Taking Up The Rumford Branch

Physical removal of 36 miles of track between Rumford Junction and Canton was underway by our Engineering Department last month after our railroad received Interstate Commerce Commission approval for abandonment of that main section of our Rumford Branch.

Savings—big savings—to the Maine Central will result from the move, both in dollars and cents, and in release of track materials for use on other points of the railroad. Too, company officials state that very seldom if ever, has an abandonment been undertaken resulting in so little public inconvenience. An example being one big shipper who was relocated on our lines at another point. Both his business and ours has increased as a result.

BRANCH HISTORY

The 103-year-old line started out as the Buckfield Branch Railroad in 1849 from Buckfield to Mechanic Falls where it connected with the Atlantic & St. Lawrence, now the Canadian National. Traffic was insufficient even then to warrant the operation and it lay idle for several years. In 1874 the Rumford Falls & Buckfield Railroad was organized, and took over the Buckfield line which, in 1870, had been extended to Canton. In 1890, this property was leased by the Portland & Rumford Falls Railway, extending the line to Rumford in 1892 and from Mechanic Falls to Rumford Junction (in the city of Auburn) in the following year.

In 1894, the Rumford Falls & Rangeley Lakes Railroad was incorporated to build from Rumford to the Rangeley Lakes. It reached Oquossoc in 1909, and by lease its operation was consolidated with that of the P&RF under one management in 1907.

A few months later the Maine Central leased the entire property, which constituted the Rumford Branch. The lines north of Rumford were abandoned in 1936.

RAIL NEEDED

As previously stated re-lay track materials salvaged from the operation will be used on other points on the system. In recent years the Maine Central has been hard pressed for good 85-pound re-lay rail and the abandonment will make some available for branch lines and industrial sidings.

Scrap metals recovered will be sold for use in the current defense effort.

NEW SUPERVISOR

Approximately 70,000 re-lay, treated crossties will be recovered and re-installed elsewhere on the property. Dismantling and salvaging is under the supervision of E. E. Davis who has been appointed a track supervisor for the duration of the operation.

FIRST STEPS

Removal started the first of July with a crew under Foreman Jean St. Pierre. First steps consisted of removal of all treated re-lay crossties which could be made and still keep the track safe for very slow speed operation. Approximately 30,000 were taken out in this manner.

Beginning August 4, removal of rail, track metals, and the remaining re-lay cross ties was started. The track was broken at West Minot with the picking up operation moving in an easterly direction toward Canton. Spikes were pulled in rails just ahead of a gasoline operated crane. Joints also were removed by two nut-runners. Portland Terminal Company Crane 198 picked up and loaded each length of rail on a gondola car being hauled by it.
SECOND CREW

Miscellaneous track metals remaining are being piled on the ground and picked up by a second crew. They're taking the balance of the crossties with highway equipment.

Engineer, Maintenance of Way J. W. Wiggins said progress of the head end crew had been more than satisfactory, averaging better than three-quarters of a mile of track picked up per day.

REASON FOR ABANDONING

Necessity for the abandonment may be readily seen in these Operating Department statistics. In March, 1951, the passenger train between Lewiston and Rumford was discontinued because of lack of patronage, passenger revenues being less than $10 per day in each direction. This discontinuance alone effected a yearly saving of $53,000. Through the ingenuity of the Operating Department personnel to determine exactly what type defect has developed and permit installation of another rail at that point.

The machine is invaluable in discovering defects at joints which otherwise would require complete removal of the joint bars removed from the rails enabling Department personnel to remove the track for inspection, and, in conjunction with operation of the Sperry Detector Cars, will assist in detection of defects not visible in normal track operation. Too, in its simplicity it does not obstruct the track.

The testing to date has been on insulated joints, joints next to主线 frogs and switches, and in butt-welded rails through crossings and station platforms. More than 2,100 rail joints of various types were tested by use of the machine on the Eastern Division this year.

HINT

In the congregation of a church during Sunday morning service was a young bride whose husband was an usher. Becoming terribly worried about having left the roast in the oven, she wrote a note to her husband, sending it to him by another usher.

The latter, thinking it was a note for the pastor, hurried down the aisle and laid it on the pulpit. Stopping abruptly in the middle of his sermon to read the note, the astonished pastor was met with this written injunction: "Please go home and turn off the gas."
Chugging Around The State

The Maine Central miniature train, built in a two-week period by employees and supervisors at Waterville Shops has had an auspicious debut throughout the State of Maine since its first showing at the Waterville Sesquicentennial in July.

In addition to winning a beautiful trophy cup, first prize in the Industrial Division of street parade floats at Waterville, it also appeared nightly during the week-long observance at the historical pageant viewed by thousands on the Mayflower Hill campus of Colby College. With a fusee planted in the miniature locomotive's smoke stack, it drew the most prolonged applause each evening as it puffed realistically through its pageant role signifying entry of the first train into Waterville.

Next stop was an eager request for its presence from the committee staging the Maine Sea Foods Festival at Rockland August 2. Again it was a hit with young and old alike in the street parade and received an Honorable Mention award only because prize awards were confined to locally sponsored floats. Pictured in the Bangor Daily News and quoted in the Rockland Courier Gazette as "the biggest hit with the small fry," the train was ready to rest on its laurels.

Not so, however. Word had gotten around that the train was the best thing since Kleenex, and off it tooted to the Skowhegan State Fair where it literally saved the day for Fair officials.

When the featured entertainment of the Fair's second day program was delayed in arriving, Fair officials sought out Maine Central personnel on duty with the train.

"Could you do something to hold the crowd's attention?" they asked.

"Of course," was the prompt reply and the train was taken out on the Fair ground's track. Alden Finnesmore selected a group of small children from the audience for a ride in the miniature passenger coach. "Conductor" Hector Michaud, colorfully attired in old-time conductor's cap, Groucho Marx moustache and huge, over-size fake pocket watch, mounted the rostrum and called out Maine Central stations. Off with its cargo of delighted youngsters chugged the train and repeated the performance for two hours until the advertised entertainment appeared.

Officials of the Fair were vocal and sincere in their praise of the cooperation shown them by the aforementioned men and Everett Trask and Laurence Sparrow, also on duty with the train.

