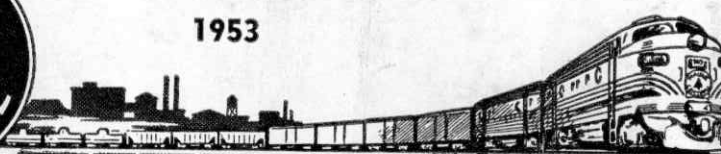




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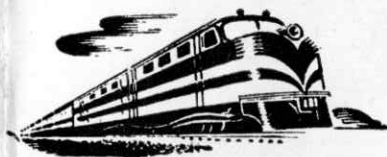
1953



RAILROAD

MAGAZINE





Maine Central Railroad Magazine

Vol. X—No. 2

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus

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FROM THE EDITOR

Our cover photo explained down here at the left, is the forerunner of a feature story next month on the tremendous job of track work and signaling being rushed to completion by Maine Central and Portland Terminal engineering department crews. The men have been doing heroic work cutting over new tracks and installing the latest in automatic signaling devices in conjunction with the opening of the railroad section of the new bridge, at Portland.

We like the stories on Pages 8 and 11 this month. They renew one's faith in the basic tenets of America and in railroad people in particular. Hardworking, proud yet self-effacing members of every community in which they live.

Looking for unique Christmas gift? How about one of our Maine Central lighters? We'll have to have your order immediately to guarantee delivery.

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Portland, Maine



COVER

The railroad section of the new combination rail-highway bridge over Fore River at Portland was opened with ceremonies November 15. In our cover photo B-12, 100-car freight is shown as the first train to operate over the new structure. Officials attending may be seen at right. Photo by Guy Nicholas, State Highway Commission



MAN, DIG THOSE DERBYS topping the heads of some of the Waterville Yard personnel in 1910. Front row, left to right: Ernest Cole, Yard Clerk; A. H. Butler, Yard Clerk; Charles H. Priest, Terminal Superintendent; J. M. Vigue, General Yardmaster; Deseri Begin, Yard Clerk. Standing: Fred Durette, Checker; John F. Abbott, Yard Clerk; N. A. Weymouth, Call Boy; Mr. Irish, Chief Clerk; C. H. Vigue, Yard Clerk; C. R. Plummer, Checker. Abbott, Weymouth and Begin are still employed there

RAILROAD MEMORIES

AND HERE'S THE DISPATCHERS OFFICE at Portland about 1906-07 forwarded by Chief Clerk E. W. Crocker in the super's office at Dover. Left to right, are: King, Porter, Superintendent Sanborn, Nevins and Crocker's father



*Cooperative Effort of Railroad
and Townspeople Creates New
Facilities for Both at
"The Watching-Place for Fish"*

Across The River From Skowhegan

(The following is an account of the last train out of the town proper as it appeared in the *Skowhegan Independent-Reporter*, written by Editor Sam Bouchard)

The smell of smoke from acetylene torches working on metal amid the steady clanging of iron rails closed the book on a story that started nearly 100 years ago as a large crew of men from the Maine Central Railroad pulled up the tracks in the center of Skowhegan's business section Friday and Saturday. The trains won't come into town any more. They will stop on the other side of the Kennebec River (Southside) where they used to in the first place.

The occasion was marked with a quiet but touching ceremony as many of the town's prominent citizens were given a free ride on the last train. It was a short ride—it carried them from one side of the river to the other where the railroad will now operate from. It was a nostalgic moment.

Joining in the ceremony were U. S. Senator Margaret Chase Smith; the town's oldest citizen, Horace Hoxie; Town Manager, Joseph A. Hill; Independent Reporter - Publisher, Lionel E. Foster; Selectmen, Nathan Jackson, P. C. White, Wallace A. Bildeau and L. G. Trafton; Chamber of Commerce president, Gene Tarbox; Jaycee president, John Boudreau, and station agent, Ivan L. Sirois. G. U. Greene of Waterville was conductor; A. H. Edward of Portland, flagman; J. Gallant of Waterville, brakeman; Earl Jones of Portland and Stanley Hersey of Waterville, firemen. Railroad officials on hand were John Robinson, train master, Charles Rivers, track supervisor, and John Scully, manager of Industrial, Real Estate and Tax Department.

