The level of railroad wages has advanced so much more than the level of freight rates that the railroads now have to perform more than twice as much freight service as they performed 20 years ago to pay the average hourly wage of an employee.

In 1900 the average compensation per employee was 62.9 cents per hour. And the average revenue for hauling a ton of freight one mile was slightly under 1 cent—0.999 cents to be exact. Therefore, the railroads had to perform the equivalent of hauling a ton of freight 63 miles to pay the average hourly wage of an employee. In 1953, the average compensation per employee was $1,917 and the average revenue per ton-mile was 1.478 cents. Therefore, the railroads in that year had to perform the equivalent of hauling a ton of freight 130 miles to take in enough money to pay the average hourly wage of an employee.

The railroads were among the first industries to make use of the telephone. Only fourteen months after Alexander Graham Bell transmitted his historic telephone message to Watson on May 10, 1876, his associates made the first installation of telephones in a railway shop in Altoona, Pa. Three years later, the telephone was being used to supplement or supplement the telegraph in the dispatching of trains.

Riding in comfortable air conditioned passenger cars, one is likely to contrast his home refrigerator with the passenger car mechanism. The average home refrigerator has a cooling capacity of about 200 pounds of ice daily. A passenger car unit, on the other hand, has a cooling capacity of 16,000 pounds of ice daily—or about 80 times as much as the average home refrigerator. The railroad unit must be constructed of heavy and expensive material so it will stand up under years of hard and exacting use.

Maine Central and Portland Terminal purchased 7,081,535 gallons of diesel fuel oil last year at an average of 10.22 per gallon.

Use of diesels on Maine Central has produced this startling reduction in coal purchases: 2,650 tons last year as compared to 20,739 in 1952.

There were 3,822 on the average, employed on Maine Central and Portland Terminal last year.
Paper and pulp makers have a billion-dollar industry in New England that annually puts some $1,123 million into the pockets of 43,615 Yankee workers. It is one of the region's oldest manufacturing activities and has been contributing vigor and vitality to the Yankee economy since 1730. It thrives without fanfare, yet its statistics are eye-openers.

Few outside the business realize that New England produces 56 per cent of the newsprint made in the United States; 42 per cent of the nation's special industrial papers; 32 per cent of groundwood printing and specialty paper; 29 per cent of absorbent papers, and 18 per cent of book papers.

These figures are all the more amazing when one considers that New England has but 2.2 per cent of the nation's geographic area and 9.6 per cent of the country's manufacturing employment. And that isn't all. New England has 16.5 per cent of the pulp and paper industry's annual sales, receives 15.5 per cent of the national pulp and paper payroll and contributes 16.5 per cent of the industry's federal tax bill.

During the first century of papermaking in New England, rags, manila stock, and straw were the principal raw materials. But as the industry grew, supplies of these materials were inadequate to meet the demand.

By the latter part of the nineteenth century, paper pulp on a commercial scale was made from wood. Today wood fiber is the raw material in more than 90 per cent of all paper and paperboard.

Spruce, fir, and poplar were the preferred woods for the making of pulp. New England, whose three northern states had abundant supplies of these woods, took an early lead in the industry which it maintained during the first part of the twentieth century. The nation was dependent on New England and New York state for 60 per cent of its wood pulp production in 1914.

Other Areas. But growing consumption of paper gave rise to the inevitable expansion of the pulp industry in other areas—the Pacific Northwest, the South, Canada, Maine, which had led in wood pulp production into the thirties, had by 1939 lost its lead to Washington. Production was increasing in the newer areas at a more rapid rate than New England.

Yet in 1951, sales of paper and paperboard in the United States amounted to $7,220,000,000, of which New England's share was $1,191,000,000, or 16.5 per cent. In 1951, 26 million tons of paper were produced in the United States of which three million tons, or 11.3 per cent were produced in New England.

What occurred to give the lie to the prophets of gloom? The fact is that New England, cradle of the industry, has from the beginning enjoyed a reputation for high quality, specialty papers.

Much of the pulp produced in the Northwest is dissolving pulp for rayon, cellophane and similar products.

Canada furnishes 80 per cent of the newsprint consumed in this country. The South specializes in the production of coarse wrapping papers and other mass-production items such as grocery bags, container board stock used for milk bottles, etc., and shipping cartons.

It would probably be fruitless for New England to attempt to compete for the markers of these other regions. New England does not need to. It is still the unchallenged leader in the field of fine specialty papers, and in that field lies a promising future.

The demand for paper is perhaps greater today than ever before. New uses for paper and needs for new types are being discovered continually. The mills in other areas with their high-speed, wide width machines might at first glance seem to put New England mills at a disadvantage. But volume and high speed may not necessarily be advantages always. New England's smaller machines can meet the requirements for custom work—special qualities, varied finishes, smaller orders, colored papers—where the high-speed, mass production methods of other areas cannot. Again, as has been the case with so many of the region's pioneer industries, it has been a question of change in relative position rather than actual decline.

NE Advantage. What advantage does New England possess for the production of fine papers? From the beginning, New England has had ample wood supplies, water power, skilled labor, and rich nearby markets. From this, nothing has been taken away, and research has been added.

