Visit New England Now
The Maine Central and Boston and Maine Railroads' fleet of fast summer trains went into service the latter part of June including the deluxe stainless steel daytime train, the "East Wind," making daily trips in each direction between New York and Portland. Covering the same route at night is the familiar "State of Maine." The popular "Bar Harbor" night sleeping train between Washington, Baltimore, Philadelphia, New York, and Ellsworth and Rockland, Maine, is running again this year on a three-day-a-week schedule in each direction.

* * *

Six tons of food and other supplies must be moved by rail to seaports for every soldier sent overseas. Another ton must reach him every month to keep him going. Putting these tons of supplies and equipment at the ports is the job of America's No. 1 freight system — its railroads.

* * *

For every man, woman and child in the United States, the railroads last year performed freight service equivalent of carrying a ton of freight 3,900 miles. This is equal to the distance from Eastport, Maine, to San Diego, California, with 250 miles to spare.

* * *

The largest fee Abraham Lincoln ever received in his career as a lawyer was $5,000, collected from the Illinois Central Railroad in an important tax case. This unusually large fee greatly enhanced his reputation as a lawyer and eased his financial situation at a time when he needed all he could scrounge together for the crucial Congressional campaign of 1858, wherein his debates with Stephen A. Douglas made him a national figure and started him on his way to the Presidency.

* * *

The longest railroad tunnels in the United States are: Cascade, in Washington State, 41,152 feet in length; Moffat, in Colorado, 32,799 feet in length; and Hoosac, in Massachusetts, 25,080 feet in length.

* * *

The railroads use more oak cross ties than any other kind. In a recent year, oak ties accounted for 48 per cent of all ties passing through the tie-treating plants.
Installation of two-way radio equipment in the freight and passenger yards of the Portland Terminal Company will soon be completed at an estimated cost of $40,000.

Equipped with mobile radio communications sets will be 16 Portland Terminal diesel switchers, one basic radio station and three remote control positions.

The project is our railroad's attempt to employ the latest available methods to improve freight service. It will assist in expediting cars through the Terminal, thus furthering our relationships with our customers by providing better service.

The FM design Motorola equipment is licensed by the Federal Communications Commission and broadcasts in a 15-mile radius of Portland from a 30-watt transmitter on 161.25 megacycles.

Antenna for the basic land station is 120 feet in the air atop one of the Rigby Yard light towers. A coaxial cable connects from the top to the transmitter located in a signal case at the base. Antennae mounted on the cab roof of the engines are 15 feet above the rail. Through the use of remote control units the radio may be operated from Rigby Yard Office, Yard Eight office, station 230 at the east end of the yard and between any of the 16 switchers.

Descriptively, the radio equipment consists of a transmitter, receiver, and power supply mounted on a rack in the engine cab. A main switch is provided to control a DC-AC vibrator converter that is mounted on the front cab wall. This device converts the diesel's direct current to alternating current on which the radio operates. Also provided is a switch and relay located inside the electrical component at the front of the engine to prevent burning out of the vibrator unit during the time the diesel engine is being started. An interesting sidelight here was use of special rubber-covered control cable in place of conduit and wire to save time and expense in installation.

Two loud speakers are used, one mounted on the roof sheet outside the cab for the convenience of the crew members working on the ground near the locomotive. The second speaker is conveniently located inside the cab.

The control unit, with a handset, is mounted on the engine control stand for the convenience of all crew members. The handset containing the microphone and ear piece resembles the familiar "french" phone type instrument used on the ordinary telephone. The unit also has a volume control governing the loud speaker inside the cab, and indicator lights signifying that the equipment is "On" and a second light marked "transmit" which lights when the "press-to-talk" button on the handset is pressed.

An outstanding feature of the PTCo. project was the instruction classes held by R. I. Kendall, of the Mechanical Department. An instruction car was alternated for three days between Yard Eight, Union Station, and the Rigby Car Department track with a working unit handset similar to those installed in the locomotive cabs. The set was "live" and actual conversations between the car and yard offices were conducted by many of the more than 200 men attending classes.

