Can You Identify This Location?
Mystery Picture No. 5

Brunswick station, looking East, is the correct location of Mystery Picture No. 4 which appeared in last month’s magazine. Showing at the left was a part of the station platform and the awning sheltering it, while in the center was the section house.

Put on your thinking caps! This month we think that we have a really hard one for you to identify and will be very interested in hearing from any and all of our readers about it. We’d like to find out just how many can give us the correct answer.

You’ll note the train is about to make a flag stop but that we have made certain the station sign board cannot be read. The July issue will tell you where this is taken, should you have trouble with it in the meantime!

Coach Used For Club Meeting

The “470 Club”, formed last year and named after Maine Central’s famous last steam locomotive, recently sought to find a location for a regular club meeting. Not too much room was required but a central site was desired and a railroad atmosphere would fill the bill to perfection.

Sympathetically the Maine Central looked around, and found the answer — coach number 265 conveniently spotted on a side track adjacent to the General Offices building in Portland. And there, to the satisfaction of all concerned, the meeting was held.

FROM THE EDITOR

Impressive and truly beautiful scenery abounds in the State of Maine - along its seashore, through its forested areas and among its many lakes. And much of this scenery may be enjoyed by passengers traveling via trains of the Maine Central Railroad.

We’d like to recommend to those who have never seen the area, and to remind those who haven’t been there for some time, that the ride by rail between Lewiston and Waterville is outstanding for its views of the lakes region through Belgrade and Maranacook.

The late afternoon sun, slanting across the water of the lakes to the heavily wooded opposite shores and hills, creates a perfectly beautiful picture. We saw it for the first time a few days ago and decided, without hesitation, that it should be added to our list of scenic trips by train.

The latest timetable shows our Flying Yankee making an afternoon run, except Sundays, in each direction between Lewiston and Waterville as part of its trip between Boston and Bangor. On Sundays the Weekender from Boston makes an early evening run eastbound via the Lewiston to Waterville line on its way to Bangor.

THE COVER
The “Flying Yankee”, train No. 15, pauses in Lewiston at 2:45 p.m. of a recent spring day on her run from Portland to Waterville and Bangor.

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine
A fine example among the growing and progressive firms along the Maine Central Railroad lines is the Star Beef Company of Bangor, now operating a new and most modern meat processing plant at 77 Railroad Street in that city. Founders and present officials of the Company are S. J. Kobritz, president, and his brother Nathan, vice-president and treasurer, both natives of Bangor.

Cooperation of railroad officials greatly aided in bringing this new plant into reality. Working directly with the Star Beef Company management were John P. Scully, manager of the Industrial, Real Estate and Tax Departments, who developed the general industrial set-up and Ralph E. Graham, Commercial Agent at Bangor, who furnished valuable assistance in rail transportation matters and in locating the new plant site. The management of Star Beef Company is fully aware of, and appreciative for the efforts of these men.

A site of land sufficiently large to suit the purpose was hard to find but an agreement was reached by virtue of which the Maine Central agreed to build a new yard office and thus make available the old yard office area. With this satisfactory arrangement the project went ahead.

Constructed at a cost of $450,000, the new two-story building contains 25,000 square feet of working space, is 200 feet long and 120 feet wide. It is built principally of cement blocks with a steel frame and a brick and marble front. A conveyor belt between the floors enables employees to move large and heavy articles quickly and easily.

The Dubuque Packing Company of Dubuque, Iowa, from which Star Beef receives its supply of meat, has credited Star Beef officials with having the most modern and well equipped plant of its kind in the country. As proof of this statement, interested persons from the nationwide meat packing and processing industry have been visitors at the building to inspect its important features.

The building is designed to furnish storage space for various products in special rooms with the temperature carefully controlled in each at a point that is best for the product. For example, two freezer...
The egg candling room is comparatively dark so that light from the candling machine illuminates the eggs, revealing any imperfections. At work is Betty Campbell.

rooms can be kept at zero degrees or below.

The building has a total capacity for fresh and frozen meats of over 1,000,000 pounds. A mechanical refrigeration plant controls temperatures throughout the cooler and freezer rooms. Ice, used in packing of poultry, is made right on the premises at the rate of a ton per day.

Fifteen carloads of fresh beef, the equivalent of about 500,000 pounds, can be cared for at one time in the beef cooler. A constant temperature of between 32 and 34 degrees is maintained in this area. Inside the cooler is a Thermopane glass enclosed beef boning room which provides a working temperature of 45 degrees. It is here that the sides and quarters of beef are cut into the many roasts and steaks with which we are familiar at the dinner table.

