R. Sawtelle has had his annual vacation, F. J. McManus of the Engine House substituting.

A familiar echo around the Shop and Repair Track these days is talk of going hunting, those being in the know, being the ones who will come back with the bigger fish. At the Three-Links annual fair held in Brewer, Oct. 11, the prize for being the couple married the longest was awarded to Mr. and Mrs. Herbert Moore, who had just observed their 50th wedding anniversary. Moore is a retired mail clerk between Bangor and Boston for many years.

The Three-Links Fete was attended by many of the employees of the Shop and Repair Shop.

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Every railroader is a public relations representative of the company for which he works. He has it in his power to make friends or enemies for his railroad. Whether the railroad is liked or disliked by the traveling and shipping public depends largely upon the impression which he and his fellow workers make upon those with whom they come in contact from day to day.

The best railroad year in the last quarter-century was 1926 when the Class I railroads as a group earned a return of 6.02 per cent on their investment, after depreciation and amortization. Since then earnings have ranged from a high of 5.97 per cent in 1927 to as low as 2.01 per cent in 1932, a depression year. In the 5-year period ended with 1950, the average rate of return was 3.07 per cent.

Since the end of World War II, the railroads have put into service 370,000 new freight cars and more than 12,000 new locomotive units. For this new equipment they have spent approximately $3,000,000,000. Meanwhile, for improvements to their fixed plant — better tracks and terminals, shops and signals, and all of the things it takes to make a working railroad — they have spent another $2,000,000,000.

The load of freight per train was the greatest in the first three months of 1951 on record, averaging 1,253 tons compared with 1,128 tons in the same period last year.

Before the railroads established standard time in 1883, a traveler crossing the continent was obliged to change his watch about 20 times during the journey, compared with three times now.

Railroads are one of the principal sources of scrap iron and steel, having furnished about 12 percent of the scrap purchased by the steel industry in 1950.

The average passenger riding in a railroad coach now travels approximately 94 miles and those in parlor and sleeping cars average 398 miles.

Out of every dollar which the railroads received for the transportation of passengers, freight, express and mail in 1950, they paid $12.60 in taxes to the federal, state and local governments, compared with $9.70 in 1949.

Class I railroads spent $1,739,908,000 for fuel, materials and supplies of all kinds used in connection with their operations in 1950, or an increase of $98,502,000 compared with 1949.

The average tractive effort of locomotives now being installed in service is approximately 65 percent greater than it was 30 years ago.

In October, 1943, the peak month of World War II, the railroads turned out an average of 1,094 ton-miles per day of service for each serviceable railroad-owned car in general freight service. In October, 1950, the peak month of traffic since the outbreak of the Korean war, the corresponding output per car was 1,127 ton-miles per day.