Kendall prefaced his introduction of the technical aspects of the radio operation with the observation that the two-way radio represented "a new tool to help us retain the business we already have, perhaps gain some business back from the big..."
murah, and most important to provide better service to our customers."

Assisting in the instruction classes was Ralph Anderson, Chicago, Motorola representative.

The large number of yard employees attending learned that in using the set, the voice should be held at a low level, letting the radio carry the volume. They were told to talk slowly and clearly yet to keep their conversations brief.

It's necessary, too, they learned, to preface each radio call by identifying the station calling, e.g., "Yard office calling diesel 1006." The diesel answers: "diesel 1006 to Yard office, go ahead."

YARDMASTER Fred Grimmer displays the radio panel and mike in the Rigby Yard Office.

The most simple operation, yet seemingly the trickiest with which an employee must familiarize himself, is use of the "push-to-talk" button on the handset. The button does just as described, you depress it or push it down to transmit your voice over the radio, but, in order to hear the station you are calling, answer, you must also "let-up-to-listen," or release the button. If you do not "let-up-to-listen" you cannot receive a message over the loud speaker or in the ear piece.

Another important feature of the instruction classes was the oral reading and issuance of the general and operating rules for railroad radio as required by the FCC.

The installation was planned and executed by Signal Engineer E. N. Fox, T. C. Luke for the radio engineering, and Kendall for installation. The high level of interest shown by the more than 200 employees attending the classes indicated that their enthusiasm should help immeasurably in making the radio system do the job it is designed to do—help provide better service throughout the Terminal.

Sam Karter Heads
Elm City Legion

Simon M. "Sam" Karter, clerk in the accounting department, Waterville Shops, has been elected commander of Bourque-Lanigan Post, American Legion, there.

Sam entered service with the railroad in 1926 shortly after he graduated from Waterville High School and Thomas Business College. He joined Bourque-Lanigan immediately upon his discharge from service with the railroad in 1926, and has been one of its most active members over a ten-year period. Karter has concentrated on building membership and received several citations for bringing in more Legionnaires than any other member of the post. He is also a member of Kennebec-Somerset Voiture 1399.

Mrs. Karter, too, is an enthusiastic member of the Legion Auxiliary and has been installed as first vice president of the post unit for 1953.

ALIBI
Foreman: "Hey, bud, how come you're sleeping on the job?"
Quick-thinking employee: "Goodness gracious, can't a man close his eyes for a minute of prayer?"

Murphy Named Freight Traffic Manager

Heads sales and solicitation of freight for Maine Central

The promotion of Frank A. Murphy to be freight traffic manager of the Maine Central Railroad was announced last month by President E. Spencer Miller.

In his new position Murphy has jurisdiction over sales and solicitation of freight for the Maine Central and reports directly to the president.

Murphy, who has been assistant to the vice president-Traffic, assumed his new duties June 1.

A veteran railroader, Murphy came to work for the Maine Central in August, 1908, at the age of 18 as baggage master at Calais, following his graduation from Calais Academy. He continued as freight agent and then cashier there until he enlisted in the Army in 1918. In 1921 he was appointed cashier at Skowhegan and in 1924 was promoted to be traveling freight agent with headquarters at Calais. Successively he was general agent at Presque Isle and Bangor.

In January, 1931, he opened the Maine Central's first off-line office in New York City which he guided for five years until his promotion in 1935 to be assistant general freight agent of the Maine Central and returned to Portland.

Murphy was general freight agent for the road from February, 1946, until his appointment as assistant to the vice president-Traffic in 1948, the position he held until his present promotion.

Murphy is an active member of the Port Committee of the Greater Portland Chamber of Commerce and has been associated with the promotion and development of the port for many years. He is a past president of the Propeller Club and in 1950 received the Portland Chapter's first citation for outstanding service. He is a member of the Portland Country Club, Cumberland Club and Rotary.