A list of some of the papers now being produced in New England is impressive both for its length and its diversity.

New England continues to make the conventional fine writing papers for which it long ago gained a favorable reputation. These include linens, bonds, vellums, parchments, and wedding papers with rag content up to 100 per cent. There are also cotton-content papers for records, documents, charts, maps, and lithographs for use where long life is an essential feature.

There are artists' papers and the high-grade paperboards—index, bristol, tag, and poster. There are book and magazine papers of all kinds from the filled and coated types to the tissue-thin bible and index papers. New England mills produce large quantities of fine facial tissues and other absorbent papers.

One of the most outstanding features
in New England papermaking has been the development of technical grades of wrapping papers. In no other section of the country are so many specialized grades produced. Heart-sealable wraps and other frozen food wrappers, protective wrappings to meet various specifications, corrosion and rust-preventing papers, weatherproof and waterproof types have proven very important.

Other papers which reflect the times in which we live are teletype and other high-speed communication tapes, cigarette filters, sensitized check paper, and thin condenser papers for use in radar and electronic equipment, fluorescent lamps, and other electrical devices.

These are the fruits of research both by the primary manufacturers and by the large number of converter companies who make the base products into an astonishing variety of products—envelopes, tablets, paper cups and dishes, boxes and cartons, playing cards, gummed papers, carbon paper, and shoe innersoles.

The industry in New England is undoubtedly much better off than had it tried to compete with the mass-production areas and continued to produce only a few standard grades.

This is not to imply that there have been no problems. Cost of pulp production has been a real difficulty to the region’s paper manufacturers.

New England, where the diminishing stands of spruce and fir have receded gradually further away from the paper mills, has been at a disadvantage both in respect to supplies of softwoods and wood pulp production costs.

But Yankee ingenuity is meeting these problems. Scientific research has made possible the extensive use of hardwoods for pulp.

Costs & Quality. Cost is still a factor. But research continues, and new methods which lower costs and improve quality are gradually enabling the industry in New England to surge ahead.

Most important aspect of research at the level of primary manufacture is the development of new pulping processes to permit the utilization of the mixed hardwoods as a pulp source.

In the hardwoods, the industry has a source of pulpwoods having an annual surplus of growth greater than its present total requirements. Poplar has been used to a limited extent for many years, but now the heavy hardwoods—maple, birch, beech, and oak, virtually anything that grows in the woodlots—are being used.

Wood pulps are usually divided into two classes—mechanical and chemical.

A new process, the chemi-groundwood process, as its name suggests, is a combination of chemical treatment and grinding process which produces higher yields per cord than were possible formerly and permits of the use of a variety of woods. Costs of operation are low and pulp quality high.

A significant development is the construction by the Great Northern Paper Co. at East Millinocket, Me., of a $30 million mill for the production of pulp for newsprint from mixed hardwoods by the chemi-groundwood process, which will result in paper from timber formerly unutilized.

The expanded use of hardwoods for pulp is only in its beginnings, and it promises much for the future.

(This is the first part of an article to run in two installments of The Magazine extracted from The New Englander, magazine of the New England Council, discussing the vitally important role of the pulp and paper industry in the New England economy. It is especially enlightening to Maine Central readers since we depend on this industry for 40 per cent of our revenues—The editor.)
The Winners

Photo contest winners in the Maine Central's contest on the last steam run announced this week were First Prize—Samuel Vaughan, Pride's Crossing, Mass., whose somber, well composed, shot of the 470 ready to leave Union Station, Portland, above captured all of the feeling of the last run; and Second Prize—Ray Philbrick Jr., staff photographer of the Lewiston Evening Journal, for his action shot at left.

Vaughan was presented a silver loving cup with the legend: "Presented by the Maine Central Railroad to Samuel Vaughan Photo Contest Winner, Last Steam Train, June 13, 1954."

Philbrick received a $25 U. S. Savings Bond.

A small number of entries were received in the contest but were of unusually high caliber and of such professional quality that judges were hard put to pick a winner. Judges were F. Erwin Cousins, managing editor of the Portland Evening Express; Murray Shephard, film director, WCSH-TV; Creighton Gatchell, general manager, WGAN-TV; President Miller and George H. Hill.

That Marvelous Railway Express Agency


You want to ship ladybugs or elephants or giraffes.

You've set up a schedule for millions of dollars worth of art masterpieces to appear in 15 United States cities.

You want your Louisiana strawberries to travel rapidly and safely to bring high prices in the Spring markets.

What do you do?

Elementary. Call up the nearest Railway Express agent. Just say: "I want to ship an elephant, or a Van Gogh painting, or a skunk or a flock of homing pigeons." Let Railway Express do the worrying. After all, R.E.A. assures the public that "Anything Goes."

Railway Express takes a chance on carrying anything - from delicate orchids to race horses; from white mice to polar bears. Lions, tigers, monkeys, bees - all get Railway Express handling. Fruit shippers rely heavily on the experience and reputation of Railway Express.

Each year Railway Express is called upon to load and ship more than 1,000 carloads of strawberries from a single parish in Louisiana.

