Can You Identify This Location?

Mystery Picture No. 9

Mattawamkeag, the locale of Mystery Picture No. 8 which appeared in our September issue, was identified readily by those of our readers familiar with that part of the railroad's lines. The photo, which shows yard tracks with the station at the left, faces east toward Vanceboro.

Up to this writing several correct answers had been received, including those from: Lloyd Neal, a railfan living in Somerville, Mass., who visited 'Keag this past summer; George D. Sanborn, Sr. of Olamon, Maine, who says that all his railroad trips have been between Bangor and Vanceboro (he's now in his 79th year) giving him the chance to meet a lot of railroaders "and believe me they are a wonderful bunch of men"; Wayne E. Grass, relief operator at 'Keag, who is expecting the station to become a very busy place soon with the winter business starting; and Pren-tiss Godfrey of Bangor who was interested because the location is a key point on the European and North American Railway with which he was associated for several years.

Rockland, site of mystery photo No. 7, drew an enthusiastic letter from George L. Heath of Windsor, Conn., who was wishing for the cool ocean breezes in Rockland as against the hot humid conditions then prevailing in Connecticut.

Shown above is our new Mystery Picture. It is one of our smaller stations with the area about it neatly landscaped and a section house across the tracks. Main line location; can you place it? Answer next month.

DETOUR

"Oh, darn," said the ram as he fell over the cliff, "I didn't see the ewe turn."
The story of maintenance of way on the Maine Central is one of development, change and progress keeping pace with technological advance and country wide improvement in the art. This discussion includes descriptions of track materials and their use, the maintenance program and the scheduling of work, the technique of laying track, the organization of crews and a treatment of special problems.

**TRACK MATERIALS— PAST AND PRESENT**

Track structure consists of rails, joints, tie plates, bolts, spikes, rail anchors, cross ties, switch timber, frogs, switches, switch stands and guard rails resting in gravel or stone ballast.

Rails have always been the most essential part of track structure, varying in shape, weight, length and the metallurgy of their composition. Evolution of rail has been from rails cut into stone in the quarries of ancient Syracuse to raised wooden rails, rails of wood capped with iron, iron U-rails (occasionally seen even now at our motor car setoffs), pear shaped rolled iron rail and finally steel T-rail which has replaced all other types. The rails Maine Central is now laying weigh 115 pounds to the yard, are 39 feet long, controlled cooled to prevent interior defects and with ends hardened to retard batter.

The track fastenings—joints, bolts, tie plates and rail anchors—have likewise evolved with the development of rail. Tie plates when first used on our railroad weighed about three pounds each and were thin, flat and small, without shoulders. We are now using tie plates weighing approximately 15 pounds each, which are double shouldered, fit against each side of the rail base and cant toward the center of track to place the top of rail in the same plane as the tread of the car wheels. Even the lowly track spike has been improved, as to shape of its head, length and point. Solid manganese self-guarded frogs are now being used at locations, mostly in side tracks, in place of common steel frogs which require guard rails and frequent renewal.

Spring rail and railbound manganese frogs have been greatly improved as to their strength and durability and are used mostly in main tracks. All frogs are dated when installed and an office record is maintained which is used to determine whether or not any particular type of frog is giving satisfactory service, considering traffic and cost of the frog.

Heavy duty switches, switch slides and braces have been developed to withstand present day rail traffic. The former type of switch braces was pressed, and after a few years these became bent and broken allowing track to spread through the switch points, requiring regaging and switch adjustments. The switch slides were light weight and thin, allowing them to bend and break. A large majority of the old type have been replaced in the past twenty odd years with heavy type slides and adjustable braces. Those of the latter, installed twenty years ago, are in good condition today.

Switch points and connections have from time to time been redesigned and improved from the old stub rail switch, which was a piece of movable rail that had to be lined up perfectly with the adjacent rail. Later we had four-rod non-reinforced switch points, where the trackmen had to dig ice and snow from under and around four rods, instead of two as of today. Heavier switch clips of various types have replaced the light thin clips which were constantly becoming cracked or broken and needing attention.

Until about thirty-five years ago, rail anchors were not extensively used but of late years, with longer trains and heavier loads, they have been required and have been included on all new rail laying programs. Also in many other locations they have been installed to prevent sun kinks, tie slewing, defective line, gage and surface and rail creepage through switch which could cause automatic block signals to be out of order.

Creosote treated cross ties for the past twenty-five years have been used in place of cedar ties in principal main line and heavy duty side tracks. The year of installation is indicated by a “dancing” nail in the tie. Thus a figure “55” on the head of such a nail indicates that the tie was installed in 1955. Occasionally one walking the track will see a common roofing nail in a tie. This signifies the year 1932,—low point of the 1929 depression and the only year such a marker was used in treated ties. We first began to

**ABOUT THE AUTHOR**

They say that “experience is the best teacher”, an expression that goes far in explaining Lloyd F. Brean's working knowledge of his subject—Track Maintenance.

