MAGAZINE

MAINE CENTRAL RAILROAD

JUNE, 1949

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

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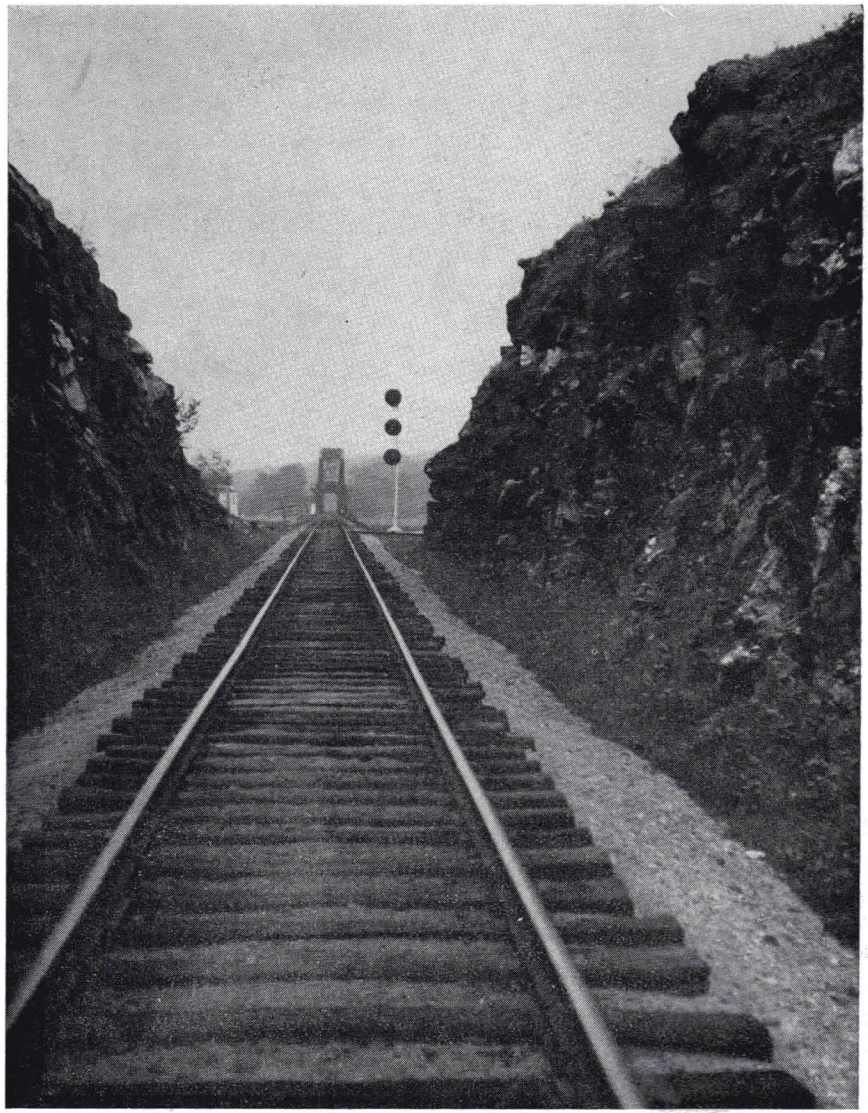
SHEEPSCOT RIVER DRAW



ENTERING A CUT at the eastward approach to the Sheepscot River Drawbridge at Wiscasset forms this dramatic view with a new color light signal visible at right

BOSTON & MAINE R
HISTORICAL SOCIETY

New Color Light Signals at Wiscasset

At 8 a.m. Wednesday, May 18, the last wire pulled signals on the Maine Central Railroad gave way to a modern installation of color light signals governing the Sheepscot River drawbridge at Wiscasset.

The important installation of a drawbridge interlocking signal system saw two, three-light signals and two, two-light, automatic approach signals set up on the eastward and westward approaches, as well as several new control devices.

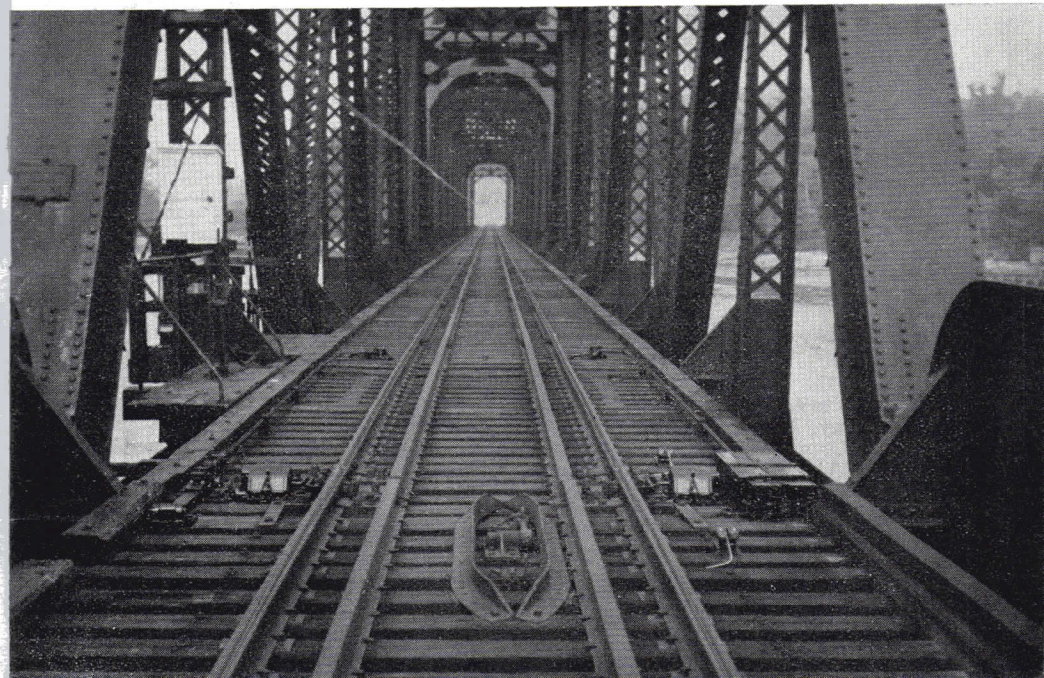
Elimination of the obsolete type wire pulled signals also permitted discontinuance of two semaphores and replacement of two other existing semaphores. New poles were erected to carry the lights and six new relay cases had to be installed to provide housing for the additional circuits.

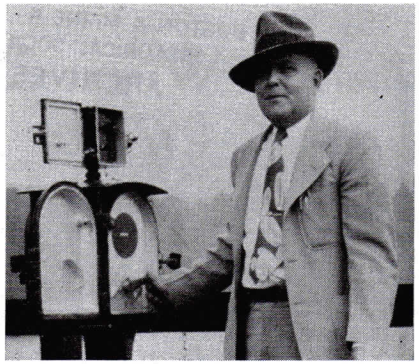
A major change was the installation of approximately 1,000 feet of new submarine and aerial cable for the increased circuits.

New safety control equipment governing the drawbridge operation, includes an approach indicator box which, by means of a push button light control panel, notifies the bridge tender when a train is in the approach circuit. Teamed with this is a motor time release, so that should a train be approaching, the drawtender automatically is unable to unlock the draw raising mechanism for three minutes after the signals have been set.

The six relay cases housing the delicate apparatus controlling the signals' operation, are models of intricate efficiency. The instruments are hung on plywood panels and wiring to various relays and terminals pass through holes on which are tags bearing the

THE NEW COLOR LIGHT signal installation at Wiscasset included this drawbridge circuit control and bridge lock (left foreground). Also visible at top left is aerial cable installed





DEMONSTRATING a new approach indicator box on the drawbridge is Signal Supervisor L. M. Lentz

nomenclature of the different wires. The many relays play vital roles in safe operations. These include checking track sections as being occupied or unoccupied; position of switches; and checking of conditions in advance so that improved indications can be transferred to signals to the rear as conditions permit. Installing crews are particularly proud of the relay case where the submarine and aerial cable enters. It required sturdy wire and rope splicing work to carry the suspension leads into the case.

The entire project was completed in approximately three weeks under the supervision of Signal Foreman A. L. Ellis.

SUMMER TRAINS RETURN THIS MONTH

Three fast Summer trains will return to service this month bringing hundreds of vacationers to Maine and New Hampshire. Suggest these trains to friends or relatives planning a visit this Summer and to the many others whom you meet daily.

The Bar Harbor Express will inaugurate the season's service June 10 and run every Monday, Wednesday and Friday, June 17 through Sept. 9, from Washington and New York points. The East Wind will begin daily service June 24 through Sept. 10 while the Downeaster will run Fridays only, through the same dates.

Mountain Crew Praised By Nat'l Travel Editor

By Gertrude C. Holbrook

General Offices Reporter

Individual courtesy and service—trademark of Maine Central people—earned well-deserved praise last month from an important figure in national and world travel circles. The following letter was received by H. J. Foster, general passenger agent, from Garth Cate, director of the travel and trade department for the Scripps-Howard chain of 19 newspapers. Cate also is chairman of the Committee on Year-Around Vacations of the National Association of Travel Officials. Cate wrote:

"I must tell you how very nicely Mr. Seery, your agent at North Conway, (joint MeC-B&M agent) handled my railroad and pullman tickets, excess baggage, insurance, etc., on 28 April. And the conductor and brakeman (without asking his help, he placed my heavy suitcase on board, while I got on with the lighter pieces,) on your train 163, leaving North Conway at 4:59 that day were helpful too.