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The Maine Central hauled "The Greatest Show On Earth" for three days last month from Portland to Bangor, Lewiston and Danville Junction, and according to Circus Trainmaster P. A. McGrath it was "a smooth operation."

Credit for the success of this highly specialized train movement goes to Trainmasters Willard Pierce and John Robertson; Road Foremen Trot King and Charles Sherman, and Fuel Supervisor Harvey Crosby, who made the magnificently organized moves with the circus train department.

Ringling Bros. and Barnum & Bailey will travel approximately 25,000 miles during the 1953 season and use 38 different railroads, truly a customer the Maine Central is proud to serve.

Too, the 5,800 tons represented in the great three-section train mean revenue to us and to merchants in the cities which it plays who provide the circus with its huge daily requirements of ice, foodstuffs, supplies and feed.

The "children of all ages" along the Maine Central system who turned out in the traditionally wee hours of the morning to watch the circus unload were treated to an unequaled performance of men, machinery and skill.

The circus train runs in three sections of double-length steel cars. In the 21-car first section travels the preliminary essentials of the circus, including the lot superintendant, layout department personnel, equipment of the cookhouse and dining departments, commissary, horseshoeing, harness-making and blacksmith. The laundry and dry cleaning outfit, animal men, menagerie cages of wild animals, giraffe dens; ringstock personnel; scores of performing horses, trucks, tractors, bulldozers, stake-driving machines and operators, vehicles, floats, ticket wagon, side show tent and equipment.

The second section, arriving on the heels of the first, carries the world's largest big top. Some 38,500 feet of flameproof canvas are required in its construction, more than 211,200 feet of rope and 7,150 feet of steel cable are used in its erection along with 640 tent and prop stakes. Containing 28 cars and carrying 2,200 tons of equipment, the second section is the tonnage heavyweight in the circus' great mobile community. Hundreds of workingmen, department bosses, ticket sellers and ushers; the light and sanitation department and nine herds of elephants and handlers ride it. There are also complete diesel plants, ten long, steel seat wagons, concession wagons and scores of others.

A third section carries the performers, band men, executives, staff members and office personnel in standard sleeping quarters and state-rooms of the 11 Pullmans on it. Sixteen more long, steel seat wagons are transported on the eight flats in the section.

A glance at the circus' tour book of statistics reveals the magnitude of its operations. Ringling Bros. and Barnum & Bailey will play 347 performances under canvas visiting 143 cities. Its 1,292 employees will be served 3,500 meals in the cookhouse daily and represented among the personnel are 34 different nationalities, or as publicist Bill Ballantine says, "a little United Nations."

The 39 tents which house the circus contain 74,000 yards of canvas, 78 miles of rope and 15 diesel plants generating the circus' own electrical power. And to return to the heart of the circus, 2,248 tons of hay will be consumed during the tour.

The 1953 edition of "The Greatest Show On Earth" boasts a new $50,000 midway designed by Bill Ballantine and for the first time in history the midway is styled as a unit with everything from ticket sellers to the marquee blended into harmonious color schemes. More than 8,000 light
Circus Day

BULBS SPECTACULARLY ILLUMINATE THE MIDWAY AT NIGHT AND REQUIRE A WHOLE LIGHT PLANT FOR POWER.

In keeping with circus tradition, this year's show contains three sensational "specs" in which all the personnel and animals participate. Featured are "Candyland," a portraitale of characters and animals from childhood memories; "Minnehaha," a breath-taking aerial panorama with 65 girls aloft in the Big Top; and Derby Day Honeymoon, which fills the arena with horses, carriages, and performers. The finale is the traditional patriotic theme "Americana."

