



OCTOBER
1952



RAILROAD

MAGAZINE



the President's Page

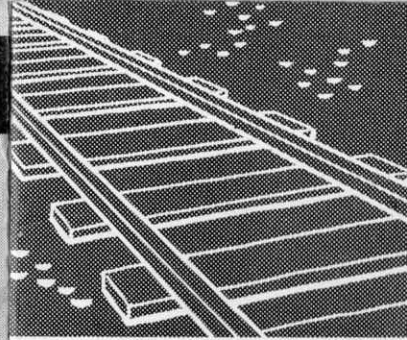
A community's welfare depends in a large measure on the welfare of the industries and businesses located in it. One of the biggest as well as the most essential industries is our railroad.

Often a healthy and happy community tends to mean better living and working conditions for our employes. It was with this thought in mind that I experienced a great sense of gratification last month when I greeted a splendid turnout of committee chairmen from the Brotherhoods and department heads. They voluntarily came to a meeting to determine what we could do better as railroaders in support of the Community Chest or Red Feather campaigns currently underway in many of our cities and towns.

Among those committee chairmen attending were Herman Dodge, locomotive engineers; Pitt Moores, firemen and engineers; Jim Hayes, trainmen; W. O. Gallison, conductors; R. L. Faraday, telegraphers; Milt Poore, maintenance of way; F. A. Scott, signalmen; Joe Meehan, vice general chairman, clerks; Hugh Flynn, Fred Harris and Harold Cummings, railway and steamship clerks; Gene Cummings, station employes; Tommy Earls, train dispatchers and Ray Briggs, bus operators.

I hope that our joint interest in such worthy projects as the Community Chest and other occasions for mutual cooperation will tend to bring our members closer to me and more frequently.

E. SPENCER MILLER
President

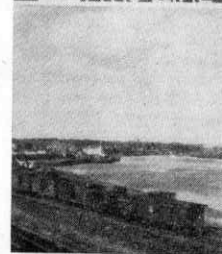


Maine Central Railroad Magazine

Vol. IX—No. 1

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus



COVER

A fine Autumn scene on our cover this month shows our yard and approaches to Bangor looking east. Visible in the distance at right is the Bangor-Brewer Bridge and to the left, the tower of Union Station. In the left foreground is the Bangor Freight House

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FROM THE EDITOR

Fall is here and our cover seems to convey that feeling of Summer on the wane pretty well. Typical Yankee penchant for "getting the wood in" this time of year gets a boost in our story on Penobscot Chemical Fibre.

Had occasion to correspond last month with Elmer Lipsett of the S. D. Warren Company's advertising department. His letter bore a richly printed card with this terse observation: "Count that day lost, When low descending sun, Sees prices shot to hell And business done for fun."

The old timers and youngsters had at it in Charlie Leard's amusing story on Page 12. How do you like the Magazine's new appearance? We'd like to have your opinion.

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

First Work Begins

On Fore River Span

Work on a new combination rail-highway bridge spanning Fore River at Portland will start this Fall with several track changes to be made by the Portland Terminal Company in the vanguard of the operation.

This is the bridge that the Maine public and Maine Central people rallied to support when put to a vote in a September, 1950 referendum. The Portland Terminal Company already has contracted with the State of Maine to provide an estimated \$1,400,000—the cost of the railroad's share of the combination bridge. It will take at least two years to build the new bridge which will replace the present antiquated Vaughan draw-bridge, eliminating a serious highway traffic bottleneck, and our wood-pile trestle. The Railroad will spend another \$1,500,000 on grade alignment and signal changes.

The new construction compares favorably in size to a list of like projects which have been undertaken in

the state but by visual comparison, it will be shorter than the Carlton Bridge at Bath and about equal in length over the water to the new Augusta highway bridge.

The railway and road portions of the new bridge will be built side by side on different levels instead of one over the other. The State Highway Commission estimated that the cost of side-by-side construction would be less.

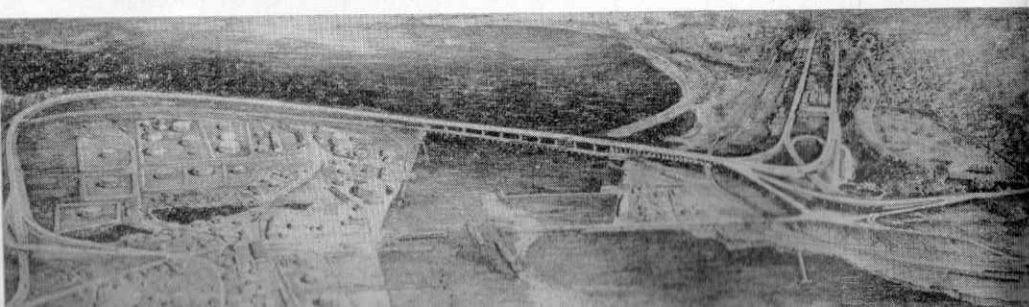
The Portland Terminal Company's immediate task is to build a connecting track between the Portland Union Station west yard and the Mountain Subdivision track, according to Principal Assistant Engineer C. A. Plumly.

The Engineering Department will construct about one-third of a mile of track to the east of Thompson's Point which, when completed, will permit removal of the wye connection and trestle now over Fore River. The wye, pilings and all, will be taken up



THIS GANNETT AIR PHOTO shows the Vaughan Bridge and Railroad trestle as they exist today. Arrows indicate buildings that will be moved for the highway approaches. Our wye at right bottom will be taken up

THIS IS AN ARCHITECT'S SKETCH of the new Fore River Bridge supplied by the State Highway Commission. The bridge is in center foreground. At right the St. John Street and Valley Street exits and at left the highway approaches



to make room for the new bridge construction. Also to be removed is a section of Yard Nine, a storage track adjacent to the Mountain Subdivision mainline. The Mountain Subdivision passenger train will continue to back out of the station before proceeding, but it will not have so far to go.

Plumly estimated that some 50,000 yards of fill must be excavated for the new track. The engineers also will currently undertake all the necessary grading for the station west yard and place underdrains and ditches to the extent that it will not interfere with the present track.

The bridge project will be the largest construction undertaken by the railroad since the Rigby Yard was built in 1923 and erection of PTCo. Wharves 1-4 in the 1930's.

The State Highway Commission has

estimated that the combined bridge construction will require 8,680,000 pounds of structural steel.

There are some 840,000 yards of cubic earthwork, 62,100 linear feet of cast-in-place concrete piles, 52,600 linear feet of H-beam piles, 23,400 cubic yards of concrete, 10,200 tons of bituminous concrete, 700 cubic yards of ashlar masonry, and 112,500 linear feet of vertical sand drains.

An old man was sitting on the porch of a little village store when a big, shiny car drove up with two strangers in it.

"Hey, there," one of them called out. "How long has this town been dead?"

The old man looked at them over the rims of his spectacles.

"Well, not long, I guess. You're the first buzzards I've seen."

*Penobscot Chemical Fibre
Company at Great Works, Me.,
Has Year of Expansion*

Great Works at PCF

One of the Maine Central Railroad's good customers has, during the past year, undertaken an expansion and plant improvement program that bids well for the future of the shipper and the railroad that serves him.

The Penobscot Chemical Fibre Company at Great Works is the only mill on our Line engaged exclusively in the manufacture of chemical woodpulp and has its product widely distributed throughout the United States. In addition it is a large receiver of rail shipments of pulpwood, sulphur, lime, salt and machinery.

The "PCF" as it is commonly known on the Eastern Division, is justly proud of its record as a pioneer in Maine's largest industry. It was one of the first soda pulp mills in the State, having been built and continuously operated since 1882. Linked closely with this sound record of economic progress is the name of Walter V. Wentworth who retired last June as plant manager after 54 years in the business.

And according to Linwood S. Hatch, now plant manager and Eugene H. Clapp, president of the concern, PCF is equally proud of its employees who boast an average of 15 years consecutive employment with the company. Among its members are several who have been employed more than 50 years, an unprecedented mark in the industry.

Penobscot Chemical Fibre has a daily production of 250 tons of woodpulp. It manufactures bleached sulphite and soda woodpulp plus caustic soda and chlorine bleach which it sells to other mills. This latter is unique, in that PCF is the only local plant to market the product commercially, most other woodpulp plants having just enough to supply their own needs.

The PCF's expansion program in a large measure hinged on extensive changes in the tracks serving its mills in order to provide more storage area for the pulpwood. Thousands of yards of gravel fill extended the company property out into the Penobscot River and the tracks were moved from the center of the company yards to the river bank creating a spacious area between the Maine Central mainline and the new spur for storage. In the process a new coal trestle pocket was built. It also enabled PCF to move two large storehouses to new locations.

To view the thousands of tons of pulpwood piled sky-high in the PCF yards, it is difficult to imagine that it ever could be depleted. But with the modern science of reducing logs to pulp and the railroads' vital service in getting the products to and from the mills, the tree that one day grew in Howland quickly has become the finest woodpulp and printing paper the world can produce.



