Vol. X—No. 8
George P. McCallum
Editor-in-Chief
William A. Wheeler
Associate Editor Emeritus

FROM THE EDITOR

Traditionally, with the June issue, we take up the editorial cudgel in behalf of Summer and the Tourist. And somehow we feel like the fellow who, while spreading plant food on his lawn each Spring, gets the feeling that he is working against himself.

The Tourist is part and parcel of Summer in New England. Whether or not he has a good time, enjoys himself, and wants to come back again is vitally important to many of our neighbors and friends. Storekeepers, fishermen, resort operators, vendors of that gastronomical mystery the lobster roll, depend on Tourist for a good part of their annual income.

We usually get Tourist first as he rides our air-conditioned, de luxe trains into Vacationland. Let's pass Tourist on to neighbors in a good mood from courteous friendly service.

Having observed on recreation, we also heard that a new plant is being constructed in Wisconsin for manufacturing front ends of horses — the product of this plant will be sent to Washington for final assembly. Selah.

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine

CONTENTS
S. D. Warren Company .................................. 4
Payroll Savings ........................................... 8
Pat the Painter .......................................... 9
The Evening Train ...................................... 11

COVER
Spring came late this year on the Mountain Subdivision as witnessed by the lack of foliage and the gaunt bulk of Mr. Willard looming skyward as Train 101 wends its way up the Notch. Section Foreman Tom Sweeney's company home is in the foreground. Our train has reached an elevation of 1,855 feet here and has 75 more feet to go before it reaches the top of the 2.2 per cent grade from Bartlett to Crawford Notch.

Cover Spring came late this year on the Mountain Subdivision as witnessed by the lack of foliage and the gaunt bulk of Mr. Willard looming skyward as Train 101 wends its way up the Notch. Section Foreman Tom Sweeney's company home is in the foreground. Our train has reached an elevation of 1,855 feet here and has 75 more feet to go before it reaches the top of the 2.2 per cent grade from Bartlett to Crawford Notch.

Many railroads have slogans or nicknames which are used in timetables, dining car menus, posters, advertisements and other publicity; some are painted on freight cars. See how many of the railroads you can identify by the following slogans or nicknames.

1. The Pine Tree Route.
2. The Outer Belt.
3. Everywhere West.
4. Route of the Southern Belle.
5. Redwood Empire Route.
6. Flagler System.
7. Route of the Hiawathas.
8. Main Street of the Northwest.
9. The Alton Route.

Answers

Methuselah Would Be A Mere Infant Compared With This Man

How safe is railway travel? Well, last year the railroads operated millions of passenger trains and they performed the equivalent of carrying a passenger 31,680,000,000 miles. During this period 21 passengers were fatally injured in train accidents. Thus there was one passenger fatality for every 1,508,571,428 passenger-miles.

The trouble with these figures is that they are too big for any human being to comprehend.

So let's dramatize them.

If some man were doomed by Providence to meet his death in a train accident, and were to take a 1000-mile train journey every day, 365 days of the year, and if he should keep this up year in and year out until he was overtaken by a train accident, his life expectancy would be 4,133 years.

If this hypothetical man had commenced his daily journeys at the beginning of the Christian Era, in the year A.D. 1, he would now be less than halfway to his goal. His travels would continue for another 2,179 years!

One hundred years of paper making beside the quiet waters of the Presumpscot River at Cumberland Mills, Me., is the proud record of the S. D. Warren Company, this year celebrating its centennial anniversary.

And for a great many of the years 1854-1954, Maine Central and Portland Terminal too, have been proud to serve this century-old shining example of Yankee craftsmanship.

S. D. Warren Company crowned its anniversary with a record of achievement unequalled in its history for in 1953 it produced more, sold more, and earned more for employes than in any year of its century of operation.

This $33,000,000 concern employs 3,839 people who were paid more than fifteen and one-half million dollars in wages and salaries last year. Some 161,332 tons of paper was manufactured and sold.

The mill pays more than 40 per cent of Westbrook’s town taxes and its purchases of woodpulp, chemicals, and other materials during the year amounted to $16,521,000.

Recognition is due too to the only “rag mill” left in the State of Maine, the Copsecook Mill at Gardiner which is served by Maine Central on a unique bit of railroading known as the Cobbossee Branch. This mill has been operated by S. D. Warren since 1862.

For a long time it manufactured paper for many of the well-known magazines but about the time of the first World War it was converted to the manufacture of hand-made paper.

About 110 persons are employed at the mill which occupies 11 acres of ground and has three acres of floor space.

Particular pains must be taken in watching the shorter, slower paper-making machines here. In every grade of fine paper manufactured there are features or characteristics which must be maintained throughout or the paper is valueless.

Rag stacks and even woodpulp require longer beating here than they do at the Warren Mill in Westbrook to prepare them for the making of such lightweight papers.

Before modern machinery was introduced rag stocks used to be beaten 20 to 30 hours sometimes. Today the work takes about one-third as much time.

A double water wheel is used at the mill and for many years the flow of the stream was enough to power the mill.

Now the mill can draw added power as needed.

There are two paper machines at the mill and total production is about 200 tons a month.

Paper making is a fascinating business. It is made by allowing a thin “soup” of woodpulp to flow over a flat screen. The moving screen allows the water to run off leaving a moist sheet or web of paper formed on the screen.

This web of paper continues to move through presses which squeeze out more water and smooth the paper. The formed paper continues on through mechanical drying rollers and is wound into rolls.

That’s an easy picture of how the paper you encounter in a thousand different ways every day of your life is made.

The whole manufacturing process is a lot more complicated than that.

Logs are barked and washed before being fed into a giant chopping machine where revolving machine knives cut the heavy lengths of wood into small chips.

At the Warren company, in this department, pulpwood logs can be ground up like this at the rate of 40 cords an hour.