Not long ago Railway Express was called upon to transport on an extended tour 27 oil paintings worth $7,000,000. They had to be heavily guarded throughout the tour and carried in cars with exact temperature and humidity requirements.

Nobody knows how many different commodities move by Railway Express. The slogan "Anything Goes" is broad enough to take care of just about anything under the sun, and Railway Express lives up to its slogan.

FROM THE MAIL BAG

Mr. D. W. Pomerleau
Agent - Newcastle

Mr. Karl McDonald, manager, of The Philadelphia Orchestra Association, Philadelphia, Pa., writes as follows under date of August 6th:

"May I take this opportunity to commend the especially courteous service of your agent at the Damariscotta-Newcastle station. Being Manager of the Philadelphia Orchestra, I am involved in approximately 25,000 miles of travel each year and as a consequence, am always impressed when the railroad representatives make extra efforts to please the public.

"Mr. Pomerleau went to great trouble to exchange reservations for me on the Bar Harbor Limited and I am grateful to him and wish to have you know of his exceptional courtesy and cooperation."

It is a pleasure to get such a letter of commendation and certainly indicates you are doing a good job in making friends for our Railroad.

Such service is surely appreciated by everyone.

S/Willard E. Pierce
Superintendent

ODE TO A MAGAZINE CORRESPONDENT

I set at my desk, racking my brain,
Some news to write up and send in on the train.
As I set there and ponder, not a soul says a word.
But after I've mailed it, they say, "Have you heard?"

ELLIS E. WALKER
Bangor Ingenuity

ATTRACTIVE AND EFFICIENT are these boards used for issuing gaskets at the Bangor Engine House with designer J. L. Blethen, left.

By L. P. Severance

Storekeeper J. L. Blethen saw the need for a more efficient method of issuing repair gaskets for all types of engines on both the mechanical and air brake. He came up with a set of six, two-sided boards size 4 ft. by 6 ft.

These boards were set on a large swivel attached to an upright post within the Stores Department. On the boards are printed the gasket number as well as the outline of the particular one painted on the grey background.

Whenever a certain gasket for a special air brake or mechanical part is needed by the mechanic he merely reaches for the particular one and installs it without further delay. This eliminates the necessity of contacting the foreman on duty to make out a requisition to present to the storekeeper. Each day the boards are checked and the depleted stock is re-filled for another 24 hour period.

The boards were built by Carman A. H. Johnston and Stores Laborer Frank Toole (who incidentally are camera shy and would not allow their picture to be taken). To date they have proved very satisfactory and Stores Clerk Blethen was commended for his contribution to progress by General Foreman R. O. McGarry.

New Efficiency Peak

American railroads operated at a new high record of efficiency in 1953, according to reports for that period by the Bureau of Railway Economics of the Association of American Railroads.

Not only did they handle more tons of freight per train in 1953 than ever before, but those trains were moved at a high record speed and the average output of transportation per train per hour was the greatest on record.

Class I railroads in 1953 moved an average of 23,143 net ton-miles of freight per train hour. This was more than three times as great as the average for 1920 and approximately one-third above that for the year 1943. The average in 1953 also was an increase of 878 net ton-miles above the average in 1952.

The average speed of freight trains in 1953 also was greater than in any preceding year, amounting to 18.2 miles per hour for all freight trains. In 1952 the average was 17.6 miles. In 1943 the average was 15.4 miles.

More freight cars per train were handled than ever before, the average being 63.2 cars compared with 61.6 cars in the preceding year and 35.6 cars in 1920.

When steam locomotive #470 completed her last run on June 13th, she ended the 92-year era of steam power on the Maine Central Railroad.

Today, completely dieselized and with newly developed freight and passenger equipment, we are proud of our railroad and the prosperous industrial and recreational areas it serves.

A SYMBOL OF PROGRESSIVE RAILROADING

MAINE CENTRAL RAILROAD

The above ad which appeared in the August "Transportation Issue" of exclusive "Town and Country" magazine has won the Socrates Award for the best transportation ad of the month by Transportation Ad-Views, trade paper of transportation advertising.

The coveted award, an outstanding tribute to the Maine Central advertising department, is highly competitive and is selected on a nationwide basis from the advertisements of all transportation agencies in the Country, large and small, from steamship and air lines, to taxi cab companies.

The Socrates Award was given, the trade magazine said: "Because the end of the era of steam power on the Maine Central is symbolized in the ad....it points to the completely modern power now employed.

Because the main idea—replacing of the old with the new—is real proof of the company's slogan: 'A symbol of progressive railroading.'

Because the artwork is excellent. A strong impression of dignity is conveyed for the locomotive, honored "for meritorious service."

10

MAINE CENTRAL RAILROAD

FOR MERITORIOUS SERVICE
Three men of the Maine Central family, whose combined service totaled 145 years, and ages, 223 years, sought retirement last month.

They were Simeon L. "Sim" Provencet, 75, who first entered service as a telegrapher at Burnham Junction in 1907, and who came to the Portland Terminal as a telegrapher in the "PA" office at Union Station in 1913, after 47 years of service. A resident of 144 Massachusetts Ave., Portland, white-thatched, active, Sim looks forward to a much deserved rest in retirement.

