Of all inventions, the alphabet and the printing press alone excepted, those inventions which abridge distance have done most for the civilization of our species. Every improvement of the means of locomotion benefits mankind morally and intellectually, as well as materially, and not only facilitates the interchange of the various productions of nature and art, but tends to remove national and provincial antipathies, and to bind together all the branches of the great human family.

—Thomas B. Macaulay.

Europe’s largest railway station restaurant is in Zurich Central Station, in Switzerland. It is staffed by 400 employees and can accommodate 1,600 persons at a time.

An interesting volume entitled “Stories on Stone” compiled by Charles L. Wallis, published by Oxford University Press, 1954, contains the following railroad items:

In Greenridge Cemetery, Saratoga Springs, New York, is the tombstone of Willolby S. McMillan, a locomotive engineer, who died in 1853. It bears the following inscription:

My engine is now cold and still
No water does her boiler fill
The wood affords its flames no more
My days of usefulness are O'er.

The tombstone of Locomotive Engineer John Amos Barnes, in Bay View Cemetery, Bellingham, Wash., bears this inscription:

A veteran Wabash Railroad engineer
Took his last orders and made his final trip to
a mansion in the sky.

In Evergreen Cemetery, Colorado Springs, Colo., on a granite monument to Charles B. Gunn, railroad conductor, who died in 1935, are the words:

Papa—Did you wind your watch?

There are more miles of railroad in the United States and Canada than there are in Asia, Africa, South America, and Australasia combined.

The world’s longest daily non-stop passenger train run is 393 miles, made by “The Elizabethan,” between London, England, and Edinburgh, Scotland.
Edna—a vicious little tramn of a Hurricane—stormed into Maine, Saturday, Sept. 11, unsheathed her nails, and clawed the Maine Central system to ribbons.

Statewide, 80-mile-an-hour winds hurled torrential rains against railroad culverts that had successfully withstood the onslaughts of Mother Nature for more than 100 years, punching gaping holes in our mainlines and riddling every branch line on the system.

Eight inches of rain, the heaviest downpour on record, "blew" culverts with the tireless rapidity of a repeating squirt gun causing an estimated $350,000 damage to our railroad.

As the Magazine went to press, mainline and most branch line service had been resumed, but Engineering Department officials, eyes red-rimmed with fatigue, and bone-weary Operating men, estimated the system would not recover from Hurricane Edna for three weeks.

Approximately 1,200 carloads of gravel and fill will be needed to repair the inumerable wash-outs, in addition to special jobs by private contractors.

TRAINS CANCELLED

A timetable of Edna's guttersnipe actions recorded by the Engineering Department showed that by 5 p.m. Sept. 11, all trains on the system were cancelled. No. 15 was held at Northern Maine Junction, No. 116 at Franklin, No. 57 at Freeport when the rain stalled its locomotive, No. 8 backed from Vanceboro to McAdam to feed 182 passengers.

RD—1 was halted with 45 cars at Livermore Falls with a washout in front of it and a track slide behind it.

With reports of disastrous damage piling up, the Engineering Department determined that the best place to "hit" was the Back Road via Lewiston to Waterville as it suffered the least damage.

A severe washout 1½ miles east of Freeport had the Lower Road mainline tied up when a culvert blew and gravel fill to the depth of 40 feet was carried out.

WORK TRAINS OUT

Saturday night a work train was dispatched from Portland to work its way through to Waterville. Although there were track washes between Royal Junction and Lewiston, e.g., 6' long x 2' deep, 10' deep x 25' long; they were light compared to the rest of the system. No real trouble was encountered until the train reached Greene where there were several washouts. One was 35' long x 5' deep and another 90' long x 3' deep, these were blocked or cribbed up.