Chips are next screened for dirt and uniform size and fed into huge tanks called digesters.

Thousands of gallons of a caustic soda solution are then poured into the digesters. Action of the soda quickly separates the fibres of the wood.

Each batch of chips is then cooked about six hours with steam to produce...
Calendars consist of two or more polished steel rollers which "iron out" the paper smoothly, giving it the bulk and finish desired for whatever specific grade of paper it is to become.

Finally, the web of paper is wound on a machine reel drum and then re-wound on a separate machine unit which trims edges and cuts the full width roll of paper into smaller rolls of whatever width is desired.  

THE BEATERS

Bleached wood pulp is next placed in containers called beaters, and it is here that other ingredients used in making paper are added mixture.

Skill on the part of Warren workers and the scientific wonders produced by the Warren chemical lab pay off here as materials used for "filler", color and "sizing" are added to the wood pulp.

In the beater, the pulp circulates around while a large revolving drum with sharp cutting edges grates the mixture against the corrugated bottom of the beater tub, fraying fibers and mixing them thoroughly with the other ingredients.

This watery "soup" mixture or stuff as it is called by papermakers is given a further beating in another machine.

It is then poured into a storage vat at the feeder, or "wet end", of a paper making machine.

From here, as was explained earlier, the stuff is flowed onto the wire screening of the machine, water is drained off and the web of actual paper begins to form.

KIND OF PAPER

What kind of paper will be made is determined from here on. Different steps and treatments are used to make a heavy paper or a thin paper.

Paper can be made with any variety of rough, smooth or glossy finish. Coating paper for a glossy finish is done on the paper machine.

The color of a particular order or batch has already been determined at this stage. That happens back in the mixing vat when coloring was added.

After paper passes through the drying rollers at the "dry end" of the machine it generally goes through two stacks of machine calendars.

Calendars consist of two or more polished steel rollers which "iron out" the paper smoothly, giving it the bulk and finish desired for whatever specific grade of paper it is to become.

Some of the books in the last couple of years include: The Unconquered by Ben Ames Williams; Window In Red Square, The Course O' Empire and How To Buy Stocks.

Tom Lea's The Wonderful Country was printed on Warren paper as were Steamboat Gothic by Frances Parkinson Keyes, Crown of Glory, The Shape of Sunday, an autobiography of Lloyd Douglas; and Abraham Lincoln, by Benjamin Thomas.

BEST SELLERS

Pick up any best-selling novel or outstanding book today and chances are good it will be printed on paper made in Westbrook at the S. D. Warren Company.

Some of the books in the last couple of years include: The Unconquered by the late Ben Ames Williams; Window In Red Square, The Course O' Empire and How To Buy Stocks.

Tom Lea's The Wonderful Country was printed on Warren paper as were Steamboat Gothic by Frances Parkinson Keyes, Crown of Glory, The Shape of Sunday, an autobiography of Lloyd Douglas; and Abraham Lincoln, by Benjamin Thomas.

This watery "soup" mixture or stuff as it is called by papermakers is given a further beating in another machine.

It is then poured into a storage vat at the feeder, or "wet end", of a paper making machine.

From here, as was explained earlier, the stuff is flowed onto the wire screening of the machine, water is drained off and the web of actual paper begins to form.

KIND OF PAPER

What kind of paper will be made is determined from here on. Different steps and treatments are used to make a heavy paper or a thin paper.

Paper can be made with any variety of rough, smooth or glossy finish. Coating paper for a glossy finish is done on the paper machine.

The color of a particular order or batch has already been determined at this stage. That happens back in the mixing vat when coloring was added.

After paper passes through the drying rollers at the "dry end" of the machine it generally goes through two stacks of machine calendars.

Calendars consist of two or more polished steel rollers which "iron out" the paper smoothly, giving it the bulk and finish desired for whatever specific grade of paper it is to become.

Finally, the web of paper is wound on a machine reel drum and then re-wound on a separate machine unit which trims edges and cuts the full width roll of paper into smaller rolls of whatever width is desired.

BEST SELLERS

Pick up any best-selling novel or outstanding book today and chances are good it will be printed on paper made in Westbrook at the S. D. Warren Company.

Some of the books in the last couple of years include: The Unconquered by Ben Ames Williams; Window In Red Square, The Course O' Empire and How To Buy Stocks.

Tom Lea's The Wonderful Country was printed on Warren paper as were Steamboat Gothic by Frances Parkinson Keyes, Crown of Glory, The Shape of Sunday, an autobiography of Lloyd Douglas; and Abraham Lincoln, by Benjamin Thomas.

This watery "soup" mixture or stuff as it is called by papermakers is given a further beating in another machine.

It is then poured into a storage vat at the feeder, or "wet end", of a paper making machine.

From here, as was explained earlier, the stuff is flowed onto the wire screening of the machine, water is drained off and the web of actual paper begins to form.

KIND OF PAPER

What kind of paper will be made is determined from here on. Different steps and treatments are used to make a heavy paper or a thin paper.

Paper can be made with any variety of rough, smooth or glossy finish. Coating paper for a glossy finish is done on the paper machine.

The color of a particular order or batch has already been determined at this stage. That happens back in the mixing vat when coloring was added.

After paper passes through the drying rollers at the "dry end" of the machine it generally goes through two stacks of machine calendars.

Calendars consist of two or more polished steel rollers which "iron out" the paper smoothly, giving it the bulk and finish desired for whatever specific grade of paper it is to become.

Finally, the web of paper is wound on a machine reel drum and then re-wound on a separate machine unit which trims edges and cuts the full width roll of paper into smaller rolls of whatever width is desired.

BEST SELLERS

Pick up any best-selling novel or outstanding book today and chances are good it will be printed on paper made in Westbrook at the S. D. Warren Company.