Fifty-two years of faithful service was recorded by Walter F. Farren, 75, crossing tender at Oakland. He entered service in 1902 as a trackman at Freeport, worked on the Portland Terminal at Deering Junction, was a fireman at Waterville, went back to the Calais Branch in 1927 until he went to Lewiston where he became a crossing tender in 1937.

Also retiring was Arthur B. Harriman, a trackman at Olamon for nearly 40 years.

(From Portland Evening Express)

Herbert Campbell stepped down from the cab of a locomotive for the last time today—into retirement. It marked the end of 51 years of railroading, 47 of them at the throttle.

As the big Diesel eased to a stop Union Station at 10:25 a.m., a group of railroad officials, fellow-workers and other friends were on hand to welcome the 76-year-old veteran of Maine railroading.

STARTED IN 1903

Campbell joined the Maine Central Railroad in July, 1903, working as a fireman until 1907 when he became an engineer. He has been over most of the MC iron in the state and up over the Mountain Division at one or another. But most of his railroading years have been spent on the Portland-Bangor run.

He knows every grade, every curve, every straightaway as well as he knows the floor of his attractive home at 55 Parsons Rd.

Born at Buss River, N. B., Jan. 2, 1878, Campbell came to the United States in 1899 and was first employed at the Bath Iron Works. He lived at Haverhill, Mass., and went to work for the railroad while there. He also married his wife, Ellen, a Newfoundland girl, there on June 1, 1905.

They have one daughter, Mrs. Florence Campbell Fries, one of the seven Republicans nominated for the State Legislature from Portland last June.

NO SPECIAL PLANS

Campbell is looking forward to his retirement but he has no special plans for his leisure time. He has no special hobby but may do some traveling. He drives a car and there's a sister, Mrs. James Hanson at Augusta and another, Mrs. Daniel MacDonald at St. Albans, Vt. Then there are relatives in the Island States.

Campbell received his gold pass for 50 years service last year. That could take him a long way should he get tired of motoring.

Campbell is a member of the Brotherhood of Locomotive Engineers and the Trolley Club, a railroad organization composed of Masons.

COMMERCIAL

A solicitor of advertisements for a local paper called at the village grocer's. Upon presentation of the card, he was surprised when the grayhaired proprietor said: "Nothing doing. Been established eighty years, and never advertised."

"Excuse me, sir, but what is that building on the hill?" asked the traveler.

"The village church," said the grocer.

"Been there long?" asked the other. "About three hundred years."

"Well," was the reply, "they still ring the bell."

19 Firms Head Maine's Economy

Nineteen Maine companies produced 44 per cent of the state's industrial output in 1953, the Maine Labor and Industry Department reported this month.

The 19 made products valued at 10 to 60 million dollars each, for a total of $513 million. This was a 51 million dollar increase for these same companies from 1952 production, the department said.

Total product value for the state last year was $1,169,000,000.

38,000 WORKERS

The 19 companies reported a total of 71 establishments, in which 38,000 workers were paid 138 million dollars in wages. This means, the department said, that 40 per cent of the state's industrial wages were paid to 32 per cent of the total of 120,000 workers, in less than 4 per cent of the total number of establishments.

Ten of the 19 were engaged in the paper industry, four in textiles and the other five in food products, footwear, fabricated metals, machinery and shipbuilding, respectively.

There were 23 additional firms producing between 5 and 10 million dollars worth of goods each in 42 establishments, for a total of 166 million dollars.

Commissioner Marion E. Martin said in a statement: "The larger companies of Maine are to be commended for their excellent record but we must always keep in mind the remaining 1,750 establishments of a smaller size which produced the other 42 per cent of the state's total production in 1953. This combination of large and small plants makes a varied and balanced manufacturing economy."

NAMES NOT LISTED

The statistics are from the "1953 Census of Maine Manufactures," issued by the Department of Labor and Industry a month ago.
Mechanical Department

By L. P. SEVERANCE

John B. Trundy, one of the veteran engineers who hauled trains on the Eastern as well as the Portland Division, died recently after a long illness. In late years, "Jack" as he was better known, was on the Enza Extra out of Bangor. Previous to that he was on a Rockland passenger train out of Portland.

Engineers W. J. "Bill" Hickson, and R. W. Hooper are back on their respective jobs after being on the sick list for a spell. On the Bucksport Extra and Ralph on 16 & 1.

We hope that at printing time Engineer Hazen E. King will be back on the job after being hospitalized at writing time.

MARRIED RECENTLY was the former Marie Blake, daughter of Laborer and Mrs. Blake to Michael Mansueto.

A roast turkey banquet was served to the machinists of Local 1642 and guests recently at the L.O.O.F. Hall in Hermon.

H. H. Hutchings was chairman of the committee and as toastmaster, introduced F. L. Davis and J. J. Donnellan of Boston. Mr. Davis is General Chairman of district 42 and Mr. Donnellan a Grand Lodge Representative for the New England States. Dancing was enjoyed by all after the banquet until midnight.

Forrest R. Smith recently joined the Motive Power Department to replace Electrician W. F. Bird who transferred to the Signal Department at Waterville. Smith was formerly in the Engineering Department at Bangor and Waterville.