The train eventually reached Leeds Junction where additional gravel was obtained at Libby's Pit. Meanwhile a second work train with 20 carloads of gravel and the Kohring ditcher was dispatched on the Back Road. At Leeds it turned the ditcher over to Work Train No. 1 and took from it, locomotive crane 163. Train 2 then went to Oakland where two bad washouts had occurred. (For the sake of clarity in this narrative bad should be considered the equivalent of "terrible" and minor what would be considered bad washouts at any other time.)

OAKLAND HOLES

The Oakland washouts were located one on either side of Smick Road underpass at the easterly end of Oakland yard. When the work train arrived work was begun immediately under Track Supervisor Maurice Thorne to fill the westerly hole, measuring 25' deep and 40' long. Sweet's and Smith's Carpenter Crews also began trestling the easterly hole that measured 20' deep and 50' long. When repaired, traffic was resumed Portland-Bangor via the Back Road by noon Tuesday, Sept. 14.

While this action was underway, Work Train No. 1 proceeded to a bad
As the Magazine went to press, the herculean task of restoring service was well underway. Engineering Department personnel were directing the efforts of private contractors, enlisted to speed recovery, and regular Bridge and Building and Track forces had been and were continuing to work around the clock.

Hundreds of feet of large diameter metal pipe are being rolled and delivered to Maine Central to place in washed out culvert areas. These are all of larger size than the original culverts in order that a greater flow of water can be handled.

Here's what Hurricane Edna's savage fling did to the Maine Central by branches:

**Bucksport Branch**

Thousands of dollars of damage... two weeks' work to repair. A camera tour by the Magazine with Engineer of Track C. D. Prentice and Division Engineer Harry Homans recorded the damage.

A harmless brook with the improbable name of "Sedgeunkedunk Stream" west of Elm Street crossing, South Brewer, undermined our bridge abutments, making it necessary to "underpin" it. There were five bad washouts on the branch. One of the worst was at Hurd's Brook, South Orrington. This normally pleasant, meandering brook has moss-lined banks, trickles through quiet shaded dells, passes through a sturdy stone box culvert a man can walk through upright, and passes quietly into the Penobscot.

Not so with Edna's very visit. It built up a 50' headwall, hit the culvert, split three ways and will require 5,000 cubic yards of fill to repair.

Another had one was farther west in Bucksport Centre. Rich's Brook got into the act and blew a hole under the track in which you could place a large two-story house and never touch the sides. To repair these washouts, roads have to be built from the main highway even before contractors can start to make the fill.

**Bingham Branch**

Riddled with washouts... all the way from Oakland to Madison. One near Oakland, 25' long x 25' deep; four within a two mile area east of Norridgewock... 15' deep x 100' long, 20' deep x 100' long, 30' deep x 90' long, 40' deep x 115' long.

**Rockland Branch**

Hit hard... washouts all the way with two bad ones at Bath and Wil­sect. Line open to traffic Sept. 15.

**Lewiston Branch**

Whole length of branch... worst between Lewiston and Simpson's and at the east switch of Simpson's, First hole 20' deep x 50' long, the second 30' deep x 100' long under two tracks. Nine thousand cubic yards of fill and two new 72" pipe culverts required.

**Mountains Division**

Numerous small washouts but not extensive damage. Saturday night works train dispatched Bartlett-Port­land-Discus-Shelburne and passed through Orono. Division Engineer Homans directed gravel loading at Bangor out of service, and deep sump hole across the bog west of Frost Street. Traffic not interrupted however as trains routed to Cumberland Mills via Deering Junction over the old Worcester, Nashua & Portland track.

**Bingham Branch**

Many washouts but possible to block and crib with ties so could unload gravel. Forty carloads of gravel for immediate repairs. Open to traffic Sept. 18.

**Harrow Branch**

Same as Foxcroft with 60 carloads of gravel required.

**Mattawamkeag-Vanceboro**

No real interruption of service for Canadian Pacific north to Int Track. Water conditions caused several culverts to fail however causing short delays to traffic.