Railway Developments in Maine

By CARLTON J. CORLISS

(This is the final installment of an address given by the Manager, Public Section of the Association of American Railroads, at the graduation exercises of Ricker Classical Institute at Houlton last month)

When Maine's first railroads were built there was no uniformity of gauge in this country. In 1871 there were more than 20 different gauges ranging all the way from 3 feet to 6 feet. Because of the English influence, all railroads out of Boston, including the "Shore Line" railroad leading up through Portsmouth and Kittery to Portland, had a gauge of 4 feet 81 inches, commonly referred to in early days as the "Boston Gauge" or "Narrow Gauge," and now known as the "Standard Gauge."

The Kennebec & Portland and its extension through Brunswick and Augusta to Waterville and Skowhegan were built on the "Boston Gauge."

But the Grand Trunk was built with a gauge of 5 feet 6 inches between rails, known as the broad-gauge. The Grand Trunk set the style, and of course the Androscoggin & Kennebec, which had to use the tracks of the Grand Trunk to get into Portland, had to be built on the same broad gauge. And of course its eastern extension, the Penobscot & Kennebec, was also broad gauge.

For the same reason branch lines extending to Farmington and Solon were broad gauge.

This dual system of gauges created no end of problems. Wherever there was a break of gauge, as in Portland, Waterville and Kendall's Mills (now Fairfield), travelers had to change cars, sometimes depots, and all freight had to be transferred from the cars of one railroad to the cars of another.

The gauge question became an important political issue. The state was divided between "Broad Gauge Men" and "Narrow Gauge Men," and between "Broad Gauge Towns" and "Narrow Gauge Towns" (narrow gauge, in this instance meaning 4 feet 81 inches).

Lewiston, Auburn, Farmington, Bangor and other cities on the broad-gauge route were pitted against the "narrow-gauge" towns of Augusta, Hallowell, Gardiner, Brunswick, Bath and Skowhegan—whenever the question of gauges or railway legislation came up. (One prominent legislator, Wyman Moor, a "Broad Gauge" man, who built the railroad between...
THE MONTHLY TICKET REPORT of the Kennebec and Portland, in September, 1853, between Brunswick and Portland showed 521 passengers.

Waterville and Bangor, threatened to set up a battery between Kendall's Mills and Waterville and "blow the Somerset road to the devil!" Ever since then the stretch of Maine Central Railroad between Waterville and Fairfield, originally a part of the Somerset & Kennebec, has been known as "Moor's Battery."

The battle of the gauges continued for thirty-five years. Leading the procession from broad-gauge to the "Boston" or standard gauge, was the Androscoggin Railroad, between Leeds Junction and Farmington, which changed from broad to standard in 1861. This was not only the first broad-gauge railroad in Maine, but it was also the first in the United States, to change to standard gauge.

EUROPEAN & NORTH AMERICAN

Now we come to one of the most interesting of all developments—the European & North American Railroad—a great name for a great plan promoted by none other than John A. Poor, who was by this time well established as the "Father of Maine Railroads." It is safe to say that no railroad in New England was the subject of more discussion, more speech-making, more publicity, and more attention on the part of legislators, than the European & North American. John Poor established a newspaper in Portland to whip up interest in the road and to educate the public on its merits.

The European & North American was the only railway company in Maine to receive a state land grant. It was designed as a link in a great transcontinental chain of railroads that would reach from the easternmost tip of Nova Scotia to Boston, New York, Montreal, Detroit, Chicago and on to the Pacific Ocean. Its promoters stressed the point that it would shorten the ocean trip between America and Europe and would cut two days from the transatlantic crossing time.

The company was chartered in 1850, but the project did not get under way until after the Civil War. General Vazie's road between Bangor and Old Town was purchased, and a broad-gauge line was extended through Mattawamkeag and Vancocoro to St. John, N. B. The last rail in the line was laid September 20, 1871, and on October 18 the President of the United States, Grant, came by special train from Washington, and the Governor-General of Canada, Lord Lingard, came from Ottawa. Senators, Congressmen, governors, mayors and other dignitaries gathered at the International Boundary at Vanceboro to celebrate the completion of this new and important artery of transportation—described by one speaker as "another link in the great chain binding the two nations in peace and friendship."