"When the conductor picked up my ticket, I asked him if the seat ahead of me could be turned around. He said, 'No, but the seat at the front can be' and immediately fixed it for me. As I was very tired, it was grand to be able to stretch out. He then, although I had not asked for it, got one of the new timetables and brought it to me. It is the little things like this that smooth the way for the traveler.

"Although I have made 44 rail trips in the last 16 months this is the first time I've had occasion to write this sort of letter to a railroad executive.

"The White Mountain country is lovely in the spring and the ride from North Conway to Portland at sunset time is beautiful. No wonder New Hampshire and Maine are such favorite spots with vacationists."

Sincerely yours,

s/ Garth Cate

"P.S.—The next time I do a piece on food, I shall mention the fresh lobster sandwich served at Armstrong's in the Union Station at Portland."

In his 48 years' service, Monte Hurd, the conductor Cate refers to, probably has received many compliments. This latest, however, is a major tribute based on observations made throughout the world on all forms of transportation. The same applies to James O'Brion, trainman that day on 163.

GENERAL VIEW of the stock racks in the new locomotive stores department at Waterville and insert, at left, Clerks Wil Binette and Norman Thyng

New Locomotive Stores Department

By G. K. Stevens

Waterville Shops Reporter

Gradual expansion of diesel repair and maintenance at the Waterville Shops has created two major alterations to absorb an enlarged locomotive stores department.

An entirely new location for diesel and steam locomotive parts has been built in the northwest bay of the engine house. They formerly occupied three floors in the machine shop.

Seven former locomotive pits in the engine house were floored over with cement to create the new stores department. Big doors were removed and smaller ones substituted, while interior walls and ceiling were sprayed gleaming white.

Literally hundreds of racks and parts bins have been erected, and one corner of the building has been set off and enclosed for offices. New heating facilities and fluorescent lighting have been installed.

The new locomotive stores location provides better facilities to supply the shop needs as well as expediting parts shipments to other points along the system. Although the changeover has taken some time, parts distribution has continued to flow smoothly.

Employes working on the project included Piper Amos Currier and Helper Ronald Jacques; Earl Hancock's heat installation crew; Ernest Wade, Dan Girous, Wilfred Binette, Norman Thyng, Chuck Wilson, Pete St. Peter, Al Rancourt and Leonard Boucher.

Under consideration is a plan to move the Electric Shops into the area vacated by the combined stores departments. Space approximately 100 x 100 feet is available and should provide better working space for the electricians.

PSYCHOLOGY

First Wife: "How did you ever break your husband from staying out nights?"

Second Wife: "He came in at 10 one night and I called, 'Is that you, Bill?' "

First Wife: "How did that help?"

Second Wife: "His name is Clarence."

Railroad Fair to Give Repeat Performance

The Chicago Railroad Fair, which attracted more than 2,000,000 visitors last year, will re-open the 25th of this month and run for 100 days, closing Oct. 2.

The Maine Central Railroad and the Boston and Maine again will participate in the Fair, cooperating with seven other Eastern and Middle Western railroads to present an enlarged and improved Eastern Railroads Exhibit.

The Maine Central will occupy a prominent place in the exhibit, advertising its own advantages and the recreational, industrial and transportation resources of northern New England. Along one wall of the exhibit, forming a background for an informational counter, will be a series of large illuminated tail signs depicting some of the principal trains of the nine participating railroads. Our crack "Flying Yankee" will represent us by a colored and illuminated rear end view.

One of the deluxe coaches, the Snowbird, will be on exhibition throughout the fair as an example of the most progressive and p'easing types of passenger equipment. Miss Betty Bowman of North Station information staff will be hostess in the coach and will distribute informational material, as she did last year.

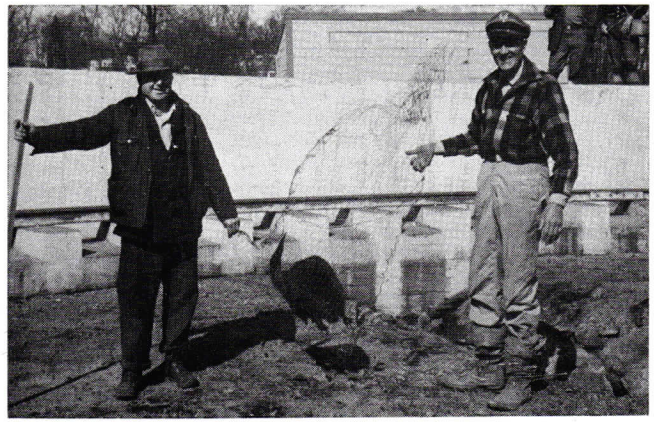
The Eastern Railroads Exhibit again will occupy a position at the center of the entire fair. It is close by the giant stage where the highlight of the 1948 show—the pageant "Wheels a-Rolling"—again will be presented twice daily. It vividly depicts the development of transportation from the country's earliest days to the present. A thousand seats have been added to the huge grandstand which last year had a packed attendance of 20,000 spectators daily.

In place of a small movie theater on the Eastern Exhibit last year, a spacious new building with seats for 650 persons is being constructed for the presentation of an entirely new type of photographic wizardry called Vitarama. The Vitarama is a system of three-dimensional color slides projecting pictures on five screens simultaneously. Outstanding views of scenery and railroad equipment included in the territory served by the Maine Central and the other eastern railroads in the exhibit will be featured on the Vitarama.

Other advertising mediums through which the Maine Central will reach the Fair visitors include huge pictures of historical points and scenic spots in New England and flags and emblems bearing the trademarks of our road.

September 21 has been set aside as the Maine Central and B&M's special day. Officials of our road are arranging for a gala observance. Details of this event will be announced in the *Magazine* later.

Turntable Snares Beaver



OUT OF HIS TRAVEL element was this 30-pound beaver trapped in the Calais turntable last month. Effecting his removal are left to right Helper Harold Stanhope and Bert Smith, supervisor of the Moosehorn Wild Life Refuge

By Percy D. Adams
Calais Reporter

The lure of railroading trapped a Calais beaver last month!

An adventurous, 30-pound beauty apparently tired of chopping wood, or perhaps a little out of sorts with Mrs. Beaver, hit the rails.

But it was an unfortunate road of adventure he chose—straight across the track of the Calais turntable and with Big Fred Estabrook, eastern division engineer, bearing down for an unscheduled meet.

Walking across the turntable track on his way to work, there was no question Estabrook was running superior to Mr. Beaver and the latter wisely dove off the track. Surrounded by the circular, smooth, cement walls, the beaver seemed scheduled to do all his railroading in a circle.

When the plight of the hapless animal became known, Shop Foreman Harold A. Libby called Bert Smith, supervisor of the Moosehorn Wild Life Refuge. With the aid of the wire net shown in the picture, Smith and his helper, Harold Stanhope, extricated the beaver and returned him to Maguerowock Stream nearby.

While we all know the superiority of rail transportation over water, some sailors and beavers remain unconvinced.

Diesels Show Colors on Non-stop Runs

Two outstanding non-stop runs from Northern Maine Junction to Rigby were made on a Sunday in March by BR-extra with engines 685-686 and BR-2 with engines 683-684.

Conductor Leon W. Silver and Engineer Joseph Petterson on the BR-extra, completed the 133-mile run in four hours and 30 minutes followed by Conductor John E. O'Donnell and Engineer Charles H. Ready on BR-2 in four hours and 23 minutes. The BR-extra handled 78 loaded cars and four empties with a total of 4,200 tons and BR-2, 78 loaded and one empty with a total of 4,182 tons.

Both jobs averaged about 30 mph, had no set-offs, and no superior trains to contend with.

Since this excellent performance, longer and heavier trains have been handled to an equally good advantage, according to Portland Division Superintendent H. L. Strout. He pointed out, however, that the two runs reported here indicate the outstanding superiority of diesel performance over steam power which never could have handled this 133-mile, non-stop run.

Seaway Project Threatens Again

The spectre of the St. Lawrence Seaway project has been taken from the Congressional closet and given its annual bone-rattling. A firm grip on the clavicle by a presidential "must" order once again has the monstrosity dangling before the tired eyes of New England labor and business interests.

The economic nightmare of the Seaway project continues to haunt our railroads, our employes, our business and industry.

Despite repeated proof that deepening of this small part of the St. Lawrence River, 90 percent of which would lie in a foreign country, would impose an initial tax burden of one to two billion dollars on American taxpayers and millions of dollars annually thereafter, the Seaway spook seems to have a better chance of passing on the impetus of sectional interests and crest of free-spending legislators.

Proponents of this "seaway" claim it will create 58 to 84 million tons of traffic annually. By "create" they mean diversion from the present American transportation agencies — traffic now handled by our New England railroads.

In denouncing the project, Matthew Woll, vice president of the American Federation of Labor, summarized it nicely: "Before organized labor lends its approval to any public works project," he said, "it must be abundantly clear in advance that it measures up to certain minimum requirements. First, the project must not be constructed or operated in competition to American private enterprise. Second, the project must be socially useful and calculated to enrich the national wealth by its existence. Third, it must be beneficial to the American people as a whole and not detrimental to any section of American labor. And fourth, the project must be economically sound."

The St. Lawrence Seaway Project is none of these.

Disguised in various shrouds over a period of years, the Seaway has been advocated as being necessary to national defense; necessary to transport iron ore to replenish our supposedly exhausted supply; necessary to everything but respect for the best interests of the American taxpayers.

