FROM THE EDITOR

How's this for a Bargain?
For one-eighth of one cent—a tiny fraction of a postage stamp—railroads carry first-class letters an average distance of 487 miles.
And that's not all! For about an eighth of one cent more, railroads provide—

—hundreds of Railway Post Office cars in which mail is sorted and distributed by Post Office employees as the trains speed along.

—the services of thousands of railroad employees in sorting sacked mail, loading it on trains and unloading it at destination.

—the use of station and platform facilities, and at many points, costly conveyor belts and chutes for transporting mail mechanically between stations and post offices.

—switching, terminal, and numerous other services as required by the Post Office Department.

In providing such services at a total average charge of slightly more than a fourth of a cent a letter, railroads stand alone among all forms of transportation. That's one reason—and an important one—why the Postal Service and everybody else benefits when mail moves by rail.

From a booklet—The Railway Mail Story—distributed by the Association of American Railroads.

Published Monthly by

THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine

Second Annual President's Dinner...

President Miller Reports On Maine Central's Current Condition

A report to Maine Central employees on the conditions currently existing in and influencing their Company was made through the General Chairman of the various Railroad Labor Organizations by President E. S. Miller at the Samoset Hotel in Rockland on August 22. The occasion was the second annual President's Dinner attended by thirty labor leaders and Maine Central officials.

Responding to President Miller's remarks, General Chairman Harold D. Ulrich, Brotherhood of Railway and Steamship Clerks, pledged the support of his organization in the continuing fight to maintain a healthy and prosperous rail industry. He agreed that current public policies are sometimes detrimental to the best interests of the railroads. His Brotherhood, he stated, and he felt that the other labor organizations represented at the meeting would also concur, stands ready to cooperate in working out future problems in a manner which will be beneficial to Maine Central and each of its employees.

Chairman Ulrich's remarks appeared to express the consensus of opinion among the other General Chairmen present.

The complete text of President Miller's remarks follows:

"I am sure that it is not a new thought to you that a railroad is run basically in the interests of three groups. They are, the shipping and traveling public which it serves, the people who have invested their money in it, both through ownership and as lenders, and, I feel most important of all, the men and women who constitute it and make it run. It is probably no secret that while I have to conduct our affairs for the best interests of all three of these groups, I am personally most interested in the welfare of the third. All of you know that the Maine Central has been run, insofar as we could, as a railroad ought to be run, in an orthodox and respectable way. I do not, of course, know how long I shall be at the helm but so long as I am I pledge my every endeavor to continue on that charted course.

"The welfare of the people of this company is most important to me. Recognizing this, however, we must also acknowledge that from the very nature of the situation we have to conduct our railroad operations so that a reasonable net return is secured. Otherwise, those people who have invested their hard-earned money in this company and its fortunes would be induced to withdraw and
under such circumstances, with credit failure, it would be impossible for me or any one else to run the kind of railroad operation which would be in the best interest of all of our people.

"Likewise, we have to consider public opinion and we have to run the train service which our shippers and the public need.

"On the Maine Central, at least during my time, we have never resorted to some of the drastic measures which other railroad managers have called upon such as wholesale lay-offs or closing of shops and just so long as I am able, I shall continue to conduct this railroad in a normal, sensible, humane way and to keep it on an even keel.

"This is an opportunity for me to report to you on our situation and I must say that financially it is not good at the present moment. Our 3rd quarter was a bad one. We are going to run substantially in red ink during the month of July do to circumstances beyond our control, such as work stoppage in the cement mill and curtailment of paper production due to low water. Therefore, we are forced to make necessary economies to stay solvent.

"I have pointed out to you how the interest of every man and woman is dependent upon our financial welfare and I am sure you understand as I do that we are in this squeeze due in large measure to the tremendous diversion of tonnage, which should be on our railroad, to the highways. It is no exaggeration to say that if all of this intercity trucking were terminated and we had the volume, I would reduce freight rates substantially instead of seeking a freight rate increase. This would benefit the shippers in this area and tend to increase volume and consequently employment for us. The more of this statement is that all of us must do all we can to see to it that the tremendous subsidies given by this State to our competition are removed or nullified. So far the policy instead of attempting to limit trucking, has been to aid and abet its increase. The last Legislature increased the weights of heavy trucks from 50,000 to 60,000 pounds, virtually putting box-cars on the highway. At the same time, knowing that millions upon millions of dollars have to be spent to build new highways and knowing that construction for trucks involves many times the dollars which would be involved for pleasure vehicles, the burden has been thrown upon you and me as drivers of our Buicks and Fords and no increase to amount to anything put upon our competition where it belongs.