Dairy products, poultry, smoked meat and provisions storage rooms are also provided whereby the various products may be kept at temperatures that will preserve the meats and other items in perfect condition. Butter, stored in a special room, assures that it will not be affected by odors and will be away from other products.

Fresh eggs, handled daily, move through a special egg candling room for examination and grading before being stored in a separate room.

The Star Beef Company began receiving carloads of meat from the Dubuque Packing Company.

Continued on Page 8
Star Beef Co.

Continued from Page 6

nine years ago. During the early months one carload a week was sufficient but, with an ever increasing demand for their products, this has increased so that at least one carload per day is needed at the present time.

Refrigerator cars are spotted on a siding at the company's unloading platform. A system of electric trolleys handles the incoming beef directly and quickly into the cooler or other special rooms. Meat that is to be cut and trimmed into special cuts goes into the boning room.

More than 2,000 feet of trolley track in the main beef cooler allows an employee to select a side of beef and remove it from the cooler without disturbing any of the other meat in the room.

Proper handling of the meat products under the best and most hygienic conditions possible is insured by exactly controlled temperatures, big, airy and well lighted rooms, scrubbable tile and sani-painted walls and ceilings. In fact, the walls are all finished with ceramic tile which greatly aids in maintaining the spotlessly clean and sanitary conditions found throughout the building.

Attention has been given not only to providing modern methods for handling and storing meat but also to the comfort and convenience of office personnel. Air-conditioning has been installed, the offices are spacious and well lighted and are equipped with new accounting machines to care for the heavy volume of paper work necessary.

Star Beef Company did a gross business last year of more than $3,500,000. Operations were conducted with a personnel of 30 persons, in addition to the owners, the payroll amounting to over $100,000. Expectations are for a sizable increase in the gross receipts now that the new building is in service and a corresponding increase in the number of employees will also be required.

For future expansion, and the Kobritz brothers confidently expect their concern to continue to prosper and grow, the new building contains more than 5,000 square feet of space that can be utilized in the future.

The people of northern and eastern Maine, from Bangor to Calais and Millinocket, are assured of efficient service and fine meats for years to come through the facilities of the Star Beef Company of Bangor.

J. E. Mills
General Storekeeper

President Miller Tours Railroad

Maine Central's President, E. Spencer Miller, is making a series of trips this spring which will take him to all parts of the system for the purpose of meeting and talking with all station agents and, at the same time, other railroad employees wherever possible.

By traveling in the Business Car, being operated with a locomotive as a Special Train, opportunity is being afforded the President's party to visit branch line stations now served by freight trains only and to spend ample time at each stop.

The trips are also giving Maine Central personnel, many of whom have been "working on the railroad" for years without ever seeing a railroad president, a chance to meet and chat with Mr. Miller.

Many valuable suggestions have been received by the President to date from various people along the lines. Being present at the location of the suggestion is a big asset in that it affords a first hand observation of the idea which helps in its evaluation.

Accompanying Mr. Miller in the Business Car on the various trips
have been Chief Engineer J. W. Wiggins, Superintendent W. E. Pierce and Freight Traffic Manager F. A. Murphy, who have thus been able to inspect the lines with respect to their own departments as well as to meet railroad personnel.

As this article is being written, the sections of the railroad visited to date have been: the Mountain Sub-Division, including the Beecher Falls Branch; the Calais Branch, including side trips to Waukeag, Eastport and Woodland; the main line from Portland to Brunswick, Lewiston Branch and the Rockland Branch.

During the next several weeks further portions of our lines will be visited by Mr. Miller and his party. Watch for the “three threes”, or Business Car, in those sections not covered as yet!

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Among Those Retiring

Frank E. McDonald, of 108 Ohio St., Bangor, baggage and mail handler at Bangor, after 39 years of service.

James P. Foley, of 120 MacArthur Circle W., South Portland, a coal trimmer at Portland, retiring with a partial annuity covering 24 years of service.

Philip E. Verville, of 54 Knox St., Lewiston, a section foreman at Lewiston, after 44 years of service.

Roswell E. Pfeffer, of Allen Ave., R.F.D. No. 4, Portland, a boilermaker at South Portland, retiring on a disability annuity after 23 years of service.

Annual Rail Test Conducted

During late May and early June you may have seen the self-propelled Sperry Detector Car at work on our lines checking for any possible rail defects.