JUST A PORTION of the thousands of tons of pulpwood used by the Penobscot Chemical Fibre Company is this one pile in their yard at Great Works. At left is the Maine Central mainline and siding where the wood is unloaded

Many of the Penobscot Chemical Fibre Company's improvements and installation of new equipment is of a technical nature. Capacity of a sulphite pulp drying machine was expanded.

A new circulation system was introduced in the sulphite digesters. (The digesters receive the wood after it has been reduced in the maw of a rugged machine to chips. The wood is cooked in the digester under pressure and joined with chemicals in the soda, sulphite or sulphate processes, the chip is converted to pulp.)

A new sulphite mill laboratory and office were added; a new exhaustor in the Acid Plant resulted in more uniform acid; a new steam reducing and desuperheating station for the sulphite digester room provides a uniform steam pressure for operating the digesters. A tumbler barker was added for the soda mill wood room. This literally tumbles the bark off the logs.

Then came a new transformer substation for additional power; a 12,500 gallon tank for storage of acid; heat-

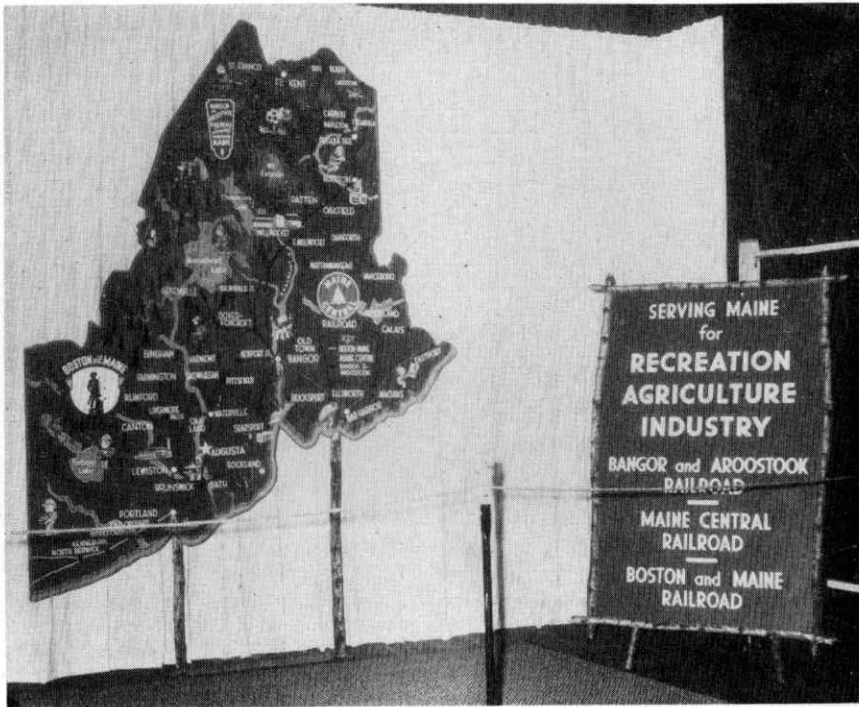
ing and ventilating equipment, boiler conversions and a new time office and new first aid room.

Last year the operation of pulp mills like Penobscot Chemical Fibre and other paper and pulp mills on Maine Central tracks, accounted for 40 per cent of our freight revenue. The Maine Central serves with pride these industrial partners in the economic future of our system.

THANKS

"Maine, as was much of the United States, was developed by steel rails and chugging locomotives — trains which carried our logs, potatoes, fisheries' products and textiles to market; trains which hauled passengers to and from Bangor and the state's other cities, developing them as commercial centers. * * * The railroads, which built Maine, are continuing to link its towns and cities. They are necessary to Maine's prosperity, and they will continue equally essential to its future growth."

—Bangor Commercial



COMBINED EXHIBIT sponsored by the Maine Central, Boston and Maine, and Bangor & Aroostook Railroads at the Maine Event last month was this relief map. Important points on the railroads' system were lighted by small bulbs, while floodlights on the back of the map lit up the draped background with multi-colored lights. Not visible in the picture was a standard size flashing light crossing protection signal which was in constant action

RETIREMENTS

Carl F. Pierce, 67, formerly of Bath and now of 646 West Howry Avenue, DeLand, Fla., conductor on Trains 23 and 48 and 55-56, after 42 years of service. He entered service as a Portland Division trainman in 1910 and was set up to conductor in 1914.

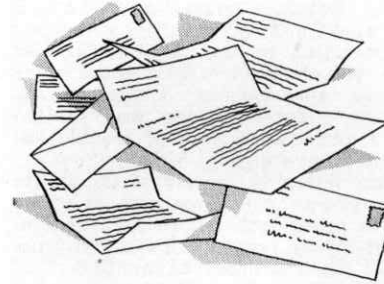
John F. Conlen, 69, of Portland, longtime telegrapher at Tower Four after 49 years of service. He entered service as an operator with the Maine Central in 1903 and went to the Portland Terminal Company in 1911.

John F. Lincoln, 65, of Brunswick, a yard clerk there with 46 years of service. He began railroading as a crossingtender in 1906 and had been yard brakeman, flagman and yard clerk.

WE HOPE

The railroads have it all over other transportation systems when it comes to looking after the interests of the ordinary little people like you and me. The highway transport companies have grown so big that they are losing interest in chicken feed. * * * People with a couple of chairs and an old bureau can as easily lash them on the roof of the family car as peddle them around for the convenience of the trucking industry. * * * While nursing such grievous thoughts, you suddenly remember the good old railroads. The same ones that served your great grand-pappy. You call them * * * and, the best of it is, they seem delighted to get your business.

Montreal (Canada) Star



We're Still A Friendly Road

We've said it before, and it's a pleasure to say it again: most Maine Central people are outstanding in the friendly, courteous and efficient manner with which they meet the public in their everyday course of business.

The value of this tangible asset cannot be measured in words, it doesn't show up in the balance sheet of our financial condition. But to those articulate members of a long suffering public, its value is measured by the fact that they are willing to take time out from busy lives to sit down and write us about it.

Witness the letters below. For Richard L. Achorn, agent at Readfield the past Summer, there is a second letter within two months. Charles D. Wiggin, long-time agent at Ellsworth receives two letters of praise. And a man writes from Philadelphia to compliment three of our Rockland Branch personnel.

Our Readfield agent must have done a good job with the somewhat exacting duties attendant to serving the many large children's camps in the area. Last month he was complimented by the director of Camp Winnebago at Fayette, and now Passenger Traffic Manager R. F. Cowan forwards a letter from James H. Lawrence of Camp Menatoma at Kents Hill. Said Lawrence: "I'm writing this note to commend to you the agent at Readfield, Mr. Achorn. He has

been most cooperative and helpful in arranging our return transportation."

High level praise was heaped on Agent Wiggin by Ernest M. Hopkins, who although he did not identify himself as such, is president emeritus of Dartmouth College. He wrote from his home at Manset, Me., to Chairman of the Maine Central Board of Directors E. S. French. The letter follows:

"Dear Mr. Chairman:

I want once again to register my admiration for your men over at the Ellsworth station. I have had not infrequent occasion to be over there this year meeting guests or seeing them off, as well as to go or come myself occasionally. I have often thought when there and watching things that I wished some of the ticket agents and others associated with other roads could see the patience and courtesy shown by Maine Central men,—at least those at the Ellsworth station. Every one with whom I ever had to do there is a gentleman. Nervous or befuddled women, irascible men, self-important stuffed shirts, and teen agers off on their own all get considerate treatment and when needed intelligent help. I think a vacationing summer crowd is about the biggest test any railroad organization can meet but in my observation these men meet it perfectly."

Equally aware of Agent Wiggin and his office forces' merits was R. P. Esty of Greening's Island, Southwest Harbor, Me. who was particularly pleased by the cleanliness of the station facilities. In a letter forwarded to Cowan, Esty said: "If I were in your high office I would deem it a favor were some unknown traveler to write me of the worth of some lesser official whose contribution to the welfare and best interests of my company had come to his attention x x x such men are rare," he added. In a reply General Passenger Agent S. B. Hitchings acknowledged that "Agent Wiggin is a valuable man for the Maine Central Railroad and takes pride in his work. This pride is reflected in the condition of the station."

President E. Spencer Miller gratefully acknowledged a letter from V. L. Dalmas of Philadelphia, Pa., printed below with the observation that "nothing pleases us more in the Portland office, than to hear about courtesies extended by the men and women out on the firing line who have everything to do with creating a friendly atmosphere with our patrons."

CHOO-CHOO PAJAMA

Latest thing out is the "Choo-Choo Pajama," with a headlight that glows in the dark!

None but a railroad enthusiast would have thought of such a thing. But it so happens that Walter Wormser, head of W. S. Wormser & Company, manufacturer of infants and children's wear, Chicago, is a railroad fan and the father of a boy who, like millions of other American boys, is intensely interested in everything that pertains to railway trains. What could appeal to children more than a pajama bearing a picture of a train which would, in their childhood fancy, carry them away each night to Slumberland!