OGUTTHOTTRADEHER: Come on Bill!!! About sixty employees and their guests sat in on a hot chicken supper sponsored by the local Laborer's Union at the Veterans of Foreign Wars hall at East Hampden. President E. E. Glidden, with his committee of H. J. Taylor and J. E. Blake were responsible for the fine evening entertainment including a varied dance program that rounded out the evening.

THE NEWLY BUILT home of Eastern Division Engineer Frank Lobley presents a pretty picture.

Marie Blake, daughter of Laborer and Mrs. J. E. Blake was married on July 12 to Sgt. Michael Mansueto. Woodbridge, N. J., and Dow Air Force Base, Bangor. They will make their home in Bangor until April 1955 when Sgt. Mansueto will enter into the restaurant business with his father.

Locomotive Engineer Richard A. "Dick" Watson, was killed accidentally near his forty acre farm home in East Brewer while erecting an antenna for his ham radio set. Dick only recently had acquired the farm and was attempting to attach the antenna to the top of a utility pole when he came in contact with a live power line. Dick joined the Maine Central family as a Fireman on February 10, 1944 and was set up to Engineer on December 26, 1950. Dick was a conscientious railroader. Diligent and intensive study enabled him to score highly in the examinations that gained him promotion to Engineer. Pal bearers at his funeral were: Engineers M. J. Nix, G. R. Adams, S. C. Boynton, T. W. Larkin, L. J. Higgins, P. D. McGirdey.

A recent visitor to our point was Retired Engineer and Mrs. Harvey "Rickey Ike" Colby of Warrington, Florida. Ike is strictly a farmer this year raising potatoes, tomatoes, peas and occasionally— a little bit of Cain.

Vanceboro

By HARRY DAVIS

On June 2nd, Operator Keith A. Gray, third trick, here was married to Mary Ann Vernon, eldest daughter of Clerk Donald E. Vernon. Keith is son of Second Trick Operator A. M. Gray. On July 8th, Keith was called for military service and is now in training at Fort Dix, N.J.

Jane Blanchard, daughter of General Agent W. L. Blanchard is employed for the summer at Kimball House, Northeast Harbour, Maine.

Following is list of those on vacations since my last item of news: Clerks R. C. Sisson, R. E. Smith, W. M. Russell, M. M. Beers, C. S. Conwell, J. A. Hill, W. M. Brown, and L. R. Jellison have also enjoyed their vacation.

Two new faces in our midst as Coach Cleaners, Guy N. Carroll Jr. and Charles F. Adams.
**Rigby Engine House**

**By ALBERT E. WETMORE**

Stores Department Clerk John Welch took his vacation and tells me he accomplished quite a lot of odds and ends work around the house.

Machinist Helper, Milfred Goodwin, and family visited New York City during his vacation and while there was on the radio program "Phrase that pays". They were fairly successful winning a six-weeks supply of various products including toothpaste and soap powders, and a puppy with a supply of dog ration for their daughter's dog.

Machinist Walter Anderson has changed cars, and is the proud owner of a car of the heavier type.

We at the engine house who know Chief Clerk Everett Tebbetts as Bartlett were very sorry to hear of the accident to their son Harvey who was on the way home from Fort Meade, Maryland to visit them. We all hope for his quick recovery.

Welding Supervisor, and Chief Boiler Inspector Richard Thompson visited the shop during the latter part of the month.

**Terminal Car Department**

**By HUGH F. FLYNN**

Laborer Bill Conrad is still not sick but is coming along fine. Also out sick is Carman Helper, Hector Casey who has been ill for a long time. We wish him a quick recovery.

Carman Helper, Henry Stockhouse is now out and sound after an illness. He is the proud father of a baby daughter, born August 1st.

A visitor to the shop was Carman Carl Carter home on leave from the U.S. Army. General Foreman, and family enjoyed their vacation at their New Hampshire home.

Blacksmith Roland MacPherson took his vacation and is enjoying a long wished-for "Down East" trip. Furloughed Boilermaker, Charles Jackson covered his position during his absence.

Another visitor to our shop was Carman John Savage who has been absent for over a year due to sickness.

Laborer Asa Worcester is now feeling much better, having been in and out of the Maine General for surgery.

We have two or three fellows who are content to be at the shop. Former Federal carbine, William A. Atwood and family enjoyed a nice time in future years, and have it at Snowberry's, too.

Correspondent Mrs. Alice A. McLaughlin spent her annual leave at Camp Kokatosis, Raymond, Me., which she enjoyed very much.

Freight Cashier and Mrs. Charles A. Anderson enjoyed their annual leave at their summer home at Old Orchard Beach, Maine where they spent July 1, all of whom are receiving congratualtions on this occasion.

Freight Cheekers Martin Honan, Michael J. Noonan, and Caller Patrick A. Mulkern, both of whom report a most enjoyable time.

Changes have been made at the Freight Office recently, including the installation of fluorescent lights, which are much enjoyed by everyone.

Freight Cheekers and Mrs. Edwin C. Noyes are enjoying their annual leave at Camp Kokatosis, Raymond, Me. which they both enjoy immensely with their family. Congratulations are in order to Head Clerk and Mrs. Charles A. Anderson.