This electronic sleuth covered 722 miles of track during this year's tour of the system, testing the main line from Portland to Bangor over both routes and on to Vanceboro; also tested were the branches to Calais, Rockland, Farmington and Rumford, the Mountain Sub-Division to Whitefield and the Portland Terminal Company main line.

A specially trained crew of experts operates the Detector Car which travels at a rate of about 12 miles per hour. Hidden defects in the rail, such as cracks or fissures, are found by sending electrical impulses into the rails with the results being graphically recorded on tapes in the car. A spot of yellow paint is squirted on the track at any point found to be defective, thus making it quickly identifiable.

Closely following the progress of the Detector Car are railroad section crews who immediately replace rail as necessary.

The Sperry Detector Car is used each year by the Maine Central as an extremely valuable aid in its maintenance of way program of keeping all lines in excellent operating condition.

Inside Detector Car

Modernized track patrol! This trained operator occupies the working compartment of the Sperry Detector Car and views the physical structure of the rails as parallel lines on continuous paper tape. Defective rails are sprayed with yellow paint.

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VACATION BOUND!

Group of Falmouth High School students just before departure from Portland Union Station, April 25th, for Montreal and Quebec via the Mountain Sub-Division. A special Maine Central air-conditioned coach was furnished for the entire trip, the return to Portland being made on April 30.
Engineering Department

ANNUAL ROUND TABLE MEETINGS

In this series of meetings, a somewhat new approach to the former semi-annual get-togethers, district meetings are being held for the foremen, signal maintainors, track repairmen, etc. Safety "know-how" is discussed with C. L. Quigley, Safety Agent; those present are guests of the management for lunch; and a round table discussion follows on phases of the work. TOP PHOTO: May 4 at Auburn. CENTER: May 10 at Brunswick. BOTTOM: May 17 at Bangor.

By ERNESTINE V. GRIMES, and VAUN E. DOLE

We are all happy to welcome back Cashier Leo Jackson after his illness.

We are also welcoming the following additions to the staff of Comptroller Foster: John F. Gerity and George H. Ellis, both formerly of the Boston & Maine Railroad.

Mr. and Mrs. William Wilson have moved to their new Cape Cod home on Warwick Street, Portland. Mr. Wilson is employed by the Railway Mail Transportation Service and Mrs. Wilson works in the Finance Department.

Joseph "Red" Murray, local chairman of Lodge No. 374, has been on the go again — this time he spent a week in Boston, attending the National Convention of Railway Clerks, as a delegate.

Bookkeeper Frank Woodbury has returned from one week's vacation "spent in the country."

"Cliff" Ball enjoyed a holiday in Antigonish, Nova Scotia, attending his son's graduation from college. The son, John, has been a summer employee in the Accounting Department.

Best wishes are extended Mary Starthird, recently resigned from Mr. Pierce's department. Mary said she is "just going to take life easy for a while" at her summer camp.

It is of interest to report that Robert E. Lee, a former clerk in the Accounting Department, was ordained to the priesthood on Saturday, June 4, at the Cathedral of the Immaculate Conception, Portland, with Bishop Daniel J. Feeney conferring the honor. Father Lee's first mass was celebrated on Trinity Sunday, June 5, at St. John the Evangelist Church, South Portland. A reception was held in Reverend Lee's honor at his home.

If Portland Terminal Bookkeeper "Steve" Conley's eyes have a far-away stare these days, it's because it's spring, and in the spring a young man's fancy turns to thoughts of — a golf course — at least this young man's does!

New faces in the Freight Traffic Department include Mrs. Virginia H. Phillips, and Miss Anne M. McNally, both stenographers. Mrs. Phillips, many of you will remember, was formerly stenographer in the Canadian Pacific office in this building. Miss McNally is the daughter of J. H. McNally, Station Master at Portland Union Station.

Mrs. Margaret Minott is a new friend in the Passenger Traffic Department.

Eric P. Smith, Statistician, has enhanced the beauty of his newly painted office with an Arctic painting which has caused considerable comment both by experts and by us amateurs.

Mrs. Ruth Hollywood, Stenographer in Freight Traffic Department, has been out of the office due to illness, and everyone wishes her a speedy recovery.