The railroad property in the town proper now belongs to the town. It will be used for a parking area and for other purposes town officials decide. The freight shed didn't go with the deal. It's now up for sale.



THE LAST TRAIN out of Skowhegan proper had as passengers such dignitaries as U. S. Senator Margaret Chase Smith, center, conversing with Industrial Manager John P. Scully and Chamber of Commerce president Gene Tarbox, first at handrail

The Highway Department will repair the streets where the railroad was installed close to 100 years ago, by filling in with gravel and applying a tar topping. This is the beginning of the development of a Municipal Parking Area on the site of the old railroad yard and buildings. The sidewalk across the river will remain for the use of pedestrians.

The freight shed, which has taken the place of the former station building which was razed after its sale in 1937, and has been the bus terminal and also has been used by the American Express Company, will be done away with and it is anticipated that the terminal and express office will be located in the building now owned by Knowles & Dressel, a short distance north of their new block on Madison avenue.

Reaches Here 1856

The railroad era in Skowhegan has been an interesting one. It reached Skowhegan in 1856. However, first mention of Skowhegan in connection with railroad was in 1836. Anxious for the arrival of the rails, many meetings were held and stocks were subscribed that year. The project never materialized. All stockholders got out of it was a free ride to Augusta to attend a stockholders' meeting.

In 1853 the Somerset and Kennebec railroad was started and reached Skowhegan in 1856. The trains didn't pull into the town proper. They stopped on the south side of the river. The first station ever used is still standing today and is the home of Carton White, Cedar Street. It doesn't look like a station any more



BOARDING the last train are Scully, Senator Smith and Lionel Foster, publisher of the Independent-Reporter

except for the eaves which look like those of any station built in those days.

A year later, 1856, a railroad bridge was built and the first train came across the river into town the fall of that year. A railroad station was also built that year in the present A. & P. parking lot.

Records indicate that many citizens didn't want the rails to cross town but storekeepers wanted the cars to come to their front door. It is believed that the company had that in mind as land purchases in town were made as early as 1854 where passenger and freight stations and engine house were to stand.

The railroad has had four names. The Somerset and Kennebec, Kennebec and Portland, Portland and Kennebec and Maine Central.

Early engines carried names as ships do and being individually built, none were exactly alike. One Maine Central locomotive was named Skowhegan.

First Bridge

The first railroad bridge was

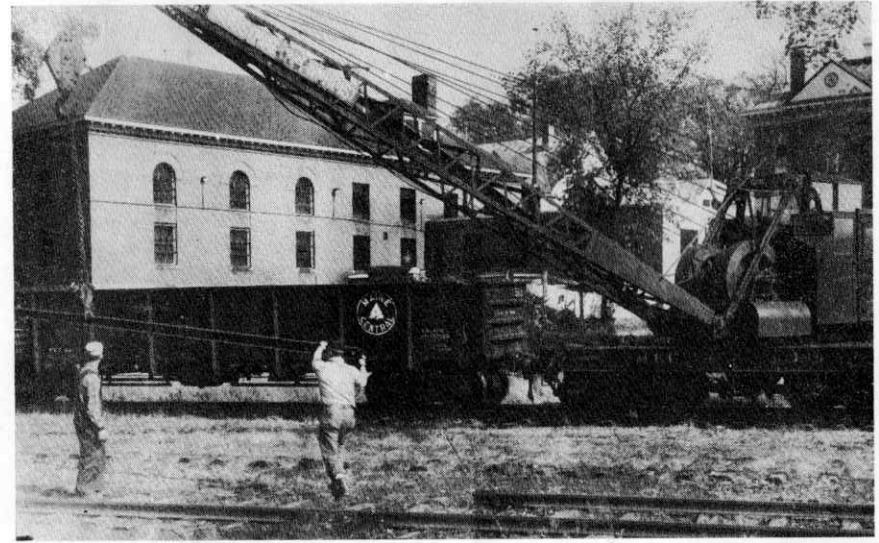
washed away in the spring freshets of 1857 and once again the trains stopped on the southside. Rebuilding was started as soon as possible. A wild storm carried the unfinished bridge in a useless mass to the Great Eddy. Rebuilding was again started at once. The bridge was of wood resting on granite piers and was strong enough for the light wood-burning locomotives of those days. In 1872 it was repaired and strengthened by iron rods. In 1880 an iron bridge, which had become necessary owing to the increased weight of trains, took the place of the wooden structure. Thirty years later a still stronger bridge was built. The bridge was almost wiped out once more by an ice freshet followed by a storm. Huge cakes of ice pounding on the bridge carried part of it away.