Mr. Delmas' letter said: "About five weeks ago, preparatory to ending my vacation in the Bar Harbor region, I had occasion to change some sleeper reservations I had made months before. Space was limited and I anticipated a lot of trouble but I didn't have any.

This letter is to pay a tribute to three of your employes, two of whom I have never met, whose unflinching interest in my requests was so unusual that I think it deserves mention.

A Mr. Varney at Wiscasset and a Mrs. Varney at Rockland, made a most excellent impression by telephone and seemed genuinely interested in helping me. Your Miss Libby at Wiscasset bore the brunt of my insistence when I visited the station and also when I telephoned there. She never lost her patience once, in spite of my requests for space that didn't exist. After more than forty years of travel by rail I'll give her the prize for natural courtesy.

Judging from the way these three employes handled the incident I imagine it was routine with them but it was a long way from being routine in my experience. You may never see this letter but I am writing it on the chance that you will."

The Wormser Company owns a patented process by which they are able to make designs shine in the dark, so they designed a little train, with a boy engineer in the cab for the boy's pajama, and a girl engineer in the cab for the girl's pajama. When the youngster goes to bed at night the headlight actually lights up and the smoke from the engine glows in the dark. The train picture on the pajama will remain and the headlight and smoke will still glow after repeated laundering. And the best part of it is that the glow lasts only about ten minutes at a time, so it doesn't keep the child awake.

MUSIC IN THE AIR

From the
Rockland Courier-Gazette



WITH HER GRANDFATHER is Marilyn Murphy ready to lend her beautiful voice to Our Lady of Fatima

Rockland—There was music in the air here when Miss Marilyn Murphy, 18, aspiring New York coloratura soprano, met her 94-year-old grandfather, John Murphy, for the first time. She's the niece of Assistant to the Vice President Traffic, Frank A. Murphy and that's his father.

Marilyn, whose performance of the Bell Song from Lakme recently won her top honors in the finals of the Arthur Godfrey Talent Show, hit it off right away with grandpa. He demonstrated the baritone he's sung for years as a member of the St. Bernard's Catholic Church Choir.

In fact, music is played or sung right down through the family. The Murphy family of New York gathered with Grandpa Murphy at the home of State Police Officer and Mrs. Ray E. Foley on Talbot Avenue; Mrs. Jane Murphy Foley is one of the city's popular singers.

So, about 25 friends were in to hear Marilyn in person; a recording of her prize-winning performance on the Godfrey Show, and to dance square dances called by her father Lawrence "Squire" Murphy, who entertains with his own orchestra in New York.

Marilyn has been studying languages and dramatics at the Rossini Opera School in New York and can easily reach G above high C. She sings with a small opera group, the

Amato Opera Company. While at Radio City Music Hall she did "four a day" singing Una Poco Fa from the Barber of Seville.

For numbers Friday night at the Foley home she sang the Waltz from Romeo and Juliet; Summertime from Porgy and Bess; One Kiss from New Moon and Semper Libre from La Traviata. She and Grandpa Murphy tried out several religious numbers together too.

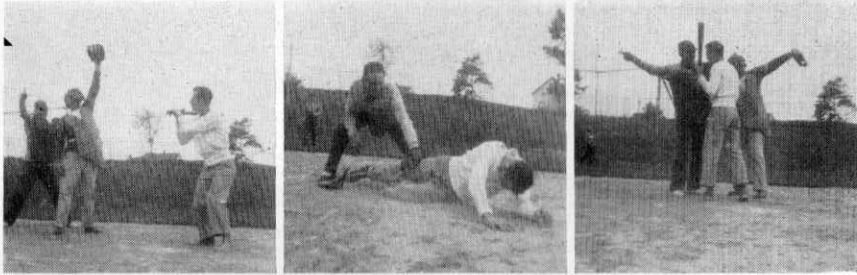
Many happy returns of the day were wished to Miss Nancy Murphy and Trooper Ray Foley who were celebrating their birthdays on that day.

Musical recordings were made through the evening of group singing, one by Mr. Murphy singing "Castles In the Air" and several by Marilyn.

It was the first visit to Maine for Marilyn, sister Nancy and brothers Larry and Peter and she finds she "just loves it here" and wants to come back again, especially to sing with Grandpa Murphy.

The woman tourist posed for a snapshot in front of the fallen pillars of an ancient temple in Greece. "Don't get the car in the picture," she warned, "or my husband will think I ran into the place."

YOUNGSTERS BOW ● ● ●



THE STRIKE ZONE was slightly elevated by Umpire Bickford on batter McGarry of the Youngsters. Foreman Quimby behind the chest protector. Center, with no catcher handy, Umpire Bickford puts a tardy tag on McGarry at the plate. Right, Ronnie McGarry offers to improve Bickford's vision while Quimby waves to his admirers (?) Photos by Relief Foreman I. A. Furrow

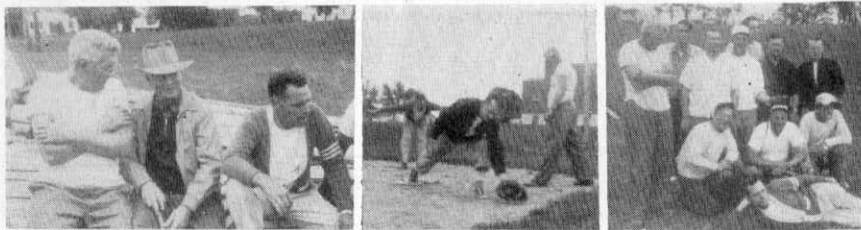
By CHARLIE LEARD
Bangor Mechanical Reporter

The rest of the Country can have its baseball leagues, large and small, and the World Series, but nothing can rival or compare with the Annual Old Timers vs. Youngsters game of the Bangor Engine House employes.

This year the Old Timers, headed by Umpires Foreman Quimby and Electrician Bickford defeated the Youngsters led by Electrician McGarry, 8 to 2 at the Brewer Athletic Field.

The field was loaned to the group through the courtesy of City Manager H. D. Eckler of Brewer. A series of movies were taken by Crew Dispatcher L. P. Severance. A home run by Foreman Quimby and some sparkling field play by Umpire and player Bickford were both spectacular. All of the Round House Force that were able to run or crawl participated in the game.

TO BANGOR OLD TIMERS ● ● ●



A STRATEGY CONFERENCE left, by Messrs. Clark, Rideout and Quimby which apparently paid off. Center, Clark gets a solid "safe" from Umpire Quimby in keeping with the rest of the game's arbitration. The participants, right, bloody but unbowed. Standing, left to right, Clark, Bickford, Caruso, Dauphinee, Booker, McGarry. Front, O'Donnell, Robinson, Severance and Quimby, reclining



Rigby Engine House

By ALBERT B. WETMORE

At last Machinist Patrick Theriault is a grandpa at the age of approaching 70 years, when a son was born to his daughter. The baby's name is Bruce Paul.

Engine Dispatcher Leroy "Coke" Kane now has an outboard motor to go along with his other fishing equipment. "Coke" has already found out that you cannot run it on air.

General Foreman Welch's son, Edward, who was involved in an automobile accident late last month, and seriously injured, is now on the road to recovery.

Machinist Theodore Cote announces the birth of his seventh grandchild, a girl named Marie Ellen, to his son's wife.

Steamfitters Helper Albert Noble is quite busy these days working on his home doing a remodeling job.

Laborer Edward Whalen's wife has had an attack of rheumatic fever. It was thought at first it was polio. She is coming along nicely at this date.

Chief Clerk Leo Belfontaine while vacationing was also building a house. The foundation is nearly completed. Arthur Mills covered his job for him.

Sheetmetal Worker Archie Pratt, after selling his home on Stroudwater Street in Westbrook, is now remodeling the house he owns on Haskell Street in which he intends to live, after retiring.

Laborer Patrick Nally is taking his pension after 49 years of service on railroads. A cash gift was presented to him by the laborers and friends. On the day Pat retired a granddaughter was born to his daughter, Barbara McCabe.

Laborer Earle Lawry goes deep sea fishing while on his vacation and catches a couple of codfish. One weighing 75 pounds and the other 60 pounds.

Machinist Eugene Pollard has taken a sick leave and will be off indefinitely. His job was bid in by Leslie Drew.

After being the grandfather of three boys, Machinist Eugene Annett announces the birth of a girl baby to his daughter Helen who resides in Akron, O.

Electrician Ralph Newman's wife died after a long illness. Sympathy is extended by all.

Retired Sheetmetal Worker Harry Cousins met his death while painting his home. He fell 20 feet by the brick sidewalk, and was found dead by a pedestrian who was passing the house.

Machinist William Tatarczuk made a trip to North Andover, Mass., in company with a group of 56 men to attend a three-day retreat, held in Campaign Hall, in connection with the Catholic Societies of Portland.