Although the European & North American Railroad never became the great route of travel to and from Europe visualized by its founders, it has for many years been the main link between the United States and the maritime provinces of Canada. In 1882 that portion of the European & North American located in Maine was leased to the Maine Central, and since that time it has been operated as a part of the latter system. The Canadian portion—between Vanceboro and St. John, N. B., is now a part of the Canadian Pacific.
is true also of the power to regulate and the power to subsidize.

Our railroads are compelled occasionally to abandon a branch line. In some cases they are compelled to curtail service. When this occurs the step is taken more often than not because taxation, regulation or subsidized competition—or a combination of—the three—forces them into a position where they have no alternative.

Such steps can be avoided if we see to it that each and every form of transportation—whether railway, air-way, waterway or highway—is required to stand on its own feet, to pay its own way, and to bear its fair share of the general costs of government, and that regulation is applied impartially to all. That is all the railroads ask or have a right to ask. That is all they want—all they need to survive. Only in this way can we hope to maintain in Aroostook, in Maine and in the Nation at large, the strong, vigorous and efficient transportation system which is so essential to our well-being and our continued prosperity.

Shops Receive Trophy

Members of the 1953 Championship Waterville Shops bowling team and their wives were guests of the Company at a banquet in the Elmwood Hotel, Waterville, June 3, to receive the Maine Central Directors’ Trophy, symbolic of their systemwide victory. Congratulations from President Miller were extended, and presentation of the Trophy made by George P. McCallum, editor-in-chief of the Railroad Magazine which sponsors the tournament. The individual team members also were presented automatic pencils with a bowling motif. Special guests included Superintendent and Mrs. F. H. Bennett. Above, left to right, are Earl McCaslin, Walter Pearl, Donald Priest, Ted Jewett, Charles Whitney and Abbott McKenney.
Pleased with gifts presented upon his retirement by office associates was much-liked Phil Smart of the B&M payroll department. Portland, known throughout the General Office building.

We are all concerned at the illness of Doc Elliott, equipment operator, whose wife, Vi, Stenog in Superintendent's office, has been absent too. Get well soon, Doc.

Another very well-known railroader has retired after 44 years' service—Frank Morton, in recent years Head Clerk in the Boston and Maine Payroll Office, went to work for the Maine Central in 1909 at the Terminal Freight Office in Deering Junction, and for some time was chief clerk in the Auditor of Freight Receipts Office. Everyone who knows Frank likes him, and we are sure he will be missed around the General Office.

Accounting Department Inspector Harry Prince is on the sick list again, but we hope it will not be long before he returns to the fold. Best wishes for a speedy recovery. "Hoppy," from the whole gang.

Sympathy is extended to Mrs. Jerry Woodbury, wife of Bookkeeper Frank, on the death of her mother recently.

Comptroller Horace Woodbury and Mrs. Woodbury attended a General Accounting Officers' Convention in Chicago for a week in June, being registered at the Edgewater Beach Hotel, where they were entertained royally—dinner at the very exclusive South Shore Yacht Club, ball games, theatres, etc. Both the Woodburys are looking forward to attending the convention in Washington in 1954 and in Atlantic City in 1955. They had originally planned on going also to Denver and the Rocky Mountains, but couldn't get train reservations. Better luck next year!

Mr. and Mrs. Woodbury were accompanied to Chicago by Mr. and Mrs. J. F. Riley, Auditor of Freight Receipts Office, and Mr. and Mrs. Joseph Dwyer, Assistant to Vice-President, also of Portland.

Other Accounting Department executives who have been on both business and pleasure trips are Horace Bubb, assistant treasurer, who spent several days at Lake George, N. Y.; and Edward Paine, Special Assistant to the Comptroller, who was in Boston in June.

Stenographer Shirley Smith states that she is spending many of her weekends in Boston, troutsee shopping.

