Dear Fellow Employees:

In 1953 Maine Central earned a return of only 3.99% on the money which investors have put into and allowed to remain in our railroad. In 1954 the return, affected adversely by Hurricane Edna, was only 2.94%.

Through May 1955 our net income was $519,745 against a net for the first 5 months of 1953 of $616,809. Railway operating revenues for the 1955 period were $10,597,202, against $11,239,356, for the similar period in 1953, a decline in gross of $642,154. While gross declines, the cost of labor and materials grows and the automobile and steel settlements make further cost increases inevitable.

Asking ourselves what remedial action can be taken we reduce the possibilities to these three:

1. Increase rates and charges.
2. Eliminate losing lines and losing services.
3. Get more business.

The first holds little promise since rate increases will tend to move more freight by competitive agencies. The second, while holding some promise in certain areas, is approached with reluctance since in a sense it is a confession of failure in a field. We are therefore remitted largely to the third. More volume can be generated by successful solicitation against our competitors, by securing more freight by routes on which our divisions are higher and by bringing new industry to our area and more business through the port of Portland.

Freight Traffic Manager Frank Murphy, Passenger Traffic Manager Harold Foster and Industrial Manager John Scully and their capable staffs have primary responsibility for retaining and increasing volume, but each and every employee can be a salesman for this Company. Job security depends upon our success.

Agents and Operators may, for instance, find new business which has come to us as a result of the truck strike. Where this is so, solicitation for its retention should be made and information developed concerning what is needed to keep such new traffic coming by rail. Agents, Conductors and Trainmen often have opportunities to help make the occasional passenger a regular passenger and also to arrange for special fare parties. Agents and operating department personnel may know of trucking operations which could easily be supplanted with economy to the shipper by installation of industrial sidetracks. If you know of business which we can get for our railroad, send in the information to one of the three officers mentioned above.

Every constructive general suggestion for stimulating business which you may send in to me will be gratefully received and accorded careful attention.

Yours sincerely,

Spencer Miller
President
CAR SERVICE, as that term is employed by railroaders, is the art of supplying freight cars to meet the requirements of our shippers. Since there are 131 Class I railroads in this country and since carload shipments move from and to our territory from all parts of the United States and Canada we cannot alone control car supply nor rely upon Maine Central car ownership to do the job. Maine Central and the other railroads have joined in the Association of American Railroads partly because of the necessity of working together under a uniform set of rules, applicable to car service.

The Maine Central Railroad is a member of the Association of American Railroads with headquarters in Washington, D.C. The Association's structure is the same as any Class I railroad. The Car Service Division of the Association has plenary powers to supervise the application of, suspend or permit departures from these Car Service Rules; to transfer empty cars from one railroad or territory to another when necessary to meet traffic conditions with due regard to car ownership and requirements; to conduct investigations including examination of car records as may be necessary to insure the observance of Car Service and Per Diem Rules and any orders issued by the Car Service Division; and to obtain car location statements and other car performance statistics as deemed necessary to bring about uniformity of practice among railroads.

While the Superintendent of Car Service on Maine Central has as his primary duty furnishing cars to shippers as they require and order them, he has a secondary function of cooperating with the Chairman of the Association of American Railroads—Car Service Division, to meet the national distribution problems and to be assured of reciprocity when he needs cars from other carriers. Familiarity with eight (8) definitions is essential:—

Home Car — A car on the road to which it belongs.
Foreign Car — A car on a road to which it does not belong.
Private Car — A car having other than railroad ownership.
Home — A location where a car is in the hands of its owner.
Home Road — The road which owns a car or upon which the home of a private car is located.
Home Junction — A junction with the home road.
Subscriber — A road which is a subscriber to the Car Service and Per Diem agreement.
Non-Subscriber — A road which is not a subscriber to the Car Service and Per Diem Agreement.

Regardless of the size of the railroad, the principle of car handling is the same. Information must precede planning and its source is the Agents and Yardmasters who are responsible for furnishing accurate reports on all cars under their jurisdiction as of 7 A.M. each day. Their reports are the basis of decisions by the Car Service Superintendent and of the several reports he makes to Washington.