It hasn't been entirely "on the job" training however, for Brean studied Civil Engineering at the University of Maine before starting to work for the Maine Central as a Roadman in the Engineering Department in 1911.

From 1911 to 1916 he held various jobs in the same department, including Assistant Engineer. The World War I years, 1916 to 1919, saw Brean in uniform, but not away from his life's work, for his service was with an Engineering Battalion.

Back again with the railroad in 1919, Brean was handling maintenance work as Assistant Roadmaster at Calais. During the next 16 years he was Assistant Roadmaster and Track Supervisor at Waterville, Rumford, Lancaster and Bartlett. In 1935, near the end of his railroad work, he was promoted to Roadmaster and Track Supervisor at Lewiston, the post he has held since that time.
date ties in 1920, by cutting a notch on the east edge of the tie 6 inches from the north end. The notch for 1921 was cut 12 inches from the end, for 1922 the notch was 6 inches from the base of the north rail and thus, in 6-inch increments the full length of the tie on both edges, notches were cut identifying the installation years 1920 through 1932. Only cedar and untreated hard pine were so marked. All of this, of course, was to determine the service life of ties we were using. The average life of cedar ties under the conditions then existing was about 13 years in the main track.

When it was decided to use treated ties it was generally thought that the average life would be double that of the cedar, or about 25 years, but treated tie life will be longer than that, due to continued improvement in ballast conditions and better protection from mechanical wear by the use of larger and better designed tie plates. Treated tie plugs are now used in place of handmade cedar plugs. These plugs are driven in all old spike holes in the treated ties and protection of the tie and tie plate is thereby increased. Treated ties have replaced hand cribbing; that is, removing old ballast from between ties preparatory to installing new crushed rock ballast. Work was done recently at Augusta.

THE MAINTENANCE PROGRAM

The maintenance of track and the type of work are affected by the various Maine seasons. Each brings forth different track maintenance jobs. Sometime in March, depending upon the weather, there are frost shims to be adjusted and removed, scrap to be picked up which has accumulated during the winter months along the right of way and a general house-cleaning is in order. Culverts and waterways should also be cleaned of waste material, sand, gravel, decayed wood, etc. It is surprising how many things wash into culverts and pipes from adjacent properties,—automobile tires, wood casings of household ice cream freezers, pieces of clothing and broken window panes. There are roadway signs to be straightened that have been moved out of plumb by the frost and right of way to be burned. Repairs or renewals to right of way fences and distribution of new ties for replacements are also made at this time of year.

As soon as the frost has sufficiently left the ballast, the track is spot surfaced and lined, that is, places one or more rail lengths long where the track did not return to proper surface and line when the frost left the roadbed must be repaired.

Through April and May main track ties that were marked the previous fall for replacement are installed. After the tie renewals have been completed we start our track surfacing and lining, cleaning side ditches and weeding of the ballast not otherwise done by discers and chemical spraying. This work will continue into September and is usually started by the Section Foreman at one end of his section and progressed rail by rail to the other end. Along with this work, rails are also examined for defects. Special attention is given to curves as to line, surface and elevation. Curves are super-elevated in accordance with the schedule speed and degree of the curve. Metal tags are nailed to the ties in center of track showing the zero elevation and full elevation.

Through the fall months side tracks are scheduled for general repairs. During this period on the right of way bushes are cut, trees on right of way disposed of, culverts and catch basins and water courses again cleaned. Culvert structures are inspected and reports made on those needing repairs. Portable snow fences are placed where required. Snow plow and flanger markers are inspected to see that all obstructions are properly protected. Snow melting devices are prepared and portable snow melting heaters are placed at important switches. Frost shims, shim spikes and shim braces are examined to see that a supply is on hand. Snow plows are equipped with emergency tools and signal equipment for use between the plow and locomotive. Operating parts of the plows, such as levers, wings and flangers, are tested to determine that everything is in good operating condition. Plow operators review their respective territories for location of obstructions, bridges, grade crossings and ledge cuts, wherever the flanger of the plow requires raising and the side wings must be closed for clearances.

Through the winter months track maintenance is mostly a matter of taking care of snow and ice and installing frost shims where needed. When we have suitable weather there are many other track maintenance jobs such as tightening joint bolts, driving down track...
spikes, replacing worn rails, worn tie plates and gaging.