Some of the books in the last couple of years include: The Unconquered by Ben Ames Williams; Window In Red Square, The Course O' Empire and How To Buy Stocks.

Tom Lea's The Wonderful Country was printed on Warren paper as were Steamboat Gothic by Frances Parkinson Keyes, Crown of Glory, The Shape of Sunday, an autobiography of Lloyd Douglas; and Abraham Lincoln, by Benjamin Thomas.
Thinking You Can’t Save Money?
June Campaign For Payroll Savings Plan

We have been asked by the Secretary of the Treasury to say a word on the advantages to us of participation in the Payroll Savings Plan for investing regularly and automatically in United States Savings Bonds.

June has been selected as the month for railroads throughout the Nation to conduct an industry-wide campaign to increase participation in the payroll savings plan by railroad personnel. Always alert to methods of guaranteed security in the future, railroaders should weigh the possibilities of the plan as a means of buying a home, educating their children, or supplementing their pension.

Since we last wrote about this four years ago, Maine Central has slipped from fifth to tenth place in percentage participation in the Nation for railroads employing from 1,000 to 4,999 people. It means actually that other railroaders, recognizing the value of the plan have stepped up their savings while we have gone from 33.3 per cent to 28 per cent participation.

Of our 3,725 employees, some 1,050 believe in U.S. Savings Bonds to the extent that the combined amount of their deductions is $22,000 monthly.

A challenge is laid down by our brethren on the Bangor & Aroostook who currently stand third in the Nation with a 53.2 per cent participation.

Systematic saving through payroll deduction has been a source of satisfaction to many of our employees as testified to here. They have found that their saving is done automatically for them, they save where they work. It’s an investment in your name with principal and interest guaranteed by the United States. Let’s consult the chart below and decide now to be among those building for security or a special purpose through the Payroll Savings Plan. Application cards currently are being distributed throughout the system which when signed and returned contribute a start with your plans for better living.

If you are now in the plan, increase your regular savings, or consider buying larger denomination bonds. And finally let’s remember to hold on to your bonds, for even after they mature we will receive three per cent interest compounded semi-annually for the next ten years. We will then get 80 per cent more than the amount you originally set aside.

**REGULAR WEEKLY SAVINGS THROUGH IMPROVED E BONDS**

<table>
<thead>
<tr>
<th>SAVE EACH WEEK</th>
<th>AND YOU WILL HAVE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In 1 year</td>
</tr>
<tr>
<td>$2.50</td>
<td>$130</td>
</tr>
<tr>
<td>2.75</td>
<td>195</td>
</tr>
<tr>
<td>5.00</td>
<td>261</td>
</tr>
<tr>
<td>6.25</td>
<td>326</td>
</tr>
<tr>
<td>7.50</td>
<td>391</td>
</tr>
<tr>
<td>12.50</td>
<td>652</td>
</tr>
<tr>
<td>15.00</td>
<td>783</td>
</tr>
<tr>
<td>18.75</td>
<td>978</td>
</tr>
</tbody>
</table>
$70.00 to $150.00 apiece. The canvas, paints, varnish, frames and minor incidentals, represent an investment of $10.00 to $15.00 for each completed piece of work.

**QUICK CALCULATIONS** brought up the question of why he should classify his specialty as non-remunerative. His retort would satisfy even the most skeptical. "To begin with, my wife has forty-two relatives, and everyone we know looks for a painting of Portland Headlight for a Christmas, wedding or anniversary gift. The funny part of it is that we enjoy giving to them; in fact we get more real pleasure out of giving one as a present than selling it."

Halloran is convinced that there is no painting which brings so much satisfaction to the artist than a scene of Portland Headlight, the symbol of Maine itself. Located at the ocean entrance to Portland Harbor, it was first lighted on January 10th, 1791. Halloran has painted it so many times that, he says: "I know every brick in that old light house."

Then there was the man who always called a spade a spade until he stumbled over one in the dark.

**NEW BOX CARS**

COLORFUL and symbolic of Maine Central progress is this string of freight cars bearing the new green and gold colors spotted in Rumford yard. More than 200 steel cars have come out of the Waterville paint shop bearing the new colors since they were initiated.
were right before us fairly whip around the bend and into the darkness. The fireman starts putting some coal on and as the door opens a pink plume streams back over Bailey's meadow and the Herefords—they are totally unmoved by the beauty of it—and then a hollow roar as the engine crosses the bridge and then disappears into the Baldwin woods.

We stand for a minute and Frank McLaughlin sets the order board back to green and turns out the lights just as he has done for over forty years.

"I am glad Irvin was with us that nice October afternoon in the chapel."

"Me too. Do you realize Coaly and Handy want their suppers?"

One of Bailey's calves says, "Bla-a-a-h". A cowbell rings softly, a dog barks and Hiram settles down in a soft dark blanket of peace and quiet.

He was the kind of guy who, when you ask him the time, will tell you how to make a watch.

**BATH PUPILS RIDE TRAIN**

Twenty-seven second grade children of the Mitchell school took a train ride from Bath to Brunswick Friday morning, accompanied by their teacher, Miss Nathalie Fowle.

The group visited the M. C. R. R. station and roundhouse at Brunswick where the operation of the place was described to the boys and girls, much to their delight.

The school bus, driven by Clyde Morton, met the group at Brunswick and brought the sight-seers back to Bath.

When the bus neared the Brunswick Naval Air Station the party saw jet planes taking off.

This trip was a part of the social studies unit on transportation.

**SIGN OF THE TIMES**

DOWN SHE GOES as the passing of the steam era is further emphasized by demolition of the coal tower in Bangor Yard. Sturdily constructed with huge supporting beams and angle iron, she came hard, taking a contractor five weeks or more. At left the final skeleton falls. At right, nothing remains. Photos by Larry Severance.

---

**Railroad Display at Waterville Library**

"Have you many books on railroads?" a visitor at the Waterville Public Library asked the librarian.