There is no "secret" or "magic" in car handling, as cars are handled by all railroads under the code of Car Service Rules. Space does not permit quoting them verbatim. The first three and the eighteenth are very important and must be mastered by Agents, Yardmasters and train crews if they are to do a proper job in the placing and handling of cars. Briefly they are:—

Rule 1—Home cars should not be used for off line loading when the use of other suitable cars under these rules is practicable.

Rule 2—Foreign cars, owned by our direct connections, may be loaded to the owners or beyond so that the home road will participate in the freight rate.

Rule 3—Foreign cars, other than Rule 2 cars, may be loaded via any route so that the home road will participate in the freight rate, or loaded in the direction of the home road.

Rule 18—States that box cars classed as suitable for grain loading, or better, must not be loaded with any contaminating commodities. If so loaded and it becomes necessary to remove floors, lining, sheathing or portions thereof, in order to re-
store car to previous loading classification, the cost of repairs shall be assumed by the road responsible for furnishing the car for such loading. Have seen bills as high as $490. for violation of this rule.

The methods of car handling vary with the differing conditions and requirements of each railroad. Our set-up consists of two Telegraphic Car Distributors who receive a Daily Car Report from each agent giving the car situation at his station and sidings under his jurisdiction. These reports are divided into two groups — Group No. 1 — Maine Central cars. Group No. 2 — Foreign Cars. Each group is divided as to classification of cars showing unloading, loading, required and spare. When agents are unable to supply their requirements from cars made empty at their stations they order cars in “required” column and Car Distributors take care of their orders from cars reported “spare” at other stations with a minimum of empty mileage and Per Diem expense. All “spare” cars are moved, except in cases of emergency, on orders of Car Distributors as they have a daily picture of the railroad as a whole. Their judgment, based on experience, dictates whether to order cars home or to hold them. What will cause confusion, delays and expense is the movement of cars on orders given by others, not Car Distributors, to take care of local conditions without regard to the situation as a whole. Therefore, all “spare” cars must be reported to Car Distributor, showing car initials and numbers. The condition of the interior of a box car should be shown as to its fitness for paper loading or other commodities, and in addition on a 50 foot box, double doors, end doors or wide doors should be shown. On gondolas, lengths and height of sides must be indicated. The Car Distributors cannot see the cars and rely wholly on information furnished by Agents. When there are not enough cars reported “spare” at stations to take care of our requirements, orders are placed with our connections for assistance. Size of orders varies according to number of releases on line and return of our cars empty from connections. At points where Mechanical Department Car Inspectors are located, such as Portland, Waterville and Bangor, orders are placed for empty cars for the loading of paper, pulp, canned goods and other specific commodity lading. After cars have been selected by Car Inspectors they turn initial numbers over to the Yard office for assignment, and the operating people move them. It is the close cooperation of the Operating, Mechanical and Car Service Departments that enables us to take care of our patrons.

“Per Diem” means daily rental paid by one railroad for the car of another and was started on January 1, 1888, Maine Central being one of the very first railroads to participate in it. The first rate was 15c per day. It was tried out for several months but could not be made to “stick.” On May 1, 1902, it was started nationally with Per Diem rate of 20c which held until July 1, 1906, when it went to 25c. This rate continued for a year and on July 1, 1907, was increased to 50c. On March 1, 1908 it was reduced to 25c, which held until March 1, 1910. For three years there were two rates, March to July inclusive 30c and during the months of August to February inclusive, it was 35c. January 1, 1913, it increased to 45c and has progressively increased through the years to the present rate of $2.40 which became effective on August 1, 1953. The $2.40 rate is applied to all cars of all ages, types and original costs except to those charged for on a mileage basis such as refrigerator and tank cars. It is a figure agreed to by the members of the Association, each having votes in number equal to the cars it owns. In event of disagreement, the Interstate Commerce Commission may fix a rate which it finds to be compensatory.