**Bangor-Keg**

Scattered spots... greatest between Milford and Bangor... west of Basin Mills two bad washouts, one 20' deep x 150' long, another 8' deep x 130' long. Extensive washes easterly toward Orono. Division Engineer Homans directed gravel loading at Bangor. Service opened Sept. 16.

**A Message of Thanks**

When emergency and crisis in the form of hurricane and flood over­whelmed our railroad and caused com­plete cessation of all train movements for one of the very few times in Maine Central's 92-year history, concern and care were tempered by feelings of thankfulness and relief as the capa­cities, loyalties and energies of our Engineering and Operating people were applied to this huge task of re­storing service and efficiency.

I know of the long, hard hours many of our people worked, of the difficult tasks they accomplished and of the selflessness they demon­strated, and am pleased to record through this medium a word of appreci­ation and profound gratitude to each of them.

Spencer Miller
President
CALAIS BRANCH
Damage localized between Franklin and Bangor . . . worst between Green Lake and Bangor . . . 11 places requiring considerable blocking and cribbing . . . at least 60 carloads of gravel. Open Sept. 17.

FARMINGTON
Worst between Livermore Falls and Wilton . . . at least ten washouts . . . two typical, at Milepost 75, 1 1/4 miles west of Wilton . . . hole 18' deep x 40' long and at Jay, 18' deep and 40' long.

PORTLAND GRAVEL HELPED
Availability of train loads of gravel at the rate of 47 cars a day beginning Sunday, Sept. 12 from Union Station Pit and 'round the clock work of Terminal Company equipment and personnel loading it in Yard Nine, was a major factor in speeding opening of many lines according to Chief Engineer J. W. Wiggins. Gravel from the Portland pit travelled to all parts of the railroad, he said. Wiggins said there was "no doubt" that without it, opening of many lines would have been delayed "for days" beyond that accomplished. At press time a week after Edna, it was still being loaded at the rate of 40-50 cars a day.

This is of necessity, just a skeleton narrative of the work required and performed by our Maine Central people to meet the Hurricane Edna emergency. The Magazine humbly submits that it cannot find the words to portray the magnificent efforts of every single person involved in putting Maine Central back in service.

Explosive Quiz
(Of special interest to yardmasters and operating personnel is this problem of handling explosives reprinted from the Sept. 13 issue of Railway Age at the request of Safety and Fire Prevention Agent C. L. Quigley).

The Quiz—Can you expedite the handling of six cars of explosives and still comply with current regulations?

The Circumstances—A train arriving at the Clearing (Chicago) yard of the Belt Railway of Chicago, for classification, has in it six cars carrying "EXPLOSIVES" placards. All six cars are destined to Belt connections, as follows:
Two cars for the New York Central at South Chicago; two for the Chesapeake & Ohio at Rockwell Street (old Pere Marquette District); one for the Chicago & Eastern Illinois at 87th Street; and one for the Milwaukee at Bensenville.

When the Belt's yardmaster sizes up his situation, he finds that, including the explosives cars, he has 50 cars for the NYC at South Chicago; 22 for the C&O at Rockwell St.; 11 in two blocks for the C&EI at 87th St.; and six for the Bensenville run, which picks up and sets out at three points.

The Question—Can the Belt's yardmaster dispatch the explosives in these runs, and comply with regulations, or must he hold some of the cars for later movements?

The Answer—Yes, he can. Here's how he does it.

The placarded cars for the NYC at South Chicago can be placed in the train no closer than the 16th car from the engine or the caboose. (Interstate Commerce Commission Regulations, Sec. 74.589 g);
The cars for the C&O at Rockwell St. can be placed in the middle of the run, i.e. 10 cars from the engine or the caboose (ICC Reg. Sec. 74.589 g (1) );
The car for the C&EI at 87th St. can be placed in the middle of the block for that point, but no nearer the engine or caboose than the sixth car (ICC Reg. 74.589 g (2) ); and
The car for the Milwaukee at Bensenville can be placed in the train no nearer than the second car from the engine or the caboose (ICC Reg. Sec. 74.589 g (3) ).