"This battle is not over and in fact many thinking people without any railroad instigation whatsoever, are up in arms over the imposition of higher costs on motorists while truckmen, the men who use the highway with the least right of all, enjoy freedom from proper costs while a study is being made. The several thousand employees of Maine Central, Bangor and Aroostook, Boston and Maine and the Grand Trunk in this State should be organized and organized thoroughly to see to it that this competition does pay its way; see to it that the taxes which reduce our available funds are not used to subsidize trucking and to see to it that truckmen pay for the proposed highway cost and not you and me who take our families on a Sunday drive.

"Of course, the national scene is important, too, and each of you has influence with the Railway Labor Executives. I have had very happy relations with them. As perhaps you know, we had strong reason to believe that our connecting carrier, the St. Johnsburg & Lamoille County, would fall into the hands of people who would do whatever the high dollar would indicate. This seemed to pose a threat to our traffic and to Maine Central employment and, as a re-
sult, I met in Washington with your National Railway Executives at their convention. They were kind enough to hear me for the better part of an afternoon and finally pledged complete support because I think they felt that Maine Central was trying to run a good operation and that the St. J. & L. C. would more likely be preserved if we owned it than if it fell into the hands of outsiders.

"It is understandably galling to me to read as I did several weeks ago that the House of Representatives voted to cut in half the federal cabaret tax while the tax upon commercial transportation remains. Industry is dependent upon rail carriers. Every paper mill in Maine and the largest textile mill left in New England have told me they could not live without Maine Central and yet they and we pay a penalty in the form of this tax on every shipment made. Congress has not seen fit to eliminate that but they do propose to reduce the levy on cafe society. This is a matter of national scope, something you can bring to the attention of your Executives.

"In conclusion, I just want to reiterate that these officers of the Maine Central here tonight and I are doing our level best to run a good railroad operation and we always shall. If we have to curtail passenger train service, it is toward that end; it is toward the end of making a better over-all future and a better over-all picture of security primarily for those who work here. I have already explained the reasons why and we need your understanding and your help and we shall always welcome your suggestions. Very often you will see where we have gone astray but I shall be most happy if you will let me know where we have made errors and give us a chance to rectify them. Working intelligently together I think we shall have a great future, a sound little railroad and one which will afford security for all of us for the rest of our business lives."

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**Accounting Department Promotions**

Promotions in Maine Central's Accounting Department, effective on August 1, have been announced as follows:

John F. Gerity was appointed Assistant Comptroller according to an announcement issued by H. N. Foster, Comptroller and Treasurer.

Gerity's railroad service started late in 1941 as a clerk—Bureau of Statistics—Boston and Maine Railroad. In 1952 he was made Statistician and, in 1955, became Assistant to Vice President, Passenger Department. He transferred to Portland in May of 1955 as Assistant to Comptroller, Maine Central, to assist in the creation of this Company's own and independent accounting organization. With Maine Central's Accounting Department in full operation on December 29, 1955, Gerity became Auditor Disbursements.

George H. Ellis was appointed Assistant Comptroller—Auditor Revenue according to the announcement from Comptroller and Treasurer Foster.

Ellis began his service with the railroad as a clerk in the Boston and Maine's Auditor Freight Receipts office in 1945. He went to the Auditor Agencies office as a clerk in 1946 and became Traveling Auditor, Boston and Maine—Maine Central, in 1951. He was made Chief Clerk, Auditor Agencies for both companies in 1953. As plans for Maine Central's new Accounting Department progressed, Ellis transferred to Portland in May of 1955 as Assistant to Comptroller and was appointed Auditor Revenue in September, 1955.

Benjamin B. Braasch has been appointed Traveling Auditor, replacing R. G. Hall who has resigned, and E. E. Miller has been appointed Credit Examiner, replacing Braasch, according to an announcement by Assistant Comptroller—Auditor Revenue G. H. Ellis.

Braasch became a telegrapher for the Union Pacific Railroad in 1949 and joined the Boston and Maine as a telegrapher-agent in 1951. In 1955 he entered Maine Central service as Credit Examiner.