RIGBY STORES DEPARTMENT Laborers John McCarthy and Edward Flynn

Former Machinist Sylvio Demers, Melrose, Mass., now employed at the Billerica Shops as a machinist, announces the birth of a son.



BREAK ON THE BUMPERS for Boilermaker Helper Mickey Nee and Laborer John Flaherty during lunch at Rigby

Of all things to happen! After countless years of bachelorhood Machinist Melvin

Pratt was married on August 29. Congratulations Mel.

Machinist Helper Fred Bustin will return to work after he finishes his vacation. He has been out a long time with an arthritic ailment.

Retired Machinist Guy Steves, who has been visiting friends in South Portland for the Summer months, has returned to his Winter home at Sarasota, Florida.

Relief Foreman Malcolm Billington had a birthday Sept. 15.

Terminal Car Departments

By HUGH F. FLYNN

Retired Carman Fred Porter was presented with a fine rod and reel by the boys of the car shop.

Former general foreman Dick Dole paid us a visit while on his vacation.

Carman Carl Carter has moved into his new home in Scarborough.

Foreman Joe Berry and Mrs. Berry attended the Legion Convention in New York City.



CATCHING THEIR BREATH between trains at Union Station are, left to right, Carman Helpers Bob Malia and John Chettley; Division General Car Foreman Joe Rourke, and Carman Helper Shib Malouf, Phil Sawtelle and Ed Laburge

A recent visitor was former Carman Bill Hale now the General Chairman for the carmen. Bill is residing in Boston.

On vacation are Carman Fred Robinson, Angus Peterson, Roy Wilson, Tom Coughlin and Tom Merrigan.

Carman Percy Tomlin has returned to work after several weeks' illness.

Carman Leonard Bean is hospitalized with a serious illness.

Carman Don Perkins has moved into the house he recently purchased.

Our deepest sympathy is extended to Carman Elmer Andrews on the death of his wife, to Coach Cleaner Curtis Cogswell on the death of his sister and to Carman William Bean on the death of his daughter.

Congratulations to Carman and Mrs. Roger Cabana on the birth of a seven and one-half pound boy.



MARRIED on Labor Day at St. Marguerite's Church, Old Orchard Beach, were Mr. and Mrs. Ronald J. Boucher. Mrs. Boucher is the daughter of Carman and Mrs. Joseph U. Geoffroy of Old Orchard Beach

Coach Cleaner Harold Miller has purchased a new car and is learning to drive.

Coach Cleaner Donald Butts, our retired pugilist, has taken up Hot Rodding for a hobby.

Carman Helper Richard Skerritt has been set up to car inspector.

Carman Helper Lyle Dorr has been set up to car inspector to fill in vacation jobs at Union Station.

Portland Freight Office and Freight House

By MARJORIE J. QUIGLEY AND ALICE A. McLAUGHLIN

We are pleased to hear that our former General Agent James P. Jordan is recuperating after his recent illness, and has returned from the Mercy Hospital to his home.

Head Clerk Harry L. Plummer of the Inward Department has resumed his duties after spending his vacation in Caribou, Boston, Hartford and Harwich, Cape Cod.

We extend our sympathy to the following Loader and Caller John T. Curran in the recent death of his brother James; Loader and Caller Francis L. Farrell in the death of his mother, which occurred Sept. 9; also to the family on the death of Freight Clerk Francis J. McFarland, Sept. 5.

Freight Clerk Daniel H. Sullivan enjoyed many pleasant motor trips accompanied by his brother John, during his recent vacation.

We were all saddened to hear of the death of former Janitor and Watchman Hugh A. Sweeney, in a local hospital, Sept. 1.

Janitor and Mrs. Roger M. Chisholm attended a ball game in Boston during the recent vacation of the former.

We were all both surprised and pleased to have a visit from former Chief Clerk Harry L. Fagan, Sept. 12.

During her recent vacation, Freight Clerk Mrs. Ever H. Nelson enjoyed an ex-

tensive motor trip through the state of Maine.

Head Clerk James J. Hasson of the Billing Department, is spending a portion of his vacation in Hartford, Conn., where he will attend the wedding of his nephew.

Stenographer Marjorie J. Quigley has resumed her duties after spending her vacation; Mrs. Sally N. Hasson substituted during her absence.

Loader and Caller William J. Mizula is absent due to an accident to his finger, which necessitated the taking of four stitches. We extend our best wishes for a speedy recovery.

Loader and Caller Charles D. MacCallum has brought in a huge pumpkin which he grew in his garden, and was exhibited in the Freight House.

Portland Terminal Operators

By D. J. WILSON

Congratulations to newlyweds Mr. and Mrs. Richard Boothby married Sept. 3. Richard is employed as third trick operator at Deering Junction. Mrs. Boothby is the former Virginia Coffin of Yarmouth, daughter of Ernest Coffin, main line operator. The couple are residing in Biddeford where Mrs. Boothby is employed as a nurse at the Webber Hospital.



POSING PRETTILY is Gail Weingaertner, 4, daughter of Joe Weingaertner, Portland Terminal towerman and grandchild of Joe Connelly, first trick Tower Three

Sorry to report the recent accident to John Conlen's wife. We all wish her a quick recovery. At the time of this writing John is on vacation covered by Spare Operator Gronlund.

Understand Larry Holmes, swing operator at Tower One, is in need of a few good farm hands to assist him in harvesting his crop of potatoes.

Len King, swing operator at Tower Two, has returned from his vacation well rested. Len didn't go much, just rested while on it. Spare Operator Frost covered for him while he was off.

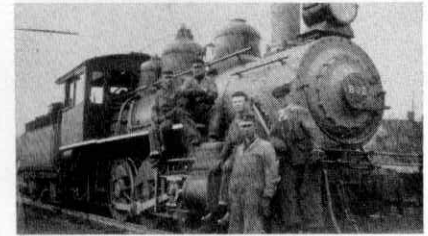
Bob Faraday, first trick operator at Tower Two, off to St. Louis again on Union Business with Spare Operator Frost taking over the reins.

Spare Operator Jim Austin has bid off the swing job third trick all Towers temporary.

Bill Graham is now working third at Tower Four, temporary.

Ernest Coffin has bid in the first trick at the Superintendent's office, Portland, temporary, with Wendell Lewis from Brunswick bidding off the second trick.

Fred Allen, first trick Tower Five, has returned from California after a two weeks' trip. Fred stopped for five days in Denver, Colo., to take in the sights. Erick Gronlund did the honors for Fred while he was off.



AN OLDIE taken somewhere back about 1917. Terminal Engine 802 at Union Station, Portland. The crew members are Elmer Tyler, Engineer George Kane, Car Inspector Carl Hines, Fireman George Bucklin and Brakeman Walter Wynne. George Bucklin is still working at the station. Picture submitted by Operator Bill Graham

Beecher Falls, Vt.

By DON DECOSTER

David Carbee of Wilder, Vt. has been visiting with his grandfather, Harold Carbee.

Merle Michaud, agent, Colebrook, picked up Wausau, Wis. on his 50-watt rig the other night. Merle would like to hear from other Maine Central ham operators. If you do not contact him on the air, write him giving full particulars, wave-length, time you prefer to work, and such.

Gordon Sears of Corinna was working with Stuart Hughes of Colebrook recently. I knew Stuart as a partner in the Hughes Radio & Electric Shop, Colebrook, but never dreamed that he worked the airwaves after hours. Other Maine Central men contacting our customers be sure and identify yourselves as McC men.

Agricultural note: Pork was a little off one morning recently. But the agent went home for a few minutes and, with the help of his family, rounded up the erring pigs.

Roger Drolet, agent, West Stewartstown, climaxed his vacation by taking a Labor



BEECHER FALLS section crew include left to right, Foreman Congdon, Dave Therrien, Carl Crawford and Bert Hawes



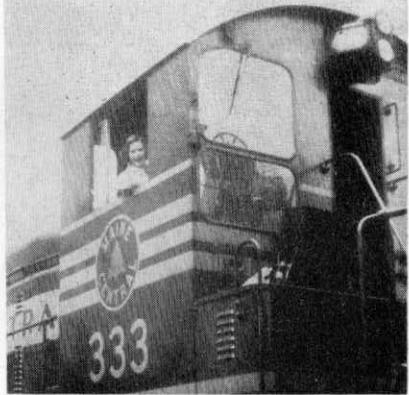
FOUR GENERATIONS at Beecher Falls when Arthur Cryan, messenger on Trains 377-378 posed with his daughter, Mrs. Bernice Bailey, left, his granddaughter, Mrs. Raymond LeClere, right, and little Caryn Elaine LeClere, born June 25, 1952

Day week-end trip to New York with relatives from Shawinigan Falls, Quebec.

Chief Hostler Walter Lang is on a fishing trip in the Laurentides Park, Quebec. His son, "Mike" Lang, is sufficiently recovered to permit some activity, and is now visiting his parents. He is awaiting a medical discharge.