Handle such cars through Chicago if they are routed via the Indiana Harbor Belt Line or the Elgin, Joliet & Eastern. It must be assumed that these cars were so routed.
Bus Driver Conant Builds Own Home
By Arthur Hawkins
Staff Writer
Portland Evening Express

After another vacation, bus driver E. Francis Conant, 41, figures he's really going to need one.

Practically all his spare time the past few years—vacations included—has gone into remodeling and enlarging his home which he moved when It was in the path of the new Route 1 Freeport By-pass.

Frank's house used to be on Pleasant St. He had it moved a half-mile to Oak Ave, two years ago after buying and clearing three quarters of an acre of land there. The pulp he sold almost paid for the tax.

You'd never recognize the old house now, however. He has almost doubled its size. Those hands that drive a Maine Central bus built an open porch into a pine-paneled sun parlor. He knocked out the rear wall of the house. He added a kitchenette and two bedrooms. He attached the old garage.

INTERIOR REMODELED

In addition, he has entirely remodeled the interior of the old part of the house. New kitchen sink, cupboards and cabinets. New bathroom fixtures. New flooring. New paint job. Cedar shingles now cover the exterior instead of asphalt ones.

Before all this took place, Frank brought in heavy equipment to build a 150-foot-long, 30-foot wide road in his garden. For good measure, he dug a 60-foot sewer trench. Tougher than any traffic jam he has ever encountered was a three-foot-deep, six-foot-square hunk of ledge he had to break through to extend the basement.

HE DID THE CARPENTRY

All carpentry was done by the bus driver, who hired a plumber and electrician and for two days a mason. He mixed his own cement, and poured his own footings. The mason got him started on the basement wall, and then he completed it himself. Fifteen hundred cement blocks went into it. Frank setting about a thousand of them.

The project cost him $3,500 for materials including new plumbing, but not counting his heating system. He figures the time he put into the house was worth as much. The hot air heating system is ready except for cutting registers through the floor. He still has to top off his chimney.

He says he saved money by buying odd sizes of lumber and timbers. They were used "as is" for the rough work, and planed for finish work.

All his sawing was done by hand, because he didn't have electricity at the house to operate his power tools.

HOPES TO MOVE SOON

Exception was the kitchen cabinet work. Otherwise, Frank figured he'd waste too much time running back and forth to use his power tools. They're in a house he bought across town on Park St. He hopes to move from it to his new home before his current vacation is completed.

He's a World War II veteran of the Seabees, where he learned cabinet-making.

What is he going to do another "vacation?" Frank says he wants to spend it landscaping the house. Maybe the vacation after that, he says, he'll be able to take off with his wife, Sylvia, to visit his brother, Neal, in Portland, Ore.

Looking back on the longterm project, which has taken every minute of his spare time, he's wearily looking ahead to an elusive, work-free vacation—"I almost lost courage sometimes," he said.

FROM THE MAIL BAG

630 de Li epee Ave.
Montreal, Que.
Sunday, Apr. 22nd

To the General Manager
Maine Central Railway Co.

My dear Sir:

I want to bring to your attention the kindliness and attention which were shown to me and my wife by your Mr. Raymond, the conductor of your train to St. Johnsbury, from Portland. (This was on Apr. 13th).

My wife had a bad heart condition, and I shall ever remember the help Mr. Raymond gave me.

I have always believed that "there are no better people anywhere than the people of Maine".

Yours sincerely,

W. H. HUGHES /s/

Reggie’s Raft Rides Waves

Vanceboro Sept. 4—The trouble with vacations in the woods is that it takes a heap o' housekeeping to make a camp a home. Without housekeeping, the camper must share his hideaway with field mice, porcupines, bears, mosquitoes, black flies.

Reggie Crandlemire of Vanceboro has the problem licked.