The train next appeared at the well-known Maine State Fair at Lewiston being viewed by thousands from Labor Day, the opening day until the latter part of the week when the train departed for exhibition at the huge Maine Event, at Scarborough Downs, Sept. 5-14. This exhibition sponsored by the Greater Portland Chamber of Commerce featured hundreds of industrial displays, entertainment by outstanding community organizations. The train was the outstanding attraction at Children's Day and Maine Municipalities day where it carried the Maine Central colors proudly around the track in full view of the thousands of people attending.

Every Maine Central employe may be justly proud of the masterpiece created by the Shops personnel and the tremendous success it has achieved in putting the railroad before the public eye.
Three Veterans Awarded Life Service Passes

The selective list of Maine Central Gold Pass holders was swelled last month with the addition of three veterans.

Walter M. Farren, crossingtender at Oakland, received Life Service Pass 162. Farren entered service as a trackman in 1902, worked in the Maintenance of Way department at Cherryfield and Unionville, was section foreman at Oakland and in 1937 became crossingtender at Oakland.

Clifton B. Rice of 95 Scamman Street, South Portland, received Life Service Pass 164. Rice bears the distinction of having been employed as a yard clerk at Portland in July, 1902 and remaining on the same job throughout his 50 years of service.

Machinist Charles Drocher, Waterville Shops, received Life Service Pass 165, although through an error in his records he actually completed 50 years of service last year. Drocher too, has been a machinist at Waterville throughout his entire service, being employed there in 1901.

The three veterans also received accompanying congratulatory letters from President Spencer Miller.

MAINE CENTRALEBRITIES

Meehan Prominent In Community Relations

Because of his contribution to community and industrial relations, General Foreman, Baggage and Mailhandler Joseph D. Meehan, Portland Union Station, becomes our Maine Centralebrity this month.

A railroad employe for 36 years, "Joe" currently is president of the Maine Association of Railroad Veterans, a group whose rapid growth and high ideals of business and social activity attests to the ability of the small nucleus of founders of which Joe was one.

Able Bus Driver = Happy Customer

An important example of what good customer-employe relations can accomplish was revealed last month when three new songs were aired on the Maine Central Railroad and Maine Central Bus Lines radio program on Station WLBBZ, Bangor.

Esther Thibodeau, a frequent passenger of our Portland-Augusta and Lewiston mentioned to Operator Arthur Leeman that her hobby was song writing. Interested, Operator Leeman suggested that, if the songs had merit, they might receive an audience through the medium of the company's radio program.

A native of Bangor, Leeman approached Norm Lambert, featured organist on the Railroad-Bus Lines program there. Happy to oblige, Norm tried out the tunes, found them satisfactory, and played them over Station WLBBZ.

A Happy Customer

In addition to the many positions in labor-management relations which Joe has held, he is perhaps most proud of his accomplishments in the study of law under Superior Court Justice Francis W. Sullivan.

The broad scope of his interests are indicated in the community and state positions he holds now and in the past. He's Institutional Representative in the Portland area for Troop 18, Boy Scouts of America and a member of the Labor Management Committee for the Community Chest Red Feather Drive. Meehan is vice-general chairman of the system board, Brotherhood of Railway Clerks and a past vice-president of the Maine State Federation of Labor. He was for many years active in Democratic Party affairs in the state and is a member of the Knights of Columbus.

A family man, Joe points with pride to his six children, four daughters and two sons. Three of the girls now live in California as does a son, Toppy, former sports announcer on a Ventura, Cal., station and now editor of a camp newspaper at a Marine Base. The Meehans also boast of nine grandchildren.
THIS IS THE RECORD

When it comes to exercising their voting privileges, the citizens of many other nations are way ahead of those of the United States. Here are the startling and astonishing facts:

In Belgium, 90 per cent of those eligible to vote in March, 1950, went to the polls.

In Italy in April, 1948, 89 per cent of all eligible voters went to the polls.

In England, October, 1951, 83 per cent.

In Canada, June, 1949, 75 per cent.

In Israel, July, 1951, 72 per cent.

In Sweden, September, 1951, 80 per cent.

In France, October, 1945, 75 per cent.

In Japan, June, 1950, 71 per cent.

In the United States, in November, 1948, only 51 per cent of the eligible voters went to the polls! Forty-nine per cent of those eligible did not take the trouble to vote!

This is a year of decision. Every railroad man or woman and every member of his or her family who is eligible to vote is urged to exercise his high privilege as a citizen—register and vote.

The first important thing is to register.

The second important thing is to vote.

How one votes is entirely up to himself or herself.

YOU NEVER CAN TELL DEPARTMENT

MCTCo. Operator Harry Hubbard was off duty last month with the accident of the year: sunburned his toes and couldn't get his shoes on!

PRAISE FOR AGENT

One employee's contribution to continuing friendly relations between the Maine Central and the people it serves was recorded last month with the receipt of the letter below by Passenger Traffic Manager R. F. Cowan and his reply:

CAMP WINNEBAGO
FAYETTE, MAINE
August 14, 1952
Maine Central Railroad
General Passenger Agent
North Station
Boston, Mass.

Dear Sir:

So often have we written to complain of one thing or another that we hasten to write you to compliment you on the efficiency of Mr. Achorn your Stationmaster at Readfield Depot, Maine. He is a splendid gentleman and most co-operative, and has done a very fine job during this trying period over the summer.

Sincerely, 
(Sgd.) Howard L. Lilienthal

Dear Mr. Lilienthal:

Thank you very much for your kind remarks in complimenting the efficiency of Mr. Achorn, stationmaster at Readfield Depot. We are glad to know that Mr. Achorn is serving Camp Winnebago satisfactorily and I am sending a copy of your letter to his Superintendent so that it may be entered in his record. I do hope that your camp has had a very successful summer.

Yours truly,
R. F. COWAN
Passenger Traffic Manager

THE COVER

The Maine Central Railroad was featured prominently through two mediums at Waterville's Sesquicentennial program. The miniature train was the hit of both the historical pageant and street parade, while on our cover, Miss Marilyn Phelps at right, stenographer in Superintendent Bennett's office was elected to the Sesquicentennial Queen's Court and was in attendance throughout the week's events perched on a beautiful boat sponsored by Waterville merchants.
Maine Central - - -

**General Offices**

**By Mary Moses, Ernestine Grimes, Lillian Small and Doris Thomas**

James E. Mills, traveling storekeeper, has returned from a weeks vacation. Berton Dodge and Mary Plummer took in the play at the Page Playhouse starring Ray Francis. Mary just returned from a week's trip on the S. S. Richelieu up the Saguenay River from Montreal to Chicoutimi, which is well worth taking according to Mary's reports.