Among those who have been absent recently due to illness include Freight Cheekers Martin Honan, Michael J. Noonan, and Caller Patrick A. Mulkern, both of whom report a most enjoyable time.

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Changes have been made at the Freight Office recently, including the installation of fluorescent lights, which are much enjoyed by everyone.
had by all. He even sent back some beautiful roses for the garage office.

Powell Taylor also had a few days vacation. Mr. and Mrs. Taylor have been entertaining Mrs. Taylor’s sister and family from Pennsylvania.

Robert Hunter took a trip up through Vermont, New Hampshire, and Northern Maine as part of his vacation.

Irene Ellis was recently on a trip to Bar Harbor, after several years of waiting. It would have been beautiful if the rain hadn’t come down in torrents all the while she was there.

By MARY MORSE and ERNESTINE GRIMES

Assistant Treasurer Horace Budd enjoyed an outing at Sebasco Estates with a group from St. John Commandery. For a wonder the weather was fairly good, the food fine, and all in all he had an excellent day.

It is hoped that Clerk Charles Hager has finally licked the jinx which has been following him through work. He has returned to work after dislocating his shoulder from a fall off a pier near his lobster boat. It almost seems that he must have nine lives after all the catastrophes he has gone through, but we’re all keeping our fingers crossed for him, anyway.

A great big apology to Theresa Slattery, clerk, last month we inadvertently missed the fact that she had been on a real exciting vacation trip. Among some of the scenic areas she visited were Niagara Falls, Lake Placid, “Santa Claus Village”, and Montreal. We understand she can tell some interesting stories, about going through the Customs at the Canadian Border!

Clerk ‘Bucky’ Gato has also returned from his vacation. While he is not talking too much about where he spent his holidays, he does mention that the horses at Scarborough Downs are being well fed and shod these days!

“GeeGee” Williams of the Assistant Treasurer’s Office came back with a good-looking tan after his usual summer trip on National Guard duty.

Others in the Accounting Department who enjoyed some of their vacation during mid-summer were: Marty Holmes, Frank Woodbury, George Lowell, bookkeepers; Leo Jackson, cashier; Paul Crawford, Clerk.

By JOHN J. KEATING

By STEVE

General Offices

Jovial John McNally, Tommy Dowd; and

and the New York

Stationmaster.

McGee, ticket agent; Paul Crawford, Clerk.

East and C. A. Plumly. Retirement certainly agrees with calls from “Bill” Henry, Harry Stetson, and C. A. Flumy. Retirement certainly agrees with all three. “Plum” says son Charles is having a grand time seeing Paris, Spain, etc., this summer when his ship docks in that vicinity.

Everyone seems to be taking a summer vacation. Linwood Lamoan and Marion returned to Pinewoods Camps at Canton, this year. Mr. and Mrs. Eljih Ryder journeyed to New Brunswick, Mary Plummer spent her at Boothbay Harbor, Maine; Alice Ellison took a trip down east, Mr. and Mrs. Ernest Brown traveled to Prince Edward’s Island for two weeks, and Millard Bailey and Earlie Hodiggins spent theirs with their families.

Sympathy is extended James Born, Engineer of Structures, on the loss of his father. He has returned to work after dislocating his shoulder from a fall off a pier near his lobster boat. It almost seems that he must have nine lives after all the catastrophes he has gone through, but we’re all keeping our fingers crossed for him, anyway.

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MARRIED RECENTLY was Richard C. Pickney of the Colebrook Section to the former Mary Ann Thompson of New York City. Dick, 23, employed as a trackman since 1956, served ten months in Korea with the Fifth Regimental Combat Team. His bride was employed as secretary for the Blue Cross in New York. She is a graduate of Theodore Roosevelt High School.

(Detroit Report).

Train Clowns

Waterville Shops

By STEVE

Because of the vacation period news items are less than usual this month.

Paint Shop Sweeper and Mrs. Armand Rossignon announced the engagement of their daughter, Leonette Rossignon, to Gerard Fortin of Hartford. Conn. Miss Rossignon was graduated from Waterville High in 1954. Mr. Fortin is with the US Army in Korea.

THE BIG THREE at Portland Union Station that keep the customers happy, the wheels turning and operations in high gear include, left to right, Fabulous Fred McGee, ticket agent; and Paint Shop Sweeper Ralph Stone, formerly train dispatcher on the Somerset and Portland Division, employed by the Seaboard Air Line Railroad, as General Manager, with office at Savannah, has been promoted to Asst. to the Vice-President, with office at Norfolk, “To You, from all of Us, Lots of Luck”.

Sympathy to the families and relatives of the following members of our family who died the last month; Engineer John Trundy, of Bangor; “Doc” Elliot, of Portland; motor operator; Yard Conductor George Farnham of Waterville; Train Conductor Peleg Bradford, Portland; Fireman Charles Dennis of Fairfield,

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by auto to Cape Cod.

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In the year of his birth, 1889, the Trainman’s engagement.

Engineman Ralph Hopkins made a trip to Chicago to visit his daughter, and returned with his grandson for a little visit.