He has reduced his housekeeping to a minimum. Field mice, porcupines, bears bother him not at all. Mosquitoes, black flies, gnats and no-see-ums seek sustenance elsewhere.

Crandelmire vacations on a raft on Lake Spednic here in northern Washington County. He built the raft of old spruce logs and scrap lumber.

He pitched a seven-foot wall tent amidships. He powered it with an outboard motor.

The raft is 25 feet long, 15 feet wide. There is ample room for sleeping, sunbathing and drying laundry. The 25 horsepower motor shoves it along at a good clip.

It takes him to parts of the lake he never has seen, and he has spent 25 years on its 26 miles of shores.

The reluctance of field mice, bears, and porcupines to investigate a waterborne camping is understandable, but how about mosquitoes, black flies, gnats and no-see-ums? They can fly, can't they?

Sure, sure. But Crandelmire just doesn't anchor off shore and invite the pests aboard. He anchors in the center of a large bay in the path of a nice shore-bound breeze. That fixes 'em.

Three days of labor went into the raft. And no money. No housekeeping to speak of, either.

Consider the dilemma of the man who sent his beloved two dozen roses on her 24th birthday. "A rose for every precious year of your life," the card read. Then, because the young fellow was one of his best customers, the florist threw in an extra dozen.
TYPICAL of the washouts that riddled the Farmington Branch is that above with shadows of track making pattern through the area to be filled. Below, is another view of the Mountain Subdivision washout looking east toward Portland.

STANDING in a sump hole washout near Frost Street between Mountain Junction and Cumberland Mills, President Spencer Miller surveys the damage. Below, Tracks sag over washout at Emery Hill on the Skowhegan Branch.
Pictured above is the Madison Mill of the Great Northern Paper Company which editorial gremlins last month inadvertently identified as a plant of the International Paper Company.

For 25 years, Great Northern's Madison mill has been devoted to making quality groundwood printing and converting specialty papers, in such diverse grades as teletype, book and magazine, box lining, hanging, mimeograph, hosiery insert and drawing.

The Madison Mill produces about 95 tons per day of bleached and unbleached groundwood printing and converting papers and sulphite specialties. Equipped with a modern groundwood bleaching plant, the Madison Mill produces bleached printing papers marketed under brand names and used in all types of graphic reproduction: letterpress, rotogravure and offset. Its stock-preparation system has been modernized for the economical production of not only printing grades but of many groundwood papers used for converting purposes. It also produces a moderate volume of papers classed as sulphite specialties.

With its completely integrated operations, and its tremendous resources of wood and power, Great Northern is a stable and reliable source of supply to users of its specialty products.

International Paper Company's Otis mill at Chisholm, Me., pictured above is one of the original mills that joined together in 1898 to form the Company.

Since 1935 a program of modernization and improvement has been constantly maintained until today the daily production of 350 tons of high grade groundwood specialty papers by six machines is more than was being produced with ten machines previously making newsprint only.

In the last five years, more than $3,800,000 has been spent on new equipment and modernization, $800,000 of which was spent last year.

IP owns something over 850,000 acres of timber in the State of Maine, a vast reserve for future production. A recent survey of these holdings confirmed the fact that the present consumption of wood at Otis (last year roughly 131,000 cords) is below the annual new growth of these woodland. Under modern forest management, protected from fire, insects and disease, the company's forests can produce all the wood Otis will ever need.

In the August Magazine rolls of newsprint produced at this mill were pictured at Portland Terminal Co. Wharf One in transit to Rio De Janeiro, Brazil. The Chisholm mill has a flexibility which enables it to produce specialty papers, including "hanging" or wall paper, and/or newsprint depending on markets and market conditions.

A NEW HIGHWAY BRIDGE between Embden and Solon created business for us when A. P. Wyman Company, contractors for the State Highway Commission had the bridge steel shipped via our lines from Pottstown, Pa. to Anson. (Photos by Bob Grant, freight claims).
previously extracted text...
THE McMorrown children, left to right, Gregory holding Matthew, Mary, Sheila holding Brendan, Peggy, Jim and Joe. They are the children of Car Clerk and Mrs. Joe McMorrown, Lewiston.