Business is the controlling factor of the Per Diem account. Railroads have no control over the loaded cars rolling to them destined to points on their line until they are received in interchange from connections. After receipt they should be moved promptly and placed for unloading. On overhead traffic prompt movement from point of receipt to point of delivery saves Per Diem. Rule 2, Code of Per Diem Rules, states that a road receiving and delivering a car on the same date shall not pay the Per Diem for that day. For instance a car originated on the Boston and Maine and terminated on the Bangor and Aroostook, may be received by Maine Central after midnight and delivered before the next midnight and so move 132 miles on Maine Central and never get into its Per Diem debit. Empty cars on line can be controlled if Car Distributors are kept informed, moved promptly and not held for prospective loading. All cars on line are either in transit, unloading, loading or empty. Empties costing $2.40 a day must go to work by being placed for loading, applied on orders from connections, or ordered home under CSO-90.

With the Per Diem rate of $2.40 a day, the prompt movement of all cars loaded or empty is essential. For the year 1954, we paid $1,539,014, Per Diem on foreign cars on our line. Maine Central is a credit railroad so far as Per Diem is concerned, but a poor performance will lessen the natural advantage which our car ownership gives us. Management has just placed an order for 250 50’6” box cars with 9’ doors, which will help our shippers, make it easier for us to obtain such cars from connections and reduce bad order costs.

Cooperation of all concerned in giving constant and intelligent attention to car service can reduce Per Diem costs.

Let’s work a little harder to take full advantage of this increased ownership and make it reflect as favorably as possible in that car hire account!

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IN THE RED

At a Communist meeting, one of the attending comrades suddenly stood up during the debate and addressed the chairman.

“Comrade Speaker,’’ he said ‘‘there’s just one thing I want to know: what happens to my unemployment compensation checks when we overthrow the Government?’’
Gold Service Pins For Maine Central Employees

In a move to recognize and express appreciation for loyal and long term Maine Central Railroad service, President E. S. Miller has announced that gold pins will be distributed to employees with 25 years service and 50 years service.

To be forwarded at the request of those persons eligible, the pins will carry the Maine Central green and gold colors. Those for 25 to 50 years service will have a “25” inscribed in the pine tree insignia while those for 50 years and over will carry a “50” inscribed in the insignia. Each pin will be delivered in a plastic box.

Here's how they look—An actual size reproduction.

Distribution of these pins will in no way affect the current practice of awarding a gold Life Service Pass to employees as they complete 50 years with the Railroad but will be in addition to it.

The design — as taken from the Maine Central insignia and made up by artists from one of the country's largest pin manufacturers — is neat, dignified and attractive. For the ladies the pin comes equipped with a safety clasp; for the men it is equipped with a screw back for wearing in the lapel of a suit coat.

Those employees who have completed 25 years or more Maine Central service and wish to obtain a pin should write a letter to: George H. Hill, Publicity Manager, Maine Central Railroad, 222 St. John St., Portland, Maine. Please give your full name, address and notes on your service record so that the number of years may be verified and the correct pin sent.

As soon as the letter is received and the information in it checked, a pin will be sent to the employee. This is an employee relations gesture by the Maine Central Railroad and the total cost is to be assumed by the Company.

For those of our readers who have not reached the required 25 years service as yet, the distribution of the pins is to be maintained in the future. Therefore, as an employee reaches the 25 or 50 year point where he, or she, becomes eligible, a letter to the address as given above will result in a pin being promptly forwarded.

Receive 50 Year Passes

Recently honored by President E. S. Miller for their long and varied years of service with the Maine Central were these veteran employees:

Conductor Fred C. Eaton of Portland, employed May 19, 1905, who received Life Service Pass No. 193 together with a letter of congratulations from President Miller.

Engineer Walter P. Stanton of Portland who received Life Service Pass No. 194 and a letter of congratulations from President Miller for his service which began as a freight handler for the Portland Terminal Company in April of 1905.

Printer and Porter

Helping to produce our Maine Central Magazine during the winter months and assisting our passengers arriving and departing on the “Bar Harbor” at Ellsworth during the summer months is Charles Mallard Perry.

As a printer, Perry works at the printing plant of Fred L. Tower Companies in Portland and is shown, in the picture below, busy feeding paper into one of the big presses in operation there.

Fred L. Strange, left, receiving his Life Service Pass from President E. S. Miller.