A new station was erected in 1888. It had a covered platform 310 feet long running alongside of the track from Water street to the Milburn Hotel. It had a 70-foot high tower holding a clock.



THE FIRST RAILROAD STATION in Skowhegan is still standing and used as a private home. It served the Somerset & Kennebec in 1856

With the passing of the years the station was repaired and altered. The covered platform shrank to a border of the building. A room was torn down. Finally the station was sold and torn down in 1937 and became a parking lot. The ticket office and baggage room were moved to the freight building.



TAKING UP THE RAILS in the Skowhegan yard to be re-laid in our new location across the river

During its peak, four passenger trains entered and left Skowhegan in a day. As the years went by the passenger train service disappeared and a bus service was started.

When passenger service was at its height there was talk of making Skowhegan a terminal for railroads into Norridgewock; one to Bingham and The Forks; another one to East Madison through Cornville to Athens

and Harmony. They were termed ghost railroads and never materialized.

Now, in 1953, exactly 97 years after the first train came into town, it has moved back to where it came in the first place.

(A lot of the material used in this account was taken from the book: "Skowhegan On The Kennebec," by Louise Helen Coburn.)

Five Veteran Employees Receive 50-Year Passes

Five well-known employees have joined the ranks of Main Central Gold Pass veterans recently. Entering the select fraternity upon completion of 50 years of faithful service and receiving congratulatory letters from the President were Roy A. Young, veteran passenger conductor now on the Portland-Bangor run; Locomotive Engineer Herbert Campbell; General Yardmaster Fred Grimmer, Portland Terminal; John L. Taylor, longtime passenger conductor on the Eastern Division, and Conductor Byron M. Rutherford, Eastport.

RR CHRISTMAS CARDS

Railroads continue to be the most popular transportation theme in Christmas cards. A survey of cards currently available in book and department stores and stationery and gift shops discloses Christmas shoppers will have a wide variety from which to make a selection this year. Designs range all the way from toy trains from the Land of Make-Believe to trains resembling the most modern streamliners. Many cards are handsome reproductions of paintings by famous artists. Some depict early American locomotives, while imagination, whimsy and color run riot in others.

Rigby Employe's Son Given Hero's Welcome

Prayers were answered last month for Car Inspector and Mrs. Walter G. Dahms, Portland, when their son, Pfc. Lawrence P. "Babe" Dahms was given a hero's welcome.

Their son had returned for the first time in 42 months, 33 of which were spent in a Korean prison camp.

Babe was the first Greater Portland prisoner of war listed in the recent prisoner exchange and the fourth Maine serviceman.

An escort of honor, the South Portland High School Band, delegations from American Legion, Veterans of Foreign Wars, auxiliaries and city officials arranged a gala welcome for Dahms.

Sizable cash awards and numerous gift certificates from merchants went to him and another South Portland POW who shared the welcome with him.