With the cooperation of local citizens an attractive display has been arranged in the circulation room which shows the development and changes in locomotives and railroads.

Mrs. Arthur E. Trask sent in material showing the requirements of a conductor and his many duties. Among her souvenirs is a card folder on which is printed the name of F. A. Harriman as authorized agent for Railroad watches. A photograph of Kineo Station shows the end of the line and an engine on the turn table.

Karl Lamont loaned the library the colored picture of the Maine Central train, No. 90 which was built especially for the Waterville sesquicentennial celebration.

Richard F. Dole does not pretend to be a collector of railroad items but he found he had many maps, timetables, and booklets about railroads and trains which are proving interesting to patrons. In the early 1960s train collisions were not uncommon as four of Mr. Dole's photographs show. Thomas Dole loaned the library a link and pin by which cars were connected. This method was long ago abolished.

Lawrence E. Brown's hobby is collecting railroad items and he has been generous in bringing in many very interesting articles.

His oldest record is a clipped newspaper advertisement of the Androscoggin and Kennebec and Penobscot and Kennebec, dated 1861. He has letters, written in long hand and bearing dates in 1865, 1867 and 1871, containing correspondence on railroad matters and train orders. The letter dated 1865 was from Edwin Noyes Supt. of the Portland and Kennebec Railroad Co., to Stephen P. Eaton, a letter of recommendation. A printed sheet contains the orders for running a Presidential train through Maine and back, Oct. 17 to 19, 1871, when President Ulysses S. Grant toured the state.

His pictures include those of engines and cars on the Maine Central, the Bangor and Aroostook and allied Maine lines.

The narrow gauge is represented by a headlight from the Wiscasset, Waterville and Farmington Railway, No. 7. People are invited to come in to view the exhibit.

REVENUE from current construction on the new Bangor-Brewer bridge occurred to us in the shipment of large girders and steel shown being unloaded here at Bangor Yard. Bangor Daily News Photos.
OPPS: SORRY are we that these pictures bore reversed identities in the last issue. At left is Edith Badger, daughter of Coach Cleaner Henry Badger, Bangor, who was elected to the National Honor Society at Bangor High School this month, right, Janet Burke, 14, daughter of Section Foreman Herb Burke, North Conway. We're sorry girls, we think you're both very attractive.

VALEDICTORIAN of her graduating class at Vanceboro High School this month was F. Blanchard, 17, daughter of General Agent and Mrs. W. L. Blanchard who plans to enter Fisher Junior College this Fall for a secretarial course.

BY HARRY D. DAVIS

Your correspondent, during a week's vacation in early May, attended the 135th annual communication of Grand Lodge, A. F. & A. M., at Bangor. Burt, one of the most popular engineers on the Eastern Division, died very suddenly in a Boston Hospital after a serious operation. Burt joined the Maine Central family in 1917 as a fireman and was later promoted to engineer, a position he held at his death. He was a well-qualified fireman and engineer on both steam and diesel and worked through the transition from steam to diesel. His knowledge and ability to apply it worked hand in hand. He was well liked by all and some of his knowledge of the workings of the mechanical, electrical and air brake rubbed off on some of the younger men. He will be missed by all. The officers for the coming year are:

President Robert W. Littlefield, BAR. Treasurer C. A. Fiewell, coach cleaner, is now up in Barnstable, Mass. Retired Clerk and Mrs. C. P. Crandlemire have just returned from another winter spent in St. Petersburg, Fla. Clerk Paul Susee has recently completed installation of television sets. They report very good reception especially for the new station in Saint John, N.B. Others are enjoying the good fishing afforded in the lakes and streams of this vicinity.

Regret to continue to report the following are still out on account of illness: Locomotive Fireman R. E. Susee, former Yard Brakeman C. W. Hannon, Cashier W. E. Beers, Signal Maintainer R. F. Ames and Stationary Fireman W. E. Coulter.

Customs Inspector D. S. Clark has been assigned temporary duty at Custom House, Eastport.

The Bangor Chapter Trowel Club, at their annual meeting held recently elected the following officers for the coming year: President William T. Walker, McC. Vice-President Linwood W. Littlefield, BAR. Secretaries: Royce G. Wheel-er, McC. Treasurer Clayton F. Lambert, McC. Finance Committee Gilbert Redfern, Raymond L. Spaulding, both McC. and George N. Grant, BAR. Other committees will be appointed by the president later.

BANGOR OPERATING

By R. G. WHEELER

Stationmaster A. E. Wood advises a total of 329 years of service accumulated by the ten senior employes of the Bangor Baggage Room. This may stand as a record, especially when one of these men look a day over 38. Fishing this spring has been reported as fair to slow. Some of the fellows have been at the right place at the right time, but more of them are still hoping for bigger days.

A lady called a few days ago and asked to speak with the Vice-President in charge of Pass-
tures, seems she had a few questions about a castle fence. It is my understanding she was directed to Division Engineer Harry Romann, so if at any future time please address him with the proper title and respect.

Conductor Ralph E. Hall still off duty account illness. The fact that he is much improved and may be returning to duty in the near future. Trainman Victor V. Bushey has re-entered hospital for surgery in connection with his recent injury, in my last conversation with Vic, he stated he would be a better man than ever in a few weeks. Trainman E. M. MacDonald hospitalized for surgery but reported making fine progress. No recent report on our good agent, Waldo E. Bridgham, Machias, but as bad news travels fast, we will assume he is progressing rapidly and will soon he back on the job.

Although it is a little late to make the statement, I would like to go on record with a vigorous objection to the new color being applied to the cattle fence. It is my understanding she was directed to Division Engineer Harry Romann, so if at any future time please address him with the proper title and respect.