Superintendent of Car Service, Fred L. Strange received the personal congratulations of President Miller along with Life Service Pass No. 195 for his service which began in 1905 as a purser on one of the Maine Central's steamers then operating on Frenchmen's Bay. At that time he worked in the general offices during the winter months. Strange assumed his present duties on March 1, 1925.

Conductor Howard E. Goss of Portland who has been with the Company since June 4, 1905, received a congratulatory letter from President Miller and his Life Service Pass, No. 196.

Engineer Celon W. Kingsbury of Bangor, who entered Maine Central service on June 19, 1905, recently received a congratulatory letter from President Miller together with his Life Service Pass, No. 197.
Freight Car Fleet Improvements

A cars in order to ship their goods safely.

Shipments of paper and paper products, for example, could be seriously damaged while in transit by an inferior car with rough flooring and side walls.

Therefore, upgrading and maintenance of box cars is constantly being carried on at Waterville Shops. Part of the renewing process consists of removing all of the old wooden interiors of the cars and installing new wooden walls and floors. The floors are then sanded to insure smoothness.

Fork lift trucks have, it has been found, caused considerable damage to car flooring. This is due to the fact that the trucks carry heavy loads which are concentrated on the rather small wheels of the trucks. Bouncing and jarring of the trucks entering freight cars has ruined many a floor.

Therefore: high grade box cars being reconditioned at the Shops are receiving steel floor plates which extend the width of the doorways and from one side of the cars to the other side.

With this protection installed in the flooring of several hundred cars up to the present time, a substantial lengthening of the service life between overhaul dates has been realized for the box cars so protected.

On another type of car, the gondola, experience has shown that the life of the decking in these cars has been shortened by rotting and the effects of the weather.

To eliminate this condition a number of gondolas have been equipped with oak floors which have been Penta treated. The complete name for this preservative is Pentachlorophenol and its use is expected to add a considerable number of years to the useful life of the flooring.

Bowling Trophy Awarded

Holding trophy is John Shaughnessey, captain of the winning team.

A new bowling trophy, donated by the Maine Central Railroad, and intended to be presented each year to the winning team at the annual bowling tournament, was awarded recently to the members of Bangor Team No. 1, winners in the March 26th tournament at Bangor.

Engraving on the cup reads, "Maine Central Railroad Bowling Trophy". Space is provided on the plaque for listing of each year's winning team as the trophy is rotated from year to year. Each winning team will hold the trophy for one year; it will not be retired.
Operating Department Promotions

Willard E. Pierce

Five promotions in the Maine Central Railroad's Operating Department, all effective on July 1, were announced late in June by President F. Spencer Miller.

Heading the promotion list is Willard E. Pierce of Portland, former Superintendent of Operations. In his new position as Assistant General Manager he will continue to make his headquarters in Portland.

Henry H. Livingston, Jr., formerly Assistant Superintendent of the Fitchburg Division of the Boston and Maine Railroad at Greenfield, Mass., resigned to accept appointment as Superintendent of Operations of the Maine Central at Portland.

John J. Lyden assumed the duties of Assistant Superintendent of Operations in Portland. He was, until receiving his present promotion,

Mechanical Department Changes

Pictured here in a composite photo are: l. to r., J. T. Robertson, H. H. Livingston, Jr. and A. N. Tupper.

Trainmaster at Waterville, received appointment as Assistant Superintendent at Bangor.

Ansel N. Tupper was promoted to Trainmaster at Waterville. He had been serving as Assistant Trainmaster in Portland up to the time of his present promotion.

KING RETIRES

MALOY APPOINTED

Notices from the office of Master Mechanic Harold G. Hook in June announced the retirement of Trott R. King, Road Foreman of Engines, and the appointment of William E. Maloy as Assistant Road Foreman of Engines, effective July 1st.

King's long and outstanding service in the Motive Power Department began as a locomotive fireman in 1913. He was later set up as a locomotive engineer and became Road Foreman of Engines in 1942, holding that position until his recent retirement.