Dahms had as guests two other Maine repatriates, Cpl. Ralph Adams, Auburn, and Cpl. Delvin Merrill, Casco, whose guest he had been at their welcome home observances.

City officials vied with civic and veterans organizations in extolling the heroism of Dahms, captured in the Korean Campaign, who endured months of hardship and suffering at

WELCOME HOME, SON as PTCO. Car Inspector Walter Dahms embraces his son returned from 38 months in a Korean prison camp



the hands of his Communist captors.

Babe was fighting with the First Cavalry Division in K Company of the Eighth Regiment's medical corps. It was Nov. 2, 1950, and rugged going. Then it was all over. "They just charged right over us," Dahms related, "overran us; we never had a chance. They came by the hundreds and there wasn't much we could do." Twenty-one others were seized with him and marched deep into North Korea.

Babe was listed as missing in action by the War Department and twice during the year following they wrote Car Inspector and Mrs. Dahms telling them to expect the worst.

But Mrs. Dahms, a devout Catholic, refused to give up hope. She began praying to St. Jude, patron saint of impossible cases, according to an account in the local newspapers. Three days later, she heard the first word in a year, because it was not until Dec. 19, 1951, that the Korean Communists officially listed Babe as a prisoner of war.

Born in Portland June 5, 1932, Babe left South Portland High in his senior year to enter the service and was stationed in Japan at the outbreak of the Korean action. One of 13 children, he had two other brothers in the service.

Dad Dahms, a Portland Terminal Company employe for more than 40 years, on first hearing word of his son's release from the prison camp told newsmen: "Mister, there aren't words in the dictionary to tell how we feel!"

And although it undoubtedly was the biggest day in Pfc. Larry Dahms' life when he was greeted tumultuously by friends and relatives the day he arrived home, among his first words was a question for his father:

"Say, how come you're not working today, Dad?" And Dad confided that he was on vacation. As well he might have been.

Action by Retired Agent Prevents Fire Damage

Quick thinking and years of railroad loyalty combined in the person of Retired Agent W. H. "Bill" Whit-



FAITH IN PRAYER had Mrs. Dahms as she never gave up hope that her son would be brought safely home

taker saved our railroad from possible extensive fire loss last month at Fryeburg.

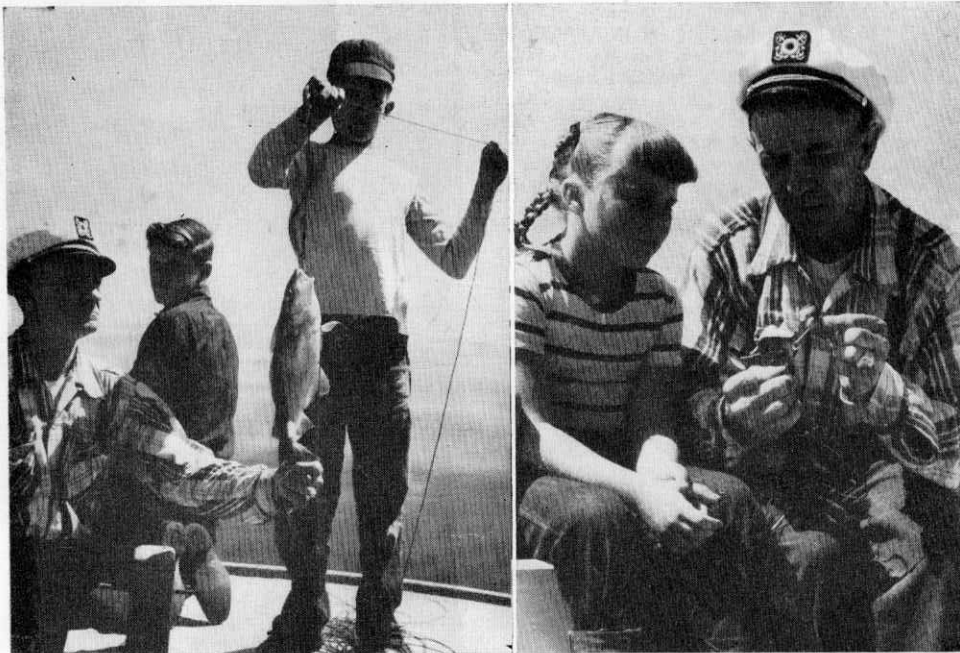
Fire of undetermined origin started in a large warehouse owned by the H. C. Baxter Brothers Co. only 140 feet from our tracks there about 8 p.m. Oct. 20.