This time a new phrase is injected —the principle of self-liquidation by means of tolls. Transportation experts quickly pointed out that the formula for determining what the tolls would be and what costs were to be divided among the United States and Canada was as ghostly as project itself. As for exhausting our ore supplies, steel experts point out that high grade ore of the Metsabi Range can continue to be mined for years to come and that the huge deposits of lower grade ore are yet untouched.

Passage of the seaway plan is a serious and continuing threat to our economic well-being in this section of the country. Once again let us warn, and rally behind, our Congressional delegation to lay this haunt to rest for all time.

FURROW REELECTED SUPERS' PRESIDENT

Relief Foreman I. A. Furrow was reelected president of the Railroad Supervisors' Club of Maine last month at the organization's annual "Whing Ding" at Waterville. W. J. Russell, Bangor and Aroostook, was elected vice president.

Others reelected were Laurence Sparrow, Waterville, secretary; Charles H. Leard, Bangor, corresponding secretary and R. O. McGarry, Bangor, treasurer. Named to serve on the Executive Committee were Wilbur C. Lunt, J. A. Abbott and Carl T. Davis.

Cote Retires, Receives Life Service Pass

ADMIRING his Life Service Pass is Joseph J. Cote, senior conductor on the Portland Division, issued coincident with his retirement last month

Gold lettered Life Service Pass No. 132 was issued to the retiring senior conductor of the Maine Central's Portland Division last month.

Joseph J. Cote, 116 Hancock Street, Rumford, retired May 6 on completion of a half-century of service. "Joe" began railroading on the old Portland and Rumford Falls Railway on the same date in 1899 as a trainman.

A year after the Maine Central leased the P&RF in 1907, "Joe" was promoted to conductor and his first regular assignment was on the old Kineo Branch. He worked that run for approximately 12 years. For the past 15 years he had been conductor on Trains 5 and 20, Portland to Rumford.

Acknowledging that he had no particular hobby, Cote explained that he now planned "just to relax". Queried whether he would care to comment on his long career as a conductor, Cote modestly declared that: "I'm very grateful for the cooperation of the fellows I've worked with through the years, and from those for whom I've worked." Cote's own record bears out the wealth of his long service—50 years without a disciplinary mark.

Edward V. Hennessey, 69, of 24 Spring Street, Brunswick, retired recently after 50 years' service. Entering service as a freight handler at Brunswick in 1898, he became a clerk, then yard brakeman in 1906, retaining that classification and fulfilling all his service at Brunswick.

Francis L. Johnson, 72, trackman at Gardiner, after 27 years' service.

Elwood E. Marden, 65, RFD 1, Waterville, watchman at the Waterville shops, after 21 years' service.

Arthur S. Ladd, 61, of 17 Greenwood Street, Waterville, locomotive engineer, on disability, after 40 years' service.

John Kendall, 66, former trackman at Rockland after 24 years' service.

Wendall J. Hamilton, 61, former trackman at Royal Junction, on disability, after 18 years' service.

Charles Lombard, 65, former painter at Rigby Engine House, after 33 years' service.

Frank J. Albert, 77, former shop laborer at Bangor, after 31 years' service.

TEMPTATION

"Madam," said the man on the crowded bus, "you are standing on my foot. Please get off."

"Why don't you put your foot where it belongs?" bristled the offender.

"Don't tempt me, madam, don't tempt me," replied the suffering one.

VOLUME V NUMBER 9

NOT ON HIGHWAYS

The following advertisement, appearing in the form of an open letter, was published in newspaper and magazine trade journals throughout the country this month. It was written by William T. Faricy, president of the Association of American Railroads. Its simple logic bears repeating here.

BOX CARS BELONG ON RAILS

One way of looking at our vast system of railroads is to regard it as a special sort of highway—a highway constructed for the transportation of extra-heavy and extra-large loads with unequalled efficiency and economy.

Because this system exists, there is no necessity for overstraining and breaking down our public highways with excessive loads. These public highways are built and maintained at public expense—by taxes paid by you and me.

Highway authorities are becoming more and more concerned over the fact that the public roads are being overloaded in both traffic volume and structural capacity, with consequent heavy damage and high cost to the taxpayers.

According to these authorities, these heavy loads are prematurely destroying thousands of miles of the nation's public highways. They are making bituminous pavements rough and rutted. They are causing concrete roads to pump at the joints and deteriorate rapidly.

Our railroads were built to provide heavy, mass transportation—the sort of transportation which, when done on the highways, forces the public to pay more and more for roads out of which it is getting less use because of a relatively few extra-large and extra-heavy vehicles. Box cars are built to do heavy, long-distance hauling, and they should be kept on roads of rails and not put on our already crowded public highways.

Sincerely yours,

s/William T. Faricy

Enter the Snapshot Contest now! Three first prizes of $25 in each class; three second prizes of $10; three third prizes of $5. Entries received June 1-Sept. 15. Remember — candid shots, railroad pictures, scenic pictures. Enter now!

WE GAIN SUPPORT

Under private ownership, the people of the United States have enjoyed better railroad service . . . than in any other country in the world. But if the present tendency to hobble the railroads . . . by too-low rates and subsidies to competitors is continued, the danger of government ownership will grow. If people could appreciate what that would mean in poorer service and higher costs, they would make clear to the regulatory bodies their dissatisfaction.

Lewiston (Me.) Sun,

THE COVER

June is the month for blossoms, brides, and warm breezes. Depicting two of these on our cover this month and with certain promise of a third in the years to come is photogenic Coreen Carr, 5, daughter of Trainman and Mrs. Gerry Carr, Portland

Newsprint Damage Threatens Business Loss

An urgent plea to freight engineers, conductors and brakemen to concentrate on safe handling of newsprint paper has been received by our railroad from a former Boston and Maine trainman; now a traffic man with more than 35 years' experience in the transportation field.

The seriousness of this freight damage problem is underlined by the high cost of newsprint to the publishers and the revelation by our Freight Claim Agent H. Newhall Tukey that we assumed $10,000 in claims paid last year on this one commodity.

"I know," the traffic man said, "that any real improvement depends on the men who operate the trains. Without their help, improvement cannot be achieved."

He pointed out that one newspaper served by his syndicate receives about 600 carloads of newsprint paper a month, representing an estimated railroad revenue of $180,000 and shipped particularly over the Maine Central, Boston and Maine and other Eastern lines.

"During the past four months," he said, "we have had a great many of these rolls flattened to the extent of crushing the cores. These rolls are of no use to us on our speed presses . . . all evidence indicates that these cars received rough handling in transit."

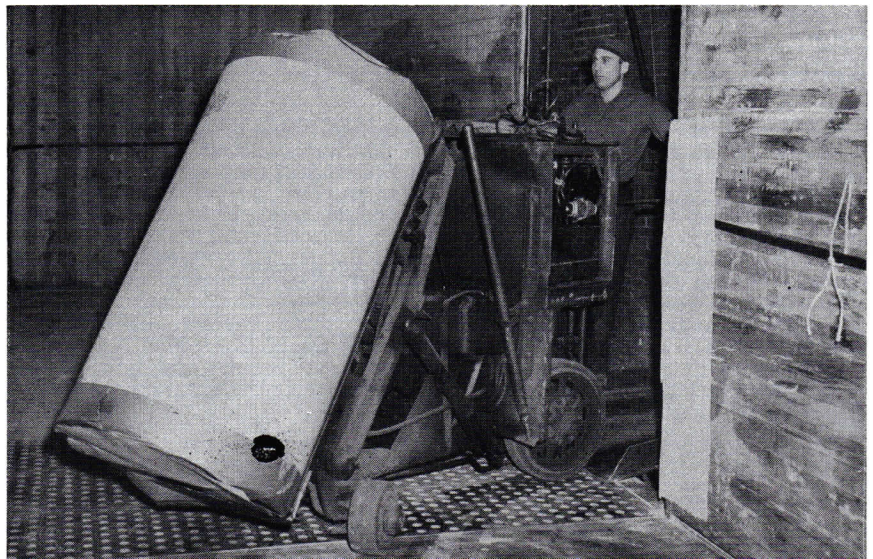
An exhaustive survey made recently by a special railroad Joint Committee on Newsprint Paper Damage, of which Tukey is a member, reached the same conclusion.

Out-of-round rolls and flat cores "are primarily the result of rough handling, either in train haul, intermediate terminals or destination switching," the report stated.

The traffic man's letter warned that "this (damage) has caused so much concern that receivers have been endeavoring to investigate the possibilities of shipping paper by water to a greater extent than ever before."

"During the past two years," he continued, "the water transporters have improved their vessels and their handling with an eye to capturing as much of the rail business as they can

ONE OF OUR EMPLOYES demonstrates proper loading methods of newsprint with a roll correctly wrapped for minimum damage



by offering special boats, better handling, and reduced costs."

This serious threat to our business was echoed by Tukey. "The problem is not new," he asserted, "we are doing everything possible, but we must have the earnest cooperation of the men directly responsible for the handling."

"That a large part of the damage occurs in switching has been proven," Tukey added. "Our men must conform to our rule of not over four mile-per-hour switching."

The freight claim agent also pointed out that other preventive methods are to make a minimum of switching moves with carloads of newsprint paper (plainly marked); and by "blocking" the newsprint cars near the head end to avoid damage by pressure from slack running in and out of heavy trains.