Miller started his railroad service with the Boston and Maine as a clerk in the Auditor Passenger Receipts office in 1942. He came to Maine Central as Head Clerk, Passenger Revenue Bureau in 1955, transferring to the Daily and Miscellaneous Bureau as Head Clerk in 1956.

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**RAILWAY CLERKS PIN FOUND**

A pin, indicating that its owner is a Past President of the Brotherhood of Railway Clerks, was found not long ago on a Bangor to Portland passenger train. It was brought to our attention after recovery by the train crew.

If the rightful owner should read this notice—please write to the Magazine at 222 St. John Street, Portland, giving details of the loss.
Old Bridge Out - New One In
Train Schedules Uninterrupted at Brunswick
See Centerspread For Other Pictures

A 75-ton span of steel railroad bridge, ingeniously built on top of two steel towers mounted on wheels and trucks such as are used on railroad cars, rolled into place over one of the principal highways through Brunswick on Saturday, August 3. Traffic on Maine Central's Brunswick-Lewiston Lower freight line was not interrupted.

So that the bridge would be out of service for a minimum period of time, the new section, 74 feet long, was assembled on its temporary steel towers close alongside the older, 59-foot span. From that position it traveled approximately 20 feet into position.

Replacement of this portion of the bridge was made necessary when the State Highway Commission decided to widen Mill Street to permit its use as a part of Route 201. The widening would have left the railroad bridge some distance short of spanning the new Mill Street.

After the local freight had finished its work of serving industries on the line early that Saturday afternoon, Maine Central track crews moved in to tear up the rails and ties. Highway crews moved in with a crane and, in cooperation with a railroad crane, removed the old section of steel bridge as it was cut apart for easier handling. At the same time a temporary trestle which had been used during the unusual construction job was removed.

Next, the new span was rolled into place and securely bolted. On Sunday, railroad crews restored the tracks and ties on new crushed rock ballast and the trains were rolling on schedule Monday morning.

Historically the bridge, which not only crosses Mill Street but the Androscoggin River, dates back to 1861. In that year the Androscoggin Railroad opened its line between Brunswick and Leeds Jct. It was leased to Maine Central in 1871 and the lines were merged in 1911.

Spans 2 and 3, crossing the river, were rebuilt in 1880 and replaced in 1910. Spans 1 and 4, on either end, were rebuilt in 1895. After removal during this current project, Span No. 1 was cut up for scrap.

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Improvements Underway at Eastport

A $75,000 improvement program has been started on our railroad's wharf and storage facilities at Eastport which, according to President E. S. Miller, "is indicative of our belief in the future of the sardine and catfood canning and other industry in Eastport and in Lubec".

Two new Clyde Electric Whirlette Cranes, each capable of handling a 3,200 pound load at a radius of 40 feet, are being installed on our Eastport wharf—formerly the Eastern Steamship Wharf. These cranes are replacing one older hoist and will make it possible to load or unload two boats at one time.

Strengthening of the flooring in the storage shed on the wharf will mean that a greater amount of merchandise may be stored there. Also in the building, remodeling of the office space will provide for a new lunch room and new locker room for freight handlers. A forced hot air heating system is being installed in these personnel quarters.

Loading and unloading of six freight cars will be made possible through extension of the present high level loading platform on the wharf. This will double former capacity.
To provide merchandise storing at above freezing temperatures during the winter months, a new forced hot air heating system is being installed in Maine Central's major storage facility, the Eastern Warehouse off Key Street. Placing of a partition across the warehouse at the halfway point in its 260-foot length will make it possible to heat only one-half of the space at a time if desired.

In addition, building of one new track and relocation of existing tracks alongside the warehouse will result in doubling the track capacity there.

Work on the Eastport Branch trackage, accomplished last year at a cost of approximately $25,000, included replacing of two miles of the line with heavier rail. Freight train service is operated six days a week between Eastport and Ayers Jct, where connections are made with trains to Bangor and points throughout the nation and Canada.

"The fact that the railroad is spending this amount should be indicative of our faith in the future of the sardine and catfood canning industry and other industries in Lubec and Eastport," said President Miller. "Last year nearly 1,000 cars of catfood were handled by ferry from Lubec to the Maine Central wharf in Eastport and loaded on freight cars. The sardine industries in Lubec and Eastport sent 279 cars of sardines out in freight service during 1956. Inbound 107 cars of tinplate were handled, destined for the can factories in Lubec."