For the third consecutive year, Bruce Hutchison, son of Machinist and Mrs. Arthur Hutchison has come up with a prize in the YMCA candy selling contest. Each year his expenses at the Boys' Camp have been defrayed because of his high earnings. This year to add to his earnings went a watch wrist for coping third place honors in the city.

BY L. P. SEVERANCE

Your correspondent, during a week's vacation in early May, attended the 135th annual communication of Grand Lodge, A. F. & A. M., at Bangor. Burt, one of the most popular engineers on the Eastern Division, died very suddenly in a Boston Hospital after a serious operation. Burt joined the Maine Central family in 1917 as a fireman and was later promoted to engineer, a position he held at his death. He was a well-qualified fireman and engineer on both steam and diesel and worked through the transition from steam to diesel. His knowledge and ability to apply it worked hand in hand. He was well liked by all and some of his knowledge of the workings of the mechanical, electrical and air brake rubbed off on some of the younger men. He will be missed by all. The officers for the coming year are:

President Robert W. Littlefield, BAR. Treasurer C. A. Fiewell, coach cleaner, is now up in Barnstable, Mass. Retired Clerk and Mrs. C. P. Crandlemire have just returned from another winter spent in St. Petersburg, Fla. Clerk Paul Susee has recently completed installation of television sets. They report very good reception especially for the new station in Saint John, N.B. Others are enjoying the good fishing afforded in the lakes and streams of this vicinity.

Regret to continue to report the following are still out on account of illness: Locomotive Fireman R. E. Susee, former Yard Brakeman C. W. Hannon, Cashier W. E. Beers, Signal Maintainer R. F. Ames and Stationary Fireman W. E. Coulter.

Customs Inspector D. S. Clark has been assigned temporary duty at Custom House, Eastport.
Machinist Louis Snyder looks proudly at his new home from the Engine House, by means of putting these two Severance Photos together.

Crane Operator R. C. Jordan figured he would get the job done at wholesale by taking his three children to the hospital for removal of tonsils and adenoids. He did.

Have you fellow employees noticed that Storekeeper Jimmie Blethen broke out with a new "Boston" bag. He sure hated to part with the old one, it was an "original".

Master Sgt. Howard Furrow has departed for duly in Korea after spending a few days with his parents, Relief Foreman and Mrs. I. A. Furrow. Sgt. Furrow has had duty in the European Theater and now the Far East duty is not new to him. He is married and has two children.

James Cahill, son of Engineer and Mrs. E. C. Cahill with his fiancee Sally Hathorne, daughter of Mr. and Mrs. Roland Hathorne, went to the local auditorium to attend the Sportsman's Show. It was a sellout that night and they were turned away. That same night there was a play being presented at City Hall by a local organization, which they purchased tickets for at the door and went inside. At the end of the performance a door prize was drawn for a trip to Bermuda for two. James held that ticket. So after, the wedding on June 27th they will embark on an expense-paid honeymoon trip to the Island, where they will relax and enjoy all the luxuries of Bermuda. Bon Voyage.

A small town is a place where everyone knows what everyone else is doing, but they read the local paper to see if they have been caught at it.

GRADUATING from Gorham State Teachers College this month is Joan C. Connary, daughter of popular "Pete" and Mrs. Connary, Engineering Department.

By ERNESTINE GRIMES and MARY MORSE

Horace Woodbury, comptroller, and Mrs. Woodbury thoroughly enjoyed a trip to the annual General Accountants Conference in Washington, D.C., the week of May 24. They were registered at the Hotel Shoreham and among other events of interest they saw the New York Yankees play the Washington Senators. They also took several side trips—George Washington's birthplace by boat for one—and spent one night in New York City.

We regret to report that our stalwart PBX operator Julia Roper was grounded by a painful knee condition last month. After leaving Mercy Hospital she recuperated at son Henry's home at Camden.

Mr. and Mrs. Bill Henry are on their extended trip to the West Coast, and many of their railroad friends have received cards along the way from them. Needless to say, they are having a good time.

A. L. Ellis has left us again and moved to Bangor to become Signal Supervisor. Frank A. Scott, former Signal Maintainer is taking his place as Inspector of Signal Construction.

We are all glad to hear that the mother of Edith MacGibbon, Stenographer, and Alice Warren, Telephone Operator, (Mrs. Warren) is on the road to recovery, having been ill for much too long.

Also, recently returned from Germany, where he held a position with the Department of State for the U.S. Government, is Leonard Starbird, who has been appointed temporary Assistant Track Supervisor, reporting to Mr. Ryder. Among those attending the New England Railroad Club Dinner at Boston, May 13th, from the Engineering Department were J. W. Wiggins, J. O. Born, W. Lampson, L. B. Connary, C. G. Rivers, C. D. Prentice, R. A. Jackson, R. H. Snow, R. A. Coulombre, J. F. Stanford, L. M. Lentz, and H. W. Stetson.

Well, Mr. and Mrs. Edward Stewart finally found a house to purchase, and moved in May 1st, with their family, on West Pleasant St., Westbrook.

We welcome a new Draftsman, Claude "Bud" Bowlin, and family, to the Engineering Department. "Bud" graduated from the University of New Brunswick this May, where he received a degree in Civil Engineering. They have two children, Christine 2, and Erin 1.

Mr. and Mrs. Maurice Allaire recently were guests of the Ringling Bros. circus, while it was playing in Boston, with honor seats at Barnum & Bailey Press Box.
At press time General Accountant Virgil Hawkes had been quite ill with a very painful shoulder ailment, but we are glad to report he is feeling somewhat better at this time.

Anyone interested in buying some good, fresh lobsters? Just see Charlie Hagar, clerk in the accounting department—he has recently invested in a lobster boat, with all equipment. Of course, being Charlie—he did get lost right in Portland Harbor, and we understand that he even held up some of the tankers from getting through the bridge!