Tukey said that four impact recorders—a mechanism that records the time and place of impact to a car—now are in operation on our lines to assist in reducing damage.

Proof that a very real danger of business loss exists if this condition is not remedied, is found in the traffic man's conclusion.

"I am trying to make these facts known to the men who are vitally interested in keeping this business on the rails," he said, "I was a 'spare' man for ten years, and I know what it means when there are no cars to move."

High School Seniors Kept Buses Busy

By Lucille Bridge

Senior classes of five Maine high Schools kept Maine Central Transportation Company drivers busy during April as they made their annual Spring vacation tours to New York and Washington, D. C.

Operators Robert Leighton, Wilbur Bryant, Conrad Mason and Warren Libby took the first group from Cony High School, Augusta, April 8. Their itinerary included a trip over the Skyline Drive in the Shenandoah Mountains and a visit to Gettysburg en route to Washington.

Operators Don Delehanty, Ken Marston and Vern Murphy were hosts to the Lewiston High group on April 16. It was the third Washington trip with us for the Lewistonians in as many years.

Bryant had a repeat trip to New York and the Capital with the St. Dominic's seniors from Portland on April 23. Leighton did a repeat with Falmouth High seniors while Operator Arnold Brume took the Standish High group to New York and return.

Bangor Diesel School Completes Two Years of Successful Study

By Charles H. Leard

Bangor Engine House Reporter

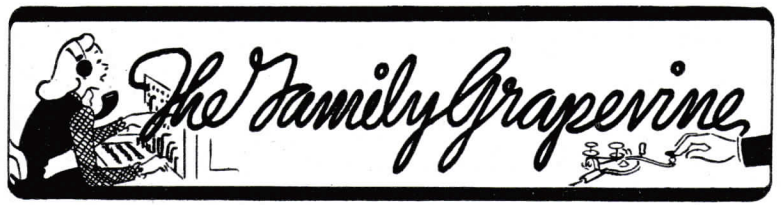
Completing two years of earnest and successful work last month, the Bangor diesel school under the direction of General Foreman R. O. McGarry has gained a wide reputation.

The school started out with but a single copy of a wiring diagram and Fuel Supervisor Harvey S. Crosby as instructor. Regular sessions have been held every Wednesday evening in the local junior high school with a large and steady attendance.

As the school grew, enlarged wiring diagrams, textbooks, projection slides and motion pictures of diesel operation and maintenance, were obtained through the courtesy of industrial concerns and by subscription.

The course, thus far, has included complete slides of the EMD and now is offering slides of the new engines and electrical parts of the Alco units.

Instructors who have served include David McLean, University of Maine; Glen Merritt, EMD Company; William Battles, Alco Company; Kenneth Baxter, G-E Company; and Richard Dole, B and M Mechanical Department. The current instructor is Charles McInnis, engine house employe and recent graduate of the Hampshire Diesel School, Long Island, N. Y.



Portland Division

YOUR REPORTER

F. L. Carsley came to the Maine Central in 1918 from the Bangor & Aroostook, entering service as a freight handler at Dover-Foxcroft. He became a ticket seller there in 1920, an operator in 1922. Chief clerk at Rumford in 1938-40, he served at Madison a year and was appointed general agent at Rockland, the position he now holds, in 1941. Here's his column.

Rockland

First Trick Operator E. B. Buswell and Mrs. Buswell spent their vacation at Miami and St. Petersburg, Fla.

Second Trick Operator E. J. Soychak is trying his luck at fly fishing while on his vacation at Canada Falls.

Operator V. F. Atwood has been covering the first and second trick for the last four weeks.

Clerk I. F. Brackett and Mrs. Brackett are vacationing at Alexandria, Va., visiting their daughter.

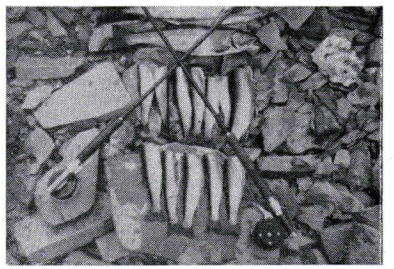
Coach Cleaner R. J. Scott is the proud father of a daughter, Rose Marie.

Roy H. Emerson is a student operator at Thomaston.

Trueworthy's paint crew was here several days giving the freight office the "new look."

Freight Checker Fres Snowman and Mrs. Snowman took a motor trip to Eagle Rock, Va.

Trainman Horace Coombs is burning up the roads in his new car.



THIS FINE CATCH of salmon and trout was taken by Operator E. J. Soychak, Rockland, while on his vacation at Canada Falls

Farmington Branch

G. A. Ellis

Agent Earle Newcomb, Hartland, formerly of Livermore Falls, was in the hospital recently for an emergency operation for appendicitis.

Station Agent G. A. Ellis and wife, Wilton, recently returned from six weeks' vacation spent in Milledgeville, Ga., with their son, Police Chief Eugene Ellis and wife; their daughter and her husband, Dispatcher Robert Robinson, Bristol, N. H.; and their son, Oliver Ellis and family in Auburn, Me. While in Georgia they enjoyed a trip to Macon to see the "Nancy Hanks," pride of the Central of Georgia R. R. They also visited Louisville, Ga., to visit the old slave market built in 1752.

Gross' spare gang have been in town putting new ties on the East Wilton bridge.

Mrs. Marshall Sawtelle, wife of Retired Agent Sawtelle, has been seriously ill at her home in East Wilton.

Royal Junction

By P. L. Gardner

Second Trick Operator Charles Innes is purchaser of a new car. Watch your step, Charles, and don't step too hard on the pedal. It has power and you might forget you are not in your old car. Charles is quite air-minded and we look for him any day to land behind the tower in a helicopter.

Understand our Retired Sectionman, Wendall J. Hamilton, has returned from the hospital after an eye operation. Hope

you have speedy recovery "Wen" and enjoy your pension years with pleasure.

Our genial signal maintainer, "Doc" Curtis, has put a coat of paint on the levers making them shine up in good shape. Bill Coombs take note.

Our track crews are slapping in the ties at a fast clip and will soon be looking around for more work.

Third Trick Operator E. W. Coffin was on vacation, being relieved by Spare Operator Edgar Russell.

Augusta

By Ellis E. Walker

Freight Handler Wilbrod Audet vacationed this month, relieved by Cecil Knowlton.

Crossing Tender Ernest H. Wellman, first trick, Winthrop St., has resigned to enter the taxi business.

Work is progressing rapidly on the new bridge and the big American Bridge Co. locomotive crane has arrived to handle the steel on the west end and is stored near the freight office.

Freight Checker Burleigh Foster is sporting a new car, says it rides better than the old Ford.

Clerk Telegrapher Don Reynolds was off sick several days relieved by Spare Operator McGee.

Freight Handler Herman S. Patterson, who has been on sick list several weeks was a recent caller. "Pat" looks and feels much better and expects to return to work soon.

Hallowell

Crossing Tender Joe Black, Union St., is on vacation relieved by Eldon Douglass.

Crossing tender Clayton Witham spent his vacation with family visiting in Philadelphia, Pa.

PERCHED ON AN EXPRESS TRUCK at Oakland is Lee Sanborn, 8, son of our reporter, M. L. Sanborn. Lee attends the Brook Street school, Waterville

Oakland

By M. L. Sanborn

Station Agent Arthur Marshall who is serving as general chairman of the local Lions Club Jamboree to be held on July 23 of this year, wishes to announce that a genuine log cabin will be the grand prize to the lucky ticket holder this year. Marshall cordially invites all our employes to plan to attend this annual affair, as all benefits are turned over to charity. There will be a concert and radio broadcast by the New England Music Camp band, led by the well known conductor, Paul Wiggin. The horse pulling event promises to be the biggest affair to be held in this section of the state.

Baggageman Merlin O'Neal has a 1941 car that he would like to sell or swap.

Crossing Tender Harold Higgins visited "The Train of Tomorrow" at Portland last month and was much impressed with the new gadgets in the passenger cars.

Crossing Tender Walter Farren has purchased a brand new car which he enjoys very much.

Crossing Tender Raymond Gordon has been filling in on the Clinton Avenue crossing in Winslow as needed this past month.

Crossing Tender Frank Gage has been serving as time keeper at some of the local horse pulling contests in this vicinity.

Signal Maintainer Dave King was a week end visitor at Belfast recently. He and his family enjoyed lobsters and according to a report from the lobster pound, Dave ate a total of nine big lobsters for an all time record.

Signalman John Dustin who handles the publicity of the *Dopesters Club* announces that after an all night session meeting of the Club that he is going to make an important announcement on June 1.

A motion of Dave King at this extraordinary session that a stenographer was needed was tabled until the next meeting. It was voted to take money out of the *"sinking fund"* quota to allow for the rapidly increasing postage charges. The next meeting will be held at a local hotel and announcement will be sent out regarding the date and time.

Section Foreman Basil Trask is working evenings on his big potato project on the Waterville Road. Trask, with the help of his family, raises a big vegetable garden each year to help out on the family budget.

Section Foreman E. Ventiner had his car overhauled recently and according to him "it runs fine and purrs like a kitten."

Durwood Decker, sectionman, is home and is doing fine after a major operation in a local hospital.

Operator Verne Hutchinson calls every Monday morning and gives us all the dope on the general situation in the Waterville yard, where he covers the first trick there.

