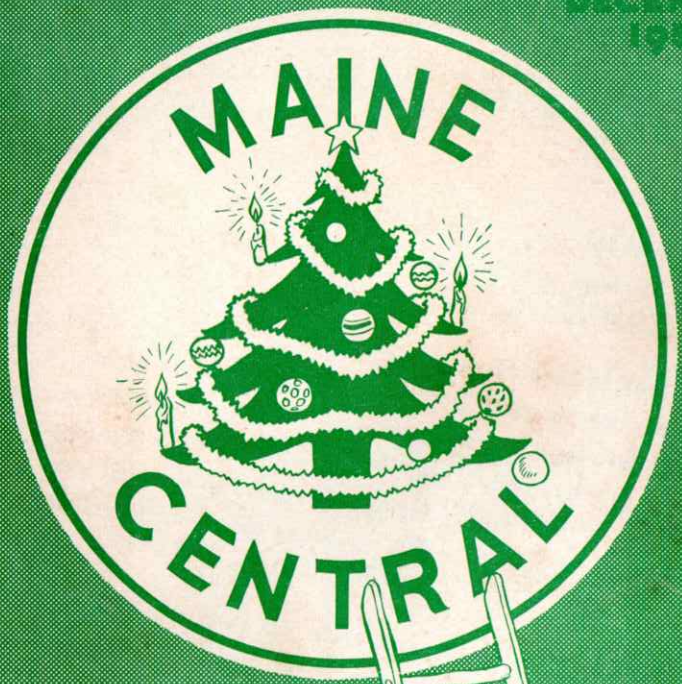


DECEMBER  
1952



Merry  
★  
Christmas!



At this season of the year thoughts of every one of us naturally run to his own blessings and the contributions of his associates and fellow workers which have made them possible.

During the months of 1952, which shortly will be known as the old year, I have become more impressed with the passing of each day by the loyalty, high morale and good will of our employes, and how much this has had to do with creation of the operating efficiency which has made this Company preeminent in the field and has resulted in public opinion which considers the management as successful.

I am no less proud of the fact that there has been a heightening of good will borne to you and your company in the various communities which we serve.

No company and no management is any stronger than the efforts and abilities of its personnel and its employes make it. The credit for our accomplishment is yours.

In recognition of it, I express to you heartfelt thanks and best wishes for a pleasant holiday season and a completely successful New Year.

E. SPENCER MILLER  
*President*



## Maine Central Railroad Magazine

Vol. IX—No. 3

George P. McCallum  
Editor-in-Chief

William A. Wheeler  
Associate Editor Emeritus

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### FROM THE EDITOR

We're grateful to several sources for the information contained in our Christmas trees story. Don DeCoster, able agent at Beecher Falls; Jay Hinson, Bangor Daily News bureau chief in Washington County; and "Wheels," published by the American Car and Foundry Company. We hope one of our straight and full-branched trees finds its favorite spot in your home.

Our keen-minded Associate Editor Emeritus W. A. Wheeler wheels up some nostalgia that will warm many memories in his story on Page 12.

We'd like to take this space to wish our reporters, readers, and Maine Central friends a very Merry Christmas. T'aint that we're too Scroogey to send cards. Just want to be on record with our best for the Holiday Season.



What could be more appropriate than for that merry little gentleman to decorate our Maine Central tree for a Christmas cover? The drawing was executed by commercial artist Sid Maxell

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222 St. John Street      Portland, Maine

## Annual Christmas Tree Shipments Now Underway

# WE DO OUR CHRISTMAS CHOPPING EARLY

In territory served by the Maine Central this time of year, people do their Christmas chopping early.

It's the last "harvest" of the year, and the one which the Maine Central and other railroads throughout the Nation perhaps take a secret joy in handling. For it's our job, just as it has been for the past 60 years, to provide the means of getting the Yuletide centerpiece—the Christmas tree—into the living room.

From the time when population growth meant that Dad and the chil-

dren could no longer troop out to the woodlot to cut their own tree, the railroads have had the responsibility for hauling the 12 to 15 million evergreens shipped each December for their traditional part in the world's most joyous day.

The Northern New England states at one time supplied most of the Nation's needs and while there has been a steady decline in shipments, 200 or more cars last year as compared to more than 400 in 1936, it still is a source of seasonal revenue which we welcome.

THIS IS THE WAY they used to ship Christmas trees out of Calais. Andrew J. Preston and brother, Dennysville, one-time "king" of shippers are atop the cars



PRESENT DAY SCENE of Christmas tree cutting by Bert Morang at Pembroke with our line visible at left background

Today the northernmost and easternmost points on the Maine Central share honors in the difficult task of moving the Christmas trees. The large volume of spruce and fir trees must be handled within a month and handled fast. For, as one of our Traffic Department men pointed out: "There's nothing more dead than a Christmas tree come Dec. 26."

The northernmost point is Beecher Falls, Vt., and West Stewartstown, N. H. in the Coos Country. Back in August or September an out-of-state automobile registration meant a tree buyer contacting local dealers for prices. The agent at Beecher Falls issues a memo tariff of rates useful to shippers and agents on the branch. Farmers in the North Country and in the eastern townships of Quebec Province get in touch with the local dealer to supply bundled trees in a variety of sizes ranging from 40 foot trees down to apartment sized table models.

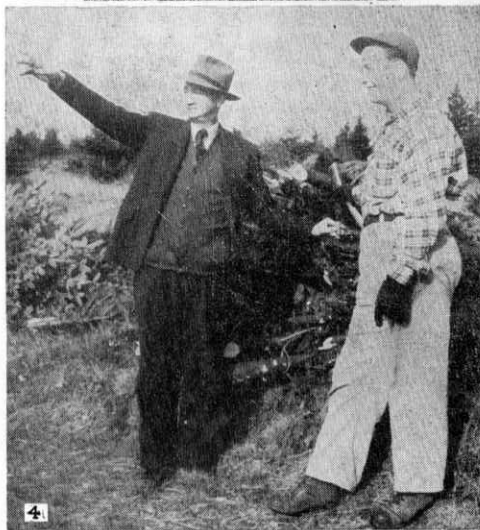
Traveling through this fertile valley land the middle of November, with the mountains towering in the background, one may see the bundled trees in front of a farmer's house. Covered with the sprinkling of the first snowfall they await a dealer to pick them up and take them to the station for shipment. In that area, George Riendeau and Emile Paquette are the noted shippers and as the air becomes heavy with the fragrance of fir balsam pitch English, French, and the jargon of the Yuletide loggers mix with the urgency of the harvest.

For many years a North Country dealer annually had the special problem of finding a giant evergreen between 30 and 35 feet tall for the Union Trust Company of Pittsburgh. He'd spend a week or more in the woods to find just the right tree, then it would be loaded into a Maine Central gondola and protected by bundles of smaller trees. Such giants are now cut in the Pacific Northwest.

The easternmost point for Maine

## Off To Market

LOADING TREES at Beecher Falls, Vt. (1) is a familiar sight this time of year just as it is at the other end of the Maine Central, where a worker cuts trees at Pembroke in (2)



A MAINE CENTRAL employe, Chief Diesel Maintainer Walter Lang, (3) stands beside a tree being cut for Coos County shipper George Riendeau and in (4) shipper Emil Paquette and son, Marcel, look over their cutting land

Central Christmas tree shipments is Washington County where dealers at Ayers Junction, Pembroke, Calais, and Harrington, have been our customers for years.

At Pembroke for example, Bert Morang, a longtime operator, has had his men in the woods since the middle of October. The men average 30 bundles or about 150 trees apiece a day, through until the end of the season Dec. 15.

Good fir and spruce could be found in abundance along the main roads in bygone days, but now the search goes miles back into the woods of the County. Climatic conditions this year, however, have been reported as ideal, producing healthy, bushy, trees.

A natural by-product of the Christmas tree business has sprung up in recent years, the manufacture by County residents of wreaths and balsam boughs for decorating homes, store windows, etc. Gathering spruce and fir tips and fashioning them around wire forms keeps about 250 children, housewives and oldsters employed during October and November. At Calais, the Calais Evergreen Products Company is a new industry which plans to employ 40-50 people in the year 'round manufacture of decorative pine needles and cones and spruce buds. They're operating in the former Armour plant where the material may be kept under refrigeration.

While there's a natural good feeling about handling Christmas trees, there is also the headache accompanying shipment of perishable commodities. The U. S. Department of Agriculture in areas of moth infestation, requires inspection of each boxcar. A gas poisonous to the moths is placed in the car and released. The car is securely sealed for 24 hours.

This, in part, explains the disappearance of the great bundles of trees seen stacked high on open flat cars that were a common sight 25 years ago. It was the belief then that exposure to the cold air kept the trees in better condition. Now, however, most railroads use boxcars and automobile cars, precipitated during World War II when flat cars became difficult to get for non-military use.

Christmas tree cutting requires

skill and experience. Conservation-minded brokers and dealers insure that no harm comes to the woods in their cutting. Also, cutting does not begin before the middle of October since a warm, dry spell results in "burned" trees when they lose their brilliance. And a first frost is necessary because the tree won't stay fragrant and green if the sap is still running when it is felled. Sorting and bundling of the trees must take place conversely, before the really cold weather sets in or the boughs lose their resiliency.