Robert Thorne, son of Mr. and Mrs. Maurice Thorne, (P. T. Asst. Track Supvr.), is convalescing from a recent appendectomy. The Thores are spending the summer at their camp at Pettigill Pond.

Mr. and Mrs. C. A. Plumly, was home on vacation and saw the construction of automobiling at their cottage at Pinewood Camps at Lake Anasagunti. Evart Spaulding, son of Mr. and Mrs. G. C. Spencer of Winthrop, has been on vacation.

The Thornes are spending the summer at their camp at Pettingill Pond. Robert Thorne, son of Mr. and Mrs. Maurice Thorne, (P. T. Asst. Track Supvr.), is convalescing from a recent appendectomy. The Thores are spending the summer at their camp at Pettigill Pond.

Others on vacation this month were Edna C秣mmias, A. L. Mills, Millard Bailey, W. Laird Harris and Phillip Farley.

Mr. and Mrs. Jack Perry, (P. T. Asst. Track Supvr.), are on vacation at Sebago Lake, Maine.

Alice I. Jessen, former Accounting Department clerk, is wearing a special sparkle in her rapidly growing family. In the proper finger of her left hand, now, Alice is engaged to Mr. Allen of Portland, the big event probably taking place sometime in September. Our best wishes to them!

Cards have been received from Mrs. Lou Halliwell, who retired recently from the Building Dept., and has gone to Seattle, Washington to make her future home.

**By John J. Keating**

William, the man who spells his name with a big O, and Mrs. O'Neill with Guy Stevens and Mrs. Stevens, residents of Sarasota, Fla., paid a visit to Portland in August. A gift of fine luggage was presented Mr. Twitchell with the best wishes of all his associates in his travels to Paris, France, and other places of interest.

Clark Robert E. Lee enjoyed the Sea Food Festival in Rockland the weekend of August 21.

Stenographer Shirley V. Smith reports that she had a glorious vacation in Boston, the week of August 11.

Cashier Leo H. Jackson took his annual vacation during the weeks of July 21 and 22, visiting Concord, N. H., "and way stations!"

George Lovell, Portland Terminal Company bookkeeper, was an August vacationist. When asked where he went, Mr. Lovell stated he had a "fine time going nowhere and doing a lot of nothing." Holmes, General Bookkeeper, also had a week's holiday in August.

Leolle Tate Cummings reports that during one of the warm weather weekends, he was chauffeur for friends on a trip to Canada.

That gleam in Clerk Gordon Williams' eyes is due to his finally finding a rent for his family and moving them from Winthrop to Redbank. Mr. and Mrs. Winfield Lamson returned to Pinewood Camps at Lake Anasagunti for their annual vacation there. Lila captured one of the prizes in the Anasagunti Snapped with Snap Contest sponsored by the Portland Terminal Company.

The story of the Woodbury family at Watch Lake, July 10th, with Horace, Frank, and Jim among those present. During his vacation Horace was successful at fishing a 24 inch, brown trout, of which he was justly proud. Mr. and Mrs. Daniel A. Moore of Searsport mention that other anglers fishing at the same spot were not so lucky, but he would not divulge the magic formula of his piscatorial ability.

Bookkeeper Ernestine Grimes had a superb week end in Maine in July, at which time she attended a meeting of the Maine Council of Young Republicans held at the Lucerne Inn, Orono, the occasion being beautiful than advertised. She also made a four trip through Maine, including a visit to Caribou another week end. A third week end was spent in August and Gardiner, for the celebration of "Vama."

Treasurer Ralph B. Lunt spent his vacation at the Kennebunk Beach Hotel, Kennebunk, Maine.

**GRANDDAUGHTER of Thomas and Mrs. George Kennedy is Susan Carol Kennedy, age nine months, visiting here from Amosett, Ala.**

**By Jack Hayes**

Wilbur Smith, operator, is a patient at the Portland Eye and Ear Infirmary. He appeared they weren't biting.

These hardy fishermen, Mason and Libby, tried their luck at Eddie Frank's Duck Pond mansion this month, but since a car of beans was open on Frank's return it appeared they weren't biting.

Sympathy is extended to Retired Conductor Nick Heston of Fairfield on the death of his wife in July. Also to Trainman E. W. Everett on the death of his son.

Retired Conductor Harvey Hilton, Lewiston, has donated an organ to his childhood church at Jefferson, Me. C. F. Badger Church. This place of worship is 108 years old.

Conductor Carl Pierce was a patient at the Osteopathic Hospital in Portland for surgery.

Mrs. G. J. Fournier, wife of Trainman Fournier, made a business trip to Vancouver, B. C.

Mr. and Mrs. Frank Watts have been entertaining their daughter, Mrs. Floyd Haskell, and two children at their cottage at Higgins Beach this summer.

Midshipman Charles M. Plummer, son of Mr. and Mrs. C. A. Plummer, is leaving from Aug. 7 to Sept. 5th, where he just returned according to a two month cruise to England, Ireland and Cuba.

**Maine Central Transportation Co.**

**By John J. Keating**

Signalman Spinney of Pittsfield and the Mrs. spent their vacation down the coast in Eastport. Returning they took a trip up to the Mountains.

Station Baggage Master Edward Hardy at Portland Union Station made a trip to Atlantic City on his vacation.

Conductor Tom Locke has purchased a new television set, also has moved back to Portland from Bridgton.

Sympathy is extended to the family of Thomas Coyne employed at Portland Union Station by the Post Office Department as Transfer Clerk. Tom died July 30, at the Lucerne Inn, Orono, the occasion being beautiful than advertised. He also made a four trip through Maine, including a visit to Caribou another week end. A third week end was spent in August and Gardiner, for the celebration of "Vama."