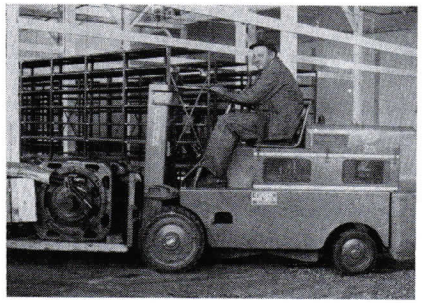
Conductor Gene Cook had a birthday party on May 11 at his house on Fairfield Street. Exact details of this party have not been released to the press as yet, but from all reports from those present everybody had a fine time and wished the honored guest a good many more birthdays.

District Freight Agent Godwin of the Grand Trunk Railroad called at the office recently.

Examiner Gene Winslow called this month and conducted examination of the personnel employed at the station here.

L. J. Sanborn, general agent at Bath, called on his son and family in Waterville this month.

Leland S. Garland at Bingham dropped this correspondent a note identifying the fireman in the picture which was shown in the May issue as taken at the Madison Yard as Walter Lint of Waterville, a 1916 man, who died around 1927-28.



AT THE CONTROLS of a new fork-lift truck in the new diesel stores department at Waterville is Driver "Tiny" Gibbs

Waterville Shops

By Charles Lawry for G. K. Stevens

Summer must be near at hand, Painter Henry Pooler has a bad case of camp and fishing fever.

Painter and Mrs. Charles A. Lawry were in South Portland recently where they visited their daughter, Mrs. Milton Hamilton.

Painter and Mrs. William Mingo and daughter, Jeannice, were in Old Orchard Beach recently where they visited Mrs. Mingo's sister.

Helper "Bert" Starkey is back on the job after a long illness.

Painter Ralph Giroux is busy these days improving his property by applying new shingles to roof of his house.

Carman Arnold Giroux is moving out to his camp on Great Pond.

Machinist Charles Kent, Jr., has purchased a new tractor for use at his farm. We suspect that "Charlie" intends to do some overtime work this season.

Painter Warren Underwood has blossomed out with a brand new car. Vacation time will tell the story. Hey Warren?

Helper Arthur S. McConkie has purchased a house lot on the Fairfield Center road where he intends to build a new house in the near future.

Helper Anthony Robinson has moved from Fairfield to Albion.

Carman Maurice Thibodeau has moved out onto his new farm.

Laborer Robert Tulley is absent from his work due to a mastoid operation.

Laborer Robert Blanchard is at home, recovering from an injury he received while doing some work around the house.

Millman Gerard Gosselin is on the road to recovery after being seriously ill over a long period of time.

Mr. and Mrs. J. C. Conlon, Brooklyn, N. Y., and their two children, were visiting Mrs. Conlon's father, Millman Clarence Blackmon. Conlon is a chief petty naval officer stationed at Floyd Bennett field. His hobby is constructing toy trains. While in Waterville he made his first visit to a railroad shop.

Millman "Charlie" Sibley is confined to the Thayer Hospital.

Carman Harry Patterson has returned to his home in Vassalboro after being in the Osteopathic hospital in Waterville.

W. Jewell, A. McClain, U. Dulac were fishing at Moosehead.

Painter G. K. Stevens has returned to Rigby after being at the Waterville Shops for a couple of days.

Roadman Wallace Moore has decided that he will become a biologist after having been to Damariscotta where he made a study of the mating habits of the famous herring tribe.

Helper Florin Jacques has bought a one-half ton pick up truck. All kinds of trucking done to order.

Carman Randall Tuttle has returned to work after a week's vacation.

Carman Curtis Orchard has decided to sell his farm.

Laborer Gerald E. Buck is off duty to have an operation for appendicitis.

Carman A. W. "Bing" Crosby went fishing recently at Jackman. Result—15 fish. Cost—$14. Moral—"Do not fish with worms where flies are in order."

Carman C. E. Dow, Sr., and Jr., have moved to a farm in Vassalboro.

Carman L. S. McCommic is remodeling his home.

Carman Philip Harlow is confined to a local hospital.

Laborer "Connie" Witham has returned to work after being out with a sore throat which threatened at the time to be serious.

ARA Checker Richard Delano had a num- of molars removed. He has been fortunate in not having to lose any time off from his regular duties.

Assistant Foreman George Branch has returned to work after being out sick.

Assistant Foreman "Chick" Pooler has begun a summer project of building a new camp at Great Pond.

Clerk "Dick" Fecteau is in the market for a few camp lots.

JUST BEFORE SPRING Bobby Thompson, son of Carman Basil Thompson, Waterville Shops, posed for this appealing photo

Mrs. Phoebe Rand, mother of Mrs. James Ifill, is visiting in Texas. She expects to return home the first of June.

Forest Hussey has completed his apprenticeship and has been set up to electrician, first class.

Blacksmith Helper Hollis Morrill is still on the sick list.

Helper John Parker has not stopped smoking for the past three weeks.

Machinist Theodore Morey is building a new garage and looking forward to the purchase of a new automobile.

Machinist John Larracey has been very active of late on diesel repairs.

Machinist Cecil Gray has 11 hens which produce the grand total of 10 or 11 eggs per day?

Machinist "Willy" Cote has been spending his week ends of late at Bayside on Penobscot Bay at his estate.

Machinist George Beesley seems to be very happy over the fact that the 94th Legislature did or did not pass a bill to license boats, and is at his summer home at Lake Windemere.

Machinist Herman Veilleux has been called back temporarily to fill in for some of the boys who are out sick. We are all glad to have Herman back on the job.

Machinist John Eames has returned to work after being out sick.

Machinist "Sid" Hamlin is a very busy man these days in his garden, anticipating a bumper crop of potatoes, beets, carrots, turnips, cabbage and tomatoes. We hope his expectations will be realized.

The Donald Rines' are looking forward to a happy family. We assume this will give peace of mind and tranquility to Donald.

Machinist Helper Charles Sweet, Jr., is painting his wife's mother's home. He is also buying a lot in anticipation of building a home and hopes that soon he will move in with his mother-in-law until his new home is completed.

Machinist "Phil" Severson, known as genial "Phil" who recently underwent a surgical operation, is recovering rapidly and is able to be out a little each day.

Representative John J. Faas is back at work in the air brake room at the same old stand, and will be happy to tell any one who's interested, why he thinks the 94th Legislature has done a good job.

Mr. and Mrs. George Dameron are the happy parents of a nine pound, two ounce son born to them recently. Mrs. Dameron is the daughter of Machinist Ralph S. Barton.

Assistant Superintendent Wilbur Lunt, Aid Brake Foreman William Chase, Sr., Draftsmen Lawrence Sparrow, Dennis Chamberlain and Percy Grant were in Boston where they attended a meeting of the New England Railroad Club.

Clerk Dennis Chamberlain and Mrs. Chamberlain toured Aroostook County recently. He was also a delegate to the state convention of the Knights of Columbus.

Fireman David Gross of the heating plant is visiting relatives and friends in his native land of Sweden. Stanley Corson is taking his place during his absence.

Stationary Engineer Ray Russell is on the sick list.

Painter "Eddie" Gurski is the proud owner of an automobile formerly owned by Painter Earle McCaslin.

Engineer Donald Currier has been confined to the Osteopathic Hospital for about three weeks.

Engineer Maurice Pope has returned to work after being out two months.

Miss Fabiola Tardiff has returned to her duties in the stores department April 25 after being out sick.

Clerk Allen MacDonald was entertained at a birthday party in the home of Mr. and Mrs. John Beeh by the clerks of Stores Department.

Mrs. Ola Prentiss was entertained at a birthday party at the home of Miss Elaine Kervin by the girls of the Shop Office.

The latest is—Arthur has graduated from the school of "Hard Knots." If any one has any knot trouble in the future we suggest that you contact the professor in the Accounting Department.

Maine Central Transportation Co.

By Lucille Bridge and Jack Hayes

POTENTIAL EMPLOYE of the Maine Central Transportation Company in 1964 is John G. Wardwell, 6, attired in regulation uniform. He is the grandson of Bus Operator Gerald C. Wardwell and the son of Mr. and Mrs. Raymond Wardwell, Brook Road, Falmouth

Operator Doc Edwards got his Turner baseball team under way on May 30. We all wish him a very successful season. The boys are competing in the Pine Tree League.

Mr. and Mrs. Laurel Ames recently moved into their new home on Glen Way in Prides Park, South Portland. Laurel is stock clerk at Portland Garage.

Arthur Partridge, foreman at Portland Garage, and his family, recently visited relatives and friends in Milo.

Franklin B. Foster, mechanic at Portland Garage, is confined to his home with the mumps. We wish him a speedy recovery.

Russell Given, mechanic at Portland Garage, spent his vacation redecorating his home in Harrison.

Norman Scott, body mechanic at Portland Garage, visited friends in New Hampshire, Rhode Island and Connecticut while on his vacation from April 27 to May 4.

Ernest Wiedmann, diesel mechanic at Portland Garage, and his family, recently moved from the Eastern Promenade, Portland, to Hammond Road, Westbrook.

Among those on vacation are: Bus Operators Robert E. Anderson, Donald Hill, Arthur Leeman, George Rollins, Clarence Wellander and Leadman at Portland Garage, Clyde Mason.

General Offices

By

Edith W. MacGibbon, Doris M. Thomas, Julia Roper, Gertrude C. Holbrook, Vivian Elliot, and Peggy Tuttle

Mrs. Alice Eliason, chainman in the engineering department, accompanied by her son Philip, spent a few days of her vacation recently with friends in Wellesley, Mass.