Lewiston
By LILLIAN G. WHITE

Congratulations are being extended to Student Track Supervisor and Mrs. W. L. Harris on the birth of a son (W. L. Harris the 4th) on Aug. 28.

Clerk-Telegrapher Sherrin Carr and Mrs. Carr have recently moved into their new home at 27 Legion Ave., Lewiston.

True Originals. Roy and Section Foreman Philip Verville were recent visitors. They both have been out sometime account sickness and we sincerely hope they will be well enough to return to work soon.

Recent vacationers were - Claim Clerk Howard Ham, Freight House Foreman F. O. Juniper, Checker A. Tardiff, Car Clerk Joe McMorrow, Telegraphers R. S. Bonney, R. J. Jalbert and Charles M. Hilale - Co-Congratulations Albert Durance, J. L. Merseve and W. J. Phillips. Yardman and Mrs. Daniel Myrand are the parents of a girl, Patricia born Sept. 7 at Central Maine General Hospital.

By JOHN J. KEATING

Engineman and Mrs. Guy Sawtelle has been visiting relatives in Philadelphia.

Trainman Stanley Cloutier, hooked a nine pound salmon at Sebago lake. From where the fish first was hooked, he landed same, three miles away.

One of our trainmen has gone hunting with the same gang for three years. He gets lots every time. This Fall he is to do the cooking and stay in camp. His initials are HLC.

Trout fishing in the State is improving. One of our trainmen has gone hunting with the same gang for three years. He gets lots every time. This Fall he is to do the cooking and stay in camp. His initials are HLC.

A veteran Mountaineer, Charles J. White, joined the ranks of Maine Central Gold Fasb holders Sept. 9 when he completed 50 years of service with the railroad, all of it on the mountain sub-division. He entered service as a wiper at Lancaster, became a fireman in June, 1905 and an engineer Oct. 1, 1913. He runs 162-163, our mountain passenger train.

Bartlett, N. H.
By BUD BURDWOOD

We extend our congratulations to Engineer Fred H. Washburn, who won the nomination from this district as State Senator.

Sgt. Harvey Tebbetts, son of E. W. Tebbetts in Mr. Dodge's office, has returned to Fort Mead, Md., for further hospital treatment. He had the bad fortune to be injured in an auto accident lately.

And a new arrival in the family of Dwight Rogers and Mrs. Rogers, of the Fabyans Section. A baby boy, named Dale Arthur.

Car Clerk and Mrs. William Ryder, wife of Portland Terminal Yard Conductor, William, and Mrs. Kenston, wife of Portland Terminal Yard Conductor who died during the month of August. His initials are HLK.

Conductor Roy Young, on vacation, has done a lot of driving in his new car. Also Roy's Flagman, Eddie Clark has a new car.

Mr. Robert Lewis, wife of Engineman Lewis, was a patient at the Maine General Hospital, at this writing was home and doing.

Sympathy is extended to the families of the following: Engineer A. Hallowell, Mrs. Thomas Oates, Widow of Carman, Thomas Oates, M., William Ryder, wife of Portland Terminal Yard Conductor, William, and Mrs. Kenston, wife of Portland Terminal Yard Conductor who died during the month of August. His initials are HLK.

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Portland Terminal Hostler and Mrs. Guy Dinsmore had two sons, made a trip by auto to Canada.

Signal Maintainer George Curtis of Gardiner was a delegate to the Convention of the BRSA held at Chicago. Mrs. Curtis accompanied George.

Ex-Trainman George Miles was a visitor in Portland in August. He is now residing in Bel- mont Mass. On returning home he sent me a Maine Central timetable, dated 1874. Conductor Leo Gilbert was a patient at a local hospital for a long period. At this writing was home and doing.