President Miller also pointed out that Maine Central "is ready to make further improvements as they become necessary, but we think this present program will serve immediate needs in helping to insure the future industrial prosperity of the Eastport-Lubec area."

"An Unselfish Act"

What could be called service over and beyond the call of duty has added Bangor Ticket Agent Gregory Wynne to the constantly enlarging group of Maine Central employees who have been commended in letters to our management for outstanding work performed.

Wynne's service is explained in a letter to Passenger Traffic Manager H. J. Foster and received from Mr. and Mrs. Richard Holmes of Presque Isle. It reads:

"We would like to call your attention to a kindness recently shown us by Mr. Gregory Wynne of your Bangor staff.

"On the night of August 3 our 13 year old son became stranded in the Bangor Station. The railroad notified us of the difficulty, from Wharf. I called the station in Bangor and got your Mr. Wynne. He seemed to have the situation well in hand and offered to take the boy to his own home, care for him and put him on the Sunday morning bus which he finally did.

"We were greatly relieved and, since the railroad was in no way responsible for the predicament, felt it was an unselfish and most neighborly act. We would like you to know that people like Mr. and Mrs. Wynne and the companies they work for make Maine a nice place in which to raise a family. Our thanks to you both.

"Very sincerely,"

s/Richard Holmes
Mary Holmes
(1.) Saturday afternoon: New bridge span assembled alongside the old one (2.) resting on two of these temporary steel towers built on short stretches of track. (3.) Maine Central Crane No. 165 lifts out several ties as track is stripped from old section. (4.) Tracks gone, the span is cut into sections and (5.) a crane on highway below finishes the dismantling work. (6.) C. E. Dixon, Asst. Supervisor B. & B., watches the sparks fly as the old span is cut apart. (7.) Sunday morning: New rock ballast is laid on new bridge and (8.) track is ready for trains to roll again on schedule.
Tribute Paid

Conductor Atkins

It has been said many times, and rightfully so, that the foundation of a railroad’s public relations program lies in its many employees who meet the company’s customers—in other words, the general public—each day.

Exemplifying this statement has been our popular conductor, Alwin S. Atkins, now retiring after over 50 years of Maine Central service. He has been on Rockland Branch trains since 1940 and lives with his wife at 11 Grove Street in that city.

The Lincoln County News, of Damariscotta, in its issue of August 15 commented, “To those who have ridden the Rockland trains, ‘Al’ Atkins has been a familiar and well loved figure.”

Richard L. Bowditch, Chairman of the Board, C. H. Sprague & Son Company of Boston, in a letter to our President, E. S. Miller, wrote of Atkins:

“It’s a long time since you and I have gotten together but I feel impelled to write to let you know about one of your employees who has just retired, Mr. A. S. Atkins, who for many years was a conductor on the Rockland branch of the Maine Central Railroad.

“I should like to go on record as saying that one of the best public relations men I have ever seen in any of the companies for which I have worked is Al Atkins. He thought of nothing but the Maine Central Railroad, what it did for the public and the people in general.

“Now that he has retired, I think it is a distinct loss to the Railroad, as I believe you do, and I should just like to write this little note of appreciation for all the kind things that Al Atkins has done for the Bowditch family and, I am sure, for every other customer on the Maine Central.

“I certainly hope that our paths may cross again soon.”

To which your Editor adds his thanks and regards to Conductor Atkins for his cooperation and kindness during our trips, camera in hand, on the Branch.

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Among those RETIRING...

Irving L. Bell, Star Route, Fryeburg, Locomotive Engineer.
Paul Cereste, of 61 Monument St., Portland, Carman, Rigby Car Department.
Leroy W. Marsh, R.F.D. 5, Brewer, Coach Cleaner, Bangor Car Department.
Raymond J. Scott, of 163 Lawn Ave., Rockland, Coach Cleaner at Rockland.
John Joseph Flaherty, of 131 Chadwick St., Portland, Enginehouse Laborer at Rigby.
John Frank Abbott, of 20 Roosevelt Ave., Waterville, Chief Clerk-Accounting, Waterville.
Pearle W. Carson, of 501 Essex St., Bangor, Ticket Clerk at Bangor.
Henry J. Johnson, of 12 Pitt St., Portland, Machinist at Rigby.
Fred Tardiff, of 62 Main St., Fairfield, Carman at Waterville.
Stanley H. Antworth, of 30 Bonnette Ave., Waterville, Carman at Waterville.
Frank F. Forest, of 11 Hemlock St., Portland, Baggage & Mail Handler at Portland Union Station.
Bangor Car Department
By C. A. JEFFERDS

The following Carmen have had their annual vacations since the last issue of the Train:


Roland E. Lancaster, who has returned to work after having had surgical treatment at the Eastern Maine General Hospital, is still off duty account of sickness.