Retired Trainman Frank G. Grimes and Mrs. Grimes were completely surprised on the occasion of Frank's 65th wedding anniversary at a party given by their daughter, Ernestine. A feature of the evening was dancing with the following railroad folks participating: Mrs. Adeleade Kimmell (of the trainmen's auxiliary), the bride; Trainman George Larsen, the bridegroom; Retired Trainman William Couthoud, the minister; Trainman Leonard King, the "shot-gun" father, who really made a hit; Mrs. Esther Larsen and Mrs. Florence Biladeau, bridesmaids; Ernestine Grimes, ring bearer. Others in the mock wedding were Mrs. Lenora Sexton, Augusta, the bride's mother; Mrs. Bernice Bigelow, Halliwell, the flower girl; R. A. Roberts, Winchester, Mass., the disappointed suitor. Entertainment was furnished by Stanley Broy, vocalist; Peter and Thomas Mulken, pianists and vocalist (son of Frank R. Mulken, Portland Terminal Company clerk); Joseph Meehan III, accordions; Norman Meehan II, singer and dancer; grand-children of Joseph Meehan, Sr., Portland Terminal Company general foreman; Mrs. Linda White who danced a fine "hula."

Others of the railroad family present were: Mr. and Mrs. Harold Clark, Mr. Ernest Biladeau, Mr. and Mrs. Walter F. Driscoll, Mrs. George McCoy, Mr. and Mrs. Frank O. Woodbury, Mr. and Mrs. Eugene Winslow, Mr. and Mrs. Clifford R. Ball, Mrs. William Coulthoud, Mr. and Mrs. James A. Hayes, Mrs. Leonard King, Mrs. Delia Moran, as well as several outside friends.

Mr. and Mrs. Grimes were recipients of a television lamp, a 40-day anniversary clock, an oil painting, and a purse. The couple were married April 28, 1909 at Fairfield, Maine, and they have lived in Portland for the past ten years.

Incidentally, if anyone is looking for a good person to make coffee, you really should try the "ambrosia" herself by her husband, Couthoud! It's out of this world, as was proved at this party!

Retired Trainman Frank G. Grimes and Mrs. Grimes were completely surprised on the occasion of Frank's 65th wedding anniversary at a party given by their daughter, Ernestine. A feature of the evening was dancing with the following railroad folks participating: Mrs. Adeleade Kimmell (of the trainmen's auxiliary), the bride; Trainman George Larsen, the bridegroom; Retired Trainman William Couthoud, the minister; Trainman Leonard King, the "shot-gun" father, who really made a hit; Mrs. Esther Larsen and Mrs. Florence Biladeau, bridesmaids; Ernestine Grimes, ring bearer. Others in the mock wedding were Mrs. Lenora Sexton, Augusta, the bride's mother; Mrs. Bernice Bigelow, Halliwell, the flower girl; R. A. Roberts, Winchester, Mass., the disappointed suitor. Entertainment was furnished by Stanley Broy, vocalist; Peter and Thomas Mulken, pianists and vocalist (son of Frank R. Mulken, Portland Terminal Company clerk); Joseph Meehan III, accordions; Norman Meehan II, singer and dancer; grand-children of Joseph Meehan, Sr., Portland Terminal Company general foreman; Mrs. Linda White who danced a fine "hula."

Others of the railroad family present were: Mr. and Mrs. Harold Clark, Mr. Ernest Biladeau, Mr. and Mrs. Walter F. Driscoll, Mrs. George McCoy, Mr. and Mrs. Frank O. Woodbury, Mr. and Mrs. Eugene Winslow, Mr. and Mrs. Clifford R. Ball, Mrs. William Coulthoud, Mr. and Mrs. James A. Hayes, Mrs. Leonard King, Mrs. Delia Moran, as well as several outside friends.

Mr. and Mrs. Grimes were recipients of a television lamp, a 40-day anniversary clock, an oil painting, and a purse. The couple were married April 28, 1909 at Fairfield, Maine, and they have lived in Portland for the past ten years.

Incidentally, if anyone is looking for a good person to make coffee, you really should try the "ambrosia" herself by her husband, Couthoud! It's out of this world, as was proved at this party!

Retired Trainman Frank G. Grimes and Mrs. Grimes were completely surprised on the occasion of Frank's 65th wedding anniversary at a party given by their daughter, Ernestine. A feature of the evening was dancing with the following railroad folks participating: Mrs. Adeleade Kimmell (of the trainmen's auxiliary), the bride; Trainman George Larsen, the bridegroom; Retired Trainman William Couthoud, the minister; Trainman Leonard King, the "shot-gun" father, who really made a hit; Mrs. Esther Larsen and Mrs. Florence Biladeau, bridesmaids; Ernestine Grimes, ring bearer. Others in the mock wedding were Mrs. Lenora Sexton, Augusta, the bride's mother; Mrs. Bernice Bigelow, Halliwell, the flower girl; R. A. Roberts, Winchester, Mass., the disappointed suitor. Entertainment was furnished by Stanley Broy, vocalist; Peter and Thomas Mulken, pianists and vocalist (son of Frank R. Mulken, Portland Terminal Company clerk); Joseph Meehan III, accordions; Norman Meehan II, singer and dancer; grand-children of Joseph Meehan, Sr., Portland Terminal Company general foreman; Mrs. Linda White who danced a fine "hula."

Others of the railroad family present were: Mr. and Mrs. Harold Clark, Mr. Ernest Biladeau, Mr. and Mrs. Walter F. Driscoll, Mrs. George McCoy, Mr. and Mrs. Frank O. Woodbury, Mr. and Mrs. Eugene Winslow, Mr. and Mrs. Clifford R. Ball, Mrs. William Coulthoud, Mr. and Mrs. James A. Hayes, Mrs. Leonard King, Mrs. Delia Moran, as well as several outside friends.