**RAIL LAYING—BALLASTING**

As previously mentioned, there has been continued research and improvement in rail, but once in the track it still has to be properly maintained if the expected service life is to be realized. Prior to 25 to 30 years ago new rails laid in main line track usually remained there for about 13 years, when they were again replaced with new rails. The rails removed were relaid in Branch lines. This was a very short life for main line rail. We are now obtaining 25 and more years of service life in the main line tracks. This has come about by the use of heavier and improved rail sections, our annual program of rail end welding, reballasting with stone or gravel ballast, maintenance of proper bolt tension in rail joints, machine oiling of the bearing area between the joints and rails, special attention to the ties under the joints when making tie renewals and the art of not over tamping or under tamping any of the ties under the rail. The main line life of old rail is being extended by these means and also by annual Sperry car checks for hidden defects.

The procedure of handling and laying rails, whether new or relay, has vastly improved. Formerly rails were unloaded from a work train by hand, rail by rail, accompanied by fear of someone being injured. The spikes were pulled with claw bars and the nuts were turned off the joint bolts with hand wrenches. When new or relay replaces lighter rail, the tie plate area on top of the ties requires adzing because of the tie plates having cut into the ties, leaving shoulders. Therefore, a larger area is required to accommodate the increased size of the new tie plates. Adzing was done by hand. The placing of new rail was accomplished by hand, followed by men driving the spikes in place with mauls.

Our rail laying gangs are now equipped with modern machines especially designed for track work. Also, the gangs are so organized that the men have specific assignments and they become skilled in operating the equipment, thereby doing the work much more accurately and faster than before. Principal power driven machines are the following:

1. Machine to turn off the nuts from joint bolts, instead of hand wrenches.
2. Spike pulling machines replacing claw bars.
3. Tie adzing machines instead of hand tool adzers.
4. Creosote machine that applies creosote to the adzed area of the treated ties.
5. Rail laying machine to lift the rail from ballast shoulder into place on the ties.
6. Air compressors driving pneumatic hammers to drive the spikes, replacing spike mauls.

When it is necessary to restore the track to service we have a machine to saw the old rail and another machine to drill the holes in it for the joint bolts, since the new rails rarely end at the same spot as the old. In former years these “closures” were made by the use of track chisels, hammers, and hand operated track drill.

Rail laying consists of about 40 separate operations each requiring from one to ten men, but individual operations are so integrated that the entire crew works as a unit on a continuous production line. We are now laying about one mile of track, and under favorable conditions 1 ½ miles, per day with emphasis on quality rather than quantity in order to obtain the maximum service life of the rails.

When rail laying includes frogs and switches a sketch is made of each location showing in detail the exact position of frogs, switches and rails, together with their lengths, which make up the connection with the main line. With this information, improvements as to the layout are usually possible. A revised sketch is made similar to a standard plan. By this careful planning waste of rail is avoided.

Reballasting track is now carried out on a program basis. Cribex machines equipped with endless chains dig out ballast between the ties and deposit it beyond tie ends, leaving a smooth level subgrade free of fouled material. This work was formerly accomplished with picks and shovels. A power operated jack raises the track and power driven tamping machines tamp the ties. Section crews having stone ballast are also equipped with small power driven tamping machines.

**CREW ORGANIZATION**

District men work at various locations on the track according to previously arranged programs. These are two-man crews, one of which is equipped with a bolt tightening machine. Such a crew works on rail that has been laid for some time, tightening and replacing worn bolts, defective joints, Weber joint wood fillers and making inspection of all rail ends within the joint area to prolong the service life of the rail and provide a stronger and safer track.

Another two-man crew is equipped with a power grinding machine. This crew makes a systematic job of going over the district grinding the overflow metal off stock rails at switch points to prevent the tip ends of the points chipping and thus having their service life shortened, also to grind the overflow metal off frogs to prevent chipping. This crew re-slots rail ends at the joints, when the metal has overflowed, to prevent the ends of rail from chipping.

![Mechanical spike mauler in operation. Rail laying job, Portland Terminal Co.—just East of Rigby Yard.](image-url)
Another two-man crew, equipped with gas welding equipment, builds up rail ends, but welds rail for use in crossings and repairs worn switch points.

Each track district has small gasoline driven machines for sawing rail to the length required and for drilling holes in rail. These two machines have speeded up track work and taken away some of the hand labor of cutting rail by chisel and a 10-pound maul.

There are other machines, such as our ditchers, which have accomplished a tremendous amount of work and are continuing to do so. Water, insofar as track maintenance is concerned, is a dangerous thing, whether in the roadbed, in the ditches or flowing from brooks and rivers towards the tracks and at times washing out the ballast and fills and seeping up through fills like oil through a wick. Ditching machines have widened many cuts with material removed being used to widen narrow fills.