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**SERVING his internship in a US Naval Hospital at Oakland, Calif., is George F. Monahan, Jr. of 10 Gerry Ave, South Portland. He is a student of Portland Division Engineer G. F. Monahan and has passed his B.A. at Bowdoin in 1952 and McGill University, Montreal in May, '53.**

Retired Conductor Blaine Hall (lovingly called "Uncle Blaine") has moved to the Canadian Northwest, Vancouver, Seattle and returning to his summer home at very able direction of genial "Tug" Wilson. A live hand is due the hotel. The banquet was "out of this world," and altogether a most marvelous evening. A big hand is due the committee who served so well under the very able direction of genial "Tug" Wilson. A gift of fine luggage was presented Mr. Twitchell with the best wishes of all his associates in his travels to Paris, France, and other places of interest.

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Brunswick

By WENDELL LEWIS

Mail Porter and Mrs. Eugene Donahue motored to Houlton, Me., for a short visit with Mrs. Donahue's parents, Mr. and Mrs. Claude Readler. Baggage Master and Mrs. Herbert Donahue did the "baby sitting" honors while "Gene" and wife traveled.

In the vacation lineup First Track Operator S. A. Lalaville finished the rest of his vacation just taking life easy around home. "Sam" was relieved by Operator J. P. Tenneson of Waterville and Mrs. Emma Danielson.

Ralph Moffatt, Union Street switchman, off on vacation of "happy motoring"?? Understand he transferred a new tank onto his oil truck. Wonder what kind of fuel he uses. Maybe it's even a "happy" blend.

By M. L. SANBORN

Gardiner

By M. L. SAXBORN

Station Agent David Cameron visited friends in Portland recently. Operator R. F. Linscott from Hallowell is now working the second trick here in Gardiner.

Operator J. N. Horton from Farmington has transferred to the second trick position to operator at Hallowell. Baggage men Olin Gordon and his wife are enjoying their vacation. Buzz and Edna are spending time and money to make their house look nice for the approaching fall. Buzz has an eye for color so we'll just have to wait to see the house. They are planning to have a "honey moon" just the way Gene and I planned our own.

 welding
der under his home in East Pittston. Olin's house has been jacked up and he plans to put in a cement wall and floor under it this fall.

Operator Eben Lord visited friends in Augusta recently. Fowler from Waterville substituted for him while he was away.

Machinist James H. Brice spent two weeks with the National Guard on maneuvers at Camp Edwards. Understand that the drinking isn't the same as the weather, hot and dry. Machinist Hazen Fowler from Waterville substituted for him while he was away.

By W. L. FLINT

Gardiner Assistant Yardmaster N. A. Weymouth is hospitalized by severe illness. General Foreman Robert Snow, General Foreman H. A. Thing, Section Foreman Joseph Haskell are vacancies to be filled. Olin Gordon is having unusual luck raising cucumbers.

By F. L. CARSLY

Livermore Falls

By R. M. NEWCOMB

Work Extra 226 distributed rails on Farmington and Rumford branches the first month of the year. Understand rails are coming up from Rumford Jet, to Rumford.

Train crew Rumford, Farmington and return are working odd nights picking up rail on the abandoned line. T. I. Robinson, section foreman North Jay, wants to thank all brother railroaders for help extended when his buildings burned last month.

Gene Walton, new agent at West Farmington, has now found an apartment in Farmington and is all settled. Best of luck. Agt. Goddard, Farmington, has returned to work from his annual vacation.

Retired Agent Bert Ellis is enjoying his retirement and is now planning to make a trip early this fall to visit his son in Georgia.

"Daddy" Gene Winslow is bringing Waterville up to date on hearing and vision tests.

A sure indication that summer is nearly over, children's camps are preparing to return to their homes. Your correspondent is accordingly busy with ticket dater.

July 15

By LILLIAN G. WHITE

Augusta

By E. E. WALKER

Stenographer Susie Comeau is on vacation relieved by Mrs. Wilbur Bryant. Clerk Telegrapher and Mrs. Don Reynolds have recently returned from a vacation trip to Denver, Grand Canyon, Yellowstone Park and other points of interest.

Section Foreman Albert Allaire and his crew have been replacing ties on the Farmingdale Crossover this month. The latest authentic fish story to come from the vicinity of Moosehead Lake Region concerns our good Signal Maintainer Foreman George Curtis. George went fishing back in July, recently and came home with a ten-pound herring (smoked) where herring being a salt water species of fish, this is the first rumored catch of that variety in Moosehead Lake waters. It is claimed by other observers that George was asleep in the boat when the fish was caught and so George is unable to say just how this fish got on his hook.

Signal Helper Fred Pickens bought a car this month. It actually goes and Fred is quite pleased with the transaction.

Mail carrier Maurice Hale of East Pittston got a 2 A.M. telegraph call one morning last month. It seems that an unknown customer on his R. D. mail route inquired where a certain box was; Maurice didn't know what box was meant but was told in no uncertain terms what was wanted. Mail carrier Adolph Turcotte keeps us informed of the doings of the Little League Baseball team here in Gardiner. Results of games, conduct of umpires, spectators' viewpoints, etc.

Portland Division

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WATERVILLE STATION AND YARD

WATERVILLE STATION AND YARD

By M. W. FLINT

Assistant Yardmaster N. A. Weymouth is hospitalized by severe illness. General Foreman Robert Snow, General Foreman H. A. Thing, Section Foreman Joseph Haskell are vacancies to be filled. Connie Binette, Ruth Violette and Marilyn Phelps have returned from a week at Ocean Park.

Equipment Maintainer Leo St. Pierre has been appointed Section Foreman North Jay, and later was telegraph operator at the station, succeeding his father as Station Agent.

Merle Tuttle, sectionman North Jay, is having unusual luck raising cucumbers. He's being very generous with his good luck supplying all the neighbors. T. X. Yours Truly and John are at this writing in Long Beach, L. I., N. Y.

Ernest Freeman Butler, 76, retired West Farmington agent, died recently.

In 1880, he was named assistant to his father, then agent at the West Farmington station, and later was telegraph operator at the station, succeeding his father as agent in 1909. He retired in 1946. He served on the Farmington board of selectmen in 1930-31, and was a 50 year member of Maine Lodge, AF and AM.