Engineman Ralph Hooper has been off duty on account of illness. He and Mrs. Hooper have moved from Bangor to Oakland, Mrs. Hooper’s former home.

When Captain Emil Morin takes his friends fishing out to the “Two Light” he figures they can take a little pot water, but Phil Baker and Roy Garland couldn’t, so, had to row them ashore. (Sea sick)

Baggage Master and Mrs. William Curran, with Mr. and Mrs. Mahaney made a trip by auto to Quebec, returning, visited in Portland, and Salem. Mass. Mr. Curran is employed at Bangor Union Station, Mr. Mahaney employed at Northern Maine Jet, for the Bangor Aroostook R.R.

Car Inspector Roger Cabana and Mrs. Cabana celebrated their Thirteenth Wedding anniversary August 1, many more to You both.

Yard Master John O’Toole and his wife, and daughter Mary, made a trip by auto to St. Anne Shrine, in Quebec.

Station Baggage Master and Mrs. Archie Colpitts of Bangor, made a trip to Elgin N.B., visiting Mrs. Colpitt’s sister.

Mrs. Harold Clark, wife of Portland Terminal Yard Master, was a delegate to the Ladies Auxiliary of the Brotherhood of Railroad Trainman, held at Cleveland, leaving Cleveland, accompanied by Harold, made a trip to Ontario, Canada.

Conductor and Mrs. Poupart have returned from Cleveland, doing committee work, after a period of six weeks.

Conductor and Mrs. Wortman of the Eastern Sub Division and Mrs. Higgins, Station Agent at Thorndike, on the Belfast and Moosehead Lake R.R attended the picnic of the Maine Auxiliary of the Brotherhood of Railroad Veterans, held at Snowberries, Pine Point, July 25.

Leonette Rossignon

Miss Rossignon was graduated from Waterville High in 1954. Mr. Fortin is with the US Army in Korea.
Blacksmith John Bucknam has been a patient at the Thayer suffering from severe nose bleeds.

Carmen Ted Jewet has returned from summer training with the National Guard at Camp Drum N.Y. Ted is a loott'nant.

Don Gerald has returned to work after a siege of 25 days at the Osteopathic Hospital. Don has been away from the shops for two months.

Beaming Bill Oris has returned after surgery at the Thayer. (Bill has had a tape recording relatives in North Carolina.

Piper Percy Grant has returned home after a major operation at the Thayer and is recovering slowly. He plans to return to work in September.

Leonard St. Pierre, who was graduated from St. Dominic High School, Lewiston, last June, has been working as Trackman in Engineering Dept. during summer vacation and Venise St. Pierre, graduated from Lewiston High School last June also, has been working in Freight Office as a substitute during vacations.

They are the children of Assistant Track Foreman Jean St. Pierre.

Service. We all wish he and Mrs. Frost years of enjoyment. "Mel" was presented a gift of money by General Agent P. E. Fuller on behalf of the other employees at this station.

Lendall Bud Haskell, who last June graduated from New York State Teachers College, is relieving in the freight office during vacations.

Conductor Dick Green is running the Augusta road switcher, relieving Conductor George V. Green who is off as a result of accident.

Engineerman O. R. Hibbard has returned to work on the Augusta switcher. Ovville says he did his having a rowboat.

Clerk "Afie" Bryant has returned from vacation spent at her newly purchased home on Lake Cobbosseecontee in East Winthrop, Maine.

Wilbur C. Bryant, former M. C. Transportation employee, has bid in Baggage and mail job left vacant by retirement of Mel Frost.

Wilton

By ELLIS F. WALKER

Stenographer Susie O. Comeau is on vacation, part of which will be spent participating in favorite form of recreation, bathing (?) at Old Orchard Beach.

Baggage and Mailman, Melvin F. Frost, retired to take pension on July 16, after 32 years.

Augusta

By ELLIS F. WALKER

This IS Susan Henry, 2 daughter of Carpenter and Mrs. Ernie Henry, Bartlett, now working with Swett's B&B crew out of Waterville.

Waterville Station

By M. W. FLYNT

Miss Carolyn Morin, daughter of Emory Morin, Section Foreman substituting for Mrs. Beverly Cook on desk duty during vacation, Clyde Luce now a full fledged stenographer transferring from night clerk. Phillip Steele covering night clerk position.

With regret we have to report the death of two old and valued employees. George Farnham, senior yard conductor, and Charles Dennis, locomotive engineer. The surviving relatives have the sympathy of all.

Steam Locomotive 470, which is on display near our station is attracting much attention.

Operator Rene Michaud recently purchased and is now occupying a new home in Winslow.

Operator Charles MacCullum off several weeks due to illness his position being covered by Operator E. S. Anderson while Operator D. K. Stack working night job.

Your correspondent would much appreciate items of interest also photos. Such may be left at Ticket Office.

Gardiner

By M. L. SANBORN

Station Agent, David Cameron has been spending week-ends at his summer camp in Harpswell.

Operator Eben Lord has bid off the operator's job at Readfield, for the summer. Operator R. R. Tracy enjoyed a vacation this month. Mr. Tracy spent some of his vacation hunting, his vegetable garden in shape between frequent rain showers.