**TREATMENT OF SPECIAL PROBLEMS**

When frost is in the roadbed there are scattered spots where the track heaves up more than the adjacent track causing humps in the general surface. These humps are sometimes caused by stones of considerable size working up by frost action, from year to year, through the subgrade and finally heaping the track. More often these humps are caused by small masses of clay or other impervious soil through which water does not drain. Sometimes such flaws are caused by "water pockets" in the subgrade where there is a certain amount of water trapped by hard packed material. Both rails do not always heave to the same extent; one rail may raise two inches and the opposite rail may raise a little or not at all. The lengths of these uneven spots vary—one side of the track may be 30 feet or so long, while the opposite rail 15 or 60 feet. Likewise, some of the grade crossings have been troublesome especially where drainage is poor and the ballast dirty. Solution of problems of this nature requires experience and a special technique on the part of the Section Foreman. If corrective action is not taken the track must be shimmed winter after winter. Many ties have been damaged and their life shortened by such shimming without correction of the basic trouble.

Over a long period of years hundreds of heaved places have been eliminated by reballasting, underdrain pipes and "digouts." Before the frost leaves the roadbed, and while the heaved spot is still there, a paint mark is made on the rails at each end to indicate the length to be dug out later. A record is made of these locations. Such data are used to determine the depth and lengths to be dug, cubic yards of gravel, stone or locomotive cinders (when available) needed to replace the clay or other materials causing the roadbed trouble. Gravel or stone is unloaded during the summer as opportunity affords and later the new material is substituted for the old.

An example of a very bad spot occurred in a main line track in early spring some years ago. This spot consisted of a few large rocks surrounded and covered with soft blue clay saturated with water. To support the track for a speed of five miles per hour, ties and timbers were placed lengthwise under the cross ties. Constant attention was required and it took several days to clean out the clay and rocks, substituting porous gravel, catch basins and pipe underdrain. Since this work was finished there has not been any soft roadbed or need of shims at this place.

Another method used to prevent frost heaves is the use of salt, although salting of the roadbed is good for only a few years. Care and experience are required in such treatment to avoid creation of soft roadbed during spring rains when the frost is leaving the ground.

The demands on a Track Supervisor make him practically a 24-hour a day man. The satisfaction of planning work, carrying it out, improving repair techniques and accepting the responsibility of keeping traffic rolling on 100 or more miles of track are the rewards.

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**New M.C.R.R. Decals Available**

Reproducing the Maine Central's green and gold colors, a new decal-comania, in the shape of the Maine Central insignia, is now ready for distribution to railroad personnel. It is 3 inches in diameter with the pine tree and the words "Maine Central" printed in green on a gold background.

A dual purpose decal, it can be transferred either to the inside of glass or used for other applications. Directions for its use are printed on the reverse side.

Each of the Magazine's "Grapevine" correspondents has received a supply of the new decal for distribution. Likewise, a supply is available in the Publicity Department, General Offices, Portland, and a request through the mail will be promptly filled.
**Recent Promotions And Retirements**

In The Operating-Mechanical And Engineering Departments

The retirement of Morton A. Thomas of Portland, General Manager—Transportation of the Maine Central Railroad effective October 1, and the promotion of Roy E. Baker of Portland to the position of General Manager effective September 10, was announced early in September by E. Spencer Miller, President.

Thomas has a record of 45 years of railroad service, 15 of which have been spent in the Operating Department of the Maine Central. From 1946 to February 1955 he was Assistant General Manager of the Operating Department and had jurisdiction over labor relations for the entire railroad. He was promoted to General Manager—Transportation in February 1955, continuing his labor relations duties.

Baker is a veteran of 30 years railroad service and has held various positions in the Maine Central Mechanical Department since 1933. He has been General Manager—Mechanical since February 1955. In his new position as General Manager he has jurisdiction over both the Mechanical and Operating Departments.

It was also announced that Willard E. Pierce, Assistant General Manager, would henceforth handle all matters pertaining to labor relations, the effective date being September 10, 1955.

Coincidental with the above changes, the positions of General Manager—Mechanical and General Manager—Transportation were abolished.

Eastern Division Engineer Harry Homans retired on September 15 after more than 44 years' service with the Maine Central. He entered the employ of the railroad as a Rodman in the Engineering Department in 1911 at Portland and advanced through the positions of Instrumentman, Assistant Roadmaster, Roadmaster, Track Supervisor and Assistant Division Engineer before becoming Division Engineer at Bangor in October 1953. He received the gift of an easy chair plus a purse of money and the best wishes of his many friends and associates.

Promoted to fill the position of Eastern Division Engineer, effective September 16, was Wesley M. Martin, former Track Supervisor at Brunswick. Martin joined the Engineering Department on June 21, 1937; he was made Assistant Track Supervisor in 1942 and Track Supervisor at Brunswick in 1948, the position he has held until his recent promotion and transfer to Bangor headquarters.

Succeeding Martin as Track Supervisor, District No. 2, with headquarters at Brunswick, is W. Laird Harris, III. Harris entered Maine Central employ in 1951 as an Inspector in the Engineering Department at Portland, became an Instrumentman in 1952 and Assist-

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Promotions — Retirements
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ant Track Supervisor at Lewiston in 1954, holding that position until his present promotion which became effective September 16.