Carmen George W. Graves, at this writing, is confined to the Hospital in Portland. The only missing item, in his story, is his next favorite and dependable cigar. We all hope for his early recovery.

Operator R. Wheeler, Union Station, has returned to work after en-joying his annual vacation.

Baggage Men at Union Station who are enjoying their annual vaca-tions are: F. F. Dywer, M. E. Norton, Ernest E. O'Connell, Frank Kivlin, Bill LaMarre and John J. Devine.

Carmen George W. Graves, at this writing, is confined to the Hos-pital in Portland, John R. Hickson with his wife and family are visiting friends in Quebec City, and, according to the hospital reports, are expected to leave the hospital on the 14th of August.

The Bangor Chapter of the Trolley Club held their annual Field Day at the cottage of John H. Thayer, of East Nor-wood, on July 13. At this time, the regular meeting of the club was held with G. G. Nowell, President, presiding. The annual meeting was held in the coming winter activities and the officers were outlined to close the Degree Work by the Trolley Club Degree Team.

Vanceboro
By HARRY D. DAVIS

Am pleased to report the two patients mentioned in August issues as in Charlotte County Hospital at A.W. Strumpf's request. Mrs. George E. Vasey, wife of stationery fireman Merritt R. Hickey and Nita, wife of clerk Ralph E. Grant, have since returned home much improved.

Donald E. Vernon of Pacific Customs Broker-age Company, while in Boston on a business trip recently, was able to take in a ball game and see the Red Sox and Yankees battle it out to a victory for Red Sox, 6 to 4.

Former Car Inspector H. W. Vernon, who has been in military service stationed at Fort Bliss, El Paso, Texas, has completed his active duty service as of August 16th and returned home.

Yardman A. W. McIver, a patient at Topus, died July 22nd; his funeral was held at his late home, Wednesday, July 24th, burial was in Vanceboro cemetery.


Bangor Mechanical Department
By F. E. WARE

Local Union No. 1714 of the International Brotherhood of Electrical Workers elected officers for the current two year term in July. Those elected were President H. N. Clark, Vice-President M. R. Dorr, Financial Secretary-Trea-surer E. E. Ware, and Recording Secretary F. J. McManus.

Ronald McGary, a student at the Portland Law School, and an electrical engineer at the Engine House, has been covering vacations in the steam line.

Fireman Walter F. Durant has traded his "Chievo" for a 1957 Pontiac Hard Top.

Engineer Gordon R. "Jimmy" Adams had quite an experience this summer. It seems that Mrs. Adams decided to take the family for a vacation. After many hours of preparation and instruction in his own bookkeeping and "Cookery" he departed for a week leaving Jimmy to keep Bachelor's Hall. One day he found some blueberries and decided to make Blueberry Muffins. After looking up the recipe he purchased, he mixed up the muffins. Some time later, after cluttering up the whole downstairs, they put them in the oven and started to clean the house. Then he found a dish containing a lot of measured-out flour. While pondering the reason for this flour being left in the dish, he opened the oven door and shouted, "ALAS!" Jim had forgotten to add the flour to the muffins. He immediately dumped the muffins into a bowl and mixed the flour in and replaced them in the oven. Some time or days later, Jim removed them from the oven and WOE! and BEHOLD! Jimmy had discovered a new recipe for making "BLUEBERRY CERM BLOCKS." Are you one wishing to build an outdoor fireplace contact Gordon Inc. for blocks.

Laborer Louis McLaughlin returned to work this month after spending a few weeks in the hospital for medical treatment.

Electrician Norman H. Harding is still on the sick list and Electrician William Wetherbee from the 3rd to the 8th. P.M. shift is now covering his job as 11 A.M. to 7 P.M. outside Inspector.