Mary Starbird is back with us again. This time in the capacity of Stenographer in Superintendent's Office.

Her son, Linwood R. Starbird, is now in Washington, D. C., employed by the National Labor Relations Board while doing research work as a representative of Yale University for the National Students' Association. Before returning to Yale for his Senior year, he will attend a Convention in Columbus, Ohio, as a delegate from Yale for the National Students' Association, as Secretary.

Her husband, Leonard H. Starbird, a former employee of the Engineering Department, is still stationed in Germany, and corresponds with the boys occasionally.

Rigby Engine House

By ALBERT B. WETMORE

Machinist Ray Killinger was taken with an illness caused by hip condition which has been bothering him for some time. He is confined to the hospital for treatment.

Our Carpenter Peter Griffin received a minor, no loss time, injury during the month.

Relief Foreman Malcolm Blount has taken up the pastime of beekeeper. He has purchased a hive, with hives, without gloves or mask. Good luck to you, Malcolm.

Machinist Eugene Annett tells me his daughter and family have moved in with him, and we are sure he will be missed around the General Office.

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Former Machinist Helper Howard Shaw has moved his doughnut shop to a new location on Broadway, South Portland. This move was necessary due to the construction of the new bridge, which is to replace Vaughan's bridge.

Store Division employs Francis Hal- daner, who has been serving as foreman in theCURRENT MONTHS

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Our congratulations to Carman and Mrs. Charles Audette on the birth of a son, Charles Milton. Number two.

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Gardiner

By M. L. SANBORN

Station Agent Harry Cameron enjoyed a two-week vacation this past month. Spare Operator W. H. Dudley of Wells, Me., filled in for Mr. Cameron during his absence.

Operator W. E. Samson of Dexter and A. A. Spencer of Lisbon have been working the second trick here at Gardiner. Spare Crossing Tender and Heist Helper in this shop is to take his vacation this month.

Tender Hiram Walker is enjoying a vacation this month. Spare Crossing Tender and Heist Helper in Hallowell is filling in for Mr. Walker.

George Alden is enjoying the first relief crossing tender here in Gardiner.

Baggage Agent Olin Gordon is raising a pig this summer at his place in East Pittston.

Spare Baggage Agent James Gordon has purchased a new wagon.

Signaller Maintainer George Curtis hasn’t been around much lately, but we understand that he has a new horse and that he is going to do his best to get the lowdown or the latest dope in for Mr. Cameron during his absence.

The engagement of Stenographer Jeanette Fortin to Parker W. Ferro is announced. A July wedding is planned.

Mr. and Mrs. Waido Reeves recently observed their 50th wedding anniversary at their home on Bangor Road in Benton. Numerous relatives and friends were present to tender gifts and congratulations. Mr. Reeves was for many years a Maine Central Conductor and is well remembered by all older employees.

Waterville Shops

By "STEVE"

Retired Carman Sam Thompson died at his home on the Unity Road recently. Among survivors are sons Norman and Basil, carmen here in the freight shop recently.

Machine Helper Charlie Sweet fell off a roof recently and has been hospitalized with twisted ligaments in his foot.

A FIFTH of parts was recently participated in by Carmen Frank Bragg. Earl Burgess and Blackout Knights along with Foreman Chick Pooler at Moosehead Lake. Much fishing was enjoyed and the only untold incidents was Blackout’s fall in the lake and Bragg’s earring. They all plan to go next year if Burgess will use his car.

Machine Helper Lynn Campbell and Miss Mary Lloyd of Fairfield will be married in August.

At a recent meeting at Chin Box certain Machine Shop Foreman worked so hard that he lost his bet. Sympathy is extended to Painter Helper Ariel Lord, whose father died recently in Waterville.

Sister Susan is building a new home in China. Purloughed Paint Helper Ralph Allen was parade marshal for the Waterville Fire Department’s Memorial Day parade.

Operator Leonard Stevens and Miss A. Bourque of Waterville were united in marriage recently in Waterville.