Mr. and Mrs. Grimes were recipients of a television lamp, a 40-day anniversary clock, an oil painting, and a purse. The couple were married April 28, 1909 at Fairfield, Maine, and they have lived in Portland for the past ten years.

Incidentally, if anyone is looking for a good person to make coffee, you really should try the "ambrosia" herself by her husband, Couthoud! It's out of this world, as was proved at this party!
The Treat Memorial Library donated to the town of Livermore Falls is now being erected in honor of the late George W. Treat. An impressive ceremony took place early this month in which Mrs. George W. Treat officially dedicated the building to the town and layed the corner stone. The building can be seen from the Livermore Falls passenger station.

The youngest great grandfather on the Maine Central.

John S. Dawson 3rd, age 79, of Bangor.

By JOHN J. KEATING

Conductor and Mrs. Hurley Pooler, made a one-day visit to Lewiston.

Burton Garland and Gordon Rowe, while the Summer off with the first trip on the motor lines.

Since the old hotel burned down, the families and relatives of the following members of our family, we extend our sympathy on their death: Engineer John Cayford, of Bangor; Conductor Archie Robar, of Waterville; former Trainman Emery P. Buchanan, of Bangor; Retired Conductor Alfred Johnson, Bowdoinham; Retired Portland Terminal Conductor John Madigan, of Bridgton; Retired Engineer Percy Bradford, Belfast; Sectionman Sanford Wing, of Leeds Junction; Retired Conductor Freeman Dearborn, Portland.

By MARJORIE QUIGLEY and ALICE CLAUGHLIN

As the Garden is attended, the Circus was also to Coach Cleaner June Osborne.

A beautiful, 21-inch console television will be presented to former railroad associates and meet their families. Plans are formulated for the annual Field Day, with Vice-President William M. Smith in charge of arrangements. A beautiful, 21-inch console television will be raffled off at the next meeting in June, so everyone try to come.

Among those who also attended the Circus in Boston Garden from this office included Assistants and Mrs. Mark B. Fliberty, and Freight Clerks Alice A. McLaughlin and Patrick J. Flynn.

Railway Machine Operator Eunice F. Norton crushed two fingers of her left hand in her car door recently, which was very painful for some time. We are pleased to report that they are much improved at this writing.

General Agent and Mrs. Leroy W. Matthews spent Sunday in Boston recently.

Former Freight Checker Thomas J. Curran, who is enjoying his pension to the utmost, was a recent visitor at the Freight Office and Freight House. Also, Freight Checker Clifford J. Foss, nice to see them both once more.

We extend our sympathy to the family of former Conductor John H. Madigan, whose death occurred recently. Jack was a familiar figure on the “Street” previous to taking his pension, often with his black hat and pneumonia. He is much better and we all hope that he will be back to work again soon.

We extend our sympathy to former Clerk Lily A. laughlin and Patrick J. Flynn.

Ralph Machine Operator Eunice F. Norton crushed two fingers of her left hand in her car door recently, which was very painful for some time. We are pleased to report that they are much improved at this writing.

General Agent and Mrs. Leroy W. Matthews spent Sunday in Boston recently.

Former Freight Checker Thomas J. Curran, who is enjoying his pension to the utmost, was a recent visitor at the Freight Office and Freight House. Also, Freight Checker Clifford J. Foss, nice to see them both once more.

We extend our sympathy to the family of former Conductor John H. Madigan, whose death occurred recently. Jack was a familiar figure on the “Street” previous to taking his pension, two years ago. We were present at the meeting held in Waterville, April 25, of the Veterans’ Club.

Starting the fifth generation in his family is John S. Dawson 3rd, age 1 in April, son of Mr. and Mrs. Dawson 2nd of Waldoobo and great-grandson of Conductor Herbie Howard, the youngest great-grandfather on the Maine Central.

The Treat Memorial Library donated to the town of Livermore Falls is now being erected in honor of the late George W. Treat. An impressive ceremony took place early this month in which Mrs. George W. Treat officially dedicated the building to the town and layed the corner stone. The building can be seen from the Livermore Falls passenger station.

The youngest great grandfather on the Maine Central.

John S. Dawson 3rd, age 79, of Bangor.

By JOHN J. KEATING

Conductor and Mrs. Hurley Pooler, made a one-day visit to Lewiston.

Burton Garland and Gordon Rowe, while the Summer off with the first trip on the motor lines.

Since the old hotel burned down, the families and relatives of the following members of our family, we extend our sympathy on their death: Engineer John Cayford, of Bangor; Conductor Archie Robar, of Waterville; former Trainman Emery P. Buchanan, of Bangor; Retired Conductor Alfred Johnson, Bowdoinham; Retired Portland Terminal Conductor John Madigan, of Bridgton; Retired Engineer Percy Bradford, Belfast; Sectionman Sanford Wing, of Leeds Junction; Retired Conductor Freeman Dearborn, Portland.

By MARJORIE QUIGLEY and ALICE CLAUGHLIN

As the Garden is attended, the Circus was also to Coach Cleaner June Osborne.

A beautiful, 21-inch console television will be presented to former railroad associates and meet their families. Plans are formulated for the annual Field Day, with Vice-President William M. Smith in charge of arrangements. A beautiful, 21-inch console television will be raffled off at the next meeting in June, so everyone try to come.

Among those who also attended the Circus in Boston Garden from this office included Assistants and Mrs. Mark B. Fliberty, and Freight Clerks Alice A. McLaughlin and Patrick J. Flynn.

Railway Machine Operator Eunice F. Norton crushed two fingers of her left hand in her car door recently, which was very painful for some time. We are pleased to report that they are much improved at this writing.

General Agent and Mrs. Leroy W. Matthews spent Sunday in Boston recently.

Former Freight Checker Thomas J. Curran, who is enjoying his pension to the utmost, was a recent visitor at the Freight Office and Freight House. Also, Freight Checker Clifford J. Foss, nice to see them both once more.