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A number of trees are showing the approach of Fall. In a few weeks they will all become a colorful sight. Then we shall have Winter.

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Fred Ellis and family, then to Ames, Iowa, to visit her son and daughter-in-law, Mr. and Mrs. Edmund R. McCoy. Mrs. Ellis, wife of Mainet Central Carman at Rumphord, will go to San Diego Cal., to visit her son, Fred Ellis and family, then to Ames, Iowa, to visit her son, H. L. Ellis.

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Stenographer Marjorie J. Quigley spent a portion of her vacation visiting relatives in Bangor.

This office sends best wishes for a speedy recovery to Yard Conductor William M. Small, who was severely injured Friday night, Sept. 10. He is Vice-President of the Association of Railroad Veterans, and will be a patient at the Maine General Hospital for some time. It will only take a minute to send a card to this very fine person, so write one today. Hope to see you back in Yard One again soon, Bill, all well and strong. You surely are missed greatly by all of your friends.

We extend our sympathy to Earl J. McAnis, of the Freight Traffic Dept. office, in the recent death of his wife. Earl is a frequent visitor at the Freight Office.

Word has been received from Francis L. Farrell, formerly employed at the Freight House, that he and his wife have purchased a new home at 5220 North Calero Avenue, Covina, California, which they are enjoying very much. Best luck to you both, Francis.

Revision Clerk James B. Keegan expects to start out on his annual trip to the Pacific Coast next week; en route he will visit Boston, New York, St. Louis, Mo., Pueblo, Colo., Denver, El Paso, Texas, Los Angeles, Portland, Oregon, Seattle, Wash., Vancouver, St. Paul, Buffalo, Hamilton, Montreal and Albany. This will make Jimmy’s sixth trip to California.

By MARY MORSE and ERNESTINE GRIMES

Among those taking vacation in August were General Accountant Virgil Hawkes, who spent part of his holiday moving his family to a new home.

Comptroller Horace Woodbury, Mrs. Woodbury and Freight Clerk Dana Woodbury were at a camp at Watchie Lake for two weeks following hurricane “Edna.” As they had no lights, this was really a period of “roughing it”.

Stenographer Shirley Wilson also had a week’s vacation in September, and went to Boston for at least part of the time. Mrs. Christine Mayo substituted in her job in the Assistant Treasurer’s Office.

Most talked-of subject during recent days around the general office building was the new agreement for non-operating employees. — Joseph “Red” Murray, mail clerk spent some time in Boston with Mr. Ulrich, General Chairman, in an effort to clarify some of the rules.

Mostly, everyone has been so busy fighting hurricanes and floods, they haven’t had time to make news this month, especially in the Engineering Department.

However, Edith MacGibbon did find time to chauffeur a group of girls to and from Ogunquit to take in “The Show Off” starring Joe E. Brown, and dinner at “Barbara Deans.” Those attending were Edna Grimmins, Margaret Lynch, Margaret Coyne, Margaret Flaherty, Hazel Tanner, and of course, Edith.

We have to say so-long for a while, to Emmons Lancaster, Chairman, who returns to the University of New Hampshire for his Senior year, where he is majoring in Civil Engineering. Emmons has been employed for the summer months, and is married.

Earl White dropped in to say “Hello” during the busy hurricane season.

In the Freight Traffic Department our Agent reports that Mary Mingo is having foundation trouble, but not at her home at Old Orchard Beach.

Popular Traffic Agent Bob True is home mending a broken leg after driving off the first tee and taking two steps forward. We hope you’ll be back soon.

By IRENE ELWELL

Our sincere sympathy goes out to the family of Perley Wheeler. “Slim” died recently after a long illness.

We are glad to hear that Jack Hayes is feeling much better these days.

Harold Latham, mechanic at Portland garage, is on a two-month’s leave of absence.

Mrs. Velma Fox, stenographer in Mr. Goddard’s office, recently resigned to go to Syracuse, N.Y., to be with her husband who has been transferred there from Portland.