Quite a representative group from the engineering department attended the Railroad Club Banquet at the Hotel Statler, Boston, on May 12.

Mary Noyes, clerk in the Passenger Department, is on vacation.

Julia Roper, chief operator, spent a recent week end at Woburn, Mass.

Winnie Strout, operator, visited her new grandnephew at Bangor recently.

Operator Mollie Flaherty was a recent convention guest at Poland Spring House and a delegate to a meeting of the Daughters of Isabella, Bangor.

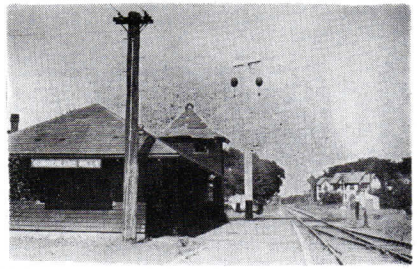
Madeline Deering substituted in the Freight Claim office recently while Doris Thomas was on a vacation.

Clerk Edward I. Hill, Freight Claim office, is on vacation. Stenographer Martha E. True spent a recent week end in Boston visiting friends.

Clyde Lovett, clerk in the Freight Department, visited his son in Connecticut and attended a baseball game at New York on a few days of his vacation.

Albion Lane, who has been employed as an operator on both the Portland Terminal and Maine Central R.R. since Jan. 31, 1948, and now employed as operator in "WR" office, Portland, has passed necessary examinations and qualified as train dispatcher, Portland Division, as of May 7, 1949.

Theresa Slattery, clerk in the Accounting Department, is vacationing at Virginia Beach this week.



A NEW YORK READER sent us this picture of the old ball type signals at the Main Street crossing, Cumberland Mills, eliminated recently with installation of two sets of diamonds, flashing light and warning bell protection there. The reader, Charles F. H. Allen of Rochester, N. Y., anticipated the action in 1946 when this picture was taken

Mountain Subdivision

Bartlett, N. H.

By O. R. Burdwood

Sorry to report that W. J. Smearer of the engine house crew is in Memorial Hospital, North Conway. We understand however, that Bill is not in serious condition.

Spare Operator R. C. Burdwood is covering Agent Boothby's job at Intervale.

Trainman Gordon Nealley was married recently to the former Clara Joyce, of Glen, N. H. They are housekeeping in Glen. We all wish them much happiness. Enginehouseman W. P. Moody was best man at the wedding.

Preston Burke, section hand on the Mt.

CLIMAXING a torrid bowling league last month with a steak dinner banquet were these members of the General Offices—B and M League. Left, the winning team. Left to right, Bill Welch, Francis Cameron, Dick Harrington and Al Foster. Harrington holds the trophy awarded. Center, veteran members of the League include left to right, Frank Parker, Jimmy Dole, Charles Welch, Sam Spires, Jeff Wofford and Cliff Ball. Right, surrounding the Consolation prize are Dick Jones, Charles Duncan, Bob Woodhill and Bob Smith

Willard section, has moved his family down to this village.

Charles Mills, machinist at Rigby, has been visiting friends here.

Bruce Clemons, section hand on the Mt. Willard section, has been drawn on the petit jury.

Work on the pick up job on the abandoned line west of Coos Junction is coming along well, we learn. The Company will salvage many cars of usable ties, and other material, from this job.

Train Crews

By JOHN J. KEATING

Retired Engineman "Honey" Horeyseck, for many years one of our crack passenger pilots, enjoyed a couple of weeks in New York, staying at the Commodore Hotel, viewing the Easter Parade on Fifth Avenue, and taking in the Yanks and Senators ball game at Yankee Stadium.

A lot of new faces showed up for the old jobs. A. J. Bouchard for 214-213; conductor on 5-20 now is E. E. Marston and Conductor Fred Bendelow is the "Brains" on 11 and 16.

GRANDDAUGHTER OF the late Yard Conductor and Mrs. John McGahey, Portland, is Suzanne Cronin, four, daughter of Mr. and Mrs. Philip Cronin, Chicago

PRIDE AND JOY of her grandfather Perley R. Witham, night yardmaster at Portland Union Station, is Sherry Witham, eight months old. She is the daughter of Mr. and Mrs. Donald Witham, Saco

The train crews of the Portland Division extend their deepest sympathy to Retired Conductor Leslie Tucker on the death of his wife.

Retired Conductor Lyman P. Austin was a visitor at Union Station to view the Train of Tomorrow. This is the first visit Lyman has made to the station in many years.

Trainman A. M. Bates, who owns a camp at Passadumkeag, was notified the camp had been broken into. The culprits broke furniture, dishes, and took the feathers from the pillows and strewed them all over the camp. I'm happy to report they were caught.

"Stepfather" H. H. Howard and the Mrs. spent a few days up to Oquossoc doing a little smelt fishing. "Herb" does all his smelt fishing by fly rod. Incidentally, Friday, May 13 was Mr. and Mrs. Howard's 16th wedding anniversary.

Ticket Agent Donald Reynolds of Augusta was a patient at the local hospital.

Best of luck from all of us to Conductor J. J. Cote who retired this month.

Henry W. Longfellow Lodge, Brotherhood of Railroad Trainman, had its 53rd anniversary, and the Ladies' Auxiliary its 50th, at a joint banquet and entertainment, May 19, in the Lafayette Hotel. W. E. Easler was general chairman, assisted by committees including Mr. and Mrs. Leon E. Poupart, Herbert W. Fogg and W. F. Driscoll; Mrs. Dorothy Massengale, Mrs. George C. Larsen, Mrs. James A. Hayes, Mrs. Mary Woodbury, and Mrs. Harold Clark. Many members from Bangor Lodge, Waterville and Dover, N. H., attended.

Some of our boys off duty on account of disability in April were Conductor J. E. Monahan, Trainman C. H. Griffin and L. H. Lutterell.

Signal Maintainer A. H. Spinney and the Mrs., Pittsfield, were visitors in Portland, April 27, attending the performance of Oklahoma. They also dined at our celebrated wharf restaurant.

Harold Moores, son of Engineman "Pit" Moores, has been appointed to the United States Military Academy at West Point, entering with the July Class.

Trainman John Frank and the Mrs. are receiving congratulations on the birth of a son.

Conductor Silas Burbank was married to Miss Florence Reed, Portland, at Trinity Church, May 19.

Conductor Newcomb of the Eastern Division, Trains 93 and 8, had the misfortune to have a ladder slip from under him, while taking off the double windows of his house. He received a severe shaking up.

A few of our boys on vacation are Trainman H. J. Gleason, W. N. Pratt and C. N. Harper.

Conductor E. E. Marston and the Mrs. took a little trip to New York, visiting friends and relatives.

Portland Terminal Co.

Portland Freight Office and Freight House

By ALICE A. MCLAUGHLIN and MARJORIE J. QUIGLEY

William P. Kelley, general agent, is attending a meeting in connection with the American Railways Association, at Chicago, Ill.

Mrs. Florence P. Cooper, clerk, marine department, and granddaughter, Donna Dudley, attended the circus at Boston Garden, Sunday, May 15.

Harold J. Cole, personnel records department, general office, was a recent visitor at the freight office.

Peter Cloherty, stower, freight house, who has been absent account of sprained back, resumed his duties Thursday, May 19.

We extend our best wishes for a speedy recovery to Ludwig Starling, waybill machine operator, who has been absent for some time account of illness.

New electric typewriters have been installed for the use of freight billers.

Timothy J. Crowley, loader and caller, freight house, plans to visit Boston soon. Also, Howard Furlong, freight clerk, and wife.

Francis L. Farrell, assistant delivery clerk, and wife, attended the K of C convention at Van Buren, Me., recently, which they enjoyed immensely.

Dennis J. Shea, loader and caller, and wife, have been called to New Haven, Conn., by the serious illness of his sister, Mrs. Catherine Malia.

Rigby Yard

By JACK JOYCE

Chief Clerk Johnny Johnson and George Marcroft, clerk and former correspondent, have both returned to their homes from a stay in the hospital.

Paddy Walsh, of 351 fame, is on vacation. To be continued. Tommy Mooney, ex-east yarder, has replaced Marty Mulkern at the teletype. Marty took the swing clerk's position held by Francis Mulkern who reverts to the "board."

George Goodwin, Yard Eight clerk, filled in for Johnny Johnson, while George "Plumb Bob" Severy, covered Yard Eight.

Mystery of the month: Who stole Ervin Babcock's lunch? Think nothing of it, Bab. Eating's only a habit. Habit hot, habit cold, habit now, habit later.

Portland Terminal Towers

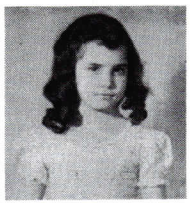
By W. M. CUMMINGS

C. Ogilvie, third trick, Tower Two, was off recently for a couple of days and was relieved by R. Powers.

J. Connolly, first trick, Tower Three, was off recently and relieved by L. Compagna. H. F. Johnson, third trick, Tower Three, was called to Newport, Vt., by the death of his brother who was General Yardmaster for the CPR at that point.

J. E. Turcotte, agent, Deering Junction, was on vacation and relieved by E. Slattery who in turn was relieved by Operator Graham.

Come on boys, let's get going and see what we can do in the picture contest. Get some extra money for your vacation.



GRANDDAUGHTER OF Retired Tower Operator and Mrs. Alfred Guimond, Portland, is Denise Guimond, daughter of Mr. and Mrs. Fred Guimond, Thornton Heights

Rigby Engine House

By ALBERT B. WETMORE

Painter Charles Lombard, who retired April 30, received $50 from the boys at the Engine House.