We extend our sympathy to the family of former Conductor John H. Madigan, whose death occurred recently. Jack was a familiar figure on the “Street” previous to taking his pension, two years ago. We were present at the meeting held in Waterville, April 25, of the Veterans’ Club.

Starting the fifth generation in his family is John S. Dawson 3rd, age 1 in April, son of Mr. and Mrs. Dawson 2nd of Waldoobo and great-grandson of Conductor Herbie Howard, the youngest great-grandfather on the Maine Central.
HOLDING the Dorr Twins, Donald and David, and proud of it is Carman Howard Thurlow, Rigby, the grandfather.

Leading Carman Henry Gimmer went fishing and came back with a bouquet of May flowers.

Coach Cleaner J. K. McDonough has been working at Rigby Engine House and Oiling in the Yard. He has now returned to Union Station.

On vacation were Carman Marty Conley and Joe McDonald.

Stores Laboover Ed Flynn is still out sick but is expected back very soon.

The shop were pensioned employees John McCarthy and Ed Carter.

Terminal Operators
And Train Dispatchers

By W. B. LEWIS

Operator Ralph Coffin, Second Trick Rigby Yard Office, off on a week's vacation during last of April, his job covered by Operator "Gerry" Beldos.

Student Operator Walter E. Oakes, son of retired Operator Carroll Oakes, passed his written test April 30th and is now assigned to the spare board. Glad to see him with us and wish him luck.

Operator "Bo" Murphy, Tower Five, confirmed to the Maine Eye and Ear for treatment, Ernest Rowe of Westport, Mr. Rowe is a railroad enthusiast in every sense of the word having been a stream car conductor, a newspaper correspondent, one of the first to have repairs at the Tierng and Westbrook Car-barns. Also a close follower of the old steam railroadera, and now the diesel phase takes up his attention. He has one of the finest collections of railroad photos to be seen, and can be justly proud of his possession. During his tour of the shop he was accompanied by Mr. Ralph Young. Blacksmith-Boilermaker Charles Jackson escorted the visitors.

Train Dispatchers Linwood Ferguson and Tom Wiley have swapped tricks for a few weeks. Tom wants to get his horse in shape for the races and needs the daytime hours in which to do it. We hope by the time this issue is out he will have won a purse or two. He certainly has a fine looking horse and we wish him luck.

Rigby Engine House

By ALBERT B. WETMORE

This month was featured by a visit from an old time roadbed, but not the different category, the former street car railway days. Ernest Rowe of Westport, Mr. Rowe is a railroad enthusiast in every sense of the word having been a stream car conductor, a newspaper correspondent, one of the first to have repairs at the Tierng and Westbrook Car-barns. Also a close follower of the old steam railroadera, and now the diesel phase takes up his attention. He has one of the finest collections of railroad photos to be seen, and can be justly proud of his possession. During his tour of the shop he was accompanied by Mr. Ralph Young. Blacksmith-Boilermaker Charles Jackson escorted the visitors.

Train Dispatchers Linwood Ferguson and Tom Wiley have swapped tricks for a few weeks. Tom wants to get his horse in shape for the races and needs the daytime hours in which to do it. We hope by the time this issue is out he will have won a purse or two. He certainly has a fine looking horse and we wish him luck.

A HANDSOME FAMILY of

BY W. B. LEWIS

MACHINIST Helper Maurice Weeks and Machinist William Reagan was a recent visitor at the Suffolk Downs racing establishment and enjoyed himself thoroughly. "Bill" sure does love these horses.

At last Machinist Helper Maurice Weeks and the State Highway Commission have buried the hatchet. The "part of the circumstances is that Maurice won his case in obtaining the right of way to the river, which the new Maine turnpike would have cut him off from completely, in order to water his cattle, or for any other purpose. He understands large steel and concrete pipe will pass under the highway."

Assistant Foreman Russell Hammond spent two weeks at La Grange, Ill., where he attended the classes of instructions on diesel locomotive performance, and repairs. Shortly after returning he was forced to go to the hospital for an operation of a not too serious nature.

I understand that Stores Department worker, Edwin Flynn who was taken sick last month has returned to his job.

The Safety board reading at this date stands at 116 days after rather a tough mouth. The regular semi-monthly safety meetings have been held and matters pertinent to the meeting discussed.

We were sorry to hear of the sicknesses which are occurring in the families of the various workers at this point and hope for the best in the up coming future.

The delegates of the shop unions were in attendance at their conventions held in Boston at the Manger Hotel.

Former Blacksmith George MacMillan, died on May 15 at one of our local hospitals.

A surprise party was given to Stores Department Laborer John, and Mrs. MacVane in celebration of their 42 years of married life.

The only birth announced during the month was a son, born to the daughter of Machinist Joseph Patrick Thuerault. This is "Pat's" second grandson, both boys. The baby will be named at a later date.

We have a new fac who is about to join the "Bee-hive" club. Hostlers Helper James Jenkins has started his intentions of purchasing a package of bees and the necessary equipment to go with same.

ATTEND VETS MEETING

Two Maine Central men, officers in the United Veterans Association, attended the quarterly meeting June 6 at the Hotel Victoria in New York. They were E. H. Winslow, third vice-president and Joseph D. Meehan, board of governors, of the national group. Others attending from this are area were John J. Burke, CN and Herbert P. Wells, B&M, treasurer of the United Vets.
PROUD of Old 470 that hauled the last steam train to run on Maine Central lines is Waterville Shops Superintendent Frank H. Bennett whose forces reconditioned the engine for its final glory. The 470 has been in Bennett's care since it was a one-year-old and he arrived at the Shops in 1925. He'll still be able to keep an eagle eye on it as an all-time memorial to steam in front of Waterville station. (Complete story of Last Run in July Issue.)