Maloy entered Maine Central service in 1945 as a locomotive fireman, remaining on that job until his present appointment. He had been General Chairman for the Brotherhood of Locomotive Firemen.
Hello all you nice people! Doesn't time fly? Seems like yesterday we introduced the first "Us Girls" page and here we are three months old. Are you enjoying it? I do hope so. Remember now those suggestions we asked for.

Here are two—this one I have not tried as yet, but I'm going to. Next time you wipe up your linoleum or tile floors, put into the water, with your detergent, three or four tablespoons of starch. Understand it will make your floors glisten like new. Here's one I have tried — works like a charm too and should be of particular interest to you ambitious girls who dampen three or four blouses intending to iron them of an evening, and suddenly, it is time for your favorite TV program, or enough is enough — well, don't worry, just roll them up and tuck them into the refrigerator until another evening rolls around. It will prevent mildew and they will iron much easier.

Did you manage to stay comfortable during the hot weather? Me, I love it, but I know some of you do not. We can all agree, though, it is a perfect time to cut down on calories. Since we do not have to eat to keep warm we should play it smart and take full advantage of the fruits and vegetables which the Season gives us in abundance, the eating of which cannot help but erase a few pounds — light on the cream and butter though! On second thought, what is corn without butter? Well, let's give it a good try, anyway, for the balance of the summer, and when Fall rolls around and we are in the market for some new clothes, we'll be so glad we did.

I want to tell you a story, rather a sweet one I think, about a birthday gift from a husband to his wife. It seems the wedding ring which this particular husband placed on his wife's finger on their memorable day had become too small and had to be replaced, so he designed a pin, the center of which is the original wedding ring, with their initial in the center and a nice wide rope edge circling the ring. The rope edge is yellow gold, the ring itself a pale gold almost white, and the initial "B" in the center a bright gold. Can you visualize it? I hope so, as it is a beautiful thing. Now, who says "Us Girls" have not the nicest husbands anywhere around. The "nice husband" in this story is Millard Bailey, who, as you know, is all things to all people in the Engineering Department.

My wish for you this month is Peace of Mind—pray and work hard for it and happiness will be yours in these wonderful days ahead.

"By now — see you next month?"

Puzzler No. 7 for you this month, as shown above. A station platform runs along at the left but we purposely faced the camera away from the station itself, just to make it a little harder!

Last month's photo, No. 6, was taken at Lewiston one hot day earlier this summer just prior to the arrival of Train No. 15 from Portland. The picture is looking west, that is down the line toward Portland. We've heard from several readers on this one, among them:

Charles Connor, Executive Vice President of Hiram Ricker & Sons of Poland Spring and a former Maine Central employee; Joseph A. Boulette, a machinist at Waterville; Neil Mills, a clerk in the B. and M. Operating Dept. but formerly in the President's office, Maine Central; and also a phone call from Earl Russell, chief clerk in the Executive Dept., asking confirmation on Lewiston as the answer in order to settle a friendly argument on the matter.

Two further replies to Photo No. 5: Edward Smith, of Lancaster, N. H., correctly identified Miles Pond, Vt., while Samuel Langley, from West Newbury, Mass., who isn't too familiar with Maine Central territory, made a good try but missed. Better luck next time!

GOOD TRICK

"Good day, ma'am," spoke up the stranger when a woman answered the doorbell of a boarding house, "would you like to buy some insect powder?"

"No," she told him flatly. "I have no use for it."

"Good," declared the stranger. "I'll take that room you're advertising for rent!"
Operating-Mechanical Men Meet

Meeting in Waterville on July 14th, a group of Operating and Mechanical Department personnel from Portland, Waterville and Bangor sat down to dinner and an informal discussion of departmental problems. The occasion was also an opportunity to get acquainted all around for the newer members of the department.

With General Manager M. A. Thomas acting as moderator, a number of bothersome items were thrashed over, suggestions made and possible solutions worked out, all aimed at maintaining a smoothly functioning and efficient operating-mechanical department for the Maine Central.

Similar meetings are to be planned in the future as it is felt that excellent results are obtained when those directly concerned with carrying out departmental policies are enabled to bring into open discussion the pros and cons of the problems facing them in their work.