Eastport
By K. O. CLINE

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Mr. and Mrs. Donald Watkis, daughter of General Agent L. W. Judkins, are spending a two weeks vacation at the Judkin's camp at Roxbury Pond. 

L. N. Calhoun and family are spending a two weeks vacation at their camp at Concord Pond. 

C. Whitaker, Operator at Rumford, has returned to town after spending a two weeks vacation. Spare Operator Bob Erwin covered the Rumford operator's job. 

August also saw the return of a vacationing family. During their vacation they visited points of interest in North and South Dakota. 

Trackman Henry LeFevre has left for two weeks training with the Maine National Guard at Camp Drum, New York. 

Yard Conductor Joe Gallant and family are enjoying a two weeks vacation in Prince Edward Island. 

Retired Portland Division Enginnerman Frank Hollis called on the gang at the Rumford Yard recently. Good to see Frank around and looking so good. Frank hauled the last passenger train into Rumford. 

C. Centofante, Stationary Fireman at Rumford, is at this writing at home recovering from surgery. 

Albert Hodkin is covering the Fireman's job at the Rumford Heater plant while Centofante is off. 

New home of former Rate & Revision Clerk at Lewiston, John E. Rol- lins, who now resides at St. Petersburg, Fla. John writes that the Florida sunshine is wonderful, especially in winter. 

John F. Abbott was guest of honor at a testimonial dinner given him by over fifty of his fellow employees at the Jefferson Hotel, Waterville, on July 16. The occasion marked his retirement after 45 years of railroad service. 

Abbott entered the employment of Maine Central in 1906 as a clerk in the old yard office, later transferring to the main office at the Shops. In 1922 he was sent to the General Offices in Portland as Traveling Auditor. 

In 1928 Abbott returned to Waterville Shops as Assistant Piece Work Inspector. He returned to the clerical field in 1933 and early in 1943 he was promoted to Chief Clerk in the Accounting Department, the position he held until his retirement. 

Abbott makes his home with his wife and his mother, Mrs. Margaret Abbott who is 103 years old, at 20 Roosevelt Ave., Waterville. 

He has been a faithful and conscientious worker, well liked by his many friends and co-workers who join in wishing him many years of good health and enjoyment. 

Carman Helper Eddie King won first place in the Marksmen class at the State small bore rifle championship. Among prizes was $25.00 to help pay expenses at a regional meet in Connecticut, next summer. 

We wish to extend our belated congratulations to Carman Clarence Butabaugh who, some time ago became a father for the third time. His next oldest child is 18. 

Electrical Helper Al Charbon, assisted by Carman Helper Blaine Ladd was clearing Charbon's cottage lot at Sheepscot Lake. Using dynamite to remove a stump, calculations went wrong somewhere and the stump went thru the roof of Ernest Crocker's cottage. (that's as told to us) 

Carman Fred Tardiff has retired from the Freight Room, after some 13 years service. 

Retired Laborer Charlie Vigue has been a recent visitor at the Shops. 

Carman Earl Burgess has recently been hospitalized for surgery and treatment. 

Retired Laborer Dana Hinkley is a patient at the Surgery for surgery. 

In the prize contest sponsored by the First National Stores, Carman Wallace Jewell won a portable radio. 

Retired Assistant Supt. Wilbur C. Lunt has recently been appointed Supt. of Burials for the City of Waterville. 

Clerk Bill Wood has been laid up with a bruised elbow which required hospitalization. Electrician helper Tim Pooler and Elda M. Smith of Pittsfield were married July 19 in a quiet ceremony at Vassalboro. They will live in Waterville. 

Carman Helper and Mrs. Ello Michaud are the parents of a new boy, born at the Thayer and weighing 7 lbs., 4 oz. This is their first child in 13 years married life. 

August 13th was duly noted and observed as the birth anniversary of Senator Russell. August 15th commemorates the birth of another prominent gentleman and supervisor which will whittle his remaining stay with us to 84 months. (tempus fugit, but not fast enough) 

A commendable hobby pursued thru the summer by Carman Frank Gravel and Upholsterer Leo Baker has been the training of local boys in the Little League baseball circuit in Fairfield. Leo has managed the Warren Brothers team and Frank has managed the Kennebec Mills nine. 