Operator Bertram has gone to Springfield, Mass., and may take in the Brockton Fair if his time and money hold out.

Recent visitors at this station were Jack Hart of the Southern Pacific. Mrs. Hart and their two young sons. The little shavers showed some interest in the work



THE PRETTY MISS looking out the fireman's side of 333 is Janet Morency, daughter of Monty and Mrs. Morency of the Missouri Pacific who stopped at Beecher Falls on their way north for a Canadian vacation

equipment. I showed them through the living cars and they didn't miss a thing. As we entered Jim Chadbourne's office, they looked up at Jim, exclaiming, "Are you the Lone Ranger, Mister? Huh, Mister?"

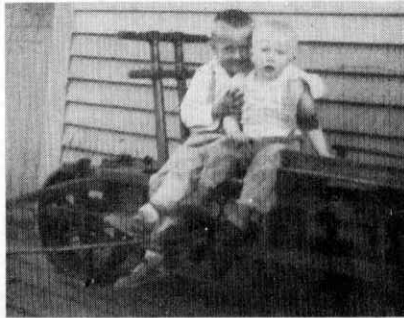
Trackman Franklin Bordeau has returned from O.R.C. Summer Camp at Fort Lee, Va. They travelled by train both ways and made good connections. Franklin says they even held the train at Hartford to save the boys a six-hour lay-over. A Field Training trip to Camp Pickett was cancelled because of weather. The tail-end of a hurricane blew over tents, flattened the kitchen and left the field knee-deep in mud.

Agent Belisle of North Stratford has returned from a vacation in the Eastern Townships. He found his people in Coaticook and Drummondville well but getting older.

Bartlett. N. H.

By BUD BURWOOD

Vacations are coming and going: Ray Tripp and Ed Ainsworth of the Bartlett section crew are back to work. Ray and his Mrs. went on a trip to Washington, D. C., but accomplished nothing much out there. Taxes are still high.



READY to take over a Mountain section in a few years are Joseph R. Burke, 6, and brother Clinton Burke, Jr., 3, sons of Trainman C. J. Burke, Bartlett, and snapped at their grandparents home, Willey House

The section crew of North Conway is having a vacation for the next two weeks.

A good-sized moose wandered down our track from near Sawyer's River to close into this village last month. If he continues to fool around on the main line he may get nudged by a night freight.

Conductor Dolf Bergeron has relatives visiting from Canada and is taking a few days off.

Engineer F. C. Mead is on the way home from Florida after a visit with his son, Col. Henry Mead.

We are sorry to report the death of Section Foreman DeForest Mitchell of Lancaster, recently. Another victim of an auto accident—occurred in Pennsylvania as he was returning home.

Acting Section Foreman Robert Gardner expects to take a trip to Niagara Falls soon, with Mrs. Gardner and Mr. and Mrs. John Chase, signalman, of Lancaster. Conductor Dudley has his Cub back home and is doing a little flying around hereabouts. He defies the law of gravity and thinks nothing of it.

General Offices

By MARY MORSE, ERNESTINE GRIMES, LILLIAN SMALL, JULIA ROPER, ET AL.

G. E. Nickerson, purchasing agent, has returned from a pleasant week's vacation.

Gertrude G. Shine enjoyed a vacation at San Diego, Cal.

Mr. and Mrs. William J. Henry, chief clerk, Engineering Department, enjoyed two weeks' vacation with their son William and family, who visited here from Ohio, and also with son Richard and family for a few days at his camp in Connecticut.

Robert Poore, chairman, resigned to enter Gorham State Teachers' College this Fall. Robert is the son of Milton Poore, General Office carpenter.



LIEUTENANT Bert Pease has received a direct commission in the Air Force

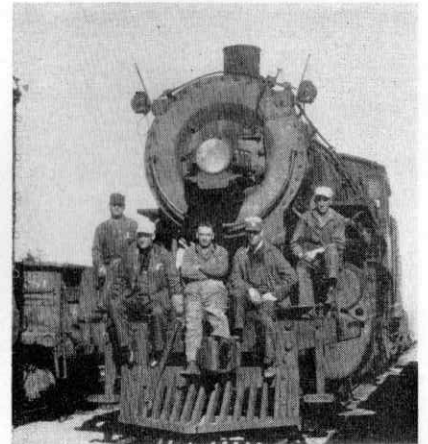
Gordon Williams, clerk in Mr. Budd's office, was on maneuvers with the National Guard in Watertown, New York. Gordon said the worst part of the whole trip was having to get up and be at Union Station by 4 A.M. for breakfast before departure!

Horace Woodbury, comptroller, saw his annual Red Sox-Yankee baseball game in Boston August 16.

Lena M. Hodge, stenographer in the comptroller's office, spent two weeks' vacation in Colebrook, N. H., with relatives and friends.

Ernestine V. Grimes, bookkeeper, enjoyed a performance of "The Heiress," at Kennebunkport Playhouse, starring John Carradine of Hollywood fame. During the week of September 8, she vacationed in Augusta, Waterville and around Massachusetts.

Virgil C. Hawkes, general accountant, went to New York with his family during Labor Day week.



HERE'S A CORKER the crew of a special time train from Rockland snapped at Brunswick. Left to right, is Fred Nevens, no other than Portland Division Superintendent H. L. Strout, Millard Goff, Al Spencer and Bernard Coffin

The gals of the Maine Central and Boston & Maine General Offices had loads of fun giving a dinner party at the Columbia Hotel, Thursday, August 21, for Mabel Clark, a former employe. Mabel left for Berkeley, Cal., Sept. 3. She plans to be married in April. A corsage of red roses and a fine gray wardrobe case were the gifts presented the honored guest at this time. All best wishes go with Mabel in her new adventure.

A little bird reports that our General Office caterer, Leslie Cummings, celebrated his birthday with a "bang" September 1. On being asked which birthday this was, "Tate" merely grinned and replied: "I'm just as young as ever and can still play baseball with the best of 'em!"

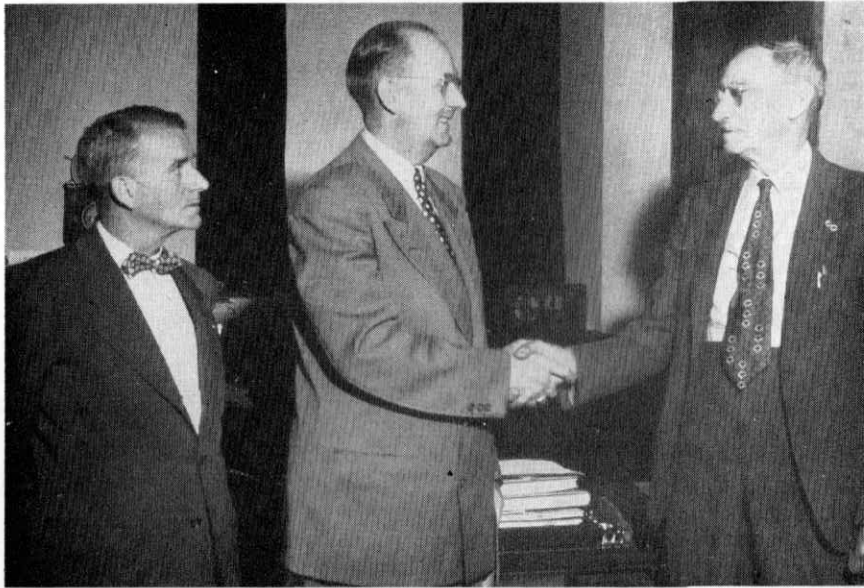
Steve Conley states that he had his usual "wild" vacation period, hitting that little ole golf ball and watching the ponies run!

Clerk Theresa Slattery spent Labor Day week end in Montreal, having a wonderful time.

Those attending the Roadmaster's and Bridge & Building Convention at Chicago on Sept. 15, 16 and 17, were R. A. Jackson, C. T. Davis, B. I. Warner, and W. M. Martin. Mrs. Jackson also went, for sight-seeing and shopping tour—and the boys claimed—to chaperone them.

Bert Pease, former chairman, and who received a direct commission as a second lieutenant in the U. S. Air Force recently, paid a visit to the Engineering Department. He has been transferred to Texas from Sampson Field, New York. The girls practically decided to sign up, after noting his new military physique. Bon Voyage, Bert.

Mrs. Edith MacGibbon, stenographer, and husband "Mac" took off for parts unknown and really saw some of the country. They drove over the Skyline Drive—Front Royal,



MAINE RAILROAD VETERANS DAY was officially proclaimed by Maine's Governor Frederick G. Payne to be Sunday, Sept. 7, the date of the Maine Association of Railroad Veterans annual picnic. The Governor urged Maine people to "pay tribute to this loyal group of public servants." At left is Association President Joseph D. Meehan, Governor Payne, and Treasurer J. G. Sullivan

Virginia to Rockfish Gap, Virginia and over the Blue Ridge Parkway to Asheville, No. Carolina. Took in Monticello (Thomas Jefferson's home) at Charlottesville, Va., the Natural Bridge, Smoky Mountains National Park, Cherokee Indian Reservation and Fontana Dam, as well as Gettysburg Memorial Park. Had a wonderful time, and recommends the trip highly.