Three other retirements recently noted were those of Portland Terminal Track Supervisor Elijah C. Ryder, Road Foreman of Engines Trott R. King and General Chairman of the Brotherhood of Maintenance of Way Employees, Northern Maine System Federation, Martin T. Simmons.

Ryder's service with the Maine Central began as a Trackman at Portland late in the year 1910. He advanced successively through the positions of Assistant and Acting Foreman, Section Foreman, Assistant Roadmaster and Track Supervisor Division 1, all in the Portland area, before becoming Portland Terminal Track Supervisor in January 1936, the position he held at his retirement. His railroad associates presented him with an outboard motor and a sum of money at a retirement dinner.

After several years with the Bangor & Aroostook Railroad, King began his Maine Central career as a Locomotive Fireman in 1913, was set up as a Locomotive Engineer in 1923 and was made Fuel Supervisor the same year. He was promoted to Road Foreman of Engines November 1, 1942, holding that position up to the time of his retirement.

Simmons entered Maine Central service as a Trackman in March 1903 and, over 52 years later, retired as senior Trackman on the railroad, having held his rights during that time, off his original job.

He was a charter member of Knox Lodge 633, Brotherhood M. of W. Employees, which was organized in 1908, maintained continuous membership in it and was elected General Chairman of the Brotherhood of M. of W. Employees, Northern Maine System Federation in 1927. His 50 year service pass was presented to him by President E. S. Miller on March 6, 1953.

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Red Feather Drive Starts Oct. 17

A total of 24 Red Feather agencies, combining most of the local and some of the national groups, will benefit from the Greater Portland Community Chest drive which starts on October 17 and continues for two weeks.

Recent meetings between railroad management and the General Chairmen of railroad labor organizations resulted in a full endorsement of the plan by all of those present.

A payroll deduction plan has been set up whereby employees may make a pledge for a certain amount and then pay it in the months ahead. However, contributions may be made in cash, if so desired. Each donation or pledge, it has been emphasized, will be on a completely voluntary basis.

It is hoped that the convenience of one drive covering so many worthwhile causes, together with the payroll deduction plan, will enable railroad employees to join with other employee groups in the area in pledging their share to the support of the 24 Red Feather agencies.

OCTOBER and AUTUMN! The Season of the golds, the rusts and the browns of every shade; the Season when you remember, as you start off the day by filling your lungs with that nice zippy air, to say “Thank you, God” for just being alive, or perhaps for being needed in some particular way or for having the opportunity of doing something constructive, or perhaps, in general, for all your blessings, and we all have so many. It’s the Season, also, when we say “good-by” to Daylight Saving Time and watch the days get shorter and the evenings longer; when we think of week end trips to the Mountains to drink in all the beauty of the changing season which Mother Nature provides—the interlude, as it were, between Summer and Winter when “US GIRLS” find ourselves gazing with delight at the wonderful new clothes displayed so invitingly in the shop windows; the Season also when we take a second look at what is left of our 1954-55 Fall and Winter wardrobe and wish to heavens some of our clothes were not almost as good as new so we could have a real legitimate excuse to do some heavy buying. Oh well!

Speaking of new fashions, don’t you love most of them? The new suits with that nice long torso effect; the wool sheaths that fit so beautifully; those darling little overcoats, so simple, so casual and yet so subtle, they just have everything, and teamed with those pencil thin skirts, and the right accessories—well, you just can’t help but feel good because you know you are Miss 1956 in person. Then there are the lovely new ice as well as glamour. And the HATS! Isn’t this a wonderful hat year?

No matter what your choice — dressy, casual or sport — they are all there, and never so pretty — so you Gals who let your tresses blow around with style, you know them by sweater dresses, or wool wearables, but by whatever name you know them, I am sure you will all agree they are wonderful for service as well as glamour. And the HATS! Isn’t this a wonderful hat year?

There is a wonderful time to get started on your Christmas shopping, especially the gifts for “those who have everything” that require a lot of your time and thought.

‘By for now. Stay happy!
To the editor: Mr. F. C. Cross, is ill with a heart ailment but is now much better.

It is very probable that Loader and Caller Patrick J. Foley was promoted to a position of greater responsibility.

Operator in the Billing Department. Nice to have more details in the next issue, we hope.

Sally

The change in the diesels coming into the shop, enable a much more efficient and quicker oil change.

Perhaps a sign that things are changing.

August

By E. E. WALKER

As this is being written our General Agent, P. E. Fuller, is in a critical condition at the Augusta General Hospital as result of a shock. We all wish with his speedy recovery. General Agent R. R. Bishop is Acting General Agent account of Mr. Fullers illness.

Carpenter Samuel Austin expresses his sympathy to Mr. Bishop.