Clack Dick Feehan reports that one warm morning recently he had business in an adjoining office. Upon entering he noted that the occupant was swathed in a heavy wooden sweater and wearing a felt hat. He also reported that the steam was turned on. Dick remarked "If he doesn't get some meat on those old bones and get off that skin milk diet, he aint gonna be round here long." 

The crew cut set here about have been pressuring Foreman Chuck Fodder into a short hair cut but Chuck's story is "The barber says it is too pretty to cut and spoil the natural wave." 

Carman Stanley Antworth retired on July 1st after 34 years service at Waterville Shops. He was presented with a purse of money by his friends at the Shops.
Wawaterville Station
By ELAINE KERVIN and M. W. FLYNT
Track Supervisor Maurice and Mrs. Thorne are vacationing in Rhode Island, New Jersey and Canada.

Ticket Clerk Ruth Brochu's hubby paid $21.00 for the privilege of driving her on her tour for an hour on the Clinton highway. Speed saves time but it cost money in this case.

Mrs. Lyle Pickering's wife of Work Equipment Maintainer Leo St. Pierre, has a wonderful garden every year and especially so this year. One night recently some culprits damaged their garden and stole string beans, cucumbers and carrots.

Bill Monroe spent a successful weekend fishing at Foley Pond. His party caught sixty-five trout!

Rev Cook has returned to work at the Freight Office while Clyde Luce is vacationing for two weeks.

Benny Black, section foreman at Farmington, returned to work after a two weeks vacation. Benny kept busy on his farm in Wayne.

FOUR GENERATION GROUP
(A Railroad Family)

From left to right are: Mrs. Roland Purington, Chisholm, Maine; her granddaughter, Gilbert Fournier of Santa Barbara, California, holding his great grandson, Ronald Joseph Purinton; and her father, Roland Fournier of Chisholm, proprietor of Sanitary Diary. Gilbert Fournier is a retired conductor for the M.C.R.R. Roland Fournier was also employed at one time by the M.C.R.R. Ronald's grandfather, Norman Purinton, was employed as a crossing tender for the M.C.R.R. in Lewiston and Auburn, up until his death on January 20, 1935. Roland Fournier is a Railroad School teacher and a Business Teacher at Jay High School and also Publisher of the Wilton Times, a weekly newspaper.

Mr. and Mrs. Bernard J. Purington make their home in Chisholm, Maine.

Bill Grace, Plumber, and family spent three weeks in August at Moosehead Lake at their cottage. Bill is blessed with a wife and daughter who enjoy fishing and camping almost as much as he does.

Cleve Cressey and Mrs. spent part of his week visiting brother Roger and family at Dedham, Mass. and Mrs. Amy Anderson at Pepperell, Mass.

John Murray, Mail Clerk, is planning a trip to Chicago and Ohio state to visit some old Army chums.

Fred A. Bithell, Car Accounting & Statistics, spent his week off spending "doing nothing" on home.

"Gerry" Kilbride, C. A. & S., has left the railroad and accepted a position with General Motors Acceptance Corporation. Good luck, "Gerry."

Mary Tabbott spent an enjoyable vacation at Schoodic Lake basking in the sun—it shows.

Congratulations to F. Rutherford, C. A. & S., becoming Poppa for the third time—it's a girl. Oh, those two o'clock feedings!

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Bertha Budge also travelled to Mass. to visit relatives at Westfield and Springfield during her week.

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Marsha Lee Merrow, age 4 years, daughter of Mr. and Mrs. Preston H. Merrow of Schenectady, New York, visited her grandparents, Freight Traffic Manager and Mrs. R. C. Merrow this summer at their camp at Ferry Beach. Here she sits at her grandfather's desk.

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of the same office spent her vacation relaxing at home and having a gay time attending her cousin’s wedding. She seems to have enjoyed the event.

If the air around Portland Union Station was slightly blue one recent afternoon, it was because several of the employees who pack their cars in the lot behind the station found the air let out of their tires, as well as rubber and mud dumped in the car seats—the pranks of some 16-year-old boys. Among the unlucky fellows were John Michaels, Joe Gallant, Milton Poirier, and Leon Gagnon, who were most unhappy when they had to roll up their sleeves to get the tires pumped up again.

John Dresser, assistant cashier, is taking his vacation camping with his family near Quebec.

Portland

Correspondent Alice A. McLaughlin has resumed her duties at the Freight Office after spending a portion of her annual vacation at Canmore, Alberta, a wedding for which she had enjoyed.