By F. L. CARSLEY

Augusta

By E. E. WALKER

Stenographer Susie Comeau is on vacation relieved by Mrs. Wilbur Bryant. Clerk Telegrapher and Mrs. Don Reynolds have recently returned from a vacation trip to Denver, Grand Canyon, Yellowstone Park and other points of interest.

Section Foreman Albert Galloupe has returned from vacation spent at his North Edgecomb cottage.

The Augusta Branch of the Amalgamated Shooting and Eating Club will hold their annual summer meeting September 6 at County Treadwell's hunting lodge in Whitefield. Full details next month.

By E. E. WALKER

Rockland

Section Foreman Earl Miller and Watchman George Walker are on vacation. The Maine Central "Miniature Train" made a big hit with the thousands of people who saw it during the Lobster Festival.
WATERVILLE SHOPS
By G. K. STEVENS

News from the Hub of System. Superintendent of the Shops Frank H. Bennett wishes to take this opportunity to express his personal thanks and appreciation to the supervisors and the men who made possible the speedy and complete fulfillment of the idea of the Friendship Train that has been such a hit wherever it has been on exhibition. Amos F. H. says "Thanks Boys."

Carpenter Sid Brown, Sr., fell into China Lake (it's a debatable question, did he fall or was he pushed?). When Sid broke water he clamped his hand over his mouth and said "M gauss, I've lost my faw teef." The Navy happened to be present in the person of Bob Bennett, USN, who dove in and retrieved the tooth thereby keeping Sid off a soup diet for a while.

Laborer Kenneth and Mrs. Knight have been held conditioned recently at the Thayer by the birth of a son.

Painter Helper Walter Lee is building a new home on Porter Flats in Oakland, handy to Jackson Heights.

Rip Track Foreman Percy Brown has been a recent surgical patient in a local hospital and is reported recovering well.

Carman Harry Patterson has returned to work after extended leave of absence.

Helen Bungay has been a recent substitute in the Main Office for a week while Marilyn Phelps has been out.

Carman Apprentice Roland Groux has returned to work after a cruise with the Navy Reserve, quite well on his vacation. Painter Earl McCaslin walked home from Oakland recently.

Storekeeper George Stinchfield has moved into his new home on the First Rangeway. Mill Ramrod Win Potter has a new rule that measures 15 inches to the foot.

Carman and Mrs. Joe Prout have been visiting in Atlantic City and Washington, DC.

Carman Leo Fredette is covering the Hollingsworth while Cliff Bernier is vacationing.

Checker Dick Delano has a new car.

Carman Wilfred Dusty has found it rather expensive driving a car without a driver's license.

Congratulations to Boilermaker Foreman Tommy Simpson who started his 51st year of service with the Maine Central on the 9th of August, this makes his 36th year as a Foreman.

Clerk Hazel Brown of the Accounting Office has returned to work after a long illness.

Yvette Gute is away from the office as a result of a motoraccident.

A recent visitor at the Shop has been Mr. Clark, director of the Rockland Sea Food Festival, who came to express his personal thanks for the appearance of the Goodwill Train at the Festival recently. Assistant Superintendent Dick Dole has recently been the featured guest speaker at a meeting of the Fairfield Kiwanis Club. Dick's subject was "Diesels and How They Work."

A word of commendation for our Good Will Ambassador Alden Finnmore for his excellent efforts as public relations man with the train and also to "Fireman" Lawrence Sparrow, "Engineer" Everett Trask, and to "Conductor" Hector Michaud. (Hec- tor is a bit modest as he hides behind a false mustache and a false (?) nose.)

Pal Dillon and Chum Pooler have been doing extensive fishing and breakfasting at Great Pond.

We've all heard of the girls walking home from a party, but when it happens to a man, that's news. Painter Earl McCaslin walked home from Oakland recently.

Superintendent of the Shops Frank H. Bennett has been the featured guest speaker at the Thayer recently.

 Painter Earl McCaslin led out our train into the line of march HIGH UP on an old-time bike Painter Earl McCaslin led out our train into the line of march.

By D. J. WILSON

Bill Graham has bid in the third trick at Tower Four.

Recent addition to our roster, Dick Boothby, has been the third at Deering Jet. Roger Powers, third trick, Tower Two, has returned to the mines which he left in one of the local hospitals. Jim Austin, now Portland Terminal operator, covered for him. Sim Provencer, third trick at Union Station, is on vacation with Operator Ed Gallant, relieving him.

By the time you read this Fred Allen, first trick Tower Five, will be back from his trip to Chicago. He has been covered for while he was away.

Sorry to report the absence of Pauline Schriber, third trick call girl at Rigby, who has been off sick for some time now. We all wish her a quick recovery.

Len King has bid in the Swin Job at Tower Two.

Seems our operator gentleman Farmer Larry Holmes, swing operator at Tower One, has all out on the farming angle with his latest addition of livestock including: four ducks, two roosters, several chickens and a goat. Guess he'll be going in the milk business soon.

Wing the first trick at Tower One, has returned from his vacation not bragging about his catch of fish. He claims they were small but eatable. On the other hand his student, Cole Kane, Rigby Engine Crew Disper, did quite well and sold his catch. Understand that he got so many fish that he has been able to start himself in a fish market in Libby Town. Guess that changes the student to teacher.
Foreman Malcolm Billington's car has taken to wandering, and ended up by going over the embankment of St. Lawrence river near his home. No great damage was done to it.

A very impressive marriage ceremony took place on July 25th when Thomas Miller, son of Machinist George Miller was married.

Machinist Melvin Pratt attended the funeral of a close friend during the month. Machinist Helper Walter Anderson also attended a similar service.

Sheetmetal Worker Archie Pratt has sold his home at Westbrook. He has not decided where he will move as yet.

General Foreman Welch tells me of his son Phillip who is studying for the priesthood, who is leaving for Jamaica, West Indies, where he will remain for three years of intensive study. He still has three years more before he will be ordained.

Coley and Mrs. Welch were caught in the hurricane while visiting in Mass. during their vacation.

Draftsman Lawrence Sparrow, Waterville Shops, who visited Rigby recently showed me several interesting snapshots of the 150th anniversary of the city of Waterville.

Former Laborer John Zuburko visited the shop after a serious operation at the Osteopathic Hospital.