We welcome Earl White, chairman in the Engineering Department, who is a graduate of the University of Maine, and hails from New Gloucester, where he lives with his wife and three children.

It took an act of Nature to do it, but Mail Room Ribber Red Murray proved he can move when he wants to. Caught in a recent thundershower, Red sprinted down over the Western Promenade looking like the original Red Ball Express.

It's still an unsolved crime and the greatest mystery since that of Who Threw the Overalls in Mrs. Murphy's Chowder . . . The Case of the Stolen Motorcycle, or Who Put the Auto Bomb Under Milt Poore's Hood? Seems Hank Plummer's motorbike did a disappearing act just about the time he wanted to go home and several angry moments elapsed before it was found. A few days later Milt and his car started off with a BANG at the end of a hard day in view of a wide audience. When Tracy recovers it will be his next case.



By JOHN J. KEATING

Talking with Electrician Lancaster, he informs me that the Vets in Bangor Motive Power are getting their mustering out pay and that even the "Silver Dollar Sailors" are receiving their money.

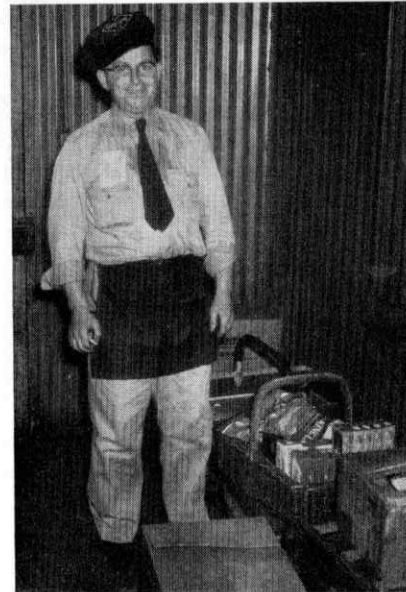
Conductor Frank McClusky of the Eastern Division was a patient at the Eastern Maine General Hospital for surgery.

Engineman and Mrs. Charles Ladd, their daughter and son-in-law, made a trip by auto to Canada. A few years ago Charles made the same trip by bicycle.

It is so nice to be around when they are giving things away. Portland Terminal Yard Brakeman Pelletier was Johnnie-on-the-spot. The last night at Scarborough Downs they gave away horses. He led his horse over the highway to his home at South Portland. No barn, so he tied it to a tree in the back yard.

Sympathy is extended to the relatives of Retired Engineman W. F. Cotes who died Sept. 3. He was for many years on the Mountain Subdivision.

A few of the boys on vacation, J. G. Oakes, C. I. Meader, W. E. Dunifer, W. V. Bennett, R. A. Young, C. G. Caswell, E. E. Bickford, N. C. Pike, V. R. Pipes, J. L. Plummer, H. W. Hall, J. E. Monahan, J. V. Poirier, G. C. Morrell, F. C. Eaton, M. W. Furbush, A. J. Parent, J. G. Jordan, H. Bourgea, W. J. Monahan, G. E. McLearn, F. A. Nicholson, W. E. Petrie, W. G. Gallison, W. T. Locke, A. L. Harradon, S. W. Wood, N. E. Penney, W. F. Gleason, F. R. Lombard, A. H. McDonald, H. I. Morrill, M. F. Hardy, A. E. Herron, H. S. Chandler.



NEWS BUTCHER on Trains 11 and 14 is hardworking Donald Small

Sympathy is extended to Trainman Wood on the death of his father who resided at Presque Isle.

"Barney" DeGruchy, baggagemaster at Portland Union Station, spent two weeks as guest of Uncle Sam at Camp Drum with the Reserves. Also Car Inspector Roger Cabana was invited. Roger is a First Lieutenant.

Our genial Ticket Agent at Portland Union Station, Fred McGee, with the Mrs. and daughter, made a visit to Yellowstone National Park, en route to California.

Fred Goldworthy, baggage and mail handler at Union Station, is up to his farm while on vacation. Just harvesting.

Engineman Archie Robinson of Bangor, with the Mrs., made a visit to their daughter at Newark, N. J.



Lewiston

By LILLIAN G. WHITE

Former Rate Clerk John Rollins, who retired May 31, stopped in the office a few days ago to say "Hello." He had just returned from a very pleasant motor trip to Nova Scotia.

Claim Clerk Howard Ham and wife have returned from Springfield, Mass., where they attended the annual Springfield Exposition.

Cashier Pete Myrand is vacationing in Montreal and Spare Clerk Deb Keller is substituting during his absence.

Relief Ticket Seller Gene Veilleux moved into his new home on Genest St., Lewiston, Sept. 12.

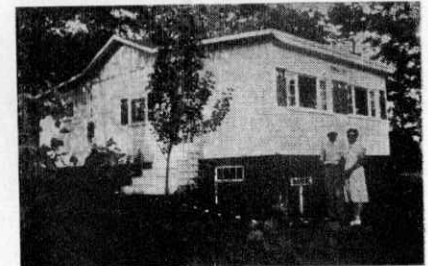
Yard Conductor Charlie Laffamme is a very busy man nowadays. He recently purchased a cottage, located on west shore of Sand Pond, Tacoma Lakes, Maine, and between fishing, boating, etc., he is having a grand time landscaping the grounds.

Student Supervisor P. H. Coombs, Engineering Dept., has returned from a week's vacation, part of which was spent at Fenway Park.

Sympathy is extended Assistant Track Supervisor Ed Davis on the death of his mother August 17.

Mr. and Mrs. William Cottam, 21 Longfellow St., Woodfords, are the proud parents of a baby girl, Allison Jean, born August 19. Mrs. Cottam is the former Priscilla Breen, daughter of Track Supervisor Lloyd F. Breen.

Other vacationers were: Waybill Machine Operator Rita Cronin, Operator Eugene Soychak, Porter Norman Phippen and Crossingtenders George Cloutier, Tom Foley and Edmond Ouellette.



PROUD of their new cottage recently completed at Cundy's Harbor are Carman and Mrs. Lewis Bowie, Lewiston

Gardiner

By M. L. SANBORN

Station Agent David Cameron has closed up his summer camp in Harpswell.

Second Trick Operator R. F. Tracy visited friends in Augusta recently.

Third Trick Operator Eben Lord's wife has returned home from the hospital where she was confined for a few days after an operation.

Baggage man Olin Gordon has his home cellar all dug out and is now busily engaged evenings and Sundays building the walls and expects to pour cement in a few days.

Crossingtender Hiram Walker is sporting a new hat with a collegiate appearance.

Section Foreman Albert Allaire's crew have been replacing planks and patching with black top around the station track and platform this month.

Signal Foreman George Curtis' favorite candidate won the recent state election, and so genial George is convalescing at his home in Farmingdale after a very strenuous "Get out the vote" campaign these past few months. George's visitors may call at his home between the hours of four and five in the afternoon with a time limit of two minutes on each caller. Prospective job seekers after political plums can have evening appointments with George by giving at least two weeks' advance notice.

Signal Maintainer Helper Fred Pickens has recently purchased a one-half ton truck. Fred expects to add to his cash income by doing a few odd trucking jobs this fall.

Sectionman Maurice T. Jordan expects to have a big crop of potatoes to sell next month from his farm in South Gardiner.

Mailman Adolph Turcotte has bought another truck to use on his mail route.

District Sales Representative John Carroll of the Railway Express Agency was a caller at the local express office this month.

Waterville Station and Yard

By M. W. FLYNT

Sympathy is extended to the family of Joseph T. Rodrigue who died suddenly while at work. Mr. Rodrigue had been a ground switchman for many years in Waterville Yard.

Assistant Yardmaster Arthur Miller has vacationed with Yard Conductors Lake and Genest substituting.

Assistant Yardmaster Norman Weymouth, though still on the sick list, is somewhat improved.

Connie Binette is out for a few days on account of illness.

Assistant Yardmaster H. A. Wright and Operator H. J. Thing enjoyed their annual holidays.

Operator Rene Michaud, who has been in military service for two years, has been honorably discharged and will shortly resume work on his regular job in Waterville Ticket Office.

Crossingtender W. A. Cunningham has returned to work after vacation spent among the bright lights in several big cities.

Many friends will regret to learn of the death of the wife of Retired Conductor N. A. Huston.

Retired Conductor and Mrs. E. E. Webster recently celebrated their 50th wedding anniversary.



A FOUR GENERATION GROUP is Retired Conductor Edison E. "Dan" Webster of Waterville with his son Floyd E. Webster, granddaughter Jean Rumery and great granddaughter Sherry Rumery of Augusta

Waterville Shops

By G. K. STEVENS

News from the Hub of the System: Assistant Superintendent Richard F. Dole has been in Chicago attending the Locomotive Maintenance Convention.