Railroad Vets Annual Field Day

August 28th is the date, Pine Haven Park in South Portland is the place and the event is the Annual Field Day of the Maine Association of Railroad Veterans.

A catered dinner will be served with a choice of either roast chicken, mixed sea food grill or roast beef. The committee on tickets must know at least 5 days in advance how many will attend and what their choice will be for the meal, so those planning to attend should sign up as soon as possible.

Portland

Freight Office and Freight House

By MARJORIE J. MULKERN

ALICE A. MCLAUGHLIN

Head Clerk Harry Plummer, Inward Department, Freight Office, has returned to his home at 104 Ocean House Road, Cape Elizabeth, after being a patient at the Maine General
We enclose a very fine picture of Waybill Machine Operator Ludwig Starling, who completed forty-two years of service with the Portland Terminal Co. April 21. Liddle has a very fine collection of knick-knacks, including clocks, vases, etc. at his home which are the center of attraction for his many guests.

Sheila F. Burke, daughter of Signalman and Mrs. Frank W. Burke of Mattawamkeag, who graduated in June from Becker Junior College with high honors in the Stenographic Secretarial Course. Miss Burke is now attending Ward's Airline School in Worcester, Mass.

Those enjoying vacations since last items included clerks M. O. Pine, W. M. Russell, C. W. Beers, Villa T. Wescott, Chief Clerk H. D. Davis, W. M. Beers, operators A. M. Gray and W. M. Gardiner. A very interesting trip is reported included in a three weeks vacation by clerk Villa T. Wescott. Accompanied by her husband, High School Principal Donald H. Wescott and General Foreman, G. P. R., at McAdam, N. B. and Mrs. Arthur May, motored to Mobile, Alabama. From there side trips were made to Silver Springs, Florida and New Orleans, Louisiana. On their return they made stops in Philadelphia, visiting Independence Hall, at Alexandria, Virginia, visiting Mount Vernon, and the Masonic Temple — finally at Washington where they made visits to Capitol Building, Smithsonian Institute and witnessed the changing of GUARD at the Tomb of the UNKNOWN SOLDIER. They travelled a total distance of 5400 miles.

P.F.C. Keith A. Gray, a telegraph operator before donning his uniform and son of Operator A. M. Gray, is now stationed at Landstuhl, Germany. He wishes to be remembered to his many friends and would appreciate letters from them. Expect to remain a long way from home at least another year.

We welcome back Dwight Sturtevant who has returned to service as bus operator. Two new drivers who have been hired to help take care of the summer runs are Arthur Bennett, Jr., son of Operator Bennett, and Roland Paradise, former bus driver for Portland-Yarmouth Bus Line.

All those who know “Pop” Goddard will want to know that he is recovering from an appendectomy operation and is getting along fine.

We extend our sympathy to Revision Clerk Gerard P. Conley and wife on the birth of their second son, July 4.

We extend our sympathy to Revision Clerk James B. Keegan, whose father died in Brooklyn, N. Y., July 9.

Congratulations are also extended to Revision Clerk Gerard P. Conley and wife on the birth of their second son, July 4.

Congratulations to the new daddy, Freight Checker Donald K. Gillies, who celebrates the recent arrival of a new son.
Hot weather lately; and no air conditioning unit here either. None at home for that matter. Most important of all, none in W. N. Tre-

eur here either. None at home for that matter.

Peter's spare crew outfit. As the result of an

auto accident Henry Nealley, cook, and Carroll

McGraw, laborer were badly injured. We learned
today that Neally is slowly gaining at the Maine

General Hospital but it looks like a long haul

before he gets back to work. McGraw is home

in the rear seat suffered bruises, etc., but are

in Madison recently.

we are indebted for most of these items.

Pat and her husband, Eldean Miller of Cali­

Falls for the summer, son Michael and daughter

Arthur Herron has rented a camp at Beecher

Vt., more Falls switcher until his retirement.

The Maine Central R. R. sure has good men

and was treated in the Skowhegan hospital.

Getchell starting a regular apprenticeship.

Better watch out Bing, you've only got 8 more
donations.