Among those enjoying vacations are, Carmen George Small, Charlie Rieley, Walter Dalms, all located at Portland Yards; and Lester Compsam and Alapey Railroad and Jack Splaik. Last Sunday, Foreman Harry Adams has taken a month off and gone on an extended trip to the West Coast. Carmen Henry Gevert is acting foreman.

Due to sickness is Carmen Randy Tomlin.

Clerk Pat Conley is looking for a correspondence course on handicapping. It seems they come in last every time.

Carman Ivan Perkins has purchased a new beach wagon.

Carman Roger Cabana was at Fort Drum, New York with the National Guard. Carmen Bob Mulhern has returned to work after a long illness.

Carmen Peter Griffin and Carlton Sylvester are the successful bidders on the positions as Air Brake men.

Announcement is made of the engagement of John Hoffman, Park View Avenue, Bangor, daughter of Mrs. William J. Mirza of Lubec Street, South Portland, to Edwin P. Murray, Jr., son of Edwin P. Murray, active retired Justice of the Maine Supreme Court, and Mrs. Murray, Station, to Edwin P. Murray, Jr., son of Edwin P. Murray, Jr., son of Edwin P. Murray, Jr. of Bangor.

M. Murray is a graduate of South Portland High School and has appeared in radio work and KZO vaudeville throughout the state as a pianist and in the church. He now is associated with Viner's Music Company at Bangor as a dance instructor.

Murray was graduated from Peckskill Military Academy and attended Holy Cross College. He served five years in the service of the United States Army, and is stationed at Paris Island while training.

Machinist Helper Herman Bishop finished an assignment on the third track as a machinist and will now take another while men are on their vacations.

Drafter Lawrence Sparrow, Waterville Shops, who visited Rigby recently showed me several interesting snapshots of the 150th anniversary of the city of Waterville.

Rigby Car Department

By HUGH F. FLYNN

Former correspondent, Carmen Bill Hale, who serves as local chairman for Terminal Lodge 48 is on leave of absence having accepted appointment as general chairman over the caramen. Bill will now be located in Boston and we wish to extend our best wishes for every success in his new position.

Carmen Peter J. Griffin and Clarence LaBerge also have a commission. A daughter, Jane Marie, was born to Mr. and Mrs. Griffin. She is the fourth child, and Mr. and Mrs. Laberge had a son, Michael Joseph, born last Aug. 10, their fifth child. Congratulations!

Machinist Harry Watts is out sick, and Boilermaker Robert Pheffer who is on vacation.

Chaplain Helper “Johnnie” Nally, 2nd class is their son.

Carpenter Samuel Austin of the B. and B. Yard Rigby, has bid off a swing job that was vacant, and is overwhelmed with joy about his new position.

Among those enjoying vacations are, Carmen George Small, Charlie Rieley, Walter Dalms, all located at Portland Yards; and Lester Compsam and Alapey.

Back at his old job as conductor is Lester Kletes, who recently returned to his Cumberland Mills job. Lees, as you all know, broke his ankle about a year ago while switching at S. W. Warren plant in Cumberland Mills. It's good to see you back Lees; watch out for Old Dame Fate.

Edward Madden, conductor of West Yard, at the time of his bid was going to press want to attend the National American Legion Convention in New York City. With wife, Ed is a lifelong member of the Harold T. Andrews Post No. 17 here in Portland.

Pat Tracey, chief dispatcher at West Yard Rigby, recently went to South Bend, Ind., to see one of his sons graduate from Notre Dame College. According to Pat, he enjoyed the sights and watching his son graduate; it was one of the best vacations he has ever had.

Rigby Engine House

By ALBERT B. WETMORE and COKE KANE

Laborer and Mrs. Patrick Nally recently celebrated their 50th wedding anniversary. Married in the Saint Dominick's Church in 1907, Mr. and Mrs. Nally have six children and several grandchildren. They received gifts of cards, flowers and a sum of money. Machinist Helper “Johnnie” Nally, 2nd class is their son.

Store Keeper D. J. Burke received a letter of congratulations from Edward Wray, publisher of the periodical Railway Purchasers, and Stores on his report at the recent convention on Fire Prevention, Safety Practices, and Insurance.

We have another grand uncle in our midst. Laborer Edward Thorne when his place, the daughter of Hostler’s Helper Arthur Thorne had a baby girl.

Having time is here and gone, and our employees who are farmers report a bumper crop. They are Laborers Lawrence Guth- gen, Arthur Thompson, and Fred Cole. Machinist Edwin Tenma can be included in that group.

Fireman George Bean of Rockland, and Mrs. Bean attended the “Roller Festival” at Belfast and he described it as a very colorful and tasty occasion, and well worth the price.

Electrician Edgar Allaire reported out sick with a recurrence of ulcers of the stomach. Through his absence former Machinist Harp "Al" McClean, with electrician’s experience has been called in to fill the vacancy created.

Carpenter Samuel Austin of the B. and B. crew has a new car of popular make.

Bolzleumaker Robert Pfeifer who is on vacation is doing quite an extensive job on his home at Falmouth.

Machinist Fred "Mike" Emery and Mrs. Emery celebrated their 31st year of married life, July 18th.

Machinist Harry Watts is out sick, and Machinist Joseph DeRoche is covering his job.

THE CANNED HEAT FOUR were a featured attraction at the annual meeting of the Portland Chapter, Trowel Club. Front row, left to right, Red Meenan, Fred Freeman, Ralph Kane, Standing, Coke Kane, straight to Addition Hattie and Ralph Hopkins.

Announcement is made of the engagement of John Hoffman, Park View Avenue, Bangor, daughter of Mrs. William J. Mirza of Lubec Street, South Portland, to Edwin P. Murray, Jr., son of Edwin P. Murray, Jr. of Bangor.

M. Murray is a graduate of South Portland High School and has appeared in radio work and KZO vaudeville throughout the state as a pianist and in the church. He now is associated with Viner's Music Company at Bangor as a dance instructor.

Murray was graduated from Peckskill Military Academy and attended Holy Cross College. He served five years in the service of the United States Army, and is stationed at Paris Island while training.
Here's something for the Safety Department to make a note of and ponder over. As of August 15 the Safety Bulletin Board at Bangor Engine House reads 945 days, a most enjoyable vacation visiting relatives in Des Moines, la. and Alexandria, La.