Carmen Wang Emery had the misfortune to have his car raided and seriously smashed while parked in Fairfield.

New Safety Committee members are Phil Goss, Mill; Bob Newcomb, Paint; Almer Liberty, Blacksmith; Edgar Stanley, Yard, and Phil Pierce, Freight Shop.

Broomclaimer Clark Hustus has been a recent patient at Lawry’s aunt, Mrs. Leo Donahue and her son, Gary Smith, have visited her parents, Foreman and Mrs. Charlie Lawry attended their 50th wedding anniversary at their home on the scrapheap with the mumps.

Sousa’s Band is playing in the Colby Community Concert here.

Guy Wentworth, has recently received his Master’s Degree in Music at the Juilliard School, of New York. He has been playing the clarinet with the New York City Symphony Orchestra and Tours Europe this summer. He is a graduate of Williams High School, Oakland and Parkmead Teachers College, receiving her Bachelor of Science Degree in Education. She is a teacher in the Lincoln School, Skowhegan. Mr. Newcomb is a graduate of Livermore Falls High School and attended Farmington State Teachers College. He is employed at the Livermore Falls Post Office. A Fall wedding is planned.

C. R. Richardson is the new agent at Livermore Falls station and is now in full swing at Livermore Falls. He is well liked. Best of luck, "Charlie!"
Deering Junction

Joe White's still Beano champ at the Main Street Beano hall.

By TOM ROCHE

Agent William Party, who is on sick leave, is improving slowly. We hope to see him back on the job soon.

Clerk Ed. A. Madson, Laborer Edgar Blaisdell and Crane Operator Rocco Risbara have returned from vacation.

The new spur track to the Sunshine Biscuit Co. warehouse has been completed. Building of this track necessitated moving of wig wag crossing signal at Read Street and this older type signal was replaced with flasher type signals.

Merle Tuttle has possession of one of the new type gas lawn mowers and is really keeping the lawns cut short. He says he's going to trade it in for a shotgun to keep the cats out of the garden.

Bangor Car Department

By C. A. JEFFERDS

Mrs. Ernest Darlington and daughter Dorothy of Phoenixville, Pa., are the guests of Assistant Car Foreman and Mrs. J. H. Hill.

The newly organized Trowel Degree team journeyed to Milo June 19 and exemplified the Master Mason's degree.

One of the highlights of the fishing season is the result of our fellow-workman E. J. Honkey, who caught a nine and seven sound togue June 7 at Branch Pond, this making a total of 15 togue caught by him this season.


A face that will be missed will be that of Arthur M. Kelsey, who died June 2. Arthur formerly worked in the Car Department and in recent years had charge of the Tarvia Plant close to our Repair Track.

A new addition to the Car Department is a kitten belonging to our cat, "Phyllis." Both are doing well.

Assistant Car Foreman and Mrs. P. F. Bondreau have recently returned from a weekend visit to Boston.

At the annual meeting of the Trowel Club held at Pilots Grill the following officers were elected for the ensuing year: First Vice President, Herbert R. Sawyer; Second Vice President, Forrest Bragg; Financial Secretary, William T. Walker; Recording Secretary, C. A. Jeffords; Treasurer, F. F. Bournreau; Press Correspondent, R. G. Wheeler.

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Charles H. Newcomb & Marilyn Louise Handley

FAMILIAR SIGHT at Eastport is the PF&N lighter Ada Adelia arriving at the Sea St. pier with cat food from the Coast Fisheries, Lubec. Skipper is Lee Cox.

Mr. Culligan's grandfather.

Mr. Culligan, former section foreman of Charlotte, father of Henry Quinn, section crew, Eastport, died June 13.