As you read this Maine Central Christmas trees will be on their way to brighten homes in such far removed points as Akron, Ohio, St. Louis, Mo., Florida, and Louisiana. It's just the Maine Central's way every year about this time of helping out that merry gentleman S. Claus.

There is no wholly satisfactory substitute for brains, but silence does pretty well.

**R FOR A HAPPY CHRISTMAS—  
SHOP EARLY —MAIL EARLY**

With Christmas just around the corner, the nation's railroads are getting geared to handle what is expected to be a record-breaking volume of Yuletide mail. All railroaders know what this means because last year was a record-breaker, too.

In order to ease the pressure at many of the larger post offices and railroad terminals during the December peak-period, the Post Office Department has begun an intensive drive to get everyone to do his Christmas mailing earlier.

As railroaders keenly aware of the responsibility we assume in handling literally billions of Christmas greeting cards and parcels, we can fully appreciate the merits behind the Post Office Department's campaign. If each and every one of us — and we are almost one and a quarter million strong — were to do our holiday mailing early and urge our friends to do likewise, this would not only insure on-time arrivals of this mail, but it would also be of tremendous help to the Post Office Department and the railroads.

## MCCR Potatoes Exodus Hits Peak

By BYRON J. ISRAELSON

(Reprinted from the Portland Press Herald)

Long freights currently are thundering by along the Maine Central system.

The stepped-up activity means that Maine's 51,000,000 bushel potato crop is moving to market.

Freight trains of 115 cars each loaded with potatoes are now commonplace.

One of the biggest carriers is the Maine Central. The railroad moves 95 per cent of all the spuds shipped by rail in Maine.

### Starts In October

The potato movement starts in October and continues well into December.

When the trains reach Rigby, in South Portland, they are broken up

and cars are reclassified and sent over proper routes.

The railroad cars themselves are unique. They're refrigerated cars—"refers" to the trade.

With the exception of the Bangor and Aroostook, which owns its own "refers," most of the roads use those belonging to Merchants Dispatch Transit, Inc., or Pacific Fruit Express. They're private companies which rent out the cars on contract basis.

The Maine Central uses as many of the BAR cars as possible "because they're in our own backyard."

### Refrigerator Cars Heated

Refrigerator cars, in the case of potatoes, belie their name. They're outfitted with charcoal stoves to keep the potatoes from freezing.



POTATO freight B-12 approaching Royal Junction

With the heating problem, which usually starts about Nov. 15, the Maine Potato Growers Association comes to the fore.

The association has inspection stations all over the Country. One of them is at Rigby.

The stoves are at each end of the car, which is pre-heated so the car is at the proper temperature when it lands at the loading area.

When the temperatures go down below the freezing mark you can see heater men patrolling tops of the "refers" to make sure the stoves are operating.

When the season first started, potato cars were hauled along with other types of freight. At the outset, the road was shipping about 130 carloads a day. It'll go to 400 when the peak is reached. Thus far in October, Maine Central has moved 2,000 carloads.

The volume already has reached the point where freight trains are made up only of potato cars.

Last year the Maine Central shipped 30,623 carloads. Officials anticipate a 45,000 total this year.

Potatoes get high priority by the railroads. They are the third best

revenue-producing item for Maine Central, outranked only by pulpwood and paper shipments.

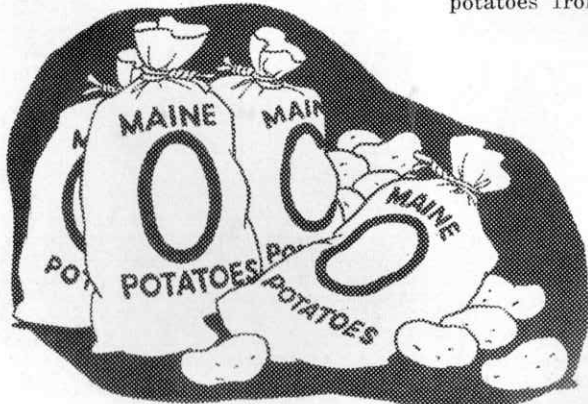
### Potato Revenue \$1,779,905

Maine Central's revenue from potatoes in 1951 was \$1,779,905.

Most of the rail-shipped spuds are carried from Aroostook County by Bangor and Aroostook Railroad to Northern Maine Junction, near Bangor. There, the Maine Central takes over.

### MORE TRAINS FEATURED ON CHRISTMAS CARDS

More Christmas cards feature railway trains this year than ever before. A survey of cards currently available indicates that this month Christmas shoppers will have a wide variety from which to make a selection. The illustrations range all the way from toy trains to trains bearing a resemblance to those with which we are familiar — all attractively done in colors and reflecting the spirit of the Yuletide Season. Some of the cards depict scenes with early and modern trains — freight and passenger — while imagination, whimsy and color have run riot in others.



## WINNER ANNOUNCED IN MACKENZIE CONTEST



H. J. Foster, left, with D. A. Monroe

Daniel A. Monroe of Roslindale, Mass., won the MacKenzie Trailways bus contest by guessing the number of passengers carried by the line from Portland to Canadian points during the Summer months.

Monroe was presented a check for \$150 first prize by Harold Foster, vice president of the Maine Central Transportation Company who acted also for the Boston & Maine Transportation Company and the Canadian National Transportation, Limited, joint operators of the MacKenzie Trailways Line. Prizes had been awarded for weekly winners during the contest.

Monroe is a veteran employe of the Metropolitan Transit Authority in Boston and is planning upon his retirement to return to Glace Bay. He makes the trip from Boston to Glace Bay, Nova Scotia on the MacKenzie Line every other year to visit his sisters and brothers. This year he made the eastbound trip on August 2nd.

The contest was conducted throughout the Summer by the three participating bus lines. Drivers cooperated by informing passengers of the contest and collecting entry blanks. The blanks were attached to an attractive folder, containing informative material and descriptions of points of interest along the way.

## BANGOR PUPILS VISIT OUR FREIGHT YARD

"The freight yards of the Maine Central Railroad and all the fascinating details of engines, cabooses, and other equipment were explained to the pupils of Room 28, Grade 5, of the Vine Street school last month. This was the first in a series of field trips which the pupils will make this year with their teacher, Mrs. Madeline P. Shaw.

J. W. Breen, R. W. Williams, Raymond Cunningham and Leroy Matthews, of the MCRR, conducted the children on the tour.

Mr. Matthews conducted the tour of the freight yards and his assistants helped in answering the questions. Mr. Williams took the group through a caboose, demonstrated how trains are weighed and made up and told what various markings on the cars mean. He told where various trains were destined and what they were loaded with. Mr. Matthews took the children through the office and they observed various machines in operation and the children were fascinated to think that three bills were being made at once. Bills of lading were explained and the children given sample ones, and they also saw way-bills made out.

On visiting the freight house the children saw a blackboard with the score of the safety record and they were given a safety talk by Mr. Breen. The children saw the large storage space, the "choreboy" truck, scales for weighing freight, including a large electrical scale. The children were weighed and their weights computed as to freight on a train.

Robert Hartford explained the telegraph to the children.

The children went well armed with questions and they found the answers in what was both an instructive and interesting trip.

They will now write stories on their visit.

Besides Mrs. Shaw the children were accompanied by Mrs. Earl Ruhlin and Miss Ethel O'Roach."

—Reprinted from the Bangor Daily News.



FIRST RUBBER SHIP into Portland was the Cingalese Prince

## RUBBER IMPORTS BENEFIT PORT

A profitable new era for the Port of Portland and its coincident benefit to the Portland Terminal Company and Maine Central Railroad was predicted by civic and marine interests last month with the arrival of the first of many rubber cargoes.

The rubber is being purchased by the General Services Administration for the government stockpile. Its delivery to Portland is the result of many months of earnest effort by port, city, and rail officials to obtain business for the port.

The first ship to dock under the new agreement was the *Cingalese Prince* with a 900-ton cargo of Indonesian

rubber. Eleven more ships have been scheduled and the rate may exceed four ships per month.

Portland Terminal Wharf One is receiving most of the cargoes for storage and the government shipments will be graded and inspected for transshipment to inland stockpiling centers. Thus both the PTCo. and the Maine Central will benefit from their arrival.

Instrumental in the work of the port committee to achieve increased activity through the Port of Portland was Assistant to Vice President-Traffic, Frank A. Murphy.



By WILLIAM A. WHEELER  
*General Representative (Retired)*

This little piece is written mainly for the few remaining old-time telegraphers. One of the prerogatives of old folks, you know, is to reminisce, and that's what I'm going to do now—but you don't have to listen unless you want to.

Ernest Kingston, who recently retired as assistant superintendent of the Eastern Division, has sent me a copy of *The New England Telegrapher*, a little 4-page monthly sheet which, during its short life, carried news of the craft on the railroads of New England. Reading it, now, has taken me back, in memory, to my early days of railroading.

This copy is dated September, 1892—sixty years ago, almost to the day. At that time, Ernest was night operator at Waterville and I had the night trick at Brunswick. The term "nightman" meant just that, back in those days—the eight-hour day was undreamed of, and where a night operator was employed his hours were usually from 6 p.m. to 7 a.m. If

necessary he might work even longer; but that didn't mean overtime pay. His "salary" was for the month, not by the day or hour.