Operator in the西方部. Nice to have more details in the next issue, we hope.
Nick Blamey sectionman was off recently with flu.

Ed Stone was off for a day with a bad knee.

E. F. Sampson, spare operator, covering job at Wilton while the job is up for bid temporarily.

Here are some of the engineers who have run up on the holidays recently; Fay, Window, Hersey, Black, Quigley.

E. E. Newcomb, agent Wilton, has bid in Farmington temporary, and

C. L. Coutts (Mickey) is back on the job in the baggage car after getting off the end of the finger. Mel Furhbus has bid in the job as brakeman on No. 7 and 24.

Gardiner

By M. L. SANBORN

Former Station Agent David Cameron who is spending his retirement at his home in Portsmouth, N. H., was a welcome visitor in the station this month. Dave looks hale and hearty and apparently is enjoying a life of ease to which he is entitled.

Station Agent Verne Blaisdell plans to move back to Gardiner this Fall from his summer home in Norridgewock.

Operators Ralph Tracy and Eben Lord enjoyed vacationed this months.

Freight Clerk Clyde Cooper is on pins and needles while his favorite baseball team, the Boston Red Sox, battles its way to the top of the torrid American League Pennant race.

Sales Manager G. A. Baggett of Gardiner has been driving a horse in the sulky races at the local fair here recently.

Signal Maintainer, George Curtis has just returned from a union convention in Chicago. He was accompanied by his wife and father-in-law. They also visited relatives in Arizona after the convention ended.

Signal Helper Fred Pickens has purchased a new railroad clock.

Section Foreman Albert Alaire and his crew have been working in the Farmingdale section this month.

Engineer Harry Pettingale expects to head up a "Hot Rummer Top Secret" Club to be started this fall. Harry is now drawing up plans for the organization of the proposed club and no doubt some of the local rail road employees will be asked to serve as officers. The purpose of the club, according to a direct quote from Harry, is to record and store data for the benefit of the railroad employees in the area between Bangor and Portland and establish the facts of the times before they become too big.

Traffic Supervisor R. M. Holm of the Railroad has had a busy month.

Mickey) is back on the job at the top of the tree so Bernard, being obliged started upward. Somewhere along the ascent something happened and Ladd made a 3 point landing on the ground cutting his head to the extent of 12 stitches. Ladd fiddlers that the jelly cost $4.00 a jar.

Carman Lightening Taylor, using a digit finder, and his companion, a rivet, had something, somewhere, in the set up give way and Ladd got off the end of the finger. Lightening better watch where he puts his fingers.

Gerald Buck has bid off the shift tractor job formerly held by Walter Marston.

George Voiles has been recalled to the Machine Shop replacing Hank McCully who is hospitalized.

Machinist Don Rines has bid to the Machine Shop and has been replaced in the Air Brake Room by Rick Chamberlain.

Former Paint Shop Helper, Ray Farquhar returned from his vacation this month and has confined to a local hospital in critical condition and died Sept. 13.

Mrs. Mary Sweet, 85, died recently in Hudson, Mass., at the home of a sister. The remains were flown to Scranton, Penna., accompanied by son Carman Charles Sweet, for funeral services and burial. Among other survivors are granddaughters, Machinist Helper Charles Jr. and former Special Appraiser, and now Electrician at Portland, Stephen Sweet.

The Green Hornet has done buzzed its last buzz. The use of Poison Oak so popularly owned and driven by Supt. F.H.B. and more recently by his brother, Electric Shop foreman, has struck a soft shoulder on the Webb road in Wiscasset. It has been feebled several times resulting in a total loss of the car. Bennett was unjutred but a passenger was hurt and he convalesced. Job has since come out with a new Mercury.

A few weeks ago the Machine Shop has a second hand copper hot water tank, complete with plumbing.

Foreman Laurence Campbell has recently completed an interesting project at his Estate in Farmington which the assistance of Machinist Blaine Ladd and Carman Beecher Ladd. The dash of a 120 x 75 foot pond has been excavated to depth approximating 10 feet and will be an instant source of water. It will keep the water in about 8 feet in depth and the area is spring fed. Campbell is stocking the tank with fish. A few hours after first returning for live bait (5 cents per) to catch fish before they enter from the Paint Shop.

(fish, that is)

T. E. Rogers of the Paint Shop caught one and has them on order. He is to sell them to the local quality.

Electrician helper Frank Grover has recently been discharged from the Hospital and is recovering slowly at home. Frankie broke a bone in his spine.

Retired Mill man Win Potter has been a recent patient in a local hospital.

Paint Shop Broom Rosy Rossignol has recently been operated on for appendicitis.

Joeie Jewell, son of Cheerleeders, Wallace Jewell recently fell at play and broke an arm. Last fall he broke his collar bone and a year previously he broke a leg. He could qualify for the original tuff kid label.