Laborer Frank McGill was called suddenly to Quebec, Canada, by the news of his sister's death. She was the aunt of Machinist Henry McGill. We offer our heartfelt sympathies, as well as the floral tribute sent.

Machinist Leslie D. H. Drew announced the marriage of his daughter in April.

Electrician Walter Emery recently has completed a piece of scroll work on his jigsaw which is really worthy of mention. It was the Lord's Prayer.

Local 525 had its regular meeting May 6. It was attended by a majority of its members who listened to the report of their delegate to the district convention.

Much furor was created by Machinist "Don" Tracy and his smelt fishing exploit. He invited all comers to compete with him for the largest catch, but at the last moment the weather conditions were bad and that ended the venture.

The Girl Scouts were active at the shop in the sale of cookies for the good of the cause. I should say their efforts were a tremendous success by the smiles on their faces as they left the shop.

There was much speculation as to when the back-time pay would be paid. Now that it has, Laborer Patrick Nally will rest in peace.

Machinist Arthur Shaw is very much concerned as to whom is slashing the fabric top of his car. He has repaired it repeatedly only to have it cut again. It looks like a case of vandalism, and not by the men in the shop.

Boilermaker Charles Jackson went to Montreal, Canada, as a delegate to the National Boilermakers Union on May 2, and returned May 18. He was full to the brim with news.

While Machinist Helper Howard Shaw was in Florida, his son gave the old doughnut shoppe a face lifting in the form of a natural stone terrace and flower beds. This was laid up in cement. Howard returned to work on the 19th.

Machinist "Don" Tracy and Laborer Roy St. Peter have purchased automobiles.

We have a new painter, Peter Griffin, who is receiving instructions from Painter Kenneth Stevens of Waterville in the new process of the lacquer-duco painting.

We received word early this month that former Machinist Vernon Butler died. He was one of the first diesel maintainers on the old streamline unit No. 6000.

Foreman Mark Flaherty and Mrs. Flaherty recently visited their son at Rutland, Mass.

Electrician James Small caught a nice lake trout weighing 2½ pounds, and to convince the boys of his department, he produced the goods as evidence of his integrity.

Electrician Helper "Burt" Wetmore of the same department recently purchased a metal canoe, and has made a car-top carrier to carry same to and from the lake.

We were honored by the attendance of C. L. Quigley of the Safety Department at one of our meetings. He complimented the men on their good showing which proved what earnest efforts could produce. It was a record to be envied, 262 days at this writing.

We had one birth announced this month, a son, Bruce Wayne, on May 8 to Carpenter and Mrs. Edgar Dunham.

Laborer Roy St. Peter has been appointed as a leader for a Boys' Sports Club.

Machinist and Mrs. James Mudd motored to Guilford recently to visit relatives.

Machinist William Tartazuk served as a captain in the Catholic drive for funds for benevolences.

Machinist Helper and Mrs. Brume motored to Wethersfield, Conn., enjoying a visit with friends for three days.

The new engine block has arrived for diesel switcher 1003. It was accompanied by George Marks of the Alco Company who will supervise the installation of same.

We have several men out sick: Machinists George Miller, Joseph DeRoche; Boilermakers Helper Frank Podjak, Foreman Thomas Brown, and Laborer Louis Foley.

Men who are on vacations at present are General Foreman Coley Welch, Machinist Melvin Pratt, and Laborer Charles DeCoster. Machinist Eugene Annett recently returned from his vacation.

Machinist Theodore Cote recently was elected president of the Bridge Street Council of the Parent-Teachers Association at Westbrook.

We were all very sorry to hear of the sickness of the wife of Machinist Helper Francis DeGruchy.

The Forest City Rod and Gun Club announce their regular Fishing Derby. Several of our boys have filed applications to enter. There is $700 in prizes offered.

There is considerable rivalry between Machinist Helper Bart Dimatteo and Hostler Helper James Ashley on account of two youngsters who are making quite a name for themselves in the baseball Hall of Fame in the Telegram League. They are Johnnie Dimatteo of Deering High, a brother of Bart's, and Ken Ashley of Cheverus High, a son of Jim's.

A new edition of a safety shoe has made its appearance at the shop and is making quite a hit if orders mean anything.

A group of 20 railroad admirers from Biddeford headed by President Dr. Barden; Allan Horne, vice president; Wayne Roundy, secretary; and Harvey Brooks, treasurer visited us recently. They are especially interested in model railroading and use the H-0 gauge type for their models. This tour was arranged by M. A. Thomas, assistant general manager. Foreman James Brice was the official escort and lectured on the efficiency of the diesel locomotives.

The new welfare fund at Rigby has paid nine claims to date, and still carries a balance, Treasurer Billington reports.

Eastern Division

Calais

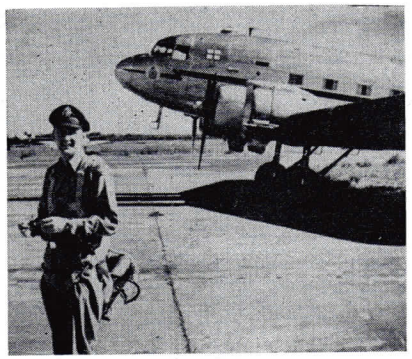
By P. D. Adams

Lt. Col. Charles F. Gillis is passing a furlough at the home of his parents, Conductor and Mrs. Robert J. Gillis. He entered the Army as an inductee in February 1941 and received a war time commission in Sept. 1942. He served in the Pacific Theatre 30 months with service in Australia, New Guinea, the Marianas and Gilbert Islands. He has recently completed four years on the staff of General MacArthur. On completing his furlough in Calais, Col. Gillis will be assigned to the Air Force at the Pentagon, Washington, D. C. His permanent commission as Major was received in the Air Force in July, 1946. At present he holds a temporary rank as lieutenant colonel.

Retired Conductor A. H. Bacon is in town on business and visiting old friends here.

Mrs. Bernard F. O'Neill, wife of the conductor, has returned from New York where she has been visiting their daughters, Mrs. George Rickey and Mrs. William Bailey.

We are sorry to report Conductor James Cust off the job because of sickness. We



REPORTING to Washington, D. C. after a distinguished war and occupation record in the Pacific is Lt. Col. Charles F. Gillis, son of Conductor and Mrs. Robert J. Gillis, Calais

understand he is being treated at the Bangor Hospital. Conductor John Libby is on his job.

Agent Burt Pullen has been off on vacation. He was relieved by Operator R. E. Farren of Danforth.

Shop Foreman H. A. Libby attended a foreman's meeting at Waterville, May 5.

Nash McKay, son of Operator and Mrs. W. H. McKay, has recently been elected commander of the American Legion Post at North Berwick.

DAUGHTER of Retired Pumpman Harry E. Thompson, Cherryfield, is Wilma Thompson who will be graduated from Cherryfield Academy this month. At one time Wilma's grandfather, father and three uncles were working for our railroad

Retired Section Foreman George W. Allen is visiting at Lincoln with his daughter and son-in-law, Agent and Mrs. Lawrence Blood.

Carman William Hanson has purchased an automobile.

Philip Ross, son of Clerk and Mrs. Carl E. Ross, has been elected president of the Student Christian Association of the Washington State Normal School at Machias. He has also been president of the Future Teachers of American Chapter of the school; co-chairman of the campus recreation committee; a member of the Men's Glee Club; the Zeta Sigma Alpha Fraternity and the Men's Athletic Association.

Conductor R. A. Constantine has moved to his summer home at Perry and is working between Ayers Junction and Eastport. Trainman Merrill Tucker is on his job here.

Conductor C. J. Crandlemire is running the baggage car with Conductor Taylor and Brakeman Carl Smith of Eastport on the Woodland Branch with Conductor Gillis.

Laborers Howard Mingo and Daniel O. Campbell were on vacation, visiting with their daughter Mary of Jamaica, N. Y.

ELECTED PRESIDENT of the Student Christian Association at Washington State Normal School is Philip Ross, son of Clerk and Mrs. Carl E. Ross, Calais

Bangor Motive Power

By Charles H. Leard

The ICC locomotive inspection law was put into effect during 1911. On May 17, Government Inspector Foss was in Bangor and it was the first time in the history of the Bangor Engine House that there was no steam engine for him to look over.

Foreman C. E. Quimby and I. A. Furrow attended a meeting of the New England Railroad Club at Boston, May 12.

Engine House Man and Relief Crew Dispatcher M. J. Roach left Bangor May 9 for a two weeks visit at Washington, D. C. He expects (?) to play a piano duet with the President while there.

At the annual banquet of the K of C Bowlers held in Bangor April 27, the winning team, the Dodgers, captained by Locomotive Fireman Eddie Elliott, was awarded the trophy symbolizing the loop championship. Elliott received the cup on behalf of his outfit.

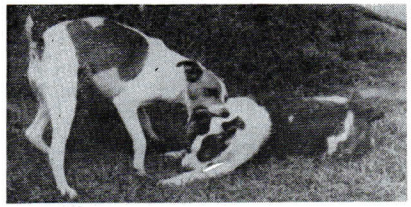
Laborer and Mrs. Paul Fessenden are being congratulated on the birth of a daughter, Linda Marie, on April 19. Felicitations also are extended to Fireman P. D. McGinley and wife on the birth of a son and heir, Michael J., April 10.