It was a pretty good salary, too. I don't know what Kingston got at Waterville, but I drew the princely sum of \$35. Oh, no, bless your heart; not \$35 a week—a *month*. Sometimes on the monthly payday we got the cash from the agent; but frequently it was from the pay-car.

You never heard of the pay-car? Well, it was an old coach, built over and fitted as a traveling bank, with a big safe in which the necessary cash was carried, and a counter protected by a heavy grating. In this car Paymaster Tom Shaw, later a director of the Company, traveled the length of the road to gladden the hearts of the employes, who filed through the car, getting their fistful of cash and signing their names on the long, handwritten payroll. Usually the car was handled "special," stopping at each station long enough to take care of

the waiting men. At the larger places, of course, it was sometimes necessary to remain a full day, in order to give opportunity for all to visit the car. And you old-timers who used to get your stipend that way—do you remember the big revolvers close at hand for Shaw and his assistant while they paid off? I never knew of an attempt to hold up the pay-car, but they were ready for it!

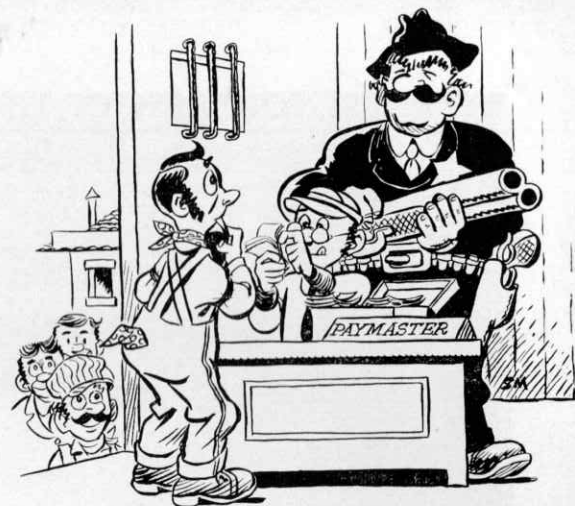
Now let's look over that old magazine and see who was who in the telegraph field back in 1892.

A. J. Raynes, who later became comptroller, was then operator at Yarmouth Junction, where both his father and his grandfather had been agent.

Bert Jackman had a busy job. He was agent at Woolwich, and as the little ferryboat then traversing the Kennebec could take only a few cars at a time, many trips were necessary in getting a freight train across and made up. Shortly afterward Bert was sent to Vanceboro, where for many years he was general agent. Since his retirement he has lived with his son in Calais.

Frank Gray, who recently retired as agent at Wiscasset, was, in 1892, agent at Iceboro, and in the camp-meeting season, at Dresden also. Most of the year Dresden was just a name on the time table, but it was a beehive of activity during the annual sessions of the campmeeting, when hundreds of campers came by train to occupy the cottages and tents, or just for the day to attend the meetings. Incidentally, although it has nothing to do with the subject, did you know that the Maine Central's first block signal was installed at Dresden ledges?

At Lisbon Falls, George Pettengill was agent. His son, Bert, became a conductor on the Sebasticook & Moosehead, and remained in that capacity after the Maine Central took over the Harmony branch. Bert is now retired and, I believe, living in Florida.



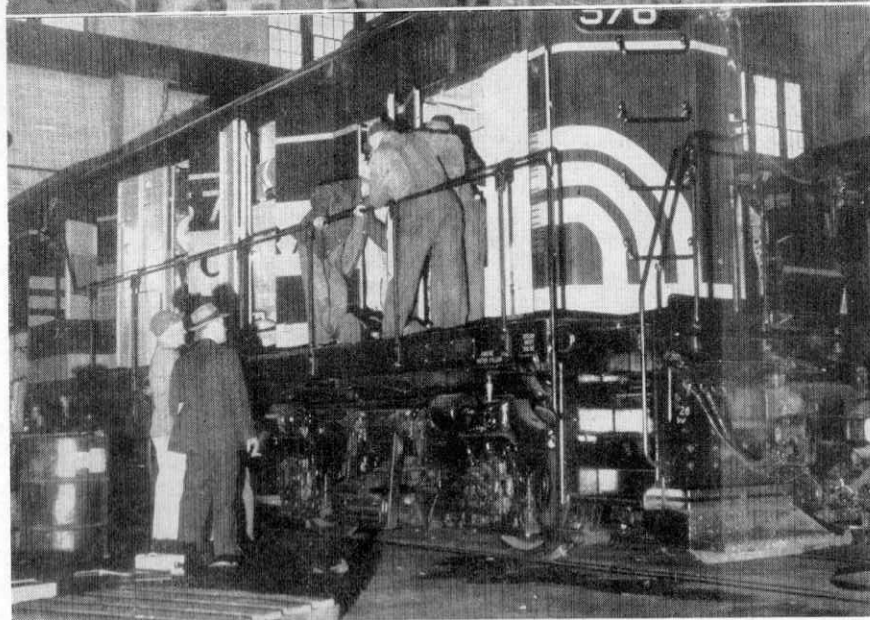
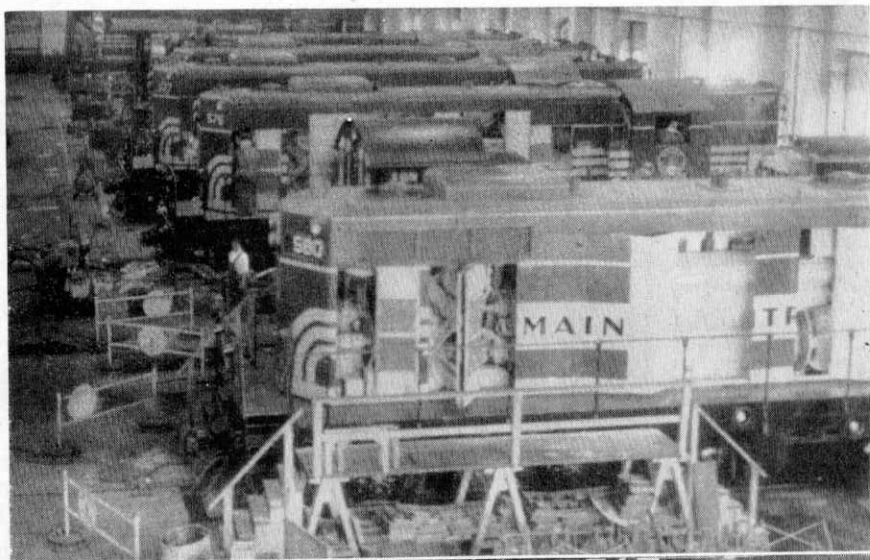
H. W. Merrill was agent at West Falmouth, and his wife, Ida, was operator. Yessir, there was a station there, and a busy one in its day. Another station where the agent's wife was operator was Crowley's Junction, where the Knowles family not only ran the station but lived in it.

George S. Chase was operator at South Gardiner. He later went into the general offices at Portland, and was storekeeper at the time of his retirement some years ago.

Bert Nevens was operator at Bath. He later became a train dispatcher, then went into business; and at the time of his death a few years ago had a watch-repairing shop at Boothbay Harbor.

Jim Ridley was operator at Richmond, and later became agent at Damariscotta Mills.

The day train dispatchers, in 1892, were Spear on the Lower Road, White on the Back Road, and Brewer on the Mountain line. Night tricks were handled by Frank King and Arthur Crossman. Al White was made superintendent of the Eastern Division in 1897, later went west, and recently died at the age of 86 in Coldwater, Kansas. His promotion to superintendent brought me my appointment to the job of dispatcher. Frank King quit railroading for business, became sales manager for a large packing concern, is now retired and living in Portland.



ARRIVAL of eight new diesel locomotives last month made the Maine Central 100 per cent dieselized for all except Winter operations. Purchased at an estimated cost of \$961,000 were six, new 1,500 hp General Motors Corporation road switchers commonly called GP-7's, two 660 hp small switchers purchased from the American Locomotive Co. cost \$162,000. The Maine Central was proud to announce that the locomotives were purchased on a conditional sales agreement with a group of commercial banks in the State of Maine. Above is line-up of the new power at Waterville Shops. Below, inspectors and Shops employees ready them for immediate service

# Wishing You A MERRY CHRISTMAS



## Waterville Shops

By "STEVE"

First Sgt. Ted Morey, Jr., son of Machinist and Mrs. Ted, Sr., is home for a furlough from Korea and is waiting for re-assignment.

New apprentice in the Paint Shop is Philip Ware, son of furloughed Carman Otten Ware.

Carman Henry Gleason has had a new ream job recently.

A new type bean is for sale by Carman Sid Brown, namely Soilder Beans.

Carman Ralph Small has been confined to the hospital with virus pneumonia.

Brakeman Arthur McClain attempted to boil up a pot of coffee at Carman Roy Lank's Camp in Kingsbury. Mac grabbed what he thought was a jug of water and poured it into the pot. It was kerosene and he nearly burned the camp down.

Painter Red McCaslin has a new '52 car. Two big cogs in the office wheels, Herman Rines and Algie Small have been vacation-

ing recently. Algie in Cleveland, Ohio visiting a sister.