Laborer Bob Knights of the Yard crew has accepted an invitation to join the Army and has departed thence.

A new Clamor Girl in the person of Terry Lee was born to Painter and Mrs. Donald McCaslin at the Thayer the latter part of August.

Paint Apprentice Arthur Campbell has been a recent visitor in New York City.

Mr. Neilson, passenger car foreman at Concord Shops, has been a recent visitor at the shops.

Carman Jimmy Ibill has recently installed automatic oil heat for Clerk Guy Wentworth.

OK, OK, Wallace Jewell, we all knew that you were a mighty man, you didn't have to prove it.

Carmen Ralph Anderson and George Colford have been recent visitors in New York City.

Sympathy is extended to Machinist and Mrs. Rick Chamberlain whose infant daughter died recently.

Mill Foreman Ernest Bickford has returned after a month's leave spent soaking up vitamins at China Lake.

Paint Helper and Mrs. Ariel Lord have been recent visitors in Hartford, Conn.

Mrs. Gurski, R.N., is building her husband, Painter Eddie, a new garage.

Recent business visitors at the Shops have been our president, E. S. Miller, Clyde Smith of the Mechanical Office, James Heselton in charge of steam heat generators and Supt. E. K. Bloss, also Car Superintendent James Marsh.

Furloughed Upholsterer Joe Banks is at present working at the Engine House.



CARRIER PIGEON Remy Jacques looked like this as a Brother of the Brush for the Waterville Sesquicentennial



AND PASSENGER ROOM Broom Operator Armand Rossignol played General Grant

M. A. "Dick" Thompson, supervisor of welding for the B&M and MeC has been at the Shops supervising annual overhaul at the Gas Plant.

Painter Bill Mingo has been in the sack with virus pneumonia.

Superintendent F. H. Bennett has been a recent business visitor at the Boston Offices.

Sympathy is extended to Machinist George Beesley whose mother died recently in Winslow.

Ange Oliver, heating plant ramrod, has returned after vacationing in the White Mountains.

Electrician Parker Hall has a new car.

Reverend Keith Smith, who recently graduated from the Kansas City Theological Seminary, is visiting for a short time with his parents, Table Operator and Mrs. Archie Smith. Keith plans to further his education at Boston University where he has a scholarship.

Mrs. Bernard Ladd, wife of Coal Passer Bernard, is visiting in Rhode Island.

Machinist Howard Larracey is vacationing.

William Maguire, adopted son of Machinist Hugh Marsh, has entered U. of M. Agricultural School.

Clerk Charlie Mitchell is vacationing in Chicago.

Stenog Fabiola Tardiffe attended a lecture recently in Portland by Bishop Fulton J. Sheen of the Catholic University of America.

Painter Ralph Giroux and family have been recent visitors at Bar Harbor and Cadillac Mountain.

Painter "Parson" Charlie Lawry and Mrs. Lawry have been recent visitors in Gorham at the State Teachers College.

Mrs. Frank Miles, wife of Painter Uncle Frank, has been visiting their grandson at Geneva, N. Y., who is in OCS in the Air Force.

Carman Bing Crosby and Maurice Thib have been working in Lewiston.

Millman Ernest Crocker is moving his TV business from the present location on Lawrence Ave. to the former Sampson's Store in Fairfield.

Broom Operator Cookie Cookson of the Mill Clean-up Squad has been hospitalized for a couple of weeks.

Crane 183 is undergoing minor repairs after 37 years of faithful service.

Livermore Falls

By ANN NEWCOMB

C. D. Dyke, section foreman, Farmington-Wilton branch, has returned from his well earned vacation. He has bought a home in Farmington where he spent most of his time off painting and shingling and his work has just begun.

E. O. Walton, agent at West Farmington, and his wife and daughter have returned from Caribou where they spent the Labor Day week end. Gene's sister from Caribou has returned with them for the winter.

Former Agent G. A. Ellis, Wilton, and Mrs. Ellis are on their way to visit their son in Milledgeville, Ga. G. A. Ellis comes for a visit to the station frequently to keep in touch with things. I think his heart is still with the Maine Central.

Conductor A. J. and Brakeman G. W. Larrabee, father and son, made a good team and an agreeable team on Number 7 and 24, Sept. 5.

Calling all deer: Ed Stone, to his friends known as (Turk) section man on Farmington-Wilton branch, is saving his vacation until November in order to try his skill at hunting.—Watch out!

Howard Goss, conductor on 24 was off today and relieved by A. J. Larrabee. The Maine State Fair might have seen Goss even if the Maine Central didn't.

Your reporter has returned to the city of Hartland, where son Johnny will begin his career in sub-primary. E. E. at this writing is still covering the Wilton job.

You can be sure to find Merle Tuttle, second hand on Val Robinson's crew, on his day off (Monday), just look in his wonderfully cared for garden across the street from his house and there he'll be knee deep in mother earth. Guess he had plenty to eat this Summer and will have this Winter.

The weeder 777 has been seen cleaning up the tracks between Livermore and Farmington.

Weeks' crew were in Wilton this month laying rails and putting in new sidings.

Mel Furubush braking No. 7 and 24, has just returned from a two weeks' vacation, which he enjoyed at camp at Kennebago.

Al Emery retired conductor of No. 7 and No. 24, was up the branch on his old run. Al looks to be enjoying himself and everyone on the branch was glad to see him.

Orman Knowles has returned to his duties with the Woolen Mill after a well-earned vacation. Orman is in charge of the loading and unloading so we see plenty of him.

Earlon Knowles, local express agent, spends his off time cutting pulpwood. Guess he's trying to keep in shape.

Having trouble getting a picture of Mickey Conway, baggage man on No. 7 and 24. Hope to get results later.

Bangor Car Department

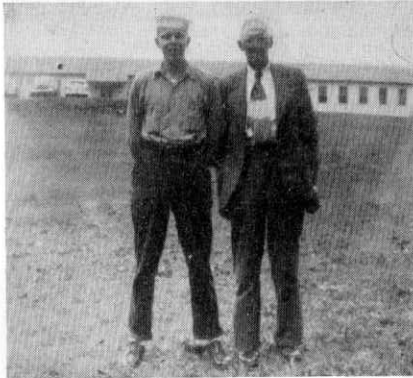
By C. A. JEFFERDS

Those who enjoyed their annual vacations during the past month were: Coach Cleaners J. A. King, H. L. Badger, E. C. Higgins, A. R. King, A. J. Duplessa, Geo. E. Hughes, G. H. Beaton and Carman L. E. Mathews. Also Electrician L. E. Hartery, Jr.

A new arrival in the Maine Central family was that of a son, born Sept. 11, at the Eastern Maine General Hospital to Carman and Mrs. Benj. W. Caldwell; his name will be Junior. Congratulations, "Benny."

It has been noted that the engagement of LaForest E. Mathews, Jr., son of Carman and Mrs. LaForest E. Mathews, to Ethel M. Gray, both of Brewer, has been announced.

On Sept. 8 the wedding of Carman Clayton F. Lambert, Bangor, and Miss Martha Given was solemnized at the Berean Baptist Church in Brunswick, by the Rev. Harold D. Wheeler, Mrs. Lambert is employed as medical technologist at the Eastern Maine General Hospital. They will reside at 22 Summer Street, Bangor.



BACK TO DUTY after being a patient since last February at the US Naval Hospital, Bainbridge, Md. is Byron B. Scott, former Bangor coach cleaner and son of Conductor Scott. He'd like to hear from friends at 25th Company, 44th Battalion, 4th Regiment, Bainbridge

The marriage of Ralph E. Smith, Jr., employed at Bangor Union Station, and Miss Margaret Ann Tesso took place in St. Mary's Rectory, Bangor, Saturday, Sept. 13, by the Right Reverend Monsignor Edward F. Ward. They will reside at 84 Highland St., Bangor.

Earle J. Honey, Jr., formerly employed at Bangor Union Station, resigned August 30 to accept a position as teacher in the

Bangor Public Schools, being assigned to the Mary Snow School. Young Honey is married and has a son, they all residing in Brewer.

Carroll P. Soucie and Henry C. Bradbury are substituting at Bangor Union Station in place of men who are off duty.