At Marine Club Florence P. Cooper, who spent the greater part of her vacation at her camp at Dryden and also visited Presque Isle. Congratulations Mrs. and Mr. Oyola P. Lariviere, parents of Freight Clerk Cora L. Binson, who recently celebrated their golden wedding anniversary, July 22. They also motored to the Sunday Motor Operator, John J. D’Ossonn, Loader and Caller Bartley J. Flaherty and the wife of Freight Clerk Edwin G. Noves, who are also on the list.

Assistant Freight Cashier and Mrs. James E. Malia had a most enjoyable trip to the Gaspé Peninsula during his annual vacation.

Receiving and Delivery Checker Patrick J. Flynn also was on a recent vacation, but had not heard of any trips which he may have taken. Joe is an ardent baseball and other sports fan and usually takes these all in both at Boston and locally.

Freight Checker Kingsley R. Welch, who is also on his annual leave, plans to visit Nova Scotia and Prince Edward Island, before he returns to his duties at the Freight House.

Mrs. Catherine C. Sullivan, former Waybill Recorder, has been enjoying life with her husband, Mr. Sullivan, at their home in Woonsocket, R.I., where she was reared. Best of luck, Cathy.

We are pleased to hear that former employees, Stenographer Mrs. Christine Q. Hesket and Waybill Machine Operator Frances A. Rose are improving daily after their long spells of illness. Hope to see you both back with us soon, girls.

Three of the death of former Editor George P. McGallan’s wife was sadly received, and we extend our sympathy both to George and his family.

Former Train Rules Examiner Eugene H. Window was a recent visitor at the Freight Office and Freight House. Nice to see you again, Eugene.

Head Clerk and Mrs. Thomas E. Dillon, Inward Department, have been entertaining their country cousins, Mr. and Mrs. John E. Norton, of Hartford, Conn. Mrs. Norton, formerly Mary Dillon, who has been the office manager for many years at the office of the Assistant Superintendent, Rigby Engine House, and Mr. Norton is brother to Assistant Freight Cashier Mary E. Norton.

Crew No. 19, Portland Terminal Switcher 1003, at Union Station on July 26: left to right, Brakerman W. E. Robbins, Fireman P. O. Garland and Engineer F. J. Borden.

Portland Freight Office and Freight House

By ALICE A. MCLAUGHLIN and MARJORIE J. MULKERN

We extend our sympathy to Timekeeper Willard B. Goosby, in the recent death of his wife.

Also, to Freight Clerks John R. Stanton and Edward R. Stanton, Billing Dept., and Freight Checked Fred C. Stanton, whose brother William died a short time ago, at Toqua.

General Agent L. W. Matthews and wife were visitors in Lewiston recently.

Rigby Engine House

By ALBERT B. WETMORE

This is the month when most of the men take their summer vacation, and a shortage in the news items is evident.

There are some events that seem to take place regardless of vacations; they are deaths, births and marriages.

Among our recent deaths were two of our retired employees: former Machinist Thomas Canning and Machinist Helper Belmont Pratt. Floral tributes were sent to both funerals. Another death taking place in the ranks of the
Back in 1908, Train No. 150, shown here at Fabyans, N. H., made one round trip a day between North Conway and Lancaster, N. H. Connections were made at Fabyans with trains to and from Portland and at Lancaster with a train from Lime Ridge, Canada. Left to right: Engineer Harry Hobson, Fireman Fred Munn, Brakeman Fred Burnell, Conductor Al Burnier, Baggage master Andy Hennessy. Photo loaned to the Magazine by Harry Hobson.

Locomotive No. 1201, here at Fabyans, N. H., with the 1202-03-04 of her class, was used by Maine Central principally on the Mountain runs, hauling the through night freight between Portland and Lancaster, N. H. (a 10-14 hour trip) and as helper engines out of Barlett. They were Mallett Compounds, built by American Locomotive Co. in 1910 for the Boston and Maine (B. and M. No. 3000 to 3003). Purchased by Maine Central in 1911 and changed from oil burners to coal fired boilers about two years later. The task of properly tending the fire in each engine required two firemen on each run. Retired engineer Irving Carier believes that the man second from the right in the picture is Conductor Fred Henry and that the man fourth from the right is Engineer Charlie Lawless.