Carman William Ames of the Passenger Room died recently at a local hospital after a very short illness. He had been employed here at the Shops for 23 years. He was buried in Fairfield and the bearers were Carman Harold Varney, Charles Sweet, Chester Craig, Frank Bragg, Tom Niles and Machinist Carroll Carey.

Mr. and Mrs. Charles Marston of Yarmouth have been visiting her parents, Painter and Mrs. Bill Mingo.

Painter Charles Lawry has moved to an apartment in Waterville for the winter.

Laborer and Mrs. Maxwell Bumps ring the bell in the Stock Derby with a 7½ lb. entry called Ronald Alfred, born Nov. 1.

Carman Helper Urban Dulac has been a recent surgical patient at the Thayer.

Late vacationers include Carman Paul Halle, George Buck and Roy Lank of the Riptrak. Ramrod Win Potter, Laborers Kenneth Philbrick and Carroll Tibbetts, Lumber Checker Alfred Cunningham, Blacksmiths Clayton Johnson, Laurie Oleson and George Gray, Machinists Phil Severson, Sid Hamlin, Blaine Ladd, Charlie Averill and Carleton Buzzell. Most of these are deer hunters.

Machinist Perry Morse has been attending the meetings of the Grand Lodge of Odd Fellows in Bangor.

JUST A BUNCH OF STEAK EATERS are, left to right, Waterville Shops Machine Foreman Archie Lemoine, Machinists Diamond Sherrard, Walter Pearl, Abbott McKenney and in the Mother Hubbard, Cook Carroll Carey at a get-together at Archie's camp on China Lake







THE AWARD for First Prize in the Industrial Division given to the Waterville Shops miniature train in the Sesquicentennial parade picture on the desk of Superintendent F. H. Bennett. It will be mounted in a glass enclosed mahogany case for all visitors to see

On the sick list at this writing are Painter Eddie Gurski and Machine Helper Charlie Sweet, Jr.

Reported deer-slayers are Machine Apprentice Lauris Varney, Painter Bill Fletcher and Laborer Carol Bumps.

Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

Bob Gagnon, son of Blacksmith Gid, was seriously hurt in the football game between Waterville High and Gardiner. Bob plays for the locals.

CREW CHIEF of an Amphibious Tractor Battalion is Cpl. Clifford A. Clark, Jr., stationed with the First Marine Division in Korea. He's the son of Fireman and Mrs. Clark of Madison. Cliff graduated from Madison High School in 1950 and enlisted in the Marine Corps in January, 1951



Heating Plant Engineer Ango Oliver is in sick bay and Eddie McAleer is doing the stoking.

A new improvement in the blacksmith spring shop is the installation of a new blower type heating system.

Stenog Lillian Poulin has returned to the office after being on sick leave.

A daughter, Marilyn Vaughn, was born to Stenog Cary Cain and Carman Helper Maurice Nov. 4th, weighing 7 lbs., 13 ozs.

Carman Helper Clarence Rickardson is back in the shops after a hitch as oiler in the Yard.

## Waterville Station

By M. W. FLYNT

Many friends of Retired Track Supervisor William A. Prescott will regret to learn that he is seriously ill in Sister's Hospital in Waterville.

Kenneth Snow, son of General Foreman Ralph H. Snow, has returned from two years in Korea.

Plumbing Department employes vacationing: Harold Milton, Ben Cayford, Hugh Gleason and Harold Finnemore. Mr. Milton was successful in catching up with a deer but no reports from others.

Congratulations to Operator and Mrs. L. E. McIntosh on the birth of a son, Lawrence E.

Operators McDonald and Begin on vacation, relieved by Operators Young and Achorn.



ICE FISHING at Kingsbury Pond were George Stinchfield, Abe Johnson and Bernard Ladd, Waterville

## Gardiner

By M. L. SANBORN

Station Agent David Cameron put on the storm windows and doors at his house this month in preparation for an early Winter.

Second Trick Operator R. F. Tracy did some Christmas shopping in Lewiston this month.

Third Trick Operator Eben Lord visited friends in Hartland recently.

Freight Clerk Clyde Cooper has joined the Hot Stove Baseball League in Winthrop for the Winter. Advance baseball dope and accurate weather predictions are a feature of the group in their weekly meetings.

Baggageman Olin Gordon enjoyed a week's vacation hunting in Northern Maine. Brother Jim Gordon filled in during his absence.

Section Foreman Albert Allaire and his crew have been working in the Farmingdale section this month replacing ties, etc.

Sectionman Maurice T. Jordan raised a big crop of potatoes at his farm in South Gardiner this Fall.

Reliable sources which cannot be quoted directly, maintain that George Curtis, sig-

nal maintainer, is in line for a political appointment in January.

Signal Helper Fred Pickens and Engineer Harry Pettingill traded automobiles this month. Somebody made a few dollars in the transaction, it is claimed, with no written guaranty offered. However, both cars seem to go and should last at least 30 days trial period.

Mail Carrier Adolph Turcotte has hired a new helper for the Christmas season.

Express Agent M. L. Sanborn's wife spent two weeks in the hospital to undergo an operation.

## Augusta

By E. E. WALKER

Cashier Ray M. Burns is on vacation and is spending his time "hunting" in nearby Whitefield. Hunting is used advisedly as there has been nothing shot in recent years.

Ticket Clerk and Mrs. Harold N. Brown spent the Thanksgiving week end with their daughter and husband in Philadelphia, Pa.

Spare Clerk Mrs. Wilbur "Athie" Bryant is relieving in Freight Office while Cashier Burns is vacationing.

Conductor "Marsh" Pratt was a successful hunter while on vacation. He drove up to the office with a nice buck and doe on his return from Washington County.

Trainman Albert Wakefield has taken flagging job on road switcher displacing Trainman "Stubby" Stetson who in turn took rear of WR 4.



ACTING FOREMAN on Section 63, Wilton, is Merle Tuttle on patrol between Jay and Wilton

## Wilton

By ANN NEWCOMB

Ed Turk Stone is on his vacation from Farmington-Wilton section crew and is trying his best to get himself a deer.

Joe White is on his vacation from Jay section crew. Joe is spending most of his time hunting at East Livermore and around.

Gene Walton, agent West Farmington, and family spent the week end in Skowhegan with friends. He started home in the snow storm Sunday and had a little trouble traveling and he had to remain in Skowhegan until Monday morning.

Clerk R. M. Newcomb, Livermore Falls, goes hunting every night (from 4 p.m. 'til sunset) with one or more of his six sons but the deer score is still zero. The deadline is drawing near, boys, better sharpen up your sights.

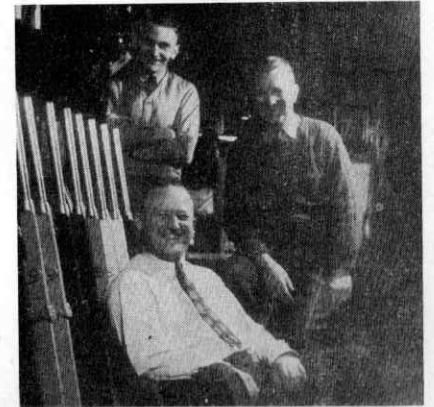
Conductor Goss, Trains Nos. 7 and 24, having a few days off duty. Job covered by J. McLeod and Norman Massengale.

A. C. Hodsdon, section foreman, Livermore Falls, back from Houghton after a week's hunting trip. No luck. Guess he will try next year.

George Diamond got the fever, taking two weeks more time; latest report George fired, but deer is still at large.

Yard Conductor A. Babbie, and son, Sonny, are tramping the woods every day. No luck as yet, but Sonny counted the points on a buck that was sleeping, but Buck awoke and you know the rest.

Patrolmen Cleveland Ladd and Bobe Chamberlain enjoying a two weeks' vacation.



TAKEN AT TOWER FOUR, Portland, about 1945 are, left to right, H. O. Preble, now second trick, Brunswick; E. S. Runnells, now second trick Union Station, Portland, and C. E. Richardson, now agent, Livermore Falls

## Brunswick

By H. O. PREBLE

This is my first time as correspondent for Brunswick so not too well organized yet.

Vacations about all over for this year. First Trick Mail Porter Arlo W. Parker on vacation and spending some of his time hunting in the New Portland region. Also Second Trick Baggagemaster Herb Donahue on vacation last month both being relieved by J. A. Poulin.

Jim Brice, Jr., engine house machinist, is on a few days' hunting trip on the airline, east of Bangor.

Carman Win Tenan returned from his old home at Cherryfield where he spent several days hunting.

Paul Overfield, clerk telegrapher, has bid in swing position at Brunswick and is now

working on it. He is still looking for a nearby rent so can move his family here.

Joseph Anthony Lebel died Nov. 1 and funeral services were held at Brunswick. Pete as he was known among the boys had been a locomotive engineer and fireman for some 45 years. He will be missed around Brunswick.

Tom Berube, swing gateman at Brunswick, spent a few days last week visiting relatives at Victoriaville, Que. Spare gateman Dave White relieved him.

Engineer Harry McAllister of the Lewiston local freight has sold his home in Freeport and moved to a new place in South China.