Diesel Machinist Charles B. King was one of the door prize winners at the Better Home Show held recently in the Bangor Auditorium.

Machinist Richard Moran was a delegate from Howard Lodge of Winterport to the Masonic Grand Lodge meeting at Portland, May 2.

George H. Ware of Bangor, son-in-law of Hostler Helper John H. Thomas, is seriously ill at the Eastern Maine General Hospital.

General Foreman McGarry was out bossing MacDonald and Blake while they were whitewashing the walls of the turntable pit. Something happened to the whitewashing apparatus and when McGarry



"TWA DOGS" who according to Robbie Burns quoter Charlie Leard "tired out with many a farce" appear, are railroading pals. Stretched out is Penny, pet of Clerk C. H. Mayo and chewing on his ear is Tubby, from the family of former Conductor E. F. Munday

came into office he was as white from head to foot as Hamlet's Ghost.

Congratulations to Captain John B. Toole of the local police force who was promoted to chief of police, May 20. Toole, for a number of years, was a fireman on the Eastern Division and is the son of Locomotive Engineer John Toole, deceased.

Electrician G. M. Hathaway attended the Maine Consistory of Scottish Rite Masons in Portland, May 19 and 20.

Mrs. Charles E. Quimby went out fishing the other morning from their camp at Beach Hill Pond and came back with two salmon, one five-pounder and one smaller one. Foreman Quimby spents half of his free time out there fishing and has never landed one yet. He'd better take lessons from the Mrs.

A BEAUTIFUL flower garden is the chief hobby of Mrs. John W. Furrow, widow of the late foreman of locomotive repairs at Bangor, and mother of Relief Foreman I. A. Furrow. Despite her years she is still very active in the local Farm Bureau

Boilermaker R. C. Jones came into the office the other day and said "I want a pair of low dress shoes, size 9, for street walking."

On the Bass estate, adjoining the engine house property, are two very comfortable and cosy camps privately owned by Portland Division engineers and firemen. I notice Al Pritchard and his cohorts, Seth Moulton and brother John, are revamping their refrigeration outfit previous to the advent of hot weather. Former occupants of this camp were Engineer Les Moody, George Waldron, Frank Hollis, Elias Moore and Frank Means. Saw "Bunny" Utecht doing the heavy work and Pritchard bossing the job. These boys have an extensive blueberry patch adjacent to their abode and expect to gather at least two quarts when ripened.

The second cabin is owned by A. C. Towle, W. E. Foss, Seth Bailey, Benjamin Berry and Blinn Whittemore. Former owners and inhabitants have been L. P. Bailey, Harvey Doe, A. S. Stillings, P. Stanley, "Cy" Paul, Jack Haines and O. B. Buck, all deceased; A. H. Horeyseck and Bob Sturgeon now pensioned.

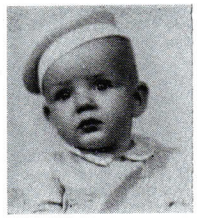
Stores Department Clerk J. L. Blethen and wife are rejoicing on becoming grandparents for the second time, a daughter, Vickie Lee, born in the Eastern Maine General Hospital May 16.

Bangor Operating

By Mary E. Gibbons

Jack Taylor, conductor, who has been off duty because of illness, is expected to return to work very soon.

Many friends of W. H. Sutherland, conductor, will be sorry to learn that he is seriously ill at the Eastern Maine General Hospital.



THIS handsome little lad is Stephen D. Alexander, age seven months, son of Relief Dispatcher and Mrs. Dow Alexander of Bangor

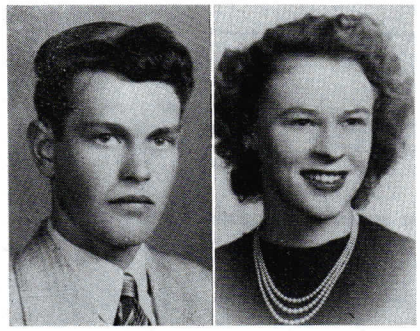
W. A. Curran, baggage and mail handler and Mrs. Curran, were in Boston recently, while Bill attended the System Board meeting of Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes.

Victor H. Brown, operator, Eastport, who has been in the hospital about two weeks, is recovering.

Among those on vacation are N. J. Saindon, baggage and mail handler; Operator E. F. Sanborn; Loader F. W. Igoe; H. A. Bradford and Albert Washburn, janitor and watchman.

The many friends of John Murphy, retired conductor, will be sorry to learn of his death, which occurred after a long illness.

THIS beautiful baby is David A. Darling, age two months, son of Ticket Clerk and Mrs. Olyn Darling of Bangor



NEWLYWEDS are Signal Helper Raymond H. Sawyer, left, Bangor, son of Assistant Signal Supervisor H. R. Sawyer and the former Patricia Baker, right, daughter of Richard Baker, South Brewer. The couple were married March 27 at the home of the Rev. C. H. Laite, South Brewer

Bangor M of W

By John Mincher

Patricia Baker, daughter of Richard Baker, South Brewer, and Raymond H. Sawyer, signal helper, Bangor, son of Assistant Supervisor H. R. Sawyer, were married March 27 at the home of the Rev. C. H. Laite, South Brewer.

Charles Bayrd, trackman with track repairman on Calais Branch, returned to work last month after being off since December, 1948, on account of an accident. Everyone is glad to see him back on the job again.

Arthur Cust, former plumber helper, has been employed as assistant inspector of bridges and buildings and will work during the summer months with Inspector Frederick Hanson.

P. D. Gross' bridge crew has commenced work strengthening various bridges on the Calais Branch to permit lifting of speed restrictions now on these bridges.

COMPLETING a signal installation at Lincoln last month were these members of Ellis' signal crew. Left to right, R. C. Campbell, Walter Mack, Larry Goodwin, Signal Foreman Arno Ellis, G. T. Croston, George Wiggin, John Caldwell, and John Ryan, signal maintainer, Bangor, not a crew member

Vanceboro

By Harry D. Davis

Those on vacation during May include: Clerks M. O. Pine and C. S. Prescott; Carman H. E. Beers—O. Clendening in his place; Carman S. L. Farnham—O. B. Hanson in his place.

Retired Clerk C. P. Crandlemire and Mrs. Crandlemire have returned from St. Petersburg, Fla., where they spent the past winter. They report it a grand place to renew your youth.

Retired Stationary Fireman G. E. Mills and Mrs. Mills are just back from Pittsburg, Penn., where they spent most of the past winter with their children.

Trackman W. C. Kaine is confined to his house with sickness at this writing.

Those continuing on sick list are Clerks C. A. Robertson at his home here, and H. D. Burr at his Costigan home.

General Agent Blanchard and Motive Power Foreman A. M. Scott are each dismantling barns on their properties, Mr. Blanchard getting first fall.

Clerk D. E. Russell and Mrs. Russell are receiving congratulations on the birth of a son May 24, unnamed as this is written. Mrs. Pine is daughter of H. T. Lounder of Vanceboro. Mr. Russell is son of late Section Foreman Albert Russell.

Bangor Car Department

By C. A. Jefferds

Carman William F. Burke died May 8 at Grace Hospital, New Haven, Conn. He was the son of Joseph M. Burke, leading carman at Northern Maine Junction. He leaves his widow and two children.

The following have returned after enjoying their annual vacations: Carmen B. W. Caldwell, L. S. Stubbs; Coach Cleaners D. J. Smith and A. H. Holmes.

A new boat is in the making, General Foreman L. J. Hartery being the builder and owner.

Leah Golden, stenographer, L. J. Hartery's office, has returned from leave, after vacationing in Florida, Mrs. Shirley Wheeler substituting in her place.

The Krane Kar on freight repair track has been given a new coat of paint, administered by its Operator H. E. (Ernie) Burnham.

A recent visitor to this office was James E. Scott, an old-time carman. He has just returned from Japan where his son, an honor student at West Point and M.I.T., was a colonel stationed in Tokyo under General MacArthur. On his return he was accompanied by his son who has been assigned at Washington. Jim is now residing with his daughter in Orrington.

P. H. Powers, coach cleaner, is recuperating after having undergone surgical treatment at the E. M. G. Hospital.

A new addition to the railroad family was the arrival April 19 of a son, Frederick Roland, to Carman and Mrs. Roland E. Lancaster.

Newspapers Report The Facts

Three recent stories in the daily newspapers should have been placed side by side for comparison.

Story No. 1: The State Legislature considered a $1,000,000 bond issue for the improvement of airports. Said a State Senator as quoted in the papers: "Our airports are not large enough to handle large planes now being used by the commercial airlines." (Commercial airlines are those which carry passengers and freight in competition with the railroads.)

Story No. 2: The City of Portland proposes to build a new road for the specific use of commercial trucks, at a cost of more than $100,000. This cost will be borne by the taxpayers.

Story No. 3: At the Congress Street crossing in Portland, it is proposed to erect a control tower, with electrically lighted gates, for the better protection of highway traffic. This work, costing $40,000, says the newspaper story, "will be paid for by the Portland Terminal Company."

And there you have the picture.

Of the three forms of transportation, all competing for business, only the railroad pays its own way and further provides the safety protection for hazards largely created by others. The others depend upon hand-outs by the taxpayers for their facilities.

But it goes farther than that. The railroads are among the largest taxpayers in the State. A substantial part of the cost of subsidizing their highway and air competitors will come from the railroad's coffers!

WILLIAM A. WHEELER,
Associate Editor Emeritus