Terminal Car Department

By HUGH F. FLYNN

This fine looking broth of a lad is Carman John S. "Jack" Spink, who retired on March 16, 1953. "Jack", who is well known for his impersonations of the late Sir Harry Lauder, began his railroad career with the Grand Trunk in 1910. He went to Thompson's Point on Nov. 16, 1911, and after working with the late Win Sparrow on the Relief Crane for 4 or 5 years, went to Cumberland Mills where he has been for the last 34 years. We wish him many happy years of retirement.
Rigby Engine House

By ALBERT B. WETMORE

We had several visitors at the Engine House during the month among whom were Former Clerk, Albert Little, Alonzo Joyce, Former Foreman, Edigil, Formor Clerk, Alvin Miller, retired. "All" takes care of at least four large properties, concerning which he has a large equipment of all kinds, and at 79 years in age follows the orders of the plants. He says the secret of old age is hard work, with rest, and a clear conscience. What he means by the last remark I did not inquire.

Machinein Rosario, and Sylvia Denes were also visited by the machinist at the Lewiston Engine House, and the latter at Charleston Engine House near Boston. Ramon Killinger, machinist of whom I have oftener written as having the same operation that a right hand man, enlightened me. A dexterity in itself, the results could be serious, such as complete paralysis of that section of the body, by cutting the nerves caused by the first operation.

The Safety Board took it's second tumble within a month's period after having attained the age of 60, and the Board now reads 31 years.

Machinist Helper John Nally returned to his job after an injury which made him go to the coast. Shortly after his return to work he went into the hospital for treatment of ulcers.

Foreman Russell Hammond announces the marriage of his son to Mrs. Roland Gildard, on April 27.

Our General Foreman, Malcolm Billington had an eye infection during the month which we do not want to assail the lobster and clams down in Maine and we trust he does just that.

A program has been introduced by the Maine central to assault the Pomme. "when you are older you will realize by being awarded the Salutatorian part in this years graduating class at Hallowell High School."

Bartlett, N. H.

By O. R. BURDWOOD

Everett Tebbets, clerk in Mr. Dodge's office, is enjoying two weeks off. He has large plans to assault the lobster and clams down in Maine and we trust he does just that.

The Annual Track Dept, Round Table was held at Bartlett April 27th at the Bartlett Hotel. All Foremen and heard reports and reports on the track and we understood the meeting was a real success.

Mr. W. N. Fisk, foreman of Bartlet trolley for next carton is returning soon from Florida where she has been visiting her daughter.

Our Crossing tender, George Hunt enjoys a week's vacation this month. He has retired in 1954 after 40 years of Maine Central service and was culminated in his appointment as Storekeeper at Deering Jet, in January 1956.

Deering Jct.

Evelyn T. Ricker, former Storekeeper at Deering Jct., died on Feb. 15, 1955. He had retired in 1954 after 40 years of Maine Central service and was culminated in his appointment as Storekeeper at Deering Jet, in January 1956.

Augusta

By E. E. WALKER

Clerk Thompson of the Augusta office has captured a live fish, which he is keeping in the office. He will be sent next.

Bill Smarreer has not officially opened his camp on the beach at Lake McKiel. He should do so before long it is felt. There is only one dismal feature about this Lake the road leading to it is not always in the best of shape. A short twenw knuckle of "bugstuds flats" is annually a travelers headache.

Operator Ralph Tracy has been hoping for some nice sunny days with the rest of us. So he can have his work and plant in order. Raplh has recently been called to portland for fall delivery. F. B. so you will be adequately supplied with the latest news of the railroad.

Signal Maintainer George Curtis lies in and out of the station yard each afternoon. Harry takes a big circle there any untake available in the yard and he never uses the reverse gear, and so some days he spends a half hour jockeying his car into a safe landing or resting place.

Waverly Shops

By STEVE

Foreman Karl P. Lamont has returned to the Machine shop after a long and serious illness. Rusty, 8 year old son of Carman and Mrs. Bill Ots has been discharged in a local hospital for observation. He swallowed a marble. While not an original method Checker Wallace Jewell has developed a unique method of getting smells. He falls in the brook after. George Hunt enjoys a week's vacation this month. Harry takes a big circle there any untake available in the yard and he never uses the reverse gear, and so some days he spends a half hour jockeying his car into a safe landing or resting place.
Paint Foreman and Mrs. Laurence Campbell have gone to California by air to visit their son "Gus" and wife, for two weeks. Gus was formerly employed here in the freight room.

Carman Ervin Emery is a patient at the Sisters Hospital for treatment and possible surgery. He was formerly employed here in the freight room.

Gerald Akley whose mother died recently.

Carman O. W. Spaulding has purchased a new home at 178 Ohio St., Bangor and will be glad to greet all his friends in his new location.

**Eastern Division**

**Mechanical Department**

By LARRY SEVERANCE

As yet Machinist Helper Pete McTigue is not back on the shop but expect to have him in another week or so. He has been off for surgery for about a month.