George Rollins is back on the Waterville-Portland run. George has been on the Jackman job all summer.

Robert Hattie is now on the Rockland job, after completing the summer run to Twin Mountains.

By LARRY SEVERANCE

Mrs. Clara Hathaway died recently after a short illness. She was the mother of Electrician Guy M. Hathaway and had made her home with him for some time. She recently had celebrated her 93rd birthday.

Engineer Dan W. Stratton was struck one night after getting through work on the middle-trick switcher. He was taken to the EMGH where he was placed in a private room under special care. After about three weeks he rallied enough to be removed to the hospital at Lincoln, Maine so that he could be nearer his family in Winn. At this writing he is still confined to the hospital.

At least two daughters have been added to the Maine Central family in the Bangor area. One to Electrician G. R. Adams and the other to Electrician H. S. Hughes. Congrats Pops!!!

Stationary Fireman and Mrs. Earl E. Tumith have returned to Bangor after spending their vacation with their friend and former pastor, the Rev. and Mrs. Jaffarian now located in Seattle, Wash.

MACHINIST HELPER AND MRS. L. B. Snyder pose with an Indian Chief and his squaw in the wilds of Minnesota. Snyder is the one who has no headress—of any kind—...
nearby field. For about a half hour they stooped and squat and talked and picked about a quart of berries each. When they finally straightened up they found themselves staring straight down the receiving end of charged up 16 guage double-barreled shot-gun. Yes that's the Gospel Truth. Seems a local character just didn't want any pickers of any kind on his property and backed up his statement with a fully packed Winchester. After a lot of fast talk mixed with some "advancing to the rear" they finally agreed to pay 1.50 each for their quart of blueberries. Was talking to the two "Jims" the other day and they both told me they had sort of lost their appetite for—blueberries.


If Electrician F. J. McManus looks like he has aged about 10 years within the last few days, it is because he found $55.00 of his own money. Sounds rather screwy doesn't it. Well it seems that come pay day or soon after Frank was going to dispose of a few current bills around town. So when he left home for work he tucked a couple of 20s, a 10 and a 5 in his jeans. Then after he left home for work he tucked a couple of 20s, a 10 and a 5 in his jeans. Then he gingerly took the tiny pieces to a local bank and asked them to process through. Yes in about 2 weeks he got a check from the Treasury Department for the sum of $54.50. The 50c was for "expenses". You can tell your wife now Frank.

That ebullient Trainman, Emile J. Morin is still at it. His tireless efforts in behalf of children have resulted in these two major activities this year. A proclamation by the Governor of a "Children's Day In Sports" and a Deep Sea Fishing Derby.

At the Derby, 75 youngsters, travelled several miles out to sea on six boats arranged through Morin's efforts and competed for 21 prizes ranging from expensive rods and reels to two sets of deep sea fishing equipment. Roy Garland's daughter won a rod for catching a big cod-fish and children of several other railroad workers participated.

Brunswick Crossing Tender Hiram Walker who resides in Brunswick was forced to hire a room and stay overnight in Gardiner one week this month.

Signal Maintainer George Curtis lost a few bets on the recent election although he was warned in advance as to what the results would be. Perhaps George has learned a lesson and will be able to gain back some of his lost money on the next election.

Signal Helper Fred Pickens is shopping around for a good TV set. Fred wants one installed in town to get the World Series broadcast this Fall.

Section Foreman Albert Allaire and crew have been working around the clock repairing the damage on his section caused by the recent hurricane.

MACHINIST H. W. Clark left, operated Crane 177 to hoist the new 7500 gallon oil tank off a flat car. The tank is to be installed in the fifth section of the engine house where the engine base oil will be steam heated for higher efficiency and easier handling. PART OF THE B & B crew right, that installed the new tank at the Engine House. Left to right, Assistant Supt. E. E. Manter, Carpenter, C. York, Foreman, C. Brown, and Carpenter B. Foster.