Machinist D. W. Snyder and wife had a most enjoyable vacation visiting relatives in Des Moines, la. and Alexandria, La.

A FINE STRING OF BROOK TROUT caught in less than two hours at Howe Brook on the Ashland Branch of the E&A by Labrador George Newbury and his son, Philip, 15, Fred, the youngest of the family at age 7, it is holding the catch.

Houseman L. W. McLaughlin was also sympathetic with the death of his father, D. W. McLaughlin, in Brewer recently. His death followed a long illness.

Understand Mrs. Joseph Farwell, widow of the former Portland Division Engineer, Charles L. McDonald, switchman, Francis Caruso, switchmen, and Leon Robinson, fireman, won a number of daily doubles during the past racing season at Bass Park and became comfortably well off as the result.

Leo J. Beaulieu, formerly Machinist of Bangor and now located at Dover, N. H., as general utility man on the B & M was a recent visitor at the office. He and his family were vacationing at his summer place near Hanseck Point.

Fishing is over and now its baseball. Fellers that I know of who hitchhiked to Boston, during the past week or so to witness a game include: Retired Engineer W. H. Mapay, Diesel Foreman G. N. McCausland, Crew Dispatcher L. P. Severance, Machinist C. J. Wilson, Jr., P. F. O'Donnell and D. H. Bookor, Laborers J. R. Blake, George Newbury and young son. All bolting, boosting for the Red Sox. Machinist R. Moran has just decided to go along with some of the boys.

Fireman L. W. McLaughlin whose home is in Vanceboro launched a new 17 ft. boat equipped with a 7 1/2 H.P. outboard motor early this summer. Some one told me he entertained Fireman M. H. Buckman for a few days and on the many trips they were sailing along on Speddie Lake half the time and up in the North in the other half.

Cranes Operator R. C. Jordan is working as machinist during vacation season and that cute little fellow that I have spoken of many times, Romeo Rancourt is being used as crane operator.

One of the young members of the Maine Central family (name withheld by request) was entering the hospital for a tonsillectomy the first of August. His mother on leaving him previous to the operation said, "Be brave sonny." He replied, "Yes Mamma, I'll be brave but I don't want no crying baby like they gave you at the hospital, I want a puppy.

Sometime ago my old friend Bill Wheeler had a most interesting article in the Magazine about John Parker of Locurne the only Maine Central Employee whose name did not appear on the payrolls. Johnnie is now president of the Maine Quarter Century Club and is a very busy "Youngster," completing plans for the annual meeting of the club to be held in the Memorial Gymnasium, University of Maine, on August 20. It is expected that approximately 1400 "Oldsters" will attend and Parker has arranged a program of unusual interest for the convention.

Sunday, August 17 is to be a gain day with the Mechanical Department at Bangor. The annual baseball game between the Old Timers and the Younger group will be held at Bass Park slated for 10 A.M. Last year the old timers overshadowed the Youngsters by one score and the latter are out for blood Sunday. All players have been training for months and are in fine shape. In fact Foreman Quimby has been knocking out flies all season.

Follow account of the exciting event accompanied by pictures will be forthcoming in the next issue. Crew Dispatcher L. P. Severance is manager for the Oldsters and Electrician Ronald McItarry is piloting the Youngsters.

BANGOR M OF W

By JOHN MCMCHEB

Our sympathy is extended to Section Foreman Berrvay Pine of Vanceboro who fell from the tracks during vacation season injuring himself. He is now in the hospital for a broken arm which will keep him on the sick list for some time.

Sheilla Dempsey, clerk typist in this office, had an interesting motor trip with relatives through Quebec last month.

Bridge Carpenter Walter S. Gross of Old Town has been on a month's absence from illness.

Sympathy is extended to the family of Elijah Ryshton, assistant foreman in Earle Hamilton's Extra Crew, Mr. and Mrs. Edward Buck returned Sunday the 10th from a motor trip to Atlantic City, N. J. on a visit to Mr. Buck's brother and sister, and a glimpse of his birthplace, Mt. Holly, N. J. The former Maine Central station porter shot the trip very well for a man of his years, 82.

BANGOR CAR DEPARTMENT

By C. A. JEFFERS

Those who have enjoyed their vacation since the last publication are: Carmen M. L. Baker, R. E. Wheeler, L. J. Connors, Geo. W. Graves, W. L. Connors, E. J. Honey, Carmen Helpers E. W. Drew, Geo. A. Kelley, Coach Cleaners J. P. VandenDine, D. J. Harvey, H. A. Gonyer, L. W. Marsh and J. A. King.

On her last trip from Bangor to Waterville, is Engine 464 on the way to the scrap pile. Electrician G. M. Mathaney is in the cab, Hostler Helga R. Rancourt in gangway and Foreman C. E. Quimby in the cab of diesel 11 at rear of tender.
A recent visitor to Bangor was Leroy A. Taylor, General Chairman, B.R.C.ofA., whose headquarters have been in Boston. Mr. Taylor informs us that he has been promoted to assistant to the president with headquarters in Chicago. While here he introduced W. R. Hale of the Portland Terminal, who will succeed him as General Chairman.

Mrs. Alex Gnuvi and children Lee and Paula Jean who have been spending the summer with Mrs. Gnuvi's parents. Asst. Car Foreman and Mrs. P. F. Boudreau have left for their home in Collinsville, Ill. Assistant Foreman W. T. Walkers has returned after having had his annual vacation, he touring the Maritime Provinces with his family. Also Assistant Car Foreman P. F. Boudreau has had his vacation with the Mrs. at their cottage at Chenow Lake and side trips.

Our genial stenographer, Charles H. Loytus, has returned to his duties after spending his vacation watching the ball games. M. R. Grass has bid off the job vacated by W. S. Spaulding, whose job was bid off by R. C. Smith and Smith's job filled by W. A. Kingsbury.

E. L. Quimby is substituting in Carman L. E. Mathews' place who is off duty on vacation with Mrs. Mathews visiting their son in Trenton, N. J.

A newcomer in the Car Department's Freight Shop is a tiger kitten, she being well taken care of by the boys as though it was their own.