Freight Clerk Clyde Cooper has been an interested spectator at some of the twilight baseball games in Winthrop and vicinity.

Baggage Agent Olin Goodwin and wife motored to New Jersey during his week's vacation and visited relatives there. Olin got lost only once having made a wrong turn at the George Washington Bridge in New Jersey and after driving around finally got back on the right road.

Crossing Tender Hiram Walker enjoyed two weeks' vacation at his home in Brunswick. Hiram got caught up on most of his home work, but would have liked to have had another week to finish up all the loose ends. Space Crossing Tender N.H. of Hallowell relieved Hiram.

Operator W. W. Dudley of Leeds is covering the second trick while Operator Lord is in Readfield.

Signal Foreman Maintainer George "Windy" Curtis is going to spend much of his planned vacation in the "Windy City"-Chicago. George and his wife plan to visit all the sights worth seeing. George has ideas as to how the country should be run and no doubt the Chicago politicians will be anxious to learn how it is done in Maine, from such an able informant.

Signal Helper Fred Pickens has a good stove for sale. Also Fred is in the market for a crib for sale. Fred is a very busy covering his job while his boss, George, goes to Chicago, but Fred should get along all right as working conditions will be more quiet.

Section Foreman Albert Allaire and his crew have been working in the Farmingdale Crossing this month.
Tankers On The Move

Every hour last year enough railroad tank cars were loaded with petroleum, chemicals and other products to make up four solid freight trains consisting of 66 cars each, according to traffic statistics released today by the Association of American Railroads.

To move this traffic in liquids and gases, the railroads and private car owners had in operation at the end of 1953 almost 166,000 tank cars. This represented an increase of nearly 6,000 cars over the preceding year. Since the end of World War II, the tank car fleet has been expanded by 20,000 cars.

Of the total number of tank cars in operation today, 158,000 — or approximately 95 per cent — are owned by private companies other than railroads. This is a distinct departure from the status of most of the more than 2,000,000 freight cars on the railroads.

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Private ownership of tank cars seems to work best because the majority are operated in specialized service for special commodities, while ordinary freight cars owned by the railroads are used in general service and carry a wide range of products. If they are used for different commodities, the tankers have to be cleaned thoroughly after each load to eliminate possibility of contamination.

Leading the list of privately-owned tank cars in chemical service, while another 19,000 were built to transport vegetable oils, fats, fish oils and a host of other miscellaneous products.

More than 22,000 of the tank cars owned by private companies are designed especially to move compressed or liquified gases under high pressure.

Most car-mounted tanks are built of flange-quality boilerplate steel. Depending on their use, tanks may be lined with such material as lead, nickel, rubber, wax, zinc, tin and glass. There also are all-aluminum and chrome-steel tanks.

Many tank cars — particularly those transporting such commodities as asphalt, heavy fuel oil and nylon salts — are fitted with steam coils for heating contents to achieve a free flow in cold weather. Other cars may have a tank insulating jacket to keep heat in or out, as the need may dictate. Insulation materials used in this connection include cork, rock wool, felt and fiberglass.

Although the railroad tank car idea dates back to 1835, the first such at Titusville, Pa. In this case, a flat car was fitted with two wooden tanks shaped like inverted bath tubs and bolted to the car floor.

These “rotary” oil cars, which had a capacity of some 2,000 gallons, were replaced in 1868 by the present type of horizontal, cylindrical steel tanks fitted with a dome to allow space for the expansion of liquids. In contrast to the approximately 4,000-gallon capacity of these early cylindrical tanks, today’s tank cars have a capacity of two, three and even four times as much.

HUMM?

Groucho Marx asked a lovely tennis star appearing on his program about her training for future tournaments.

“I need to improve my form and speed,” she replied.

“If your form improves,” said Groucho, slyly, “you are going to need all the speed you can muster.”

A true picture capturing the mood of Vacationland are these yachts on a starboard tack in the sun and shadows of a late August afternoon. We’re moving into Indian Summer now, the time for Autumn Foliage Festivals and Tours, Harvest Feasts, Sulky Racing and Old Time Country Fairs. According to the U. S. Department of Commerce, Weather Bureau annual meteorological summary, “Maine has the most healthful climate in the United States and equals any in the world, not only in the summer but also, contrary to popular belief, in the winter. This is a wonderful time to enjoy Maine and New England.”
SAFETY PAYS

It's a man-sized job on this old earth
To get on your own and prove your worth,
But it's tougher still to have a mishap
And face the world with a handicap.

No matter how smart you think you are,
You cannot depend on your lucky star
To keep your limbs and eyes intact,
Or to keep your skull from being cracked.

It takes constant care and a mind that's alert
To stay on the job and avoid being hurt.
A beautiful epitaph can't be read
By the man it's written for after he's dead.

The age-old plea, "wish that I had . . ."
Is no relief when you're hurt and sad
And you dream of an eye that once could see,
Or think of a limb that used to be.

It's worth far more, as the days go by,
To give safety a break and honestly try
To avoid the cost of careless ways,
And prove to the world that SAFETY PAYS.

(Taken from Tinsmith's Magazine and sent into
Mr. Quigley by Malcolm D. Billington, GF, Rigby).