Roberta Craig, daughter of Painter and Mrs. Chester Craig, seems to be seeking a more temperate climate and has recently gone to California, by air. Could be that there is a lot of a breeze in this locality.

And writing of weather, I recon that it must be getting along towards cold weather as I recently observed a couple Crows bunched up probably caving about going south. They always come back after the first snowfall to pasturage at China Lake.

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Glorious Gloria, the Office Stenog
Has a pretty good reason to put on the dog.
She's petite and blonde, could really go far
With her skills in typing as fresh as her fall.

She has been taking of with a wild cat and
With a buzz her name is Piper. Dana Sturtevant
Found a route with a chain saw recently. Dana lost
The decision when she saw got out of control
And caught in his sleeve and tore his arm somehow,
Not too seriously. No tendencies were cut.

Trainman Daigle was a patient at the Mercy
Hospital for surgery. Also, at the Sisters Hospital
In Waterville, Retired Engineer Seth Smith,
For surgery in his right hand.

Retired P. T. Conductors William O'Neil and
"Dick" Kelly, with their wives, attended the
Maine Association of Railroad Veterans picnic
At the Pine Haven Recreation Park. Retired Electrician Arthur Martin and Mrs. Martin from
Sebaug Lake and Retired Engineer Howard
"Pop" Sawyer from Rockland, Maine, were also
Present. Call to see Station Baggage Master William
Curran, at Bangor, back on duty after a long illness.

Conductor Petrie and the Mrs. motored to
Canada for a visit with relatives.
Fireman Rankin according to his wife, a patient at the
Maine General Hospital for observation.

Retired Engineer of Signal Engineer
Has a pretty good reason to put on the dog.
Especially, driving that new Mercury car.

Three men caught cod ranging between 8 and
11 pounds each. According to Morin the fish
were taken unusually close to shore and all with
Light tackle.

Portland Garage
By IRENE EWELL
Those on vacation from Portland Garage during
The past month have been: G. Brackett.
R. Cody, D. Latham, A. Partridge, and M. Preston.
G. Brackett spent most of his time around home
And took in a few short trips in and around Maine.
R. Cody and family drove out to Upper New
York State to see his folks. Bet he wanted to
Show off that nice baby too!

The Southern Maine Railway Historical Society
Recently held a meeting at the old Garfield
Station just outside of Portland. I was there to
Celebrate, but guess where Pat was? You

Clarke Elwell recently motored to Boothbay
Harbor and had the opportunity to watch them in the
Rehearsal of "Carousel". It was very

Asst. Car Foreman J. H. Ifill has returned
to his home at Bar Harbor after a long
vacation and visiting his daughter, in company
Of Business Administration for a 2 year course.

Asst. Car Foreman P. F. Boudreau now on
Temporary section foreman at Waukeag has been
appointed section foreman at Columbia Falls.

Bangor Car Department
By C. A. JEFFERS
A new addition to our department, a daughter
Born Sept. 6th, at the Eastern Maine General
Hospital to Coach Cleaner and Mrs. W. J.
Violette Jr., her name being Darlene Rose.

These two lovely girls are the grandchildren
Of Foreman E. O. Hatch. They are Cinderella
Joy Hatch age 3 years and Hollis Hatch
Age 18 months. They are now the proud sisters
Of these two lovely girls and the great pride of
The entire department.

The Mechanical Department
By L. P. SEVERANCE
The New England State Meeting of the Ladies Auxiliary of the BLE&F was held recently at the Pensacola Hotel. Pensacola Valley Lodge No. 646 of Bangor was hostess lodge. The all day business meeting was in charge of Mrs. Lillian Caruso, at which 9 lodges were represented. The drill work was presented by Bangor, Portland, Brownville Jct., and Somerville, Mass. A banquet in the evening was attended by 75, and among the speakers was the National President Mrs. Lillian Gass of Pennsylvania. Music was furnished by Mrs. Elam, County Clerk of Oxford County. The meeting adjourned with a short stilt as sung by the station stenographer in the Assistant Treasurer's office during Mrs. Wilson's vacation.

N. H.

Congratulations to Mrs. and Mrs. Jean Em-
mon Lancaster while he's on leave to attend Dart-
mouth College to go to their Graduate School of
Business Administration for a 2 year course.
Mr. and Mrs. Edward Stewart and daughter
Laura Ann. At the Northern Branch of the bank.
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Laura Ann. At the Northern Branch of the bank.

There were 9 lodges represented at the meeting. Among them were those of A. Partridge, spent the Labor Day week-end
In the rehearsal of "Carousel". It was very

Irene Rankin resigned and has accepted an-
other position in the city.

Robert Hunter resigned and has accepted an-
other position in the city.

Ann Stratton and Joyce Young have been on
Vacation from the front office.