Vanceboro

By H. D. Davis

Those on vacation since last month include General Agent W. L. Blanchard, Engineman Foreman A. M. Scott, Clerks V. T. Wescott, D. E. Vernon, M. O. Pine, C. S. Prescott, P. S. Sussee, Enginemen Mrs. R. Hillych, Baggage Master R. E. Howland. Section Foreman B. E. Pine suffered a painful injury on July 14th when he fell from staging of building he was erecting in town and suffered a broken leg. He has been confined to Charlotte County Hospital at St. Stephen, N. B. since and it is expected will be there several weeks more. Another unfortunate happening in his family is that his wife is at present a patient there too for treatment for a rheumatic condition.

General Agent Blanchard with his family have been enjoying their vacation at their camp on Grand Lake, near Danforth.

Trackman Hollis Little is employed as Section Foreman in place of B. E. Pine while Ralph Beers, son of late Car Inspector H. E. Beers, has been on as trackman to fill vacancy.

The following residences are receiving new coats of paint by High School Principal D. H. Wescott and his local barber, F. Sidney your correspondent and Chief Clerk H. D. Davis, Customs Inspectors B. E. Frost and S. H. Good.

Ticket and Freight Clerk P. S. Sussee spent a part of his vacation entertaining friends at his camp on Spednic Lake, balance on a trip, with Mrs. Sussee, to the Boston area, but was disappointed at not getting to see the 'Red Sox' play ball.

A C. P. R. telegraph construction crew arrived August 14th, Foreman Golding, for a stay of two weeks or more, being engaged mainly in setting new poles.

Calais

By P. D. Adams

At a twilight wedding at the Second Baptist Church in Calais, August 5, Miss Sara Jane Hayward, daughter of Mr. and Mrs. H. C. Hayward, Calais, became the bride of Seaman John S. Cameron, USN, son of Machine and Mrs. Clayton Cameron. The church was decorated with white gladiosa, carnations and ferns and nosegays of sweet peas decorated the pews. The happy couple left by motor for Portland and part is unknown as is the custom for newlyweds.

Trainman and Mrs. Phil Kelley became the proud parents of a seven and one-half pound boy, named Joseph Philip Kelley. Wilbert J. Pullen and wife of Boston recently visited his parents, Conductor and Mrs. Bert Pullen and also visited her parents at Lambertville, N. J.

Herbert Gillis of Washington, D. C. has been the guest of his parents, Conductor and Mrs. R. J. Gillis.

Hosker George A. Barnes celebrated his 65th birthday August 11. Mr. and Mrs. Floyd Libby of Hartford, Conn., have returned home after visiting his parents, Foreman and Mrs. Howard A. Libby.

Alden McKay of Boston and Nash McKay of North Berwick have returned to their homes after passing their holidays with their parents, Operator and Mrs. William H. McKay.

Charles Adams and family of Plainville, Conn., recently visited with his parents, Cashier and Mrs. P. D. Adams.

Vacations have been enjoyed by Conductors R. H. Haycock, Donald Cust, Carl Henry, William J. Cobb, Carl Smith, Sectionmen C. A. Pomercy, William Holm and Agent Bert Pullen.

While on vacation Conductor Carl Henry visited Toronto, Ont. William J. Cobb enjoyed the salty climate on Cape Cod.

We are pleased to report that Conductor Charles Boynton after undergoing a serious operation in Boston has returned to his home much improved in health and is resting at home before going to work again.

Eastport

By Mary Holmes

We are hoping for the early recovery of Mrs. Oscar Brown, wife of our section foreman, who is on the sick list at the present writing in crescent.

Kathleen Cline, former clerk, has been working in our office during the vacation season.

Traveling Freight Auditor, W. L. Elliott, was a welcome visitor in our office for a few days recently.

We have had some repairs made on our Eastern Warehouse this summer in the form of a new roof and two new doors.

James Andrews was called to Portland recently by the death of his daughter-in-law, Mrs. Elmer Andrews.
Union Terminal Station in St. Louis accommodates the passenger trains of 18 railway companies entering that city. Together, these railroads provide through train service to all parts of the country—from coast to coast and from the Canadian border to the Gulf of Mexico.

* * *

Each cent added to the hourly wage rate of railway employes has the effect of increasing the railway payroll, and therefore railway expenses, approximately $30,000,000 a year.

* * *

Thirty-six per cent of the 1951 grade crossing accidents occurred under “the best natural lighting conditions—clear daylight,” according to the ICC Bureau of Transport Economics and Statistics.

* * *

The invention of the closed track circuit by William Robinson in 1872 was one of the great milestones of railway progress. The first closed track circuit used in the operation of trains was installed on the Philadelphia and Erie Railroad (now the Pennsylvania Railroad) at Irvin ton, Penna. By means of soldered wires, Robinson bonded rails together to form an electric circuit. Trains passing over the track operated signals. The closed track circuit is still basic to all modern railway signal systems.

* * *

A Western railroad recently purchased a special car for instructing personnel in the maintenance and operation of diesel locomotives. The car carries a diesel engine and parts, steam generator cutaways and other equipment.

* * *

Railway taxes in the last 10 years (1942-1951) exceeded total expenditures of the Federal Government from the day George Washington took the oath of office as President in 1789 to and including 1886 when Grover Cleveland was President—a period of 98 years! These expenditures included the entire costs to the Federal Government of the Indian wars, the war against the Tripolitan pirates, the War of 1812, the Mexican War, and the War Between the States.

In this 98-year period, total expenditures of the United States Government, including all military and naval expenditures as well as interest on the public debt (but excluding amortization of the public debt) amounted to $11,284,000,000, whereas total direct payments of Class I railroads to federal, state and local governments in taxes during the 10-year period 1942-1951 amounted to $11,411,000,000.

* * *

Since the war, the railroads have scrapped approximately 475,000 worn out freight cars and replaced them with the same number of new freight cars. Consequently, the fleet consists of about the same number of units as it did in 1945. However, the average freight car today is a better and larger car than that of 1945. The capacity of the average freight car increased from 51.1 tons in 1945 to 52.9 tons in 1951.

* * *

Every 16 hours—day and night—the Class I railroads of the United States pay out a million dollars in wages.

* * *

The average railway passenger journey in 1951, exclusive of commuter travel, was 103 miles for coach passengers and 410 miles for parlor and sleeping car passengers.