Carmen Bernard Peabody is having nose

trouble, as a hammer bounced hitting him in

the nose and breaking it. (the nose, not the

hammer)

Ango Oliver, the man that makes it hot for

us, has swapped cars as has Carmen George

Cates who is sporting a high powered beach

wagon.

Contrary to reports Machinit Sid Hamlin can
still throw it as the bustiffs affected his left

shoulder. He has returned to work and appar­
ently is his normal self.

Mrs. Sid Hamlin has recently been in an
auto accident and suffered a broken neck. She
will probably be in a cast until December.

The new face in the Electric Shop is Paul

Newcomb. Cpl. Bert N. Marston, grandson of Walter A.

Marston, Tractor Driver at the Waterville re-

pair shop is stationed at Camp Pendleton, Calif.

Cpl. Marston returned from Korea in March after seven months of foreign duty with the

first Marine Division, U. S. Marine Corps.
He enlisted in Nov., 1953 and attended mechanics

school in Fort Jackson, S. C. after completing boot training at Parris Island, S. C. Prior to

his enlistment he was employed at the H&W.
His wife, Barbara and son, Michael joined him

in April in California. He is the son of Mr. and

Mrs. Walter L. Marston of Belgrade Avenue,

Oakland.
Ottie Ware dropped a heavy piece of timber and it landed on his foot breaking three toes.

Billy Baker plays ball with the Keyes Little Leaguers in Fairfield. One night recently Billy was at bat and hit a mighty foul and the ball hit his sister Brenda, who was in the audience, in the face breaking her nose and causing facial contusions. They are children of Upholsterer Andrew Blackwood.

Baggage Master Harvey E. Wilder has returned to work following a long sickness. Glad to see you back, Harvey.

Clerk Olive Comeau is on vacation and is spending part of it at Old Orchard enjoying the swimming, etc. mostly the etc.

Pensioned Freight Handler Arthur C. Davis died recently at his home in this city. He was 86 years old and had been sick some time. Everyone at this station extends sympathy to the family.


By ERNESTINE V. GRIMES and DORIS THOMAS

The office of the Freight Claim Agent is now located in Room 229, second floor of the General Offices. The Machine Accounting Bureau will be located in the office formerly occupied by Freight Claims.

Marian Fabris, stenographer in the General Accountant's office, has been temporarily assigned to the Maine Central General Bookkeeper's job. Ernestine Grimes is covering the Portland Terminal Bookkeeper's job while George Lowell is on leave of absence. "Steve" Comley has returned to his former office as Chief Clerk, with Paul Crawford acting as his able assistant. Peggy Lopez has been doing the bookkeeping work on the Maine Central, and Grace Thompson has moved into Mr. Hawkes' office for a while.

Examiner Martin Holmes spent part of his vacation in Bucksport. Insurance Clerk Theresa Slattery planned on visiting Canada for a few days. Guy Mason built himself a cellar for his home — some vacation! — Erroll Libby stayed at his cottage at Watchie Lake. Peggy Lopez enjoyed the cooling breezes at Lake Maranacook, and Mrs. Hazel Libby relaxed at home. Assistant Treasurer Horace Budd went "tripping" to St. George, New York, and Ogunquit, Maine. Stenographer Lena Hodge also has been on vacation.

Cashier Gordon Williams has returned from his annual jaunt to Camp Drum, New York, with the National Guard.

Congratulations to Maine Central Transportation Bookkeeper Frank Woodbury, who celebrated his "39th"!!! birthday on July 13.

Loan to the Magazine by J. J. Keating, our Train Crews correspondent, this photo, taken in 1929, shows the Degree Team of the Brotherhood of Railroad Trainmen, Lodge 62, Portland. Those identified are, l. to r. front row (sitting): W. Ward, J. Rogers, G. H. Hargraves, G. Dennis, H. Smith, 2nd row: C. Sears, C. Ready, unknown, Witham, G. Kimball, Bonner. 3rd row: G. Kelly, Mosely, Dearborn, Bickford, Campbell, Blanchard, the three remaining members are unidentified.

Do any of our readers recognize any of those not named here?
EQUAL TREATMENT FOR THEM IS BEST FOR ME

MODERN TRANSPORT POLICY

PUBLIC