Mr. C. A. Naftal, Director, Freight Loss and
Damage Prevention Section, Association of
American Railroads, Chicago, was a recent
Visitor to Freight Claims while attending the
Meeting of the New England Shippers Advisory
Board at Wentworth By the Sea, Portsmouth, N. H.

Martha True, Stenographer, Freight Claims
And Clara Dunbar, Clerk B. & M. have re-
turned from Montreal where they registered at the beautiful Laurentian Hotel.

Russell Ruckleff, Examiner, Executive De-
partment has found his vacation in the beautiful
Old Orchard Beach and is moving there very soon.

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mouth College to go to their Graduate School of
Business Administration for a 2 year course.

Mr. and Mrs. Edward Stewart and daughter
Laura Ann. At the Northern Branch of the bank.

By JOHN J. KEATING
Station Master Ashley Wood at Bangor was a patient at the Stinson Hospital for surgery.

Sympathy is extended to the families and rela-
tives of the following members of our Railroad
Family: Conductor, D. Latham, A. Partridge, and M. Preston. G. Brackett spent most of his time around home and took in a few short trips in and around Maine.

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Vanceboro

Sympathy is extended to the family of retired Vanceboro General Agent and Customs Attorney Bertram Jackman who died at Calais, August 27, at the age of 92 years. He started his railroad career in 1882 with the Concord and Montreal Northern. He retired from the Maine Central several years later and becoming General Agent at Vinalhaven, became intensely interested in Customs law he became an attorney in the District Court of the Eastern United States and the Maritime Provinces. Jackman was married and moved to Vinalhaven with him the friendship of all who had known him.


One coming and one going: Freight Handler Bob Peterson, who relieved Miss Burdwood, Portland Spore Board. Arthur Herron also back on; understand he was up the Penobscot River for a short time only. All the other Herrons flew back in to Beecher Falls with their summer quarters. Mrs. G. H. Conners was up here visiting her husband lately. Quite a farmer she must be as she had watermelons, which she grew in her garden; very good. She collected her bucket and you may see her driving a car to collect her vegetables. She would reach her, if addressed care of G. H. Conners. Mrs. C. C. Beery, Buzzards Bay Station, is also a farmer.

Everett Mallette was on a tour of inspection some time ago with John Chase assisting. Buzzards Bay Spore Board but we are not worried—we will see Bud back here again.

Walter Lang back from his vacation. Most of his time was spent visiting the Booled area around Winfield, Connecticut, etc. with his head-quarters at East Hartford Conn, where his son lives.

Bartlett, N. H.

By O. R. BURDWOOD

Agent Stillington of Whitefield is in the hospital at Hanover recovering from a major operation and is pleased to hear that he is getting along very well.

Track Supervisor A. S. Dodge has had a short vacation down in Florida, a place to be now that lobsters are cheaper. A says he met a lot of 'em, too.

Section foreman Dwight Danforth of Fabayan is having a vacation out in Florida, and for those who may not remember he was our predecessor here in Beecher Falls. He reports being kept plenty busy looking after his dependents which, besides the one named above, include Donnie, a heifer, 6 hens, 14 rabbits and a goat.

Beecher Falls, Vt.
By ROGER D. DROLET With G. H. CONNERS

Sidney Adams, head Brakeman 377-378, back on the job after a short illness in the hospital at Portland. Bob Peterson, who relieved Miss Burdwood, Portland Spore Board. Arthur Herron also back on; understand he was up the Penobscot River for a short time only. All the other Herrons flew back in to Beecher Falls with their summer quarters. Mrs. G. H. Conners was up here visiting her husband lately. Quite a farmer she must be as she had watermelons, which she grew in her garden; very good. She collected her bucket and you may see her driving a car to collect her vegetables. She would reach her, if addressed care of G. H. Conners. Mrs. C. C. Beery, Buzzards Bay Station, is also a farmer.

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Understand Harold Carbee, our car inspector, is in the market for a new housekeeper. Charlie Brown has a very nice new light truck and he covers a nice large territory there for several years. Charles worked at Rigby during the War years, coming to Bartlett shortly afterward.

The driveway to this station has been nicely pitted well; a number of loads of good gravel fills the holes and swampy places in fine style. The track is in very good condition and the dismantling of the block signals Bartlett to Quebec Jct. is surprising. It is hard to believe that so much equipment should have been required. It costs to run a railroad, that's for sure. Signature N. S.建筑面积的有一个新的轻型卡车和他覆盖一个很大的领域，因为我们了解。他正在设法使房屋保持和交叉信号在良好的秩序。
The American People should have as many forms of transportation as they need and can economically use.

All forms of transportation should be kept healthy and efficient through the play of fair and equal competition among them.

When they are hampered by outmoded regulation—as some, including the railroads, now are—progress and the public both suffer.

Prompt action to improve this situation—as recommended by the President's Cabinet Committee—will benefit the entire nation.