Our sympathy is extended to Fireman and Mrs. P. D. McGinley on the loss of their infant daughter who died soon after birth.

Locomotive Fireman J. L. Rich has been in and out of the Eastern Maine General Hospital so many times in the past few months that a few of the nurses thought he was on the payroll. Glad to report he is feeling better and back on the job.

Ralph Pettie son of Engineer and Mrs. C. E. Pettie was among the spring graduates from Wesleyan College in Buckhannon, West Virginia. Mr. Pettie holds an MA degree.

One of the familiar faces who will not visit us any more in the line of duty is Spencer Foss who is now retired. Mr. Foss was the Federal Locomotive Inspector in the area for the past thirty odd years and will be missed by all his friends. His successor had not been named at this writing.


Perhaps you will note that C. B. King and F. C. Mooney are no longer in the OUGHTTO-TRADEHER column.

HADABABY: This month honors go to Electrician and Mrs. John J. Sullivan on the birth of a girl, and to Electrician Helper and Mrs. Everett N. Stubbs Jr., on the birth of a boy. One for one—Well that figures!!

Engineer Raymond J. Daushine is giving his home an almost complete face lifting. He started last summer with improvements, and has kept steadily at the "Do-It-Yourself" program and it is now near completion. It certainly shows the fruits of his labor and is a job well done.

With all the fancy pastel colors of many combinations on practically everything from pajamas to convertables, it makes me feel rather conspicuous to drive to work in a black car wearing a white shirt when to blend in with the masses we should wear a cherry blossom pink shirt with car to match.

"Stevie" Ericson looks like the proud angler and owner of this salmon,—credit where credit is due, his dad Machinist Helper R. C. Ericson actually caught it.

On April 19, Joyce Blake, daughter of Laborer and Mrs. James E. Blake became the wife of William Graves, son of Mr. and Mrs. Charles Graves. He is employed by the Graves Tracking Co. and they will make their home in Bangor after a wedding trip to the Canadian Provinces.

Don't forget Laborer Henry Taylor whenever you want overalls washed. Henry tells me that shortly he intends to take on Green Stamps and will issue them on payment for services. So you can see that it would be to your advantage to do business with Henry. Of course overdue accounts receive no stamps.

To give you an idea of what kind of luck Don Lusk has recently had was the fact that after four days of chasing a line, he came back to work on the fifth day and for lunch that noon opened a can of sardines.

Hancock

**Bangor Car Department**

By C. A. JEFFERDS

Carmen John A. King and B. C. Whelten have enjoyed their annual vacation, R. E. Quiniby and C. F. Lambert substituting. Our "Susi" has given birth to five little kittens. All are doing well.

Carmen H. E. Burnham and B. W. Caldwell have taken their vacation, both men working on their farms.

Carmen & Mrs. Wm. L. Conners are planning to visit their son and new grandson in Portland, Maine. Mr. Conners, son of Mr. & Mrs. Francis E. Conners.

A boy born April 8th to A-1C and Mrs. Garvin Mathews of Trenton, N. J. The new arrival being the grandson of Carmen & Mrs. L. F. Mathews.

Carmen Geo. W. Graves is now walking and forth while his car is held up for repairs.

Carmen O. W. Spaulding has purchased a new home at 178 Ohio St., Bangor and will be glad to greet all his friends in his new location.

**Bangor M. of W.**

By JOHN MINCHER

Roy Farren, Section Foreman at Cherryfield, has been off duty account of illness.

Cloyd Gibbs, trackman in Hamilton's Extra Crew, was discharged from the U. S. Army in April, following two years service, and has returned to his former position.

Floyd L. White, former trackman in Whitneyville Crew has been awarded position as Assistant Foreman in White's Extra Crew. Earl F. Shannon, trackman in Hamilton's Crew has been awarded position as cookey in same crew.

Donald H. Brown, trackman at Kingsman, has been off duty account of illness.

Louis O. Boyington, trackman in Hamilton's Crew, has been awarded position as Assistant Foreman in same crew.

Lawrence M. Smith, was discharged from the U. S. Navy last fall after serving four years, and has returned to work as trackman in White's Extra Crew.

William R. Phee, trackman in White's Extra Crew, has been awarded cookey's position in crew.

By JOHN J. KEATING

Traveling Engine Inspector William Harrington and the Mrs. together with Joe Lott and the Mrs. made a trip to Kentucky to attend the Derby.