Third Trick Clerk Telegrapher W. E. Kirkpatrick on vacation being relieved successively by Operators C. E. Young, E. S. Anderson and R. L. Achorne.

Chet Newell, swing gateman, Brunswick and Bath, got a little worried last week at Bath when a milk tank truck went out of control on Leeman Highway and ended up against the gate control tower.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee roofer then, though.

### Lewiston

By LILLIAN G. WHITE

Assistant Track Foreman Jean St. Pierre, Truck Driver Aime Roy and Signal Maintainer Bob King recently enjoyed ??? a week of deer hunting up around Attean, Me.—no deer. During Mr. St. Pierre's vacation he also visited in Montreal, Quebec and Riviere du Loup.

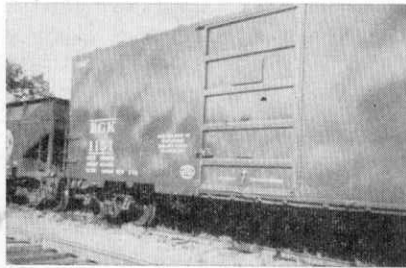
W. Laird (Bud) Harris is working in Track Supervisor L. F. Brean's office as a Student Supervisor.

Stenographer Sherm Carr in Engineering Department was off duty two weeks account of illness.

Motor Patrolmen W. J. Brennan and A. C. Bullock as well as Trackman J. O. Carrier have recently returned from vacation.

Trackman J. Stanley Barrett is off duty account of illness.

Leading Carman Gorham Gatchell is back on the job after his vacation, one week of



HIS OWN INITIALS appeared on this carload of Stokeley products for the L. & A. United Grocers that arrived in Lewiston recently, when General Agent B. C. Kirkpatrick (BCK) looked it over. Actually it belongs to the little-known Buffalo Creek Railroad

which was devoted to hunting, but Gorham says he had no luck at all.

Typist Patricia Perkins is on a week's vacation—Mrs. Deb Keller is substituting. Mrs. Keller, by the way, has just returned from visiting relatives and friends in Newark, N. J., Chicago and Bridgeport, Conn. Retired Conductor Don Fraser was in the office recently—glad to see you Don.

Among recent vacationers—Baggage Master Johnny MacKinney, Cashier Pete Myrand, Crossingtenders Jules Caron, Sam Demers, Lawrence Towle, Ansel Libby, Elmer Ranger, Normand Ouellette, Lionel Roy and Hector Therriault.

Porter Norman Phippen is off duty account of illness.

### Rockland

By F. L. CARSLY

Among those on vacation, Chief Clerk Lillian McCurdy who is in New York City for several days.

Machinist Joe Clough, Crossingtender Harold Walsh and Laborer Kenneth Low are trying their luck at deer hunting and the best of luck to them.

Retired Watchman Joseph Cassidy and Mrs. Cassidy have left for San Diego, Calif., to visit their son.



THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire



DAUGHTERS of Section Foreman Earl I. Miller, Rockland Section, are Gladys, left, 11, a student at the Waldoboro Grade School and Glenys, 15, a freshman at Waldoboro High School

Baggageman Howard Hall on No. 52 is off duty account sickness.

Mrs. Edith Heffron of Dixfield is covering the chief clerk's position for two weeks.



By IRENE ELWELL AND JACK HAYES

Ralph Rich has returned to work after being off sick for several weeks.

Kenneth Marston and Mary Mason have been on hunting trips.

Warren Libby and Einar Mason have both bought new guns for their hunting trips this fall. This is Mason's first attempt at hunting and Warren is coaching him on the shots. Up to the present time they haven't had anything to shoot at.

Dexter Earley, son of Charles Earley, supervisor at Lewiston, has played in the line for the University of Maine varsity this fall.

E. D. Westcott, general manager, has been on a hunting trip to Moosehead.

Vern Murphy has bid off the Brunswick-Portland run this Fall.

Lester Grant, formerly the driver on Bingham job, has moved to Portland and has bid off the Portland-Waterville run.

Wilbur Smith has been off for several months on account of back operation. We are hoping he will be back to work soon.

Ray Briggs has bid off the relief job on the Bangor run.

Bob Leighton has bid off a relief run on the MacKenzie and Belfast runs.

Chuck Foss, spare driver at Lewiston, has moved to the town of Wales and is doing a little farming on the side.

Ray Simpson, driver on the Waterville-Bingham run, has purchased a home in Bingham. He was on the Ellsworth-Portland run a number of years.

George Brackett is very sad at the way the election turned out.

LeRoy Ciyatt went hunting the other morning after working his third shift and after a while out got tired and sat on a stump, and fell asleep. Better hunting next time, Roy.

Robert Cody replaced Andrew Nemeo on the second shift. Andrew left to go to Philadelphia.

Robert Cott is now back on the job after being out sick.



JOVIAL JACK HAYES and his namesake, Jackie Clifford, three, son of Mr. and Mrs. Ed Clifford, Portland. Jackie is a frequent visitor to the Portland terminal

Frank Foster has taken a job on the first shift. How does it seem Frank, after being on the third shift for so long?

Robert Hunter will be getting married to Miss Greta Pettegrow in the near future. Bob is a helper at Portland Garage.

Those on vacation this past month were Louis Moore, H. Latham, W. Latham, P. Taylor, and M. Preston.

George Panton is back on the job at Portland Garage overhauling diesels. George was recalled in the Navy over a year ago. It is good to have you back George.

Laurel Ames was recently installed Eminent Commander of Portland Commandery. It was quite an honor that was bestowed

on him. We were pleased to see that Maynard Preston was an escort in the affair.

Lionel Goddard is a patient at the Maine General Hospital. We hope that "Pop" will soon be back with us. We all miss him.

Arthur Partridge just bought a new Winchester 22 special and is planning to use it on his next hunting trip. Good luck, Pat.

Of the five sons George Pollins has, the two older ones are aboard U. S. Navy destroyers. George, Jr. is in Italy aboard the U. S. S. New. Robert is aboard the U. S. S. Perry now at Providence, R. I. He just returned from Europe.

Joseph Smart is sporting around in a new 1952 red and black car.

## Mountain Division

Bartlett, N. H.

By BUD BURWOOD

Two deaths among the railroad men have taken place since the last issue. The whole community was shocked to hear of the death, Nov. 2, of Trainman Gordon F. Nealey in a hunting accident. He was a great guy to have around, full of fun and when on the job, full of business.

Conductor Scott L. Chandler passed away recently after a lingering illness in the hospital. He had not been too well this Fall, it seems. Both of these men were fine citizens and good scouts. And both were considered as very able railroad men. We all extend our sympathy to their families.

Well, for good news: Trainman H. D. Greenwood, "Snucker" as we all know him, has returned from a long tour of duty in Korea. Mighty pleased to see you back, my boy, and all in one piece.

Telegrapher Robert C. Burdwood will answer the draft call December 10. He is now covering the swing job at Royal Jet.

Conductor Dolf Bergeron is still on the off list; he may take some of the Winter season off, we hear.

Trainman Clinton Burke has been called back and is working off the Bartlett board at present.

We hear of a big lumbering and pulp operation due to start this Winter, or in the Spring, up around the Livermore area. A concern has purchased stumpage from the U. S. Forest Service and we may expect a good piece of business from this. A whole township and a half are to be operated we hear.

Deer slayers: Ralph Clemons, engine house man a buck. Alfred Cote, son of A. Cote, sectionman, a large buck. Bob Gardner, spare section foreman, a nice doe. The others are getting the experience.

Pfc. David Whitcher, visited his home recently for a few days. He is stationed at Camp Devens, Mass.

Walter Burnell, agent at Intervale, was off sick a couple of days lately. Walter says he needed no doctor for he consoled

his mind with deep, yogi-like thoughts of recent lecture.

Signalman Everett Mallett has been hospitalized for some time but we learn that he is about to come home. We wish you a speedy recovery, Everett.

## Beecher Falls, Vt.

By DON DECOSTER

Motor 100, Dave Dudley skipper, stopped on the way up here to bring the Red Cross blood from North Stratford to West Stewartstown for the Coos County Hospital. Cooperation such as this makes friends and keeps business. The pupils of West Stewartstown Grammar School were at the station in a body to see the inspection car.

Seth Towle of Intervale who was with us for a week has gone back over the mountains. As this goes to press the section foreman's job still goes begging.

Jim Chadbourne's spare crew paid us another visit. The sidings at West Stewartstown and Beecher Falls are several inches higher and in much better shape for the winter loading.

Now is the time to get your lawn mower sharpened and ready for next spring. Merle Michaud and Co. of West Stewartstown is prepared to clean, sharpen and oil your mower. We use the most modern precision machinery and can put a sharp cutting edge on any make of hand or power mower. —Adv.

Trackman Franklin Bordeau has been doing some trapping in his spare time. In the last ten days he has caught over 70 muskrats and three fine mink.

Express Messenger Arthur Cryan took a few days off for a checkup. His job was covered by G. M. Gonyeau of St. Albans, Vt. Trainman Sydney Adams spent Thanksgiving with his daughter in Jacksonville, Fla.

## Eastern Division

### Bangor Mechanical Department

By C. H. LEARD

The other morning asked our Sand House man, Little Romeo, how the weather was down in Winterport; he replied, "Py golly, she's cold, he's 16 notches above nothing." Then he began to tell about his young son being very mischievous and added, "The worse I talk the more he is."