Barrett Lyons of the Sea St. crew, was the recipient of a raw deal recently. While in Calais his car was struck by a car from Quebec. The other driver assumed responsibility, said he was fully covered by insurance, and urged Barrett to go to a garage at once to ascertain extent of damage. Barrett started first to notify police of the accident but the other driver convinced him he would be held up indefinitely, he had to get home to Canada, etc., and persuaded Barrett not to notify the police. While at the garage, the other driver called the police, reported the accident, gave Barrett's number and said the other car had left the scene of the accident. Consequently, for trying to be helpful, a wiser Barrett has to pay his own repair bill.

BY P. D. ADAMS

We are very sorry to report the death of Retired Section Foreman Henry Quinn, 54, at his home in Milltown, June 13, after a long illness. Mr. Quinn started work for the Washington County Railroad in 1898 when the County Road was built to Washington Junction. During most of his working time he was Section Foreman at Charlotte, retiring in 1937. His wife, two sons, a stepdaughter and stepson, Nelson Craig, who is now Section Foreman at Ayers Junction, survive him.

We are also sorry to report the death of Mrs. William Dinmore, widow of shop employee, at her home in Calais on June 15.

Congratulations are due to Stationary Engineer Howard Mingo, who, on May 17, re-

AT ALCO-GE diesel electric school, Schenectady, Assistant Shop Superintendent Dick Doel, Waterville, applies knowledge gained for Instructor Robert B. H. of the Alco-GE School.
signed to take his pension after 48 years of service.

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Conductor Verne Hamlin is running CB 2 and BC 1 in place of Conductor Don Cust, who is ill at his home in Bangor.

Operator Clayton Fiskett is supplying on the relief operator's job in place of Operator Clarence Bowker, who has bid off the temporary agent's job at Machias.

Announcement has been made of the engagement of Miss Ethel Foley to Paul Humphrey, son of Engineer and Mrs. Earl Humphrey of woodland. Miss Foley and Mr. Humphrey are both graduates of St. Croix High School in woodland. Miss Foley is employed in the office of the St. Croix Paper Co., and Mr. Humphrey is serving in the United States Navy.

Engineer Robert J. Gillis recently received a fine present of a large aluminum boat from his son, Colonel Charles F. Gillis. Bob also has a trailer for the boat, and he may not find it at home as much as usual. We understand he has as an able skipper for his boat Conductor Carl Henry.

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An Ozark hermit died recently when he wandered out of the woods and saw an automobile for the first time. He didn't see it soon enough.

CHARMING young daughters of Enzine Houseman and Mrs. James E. Blake, Bangor, are Donna, left, and Nancy, right, who will enter John Rust High School this fall.

The boys of this department have started beautifying the surrounding grounds under the leadership of Relief Foreman L. A. Furrow. Already small lawns have been made small lawns have been made.

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"LIKE A TURNIP IN THE SUN"

Without New England railroads, New England commerce would shrivel like a turnip in the sun.

It's encouraging, therefore, to examine the facts and discover that railroads as a whole in this part of the nation not only are operating in a strong condition but are looking forward to a future that's even more healthy. . . .

The public as a whole has no idea of the tremendous stake the New England railroads have in the welfare of this region.

Their property investment alone is close to $1,000,000,000. Since 1946, they have spent more than $275,000,000 on plants and equipment in these parts. In 1951 they spent $53,000,000 just on roadway maintenance. In that same year, they paid more than $10,500,000 in state and municipal taxes. Meanwhile, the Class I railroads of New England alone employ more than 47,000 persons, who earn and pay taxes on some $160,000,000 a year.

So much for statistics. So much for a hint of what the railroads mean to New England commerce.

While dealing in such high-level figures, the railroads have had to operate without any government handouts, either direct or indirect, and have had to compete with certain forms of transportation that are aided generously by the government.

Nevertheless, neither progress nor efficiency has suffered. . . . In the past, New England railroads were a means of helping this region to economic prosperity.

In the present, New England railroads are laboratories for progressive experiments in new measures of transportation, particularly in the field of freight-haul.

For the future, New England railroads provide solid insurance for regional security.

Boston (Mass.) Traveler