Sympathy is extended to Mrs. Janes McIntyre on the death of her husband, a Retired Engineer. They recently moved from Sarasota, Florida, to their Camp at Panther Pond.

P. T. Yard Conductor and Mrs. Fred Larkin have returned from Florida where they purchased land for a new home. They plan in the future to build and reside there.

The Train Crew of Train 16 of May 14, wish to thank Conductor Marsonagle, Trainmen E. F. Rudell and S. M. Flaherty on their cooperation and able assistance at North Bergen.

Sympathy is extended to Engineeman Paquette on the death of his sister Mrs. Quinby of Oquossic, who was Postmistress there for many years.

If, for any reason you have to have Engineeman Chester Winslow or Engineeman George Clark exchange money to take a gambler at their pocketbook; they are like the ones our Grandfathers used many years ago.

Retired Engineeman Ross R. Baker and Mrs. Baker celebrated their 30th Wedding Anniversary April 22nd at their home at Oakland. They spend their winters in Florida and, in Summer, are at their Camp near Brookville.

Trainman Simmons was a patient at the Maine East and Eye Infirmary for a hernia operation. Also there was Ned Ferris, employed...
Pictured above are the children of section foreman and Mrs. Carroll Proctor of Newport, Maine: A/3C Marie A. Proctor who completed base training at Lakeland Air Force Base and is now stationed at Pensacola, Florida, and A/2C Paul E. Proctor who is stationed in Japan with the Fifth Air Command.

at Union Station, with pneumonia. At this writing both are home and doing O.K.

Sympathy is extended to the Family of Mrs. Michael McDonough, who died in May. She was the Widow of the Late Conductor McDonough.

Mrs. Cabana, Mother of Inspector Roger Cabana at Union Station, was a patient at the Maine General Hospital and is now home and feeling good.

Retired Conductor Joseph Cote of Rumford was a patient at the hospital there. Drop me a line Joe, and give me the news, J. J. K.

Retired Railway Express Messenger Ed Osborn, from Waterville, was a patient at the Sisters Hospital there.

Retired Conductor Harvey Hilton paid a visit to his Son and Daughter in Law in New York, and to see his new Great Grand Child Kim Allison Bisset. The little Lady, is nine months old. Also, Retired Conductor and Mrs. Sam Skillings spent a few days in Wakefield, Mass. to visit their Son and Daughter in Law and Great Grand Daughter Debora Ann Heath.

Vanceboro

By HARRY D. DAVIS

Stationary Fireman Merrill R. Hilchie has purchased a home on Holbrook Street, Vanceboro, formerly owned and occupied by Milton R. Ross, U. S. Border Patrolman, who is being transferred elsewhere. The Hilchie's have already moved to and are enjoying their new home. They formerly lived in an apartment of clerk A. Ross Blanchard's home, same street.

Reduction of two stalls in local enginehouse has recently been completed by carpenter crew under foreman Chester Brown. In so doing, a decided improvement has been made in safety approach to upper crossing East of station.

Those enjoying vacations to date include clerks R. E. Grant, B. C. Nason, M. O. Pine, Baggage Master Ronald E. Howland and Chief Clerk, H. D. Davis; the latter visited daughters Harriet (Mrs. Fred A. Osgood) Old Town, Kathryn (Mrs. James E. Harper) Saugus, Mass., and son Lee C. Davis in Barnstable, Mass., also attended Masonic Grand Lodge, Portland, Maine.

Car Inspector Orville Hanson is convalescing from recent surgical treatment at Charlotte County hospital, St. Stephen, N. B. He hopes to return to work soon. During Hanson's absence Foreman A. M. Scott is employing William Vernon, son of clerk Donald E. Vernon.

Commencing May 15th local yard switcher was changed from seven days to six day assignment.

Trainman M. P. Barrett is confined to his home with fractured rib but is much improved at this writing.

A fine portrait of Dale Frank (3½ Yrs.), and Pamela Sue (19 Mos.) McCafferty, grandchildren of Frank W. Burke, Signal Maintainer, and Edward T. McCafferty, Sr., Track Patrolman, at Maltawamkeag.

ANTIQUES

The lady of the house was showing the new maid about the premises. As they walked into the dining room, she said: "This dining room table goes back to Louis the 14th."

"That's nothing," said the maid.

"My whole living room set goes back to Sears the 15th."

This employee's trip pass, issued in 1895 for a trip from Lewiston to Cumberland Jet., was loaned to the Magazine by S. L. Thompson of Cumberland Center, a retired locomotive engineer.