Richard A. Bridges, grandson of Chester L. Shepherd, machinist in the Engineering Department, and Mrs. Shepherd, graduated from York High School in June and enlisted in the Air Force and is now getting his basic training at Camp Sampson, N. Y. Bernard C. Shepherd, another grandson, was recently transferred from the Naval Base at Pensacola, Fla., to Norfolk, Va., attending the Naval Training School there. Both young fellows were recent guests of their grandparents.



MARRIED at the Grace M. E. Church, Bangor, recently, was Ruby Jordan, daughter of Crane Operator and Mrs. Richard C. Jordan, to Joseph C. Alexander. A reception was held at the home of Machinist and Mrs. Paul F. O'Donnell, Hampden. The bride is a graduate of Hampden Academy and Alexander is assistant office manager of the National Biscuit Company in Bangor

Among those who recently walked down the aisle and said their "I do's" were Miss Roselle McTigue, daughter of retired Enginehouse Man J. T. McTigue, Sr., and M. F. Gormisen of Ankara, Turkey, in the Holy Comforter Church, Charlottesville, Va. Miss Judith McTigue, formerly of Bangor, now of Washington, was maid of honor and Dr. S. Eermete of Ectanbud, Turkey, was best man. The bride graduated from the Cappa Chell School in Washington and was employed by the U. S. Department of Labor in Washington, D. C. The bridegroom attended the University of Ankara, George Washington University and received an engineering degree from the University of Virginia. The bride has three brothers, all machinists at Bangor Shops.

Carroll B. Adams, laborer, has returned to his duties as fireman on the U. S. S. Destroyer Ross following a 14 day leave visiting relatives in Bangor.

Diesel Foreman G. N. McCausland is still mixed up with the little bumble bees. Other night his young son greeted him with a



T/SGT. PAUL P. VANCE, electrician at the Bangor Engine House, returned to work last month following 21 months service with the Air Force. He served with the 4th Fighter Wing in Korea and his outfit was credited with 490 enemy aircraft during his service period

finger all bandaged up. George asked him if he cut his hand. The lad replied, "No, I picked up a pretty little fly and one was not insulated."

Portland Division Engineer James Norton came to town last month driving a fine new car. Says he has the best car there is in his home town of Bethel.

One day last week Clerk Mayo arrived in office wearing crepe on his sleeve and tears in his eyes. Asked him as sympathetically as I could who had died. He said, "Our 13 year old dog 'Penny' following a week's illness."

Congratulations to popular Conductor Gilbert Karnes and wife on their 50th wedding anniversary Nov. 1. "Gilley" will complete 50 years' service with the company in February.

Sympathy is expressed to the survivors of Mrs. Teresa A. Gallison upon her death on Nov. 11. Mrs. Gallison was the widow of the late Samuel, a retired Eastern Division conductor who died some few years ago.

Electrician G. M. Hathaway told me yesterday that the oldest couple now in use was the wedding ring and that a minister greatly resembles a Maine Central brakeman because he does a good deal of coupling. Incidentally Boilermaker N. W. Nichols posted a political challenge to Hathaway for a wheelbarrow ride through the business streets of Bangor if Stevenson was not elected. Hathaway, although he did a lot of talking, would not accept the challenge thereby losing a beautiful tour of the city.

Electrician G. A. Bickford arrived home a day or two ago and found his young son, Arnold, in tears. "Bick" asked him what seemed to be the matter, boy replied, "I just has a terrible scene with your wife."

Capt. M. J. Luokey recently received the Distinguished Service Medal for his services in Korea. The citation read in part "For exceptionally meritorious service to the Government of the U. S. in a duty of great responsibility as Commander of all Republic of Korea Naval Forces assigned to the United Nations Blockading and Escort Forces during operations against enemy aggressor forces in Korea." He is the son of Patrick J. Luokey, Sr., retired Engine House Man and a brother of Machinist P. J. Luokey, Jr.

Electrician J. J. Sullivan, Laborer M. J. Roach and both Fireman E. A. Farrell and Mrs. Farrell were recently hospitalized.

## Eastport

By MARY HOLMES AND MERRILL BOWDEN

Now that summer has gone we shall miss the nice bouquets that Freight Handler Sumner Mitchell has been bringing to us from his garden. Judging from these bouquets he must have a very pretty garden.

The carpenters have been here for the past month or so building two new rooms in our engine house for the use of the trainmen. Quite an improvement over the old quarters they had.

Our Agent and Mrs. Burns enjoyed a few days visiting relatives and friends in St. John, N. B., recently.

Quite a few of our employes have been out deer hunting this season but so far we

haven't had any invitations to a steak dinner. This factually tells the story of their luck—or lack of it.

Laborer Sandy Sherman's son Clark is a patient in the Waterville hospital where he has undergone an operation.

## Calais

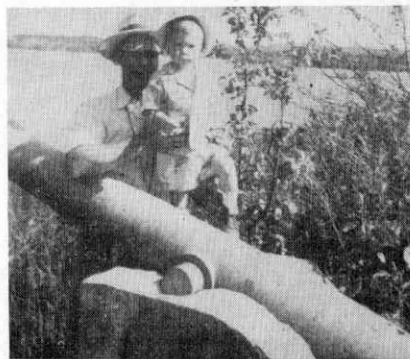
By P. D. ADAMS

Recent vacations were enjoyed by Conductor Bob Gillis and Express Route Agent Chick Spinney who passed the most of their waking hours engaged in hunting. We have no report as to what success they may have had. While on vacation Express Agent Arthur Harriman and family visited at Peabody, Mass.

Operator and Mrs. William H. McKay returned from a trip to Boston and New York.

Agent and Mrs. Burt Pullen visited in Eastport, Me., as guests of Mrs. Pullen's mother, Mrs. Ethel Clark.

Operator McKay was relieved by Operator Robert Rand of Harrington and Agent Pullen was relieved by Operator Clarence Bowker. Operator Bowker advises us, that while on vacation he tried to get a deer, but his wife beat him to it, bagging an eight point 150 lb. buck.



HERE'S Relief Operator Clarence Bowker and his son, Dennis, snapped at Machias

## Bangor Car Department

By C. A. JEFFERDS

Mrs. Lewis S. Stubbs and children, Norma and Juanita, and Cpl. John Stubbs of Hampden Highland, wife and children of Carman L. S. Stubbs, have returned home after visiting her son-in-law and daughter, Sgt. and Mrs. Barden Strickland in Ephrata, Wash.

Carman and Mrs. Donald Lambert, Pearl Street, Bangor, are receiving congratulations on the birth of a daughter, Carol Sue Lambert, at the Carey Memorial Hospital in Caribou.

Carman George W. Graves got a doe, weight 125 lbs., the big date was Oct. 28. Leo J. Hartery, Jr., electrician, got his deer Nov. 1.

Carman Byron C. Wheelden shot a bear

about 90 lbs., Nov. 13, in the vicinity of Amherst.

Cpl. John Stubbs, son of Carman and Mrs. Lewis S. Stubbs, has returned to duty at McAndrew Air Force Base, Argentina, Newfoundland, after visiting his parents in Hampden.

A-3c Garvin Mathews who has completed his training at Greer Field, Ill., has been visiting his parents, Carman and Mrs. L. E. Mathews.

James H. Ifill, formerly carman at Waterville Shop, has been promoted to Assistant Car Foreman, Bangor. Ifill has approximately 25 years' service with the company. He with his wife and family plan to reside in Brewer where they have purchased a home.

Some of the boys who have been hunting on their vacation during November are: R. A. Golding, D. K. Bridgman, D. E. Lambert, O. W. Spaulding. None of them have reported as yet as to what they bagged.

Arthur Holmes, coach cleaner, has returned to work after being off duty account of illness.

Carroll P. Soucie, formerly helper at Northern Maine Junction, has been transferred to Bangor as coach cleaner.

A good buy in a railroad watch \$30. Contact James Ifill, Bangor. Will pass inspection.

## Vanceboro

By H. D. DAVIS

Section Foreman B. E. Pine, has sufficiently recovered from the accident of July last to have been home for some time; is moving around the house with crutches; has been a long siege of convalescence but he is winning the battle. Mrs Pine has also recovered from her lameness to the extent of again taking over her household duties. All join in wishing for them the best.

Those on vacation since our last report include Clerks P. E. McPhee, R. E. Smith, V. T. Wescott, B. C. Nason, M. E. Beers, Acting Section Foreman J. E. Little.

General Agent W. L. Blanchard is building a fine garage to house that new automobile. While he got a late start the weather-man has been very considerate so it is fast moving along toward completion.

A pretty wedding was solemnized at parsonage of United Church St. Stephen, N. B., Oct. 29 of Car Inspector Hazen W. Getchell and Mrs. Mabel Swaney, of Vanceboro. Open House reception was held that evening at home of Mrs. Miles Cropley, daughter of bride, where many of their relatives and friends gathered to present gifts and congratulations to the happy couple. Mrs. Getchell is widow of former popular employee of C. P. R., as assistant to United States and Canadian Customs in examination of baggage on trains to and from Boston. John C. Swaney. They will reside at the Getchell home on Water Street, Vanceboro.