The second-annual outing of the Trowel Club, Bangor Unit was held Sunday, Sept. 7 at the Lobster Pot, Lincolnville Beach. James L. Blethen was Chairman of arrangements. Dinner was served after which games were enjoyed. Those present were: Mr. and Mrs. M. B. Woodward, Mr. and Mrs. J. P. Barnes, Mr. and Mrs. J. L. Blethen, Mr. and Mrs. Archie Robinson, Mr. and Mrs. Oliver Prescott, Mr. and Mrs. Fremont Prescott, Mr. and Mrs. George Felch, Harriet J. Felch, Forest A. Bragg, Mr. and Mrs. Earl Stevens, Helen V. Bowen, Mrs. Forest Bragg, Mr. and Mrs. William A. Morse, Raymond L. Spaulding, Mr. and Mrs. A. L. Anderson, Mr. and Mrs. L. F. Bickford, Mr. and Mrs. H. R. Sawyer, Mr. and Mrs. F. S. Grindle, Miss N. M. Sawyer, Mr. and Mrs. H. A. Towle, Mr. and Mrs. P. F. Boudreau, Mr. and Mrs. K. L. Burton, Mr. and Mrs. Olin Patten, Mr. and Mrs. Percy Grant, Mr. and Mrs. Gerald Nowell, Mr. and Mrs. Ray T. Luce, Mr. and Mrs. Frank E. Perley, Mr. and Mrs. C. A. Jeffers, Mr. and Mrs. Paul V. Witham, Mrs. Ira Dumfee, Johnny Witham and Mr. and Mrs. Pike.

Calais

By P. D. ADAMS

Conductor Thomas H. Allen entered the Calais Regional Hospital on Sept. 12 for a serious operation. We wish for him a quick and complete recovery.

Mrs. Fred Gray, wife of the engineer, has returned to her home after being a patient in the Calais Regional Hospital.

Roy Gillis, employed by the Allis Chalmers Company in Milwaukee, Wis., was a recent visitor at the home of his parents, Conductor and Mrs. R. J. Gillis.

Leonard Miller of the Cushnoc Paper Co., Augusta, but formerly telegraph operator at the Calais Shops, called on the boys at this office recently.

Recent vacations were enjoyed by the following: Foreman Carpenter Chester Brown, Hoisting Engineer Winfield Stanhope, Engineer Rodney Lowell, Western Union Lineman W. H. MacFarlane, Sectionman Sheldon Lunn, and Machinist Clayton Cameron.

Vanceboro

By H. D. DAVIS

Those noted on vacation recently were: Clerks D. E. Vernon, P. S. Susee, M. O. Pine, C. S. Prescott, A. R. Blanchard, Cashier W. E. Beers, Operator W. E. Gardner, Yardmen D. P. Melver, K. C. McIver and A. R. Tracy; Engineer/Kaman M. R. Hickey.

Section Foreman B. E. Pine who met with a painful accident July 14, is still confined to Charlotte County Hospital at St. Stephen, N. B. It is expected he will be able to return home soon.

Operator K. A. Gray has been filling the place of W. E. Gardner on the first trick.

Bangor Mechanical Department

By C. H. LEARD

Congratulations to Mrs. Colman, widow of Portland Division Engineer Harry E. Colman, on her 84th birthday, Sept. 9. She was tendered a surprise party, Sunday the 7th at the home of her elder daughter, Mrs. Tate. Among the family group were four grandchildren and six great grandchildren.

Rules Examiner Eugene Winslow recently spent a few days in Bangor on business and I heard he came in a poor third one evening at the Masonic Club weekly bridge tournament. Might he be needs one examiner to examine his eyes, or brush up on the rules himself.

Engineer B. L. Carmichael and wife were recent visitors in Washington, D. C. Barry says he told them down there what he thought of the present unsettled conditions.



THE ENGAGEMENT of Miss Carole Anne Clendenning to Pvt. Fred Hardin, both of Orrington, has been announced. Carole is the granddaughter of the late Engineer M. G. Clendenning and wife (both deceased) on the parental side and the granddaughter of Machinist R. Moran and wife who reside in Winterport

Machinist-Welder Don Booker, whose father was formerly night foreman, was chastising his son the other night for being at the foot of the class in school. The boy, with tears in his eyes, said "Dad, what difference does it make, they teach the same stuff at both ends!"

It was necessary for Joseph Paradis, machinist helper, to ditch his car the other evening as he was approaching Bangor, due to a tree that had fallen across the highway. A friend who happened along went to the assistance of Paradis by diverting traffic, was struck by a sedan, driver unknown, and is still hospitalized.

Laborer H. N. Clark is building a new home on Wood Street. His father, Machinist H. W. "Slim" Clark, had a most enjoyable vacation helping the boy in his construction work.

Miss Inez C. Hachey, daughter of Retired Conductor Donald and Mrs. Hachey, was married Sept. 6 to Joseph A. Day, son of Conductor and Mrs. Thomas E. Day in St. John's Catholic Church, Bangor. Following the ceremony a wedding breakfast and reception was held at the Penobscot Hotel.

Mrs. Charles L. Foster, 78, widow of Hostler, died on August 15 following a long illness.

T/Sergeant Leroy Bemis, son of former Fireman Liuwood Bemis, now of Levant, is finishing his training at Randolph Air Base, Texas, as flight engineer on the B-29s.

Crane Operator and Mrs. Frank Perley entertained a large group of friends at a

lawn dinner party August 26 honoring their daughter, Helen, who is to become the bride of William Vanidestine in the near future.

John Elliott of Bangor Yard was hospitalized Sept. 8 for a minor surgical operation.

Heard of a young lady down in Bath, whose father is a high official in one of the ship building plants, that reads our *Magazine* from cover to cover each month and feels as though she is now acquainted with half the employes in Bangor.

Recent old timers who have dropped in to say "Hi — Charlie" include Frank West of San Diego, Cal. Frank was formerly a fireman and his father, D. C. West, was one of the popular engineers in the long-ago. E. E. Kingsbury of Toronto, now an engineer on the Canadian National. He was also a Maine Central fireman and his father, C. W. Kingsbury, is an engineer on Eastern Division. C. W. Shaw, now of Princeton, retired Portland Division engineer, but can't say whether he came in to see me or get his back pay checks.

Portland Division Engineer J. B. Trundy has got himself a nice cottage at Harriman Pond. Guess he is going to become a happy nature-loving misogynist in his reclining years.

William J. Hickson, eastern division engineer, was a patient at St. Joseph's Hospital in Bangor and has been on sick leave for some time.

Mrs. Sewell Boynton, wife of the fireman, was also hospitalized recently.

Once more I must tell you about that funny little Frenchman of ours, Romeo Rancourt. Romeo lives in the out-skirts of Winterport. Other day I asked him if he ever saw any deer on the way up. He replied "Yes, the other morning driving in just after daybreak I saw three, two alone and one together."

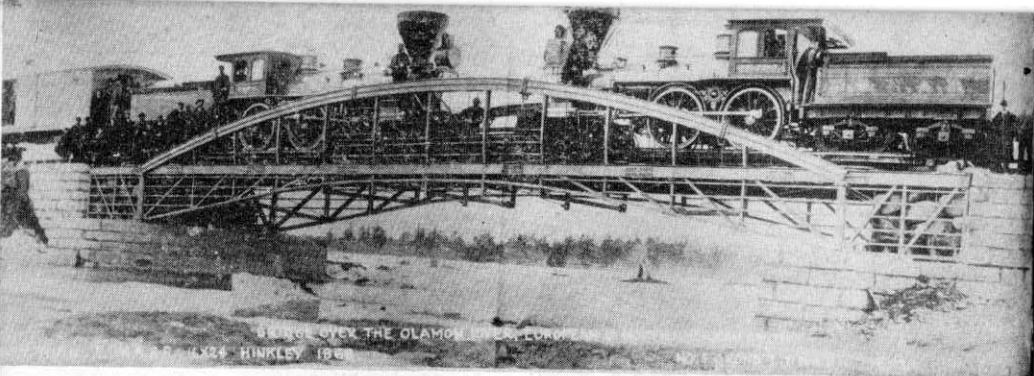
MISS MARGARET M. ABBOTT of Bangor became the bride of Charles E. King of Old Town August 16 in St. John's Catholic Church. Miss Abbott was escorted to the altar by her grandfather, Retired Houseman Patrick J. Luosey, Sr.



Population in Penobscot County is growing fast. Miss R. Londa Breaux was born to Portland Division Frank Breaux and wife at the Eastern Maine General Hospital, August 11; also Dr. Alice J. Shubert and Mrs. Leo J. Higgins delivered a beautiful girl, Cynthia, to Leo at the same hospital, July 15.

Houseman H. J. Taylor and wife recently visited their son Henry, Jr., at Kingston, N. Y., where he is in business for himself. Young Henry worked at Engine House during his vacations while attending U. of M. Mr. and Mrs. Taylor also took in the World Series at New York.

Augustus MacDonald and wife made a trip to Prince Edward Island to visit relatives during his vacation.



Railroad Memories

THE OLD TIME PHOTOS on this page are the property of Retired Engineer Harry Rodek of Wiscasset whose collection of railroad pictures and memorabilia is probably unsurpassed in the State. Above are two locomotives of the European & North American Railway posed on a bridge over the Olamon River. The Winn, left, bore No. 2 and was built by Hinkley in 1868 while the Orono, right, bore No. 1 and was built by Hinkley in 1866. Below is a lineup of early Maine Central motive power made at Thompson's Point, Portland, about 1888. The capped stacks were removed about 1900 and the engines renumbered.