Clerk Villa T. Wescott accompanied by Mrs. Arthur May, wife of General Foreman CPR McAdam, N. B., during former's vaca-



A WONDERFUL FAMILY has Division Engineer and Mrs. Raymond A. Jackson pictured with, left to right, Judith, 11, Lawrence, 10, and Natalie, 9

tion, enjoyed a two weeks trip to Mobile Ala., visiting a cousin, Mrs. J. B. Conrad, daughter of retired CPR Trainman Clarence (CAP) Trafton. They also paid visits to New Orleans, La., and Pensacola, Fla. On their return they were sightseeing in New York City, visiting, among other points of interest Rockefeller Center. All in all Villa reports it a wonderful trip.

The usual heavy movement of Christmas trees through here is expected again this year, in fact importations from Canada have already started.

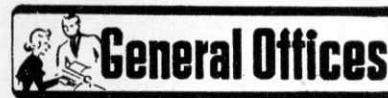
Heater service for perishable traffic is being arranged for this season, as in previous years by The Maine Public Heater Service, Inc., a crew is now being set up for it. They are also arranging with CPR for pre-heating of cars for this service at McAdam, N. B., before being sent North for loading.

By the time you read this retired General Agent B. Jackman will have enjoyed his 90th birthday, Friday, November 21st, at home of his son Percy, at Calais. B. J. is a remarkable veteran of the Maine Central family—let's all "toast" him to continued health and happiness.

A happy family reunion was held Nov. 10 at the home of Harry D. Davis, 33 Shaw street, when all his family were together for the first time since the wedding of his

youngest daughter, Harriet, in 1948. An early season Thanksgiving dinner was served for all the daughters and sons and their families at the Davis homestead.

Present with Mr. Davis, were: Mr. and Mrs. Warren L. Dudley, Warren Linwood, Jr., Donald Francis, Mary Elisabeth and Paul Davis Dudley, of Vanceboro; Mr. and Mrs. James E. Harper, Edward Graham and James Calvin Harper, of Saugus, Mass.; Mr. and Mrs. Clinton Hayward, Betty Jean, Clinton Ross, Jr., Janet Louise and Karel Lee Hayward, of Calais; Mr. and Mrs. Lee Davis, of Woods Hole and Falmouth, Mass.; Mr. and Mrs. Fred Osgood, Dean Allen and Dan Winfield Osgood, of Old Town.



By MARY MORSE, ERNESTINE GRIMES, LILLIAN SMALL, DORIS THOMAS, AND JULIA ROPER

It is with regret that we report the passing of Mrs. Nettie Hawkes, mother of General Accountant Virgil Hawkes, Nov. 10.



SONS of Assistant Engineer and Mrs. Eugene Cole, Jr., Portland, are David, age three and one-half, and Richard, age one

Our most sincere sympathy is extended Virgie and his family.

Another addition to our steadily growing railroad family. Miss Vaun Dole is being welcomed as a new employe in the Executive Department.

Bookkeeper Martin Holmes has recently purchased a home at Town Landing, Falmouth Foreside. With all the work of moving and settling his new residence, Marty was very lame for several days—not used to strenuous work, apparently!

Mrs. 'Jerry' Woodbury, wife of Bookkeeper Frank, who has been quite ill, is now much improved in health. Incidentally, Frank and 'Jerry' celebrated their 25th wedding anniversary on Armistice Day. We hope they have at least 100 more of them!

Assistant Treasurer Horace Budd and Cashier Leo Jackson attended the Bowdoin-Maine football game on November 8.

Mr. and Mrs. Edwin W. Farrar are the proud parents of a daughter, Kathleen, born on October 17.

R. A. Jackson, division engineer, took the remainder of his vacation the week of Oct. 27, spending it with his family.

Tom Dunn again proved his hunting ability this fall, bringing home a deer.

Harold W. Shepard, assistant engineer, and Mrs. Shepard, motored to Florida during November, where they will spend at least 5 months. "Sheppie" is on sick leave, and all are wishing him speedy recovery, and as pleasant a time as possible on his enforced vacation.

Percy Coombs, Portland Terminal Track Supervisor, and family will be moving into their newly bought house at 34 Hastings St., Portland, in the Rosemont Section.

We are glad to have Eddie Davis back in the Portland Terminal, being transferred from the Rumford Branch, to assistant track supervisor on the new Fore River Bridge project.



Congratulations are in order for Mr. and Mrs. Clifford Stevens on the birth of a 7 lb. 3 oz. son, named Mark Bradford, Nov. 17. Mrs. Stevens is the daughter of Millard Bailey, office assistant, and Mrs. Bailey, and some proud is he!

Joseph Pelletier, Inspector, after 14 years of hunting game, brought home the bacon in the shape of a 190 lb. buck this Fall. Nice going, Joe!

Congratulations also to Assistant B & B Inspector and Mrs. James M. Rosebush on the birth of a son, Mark Stevens, Nov. 3 at the Maine Eye and Ear Infirmary.

Commercial Agent Larry and Mrs. Jones are the proud parents of a lovely baby girl, Leslie Allen, born at Maine General Hospital, Oct. 21. Congratulations, Larry and thanks for the cigar.

Mary Plummer, stenographer, spent the Armistice week end in New York City, seeing the plays, and visiting friends.

Edna Crimmins, clerk, also spent Armistice week end in New York City, where she visited the United Nations and attended one of the sessions; also attended the current plays, and in general toured the city.

Mr. and Mrs. Herbert Strout (telephone operator Winnie) recently returned from a hunting trip. Mr. Strout got a deer.

Lieut. Cheever Lyden, son of relief operator Nellie Lyden, is home after being discharged from the U. S. Navy. He had been stationed on ship Navara.

Alice Gallant has returned to Portland after spending the summer at her cottage at Highland Lake.

**RAILROAD RELATIVES** has George Minott Harris, age five months, son of former Chairman Robert G. Harris and Jeanne Minott Harris, and grandson of Chief Examiner Herbert M. Harris and Madeline G. Harris. Dad is a senior at the U. of M. and majoring in engineering



By JOHN J. KEATING

Engineman Edward Parent was a patient at a local hospital for a leg surgery. At this writing should be home well as ever.

Fireman Anderson made a trip in October bird hunting. November, deer and bear. Also Glen Morrill, Jack Keating, Harold Card and Angelo Wells. Glen shot a buck.

Mrs. Leon Silver has been a patient at the Mercy Hospital with a broken leg.

Trainman and Mrs. S. M. Flaherty and the family motored to Fernanda, Fla. Mrs. Flaherty has a sister who resides there.

Robert Presnell, Jr., was a patient at the Mercy Hospital. At this writing was home and doing O. K.

Sympathy is extended to Hostler Dinmore on the death of his mother. Also to the family of Engineman LaBell, of Brunswick. On the Mountain Subdivision, we lost two of our craft, Trainman G. F. Nealley, gun accident, and S. L. Chandler.

"Topsy" Meehan, son of General Foreman Joe Meehan at Portland Union Station, was a visitor to his parents recently, from Orange, Calif. Topsy is the editor of the Marine paper, "Flight Jacket." He is stationed at the El Toro Marine Base.

Engineman Angelo Wells did a little hunting around Green Lake. No soap. Trainman E. L. Bow, looking out his back door, spied a large buck in his yard: canned venison for winter.

A few of the boys on vacation: H. F. Jewell, H. C. Philbrick, S. A. Adams, H. L. Kennedy.

Retired Conductor and Mrs. Harold Harlow, former Mexico residents, observed their 50th wedding anniversary Wednesday at their home in Byron.

Mr. and Mrs. Harlow were married Nov. 12, 1902, by Rev. Charles L. Parker, first pastor of the Mexico Congregational Church which also celebrated its 50th anniversary Sunday, Nov. 2.

Mr. and Mrs. Harlow had resided in Mexico all of their married life, until they moved to Byron three years ago.

Ralph C. Fogg, 63, of 21 Elm St., Lewiston, died Nov. 12 after a period of ill health. He was locomotive fireman with the Maine Central railroad and had resided here for about eight years, having been located in Waterville and Fairfield previously.

Mr. Fogg was born March 6, 1889 in Solon, the son of Edmund L. and Flora R. Fogg. During World War I he served for 19 months overseas. He was an Honorary Life Member of the Brotherhood of Locomotive Firemen and Engineers, Albert E. Dennison Lodge of Portland.

Evangeline Lodge, Ladies' Auxilliary to Brotherhood of Railroad Trainmen, elected the following officers on November 20 at Knights of Columbus Hall, Portland, to serve for the ensuing year: President, Miss Ernestine V. Grimes; Vice-President, Mrs. Ruth V. Coulthard; Secretary, Mrs. Flor-

ence G. Biladeau; Treasurer, Mrs. Minnie L. Clark; Chaplain, Mrs. Florence M. Hayes; Conductress, Mrs. Esther F. Larsen; Warden, Miss Ann E. Killmartin; Inner Guard, Mrs. Evelyn L. Cullinane; Outer Guard, Mrs. Helen E. Noyes; Pianist, Mrs. Gladys R. King; Publicity Director, Mrs. A. Hannah Frank. Past president is Mrs. Dorothy M. Massengale.



### Portland Freight Office and Freight House

By MARJORIE QUIGLEY AND ALICE McLAUGHLIN

We all extend our sympathy to M. I. T. Clerk Alice A. McLaughlin, whose mother, Mrs. Mary Archibald, died Oct. 29, approximately two weeks after the death of Mr. Archibald.

Marine Clerk Florence P. Cooper is receiving congratulations on the birth of her new grandson, Richard Rioux, who was born at the Maine Eye and Ear Infirmary, Oct. 25, to Mr. and Mrs. Robert Rioux.

Retired Watchman George H. Coffin was in the office after his return from an extended trip through the western part of Canada; he tells us that he visited Montreal, Winnipeg, St. Paul and Omaha among other numerous other points. Both he and Mrs. Coffin enjoyed the trip immensely, which gave them the opportunity to see relatives which they had not met for several years.

Loader and Caller John T. Curran and wife have returned from their vacation which was spent at Miami Beach, Fla. John said it rained quite a bit but they enjoyed their trip just the same.

Assistant Freight Cashier James E. Malia and wife have also returned home after enjoying their wonderful vacation, which included Boston, New York, Chicago, Omaha, Salt Lake City, St. Louis, Pueblo and Denver. They were very fortunate insofar as they had good weather throughout the entire trip.

Waybill Machine Operator Margaret T. O'Donnell and brother, Motor Operator John J. O'Donnell are spending their vacation in Boston, New York and Chicago. They are accompanied by their sister, Mrs. Mary H. McCann. Have a nice time, folks.

Edward and Walter, brothers of Freight Clerk Eleanor F. Norton, were home on furloughs recently, which meant a happy reunion of this nice family. Hope they will soon be home for good.

Freight Clerk Coleman P. O'Toole has resumed his duties at Rigby Per Diem Office, since his return from active service in Korea. Many of us have not seen him yet, but we all welcome you home again, Coley.

We are pleased to hear that Edwin C. Noyes, Jr., son of Supply Clerk "Eddie" Noyes, is home once more after being honorably discharged from the service, where he served in the U. S. Navy three years.

## Rigby Engine House

By ALBERT B. WETMORE

The date, Nov. 1, marked the end of a long career as a railroad man, as well as the beginning of a new episode in the life of Machinist Leslie D. H. Drew when he retired from active duty. "Les" has been one of our most faithful employees and will be missed greatly. His ability to get a steam operated hoist or crane back into service after a breakdown was almost uncanny. This included the wrecking or relief crane of which he had much to do with, having at one time been its operator.

We have had our usual run of visitors during the month, mostly retired men. They were Frank "Cliff" Bolton, Charles Lombard, Eli Roma, and Machinist Arthur Hutchinson, Bangor Engine House.

Our Engine Dispatcher Leroy "Coke" Kane relieved Chief Engine Dispatcher Clyde Gary who was absent on account of illness.

William Brice, son of Machinist James Brice who is located near Bakersville, Calif., witnessed the scene of the earthquake at that West Coast city. He remarks that it disrupted the railroad service due to great fissures in the earth, and cracks opened up in the tunnels.

Machinist William Tatarczuk informs me his son Joseph "Joe" Tatarczuk is playing on the varsity team of Cheverus High School. I understand from the newspaper sport columns he is giving a good account of himself on the field of conquest. I expect will hear a lot more from him another year.

The last of the vacations are being taken by our men who are on hunting trips in various parts of the state. No reports have come back as yet as to whether they were lucky in their ventures. Machinist Helpers Hermon Bishop, Ernest MacVane, Boiler-maker Claire Libby, Machinist Linwood Sweatt, and Hostler's Helper Albert Cross. I have, however, received one report from a Carpenter's Helper, George Beckworth, Bridge and Building crew, as having shot a fine eight point buck at Standish weighing in at 170 pounds at the registration office.

The usual offer for advanced education in the art of Architectural and Mechanical Drafting has been posted on our bulletin board by the Maine Charitable Mechanical Association. The opportunity is open to all for a free course in this branch.

Local 525, International Association of Machinists, held a meeting Nov. 4. Eleven new members were voted into the organization, and a referendum on Grand Lodge resolutions were voted upon.

Our Sheetmetal Worker Archie Pratt who is now on vacation is now very cozy in his new location on Haskell Street, Westbrook, after having quite a tough experience with remodeling his old home and then moving an accumulation of sundry articles over a period of 18 years or so.

Laborer, and Mrs. Bromulas Siska went to visit their daughter who resides in Tampa, Fla. He likes it there and says, "I may live there when I retire."

Another of our bachelors, Machinist Helper Walter Anderson, has forsaken his past

life of loneliness and has married a Westbrook lady.

The safety program is gaining back its lost prestige and the board now reads 120 days without a lost time accident, in fact without any accidents.

Electrician Ralph Neuman has moved to Deering Center, where his son and himself have taken light housekeeping rooms after the death of his wife a month ago.

Electrician's Helper Walter Magnum has taken a 90 days' leave of absence and has gone to New York to his wife's former home.

Clerk John Welch injured his eye while hunting. He stuck a stick in it while passing through a thickly wooded area.

Former Laborer Sigmund Stepurko died during the month at his home in South Portland. He is the father of Rudolphe Phillips, a former boilermakers helper.

Machinist and Mrs. Henry Johnson visited Montreal.

Fireman Joseph is the latest member to join the Buzzsaw Club when he severed his thumb in his table saw.

## Terminal Car Department

By HUGH F. FLYNN

Forest C. Palmer, former foreman at Rigby Car Shop, died Oct. 9, 1952.

Retired Carman Thomas Connors, died Oct. 2, 1952.

Among those on vacation during October were Carman J. Geoffroy, Laborers Bill Conrad, and Dan Kane, and Coach Cleaner Leonard Pitts.

Carman Henry Stackhouse has been out for several weeks because of injuries received in a fall down a flight of stairs.

Congratulations to Carman and Mrs. Bill Bean on the birth of a son—Delbert Earl—on Oct. 29, 1952. Weight 9 lbs., 3 ozs.

## THE NIGHT BEFORE CHRISTMAS



Carroll H. Oakes, telegrapher at Portland Union Station, after 46 years of service. He entered service as an operator at Portland in November, 1906, served at Farmington in 1930-31 and returned to the Portland Terminal the next year.

Carl A. Robinson of 412 St. John Street, Portland, telegrapher at Portland, after 45 years of service which began there as an operator in 1907.

Norman W. Pettes, 69, of 927 Forest Avenue, Portland, yard conductor at Portland, after 47 years of service which began at Portland in October, 1905.

George Kennedy, 73, of 31 Kelley Street, South Portland, after 43 years of service which began as a yard brakeman at Deering Junction in 1909.

Joseph J. Doughty, of South Lyme, Conn., baggageman at Bangor Union Station, after 30 years of service.

Herman J. Tompkins, of 22 Grove Street, Pittsfield, agent at Burnham Junction, after 45 years of service which began as a baggageman at Bemis in 1907. He had been agent and operator at Rumford, Eastern Division agent, agent at Woodfords in 1934, Harmony, 1935, and at Burnham since 1946.

George C. Libby, of 12 Cushman St., Portland, ticket clerk at Portland Union Station, after 40 years of service. Libby, whose quiet dignity and gracious manner earned him many friends while a ticket clerk, actually started out as an engine wiper in 1901. He was a brakeman from 1903-1907 and returned to work as a clerk in 1919.

Percy E. Bull, of RFD 2, Waterville, boilermaker at Waterville Shops after 39 years of service.

Ralph B. Berry, of RFD 6, Brewer, car inspector at Bangor, after 33 years of service.

Fred Porter, of PO Box 1652, Portland, a car inspector at Rigby, after 43 years of service which began as a boat fireman at Rockland in 1909. He

became a car inspector at Portland in 1922.

Thomas J. Curran, of 286 Spring Street, Portland, a freight checker at the Portland freight house, after 41 years of service.

## Cumberland Mills Agent Issued Gold Pass

Frank P. Stuart, agent at Cumberland Mills since 1936, joined the select group of Maine Central veterans last month when he was awarded a Life Service Pass.

Stuart began railroading on the Washington County Nov. 25, 1902 and became agent at Westbrook in 1917 for the Portland Terminal Company. He was appointed to his present position in June, 1936.

Stuart's pass was accompanied by a congratulatory letter from President E. Spencer Miller.

## Real Engineer's Outfit Available For Boys

Many a boy railroad enthusiast will beam with delight when he opens his Christmas packages this year—especially if one of them contains an engineer's outfit adorned with colorful railroad insignia. Such an outfit in striped denim typical of that worn by honest-to-goodness locomotive engineers and consisting of jacket, overalls and cap is on the market this year for the first time. It is the product of Sarah Konel, Inc., 132 West 36th Street, New York City. The outfit comes in two sizes—one for boys ranging from 3 to 6 years of age; the other for boys ranging from 7 to 12—priced to retail at approximately \$6.95 and \$7.95, respectively.



WHISPERING HIS HEART'S DESIRE to Santa Claus is Jackie W. McLeod, III, grandson of Trainman J. W. McLeod, Lewiston. Jackie is five this year and has a big stocking to fill