The station was closed and the agent had gone home to a neighboring town where he resided. Retired Agent Whittaker, now a Fryeburg storekeeper, realized the danger, obtained the keys to the station from the caretaker and came on the wire at 9:05 p.m.

Whittaker notified the train dispatcher, Bartlett, displayed order boards east and west and arranged for flag protection on two hose lines across the track.

Three railroad cars were near the burning building and Whittaker made arrangements for an auto truck to move the cars out of danger.

Superintendent H. L. Strout commended Whittaker in a personal letter and pointed out that even in retirement he continued to be "one of the best agents we've ever had."



LOVE FOR CHILDREN by Maine Central Trainman Emile Morin has resulted in an untiring devotion to providing recreation in sports for Maine's small fry. Pictured above, Morin this Summer sponsored his fourth annual Deep-Sea Fishing Derby through his Junior Consolidated Sportsmen Club. Some 95 boys and girls of all ages boarded seven sea-going boats and went 12 miles out of Casco Bay to catch 125 fish of various sizes. Morin worked for months in his spare time arranging for boats, prizes, and fun for the youngsters. He's been cited again this year for his activities in behalf of children's sports by the Nationally-known organization, Better Fishing Inc. of Chicago

SHARP CAR

Dashing Dana Woodbury, Rate Clerk in the Freight Traffic Department, Portland, hit the headlines by remote control last month, when his sharp, pale blue Rambler convertible was requisitioned by local Community Chest dignitaries. It was the only car allowed on the main street during the Chest's "Carnival Day," since it was used to transport screen stars Bette Davis and Gary Merrill on an inspection tour of exhibits.

FROM THE MAIL BAG

F. T. Warren
Agent
FRYEBURG

Mrs. Gertrude Krasker of Camp Forest and Indian Acres has written to our Passenger Department complimenting about the manner in which she has been used in her dealings at Fryeburg station this season. She states you have been "most gracious and obliging."

It is always pleasing to get such reports and I know the compliment is well deserved in your case.

H. L. STROUT
Superintendent

I'LL
NEVER
FORGET
YOU



MAN AND BOY, Agent Dick Desmond and Gerry Hayman discuss plans for the 1954 Soapbox Derby

A Maine Central agent and an Orono lad of 11, got together recently to create a heart-warming story of America at its best.

The story must be keyed to looking toward Spring, since the "big event" has slipped by, but since it just came to light, it bears telling.

R. M. "Dick" Desmond, agent at Orono, has watched a boy who lives nearby the station suffer the pangs of young manhood. The clumsy attempts at building the first "wagon," repairing a tired bike, playing hard at becoming a good citizen. Loss of his father not too long ago, a frugal and conscientious mother who tried her best.

When the Bangor Daily News' annual Soapbox Derby came along last Summer, the Orono Junior Chamber of Commerce sought out people to sponsor the town's young people in the event.

With a twinkle in his eye, Agent Dick determined that his pal, Gerry Hayman, 11, would have a crack at the bigtime. The Jaycees supplied

the materials for a Derby racer, and Dick opened his work shop full of tools to the youngster.

It was a happy combination. From the middle of April until Derby Day in August, Gerry and Dick met by appointment in the work shop. Gerry never missed in attendance. Dick insisted on good school ranks too, and Gerry brought his rank card periodically for inspection and approval.

Gerry helped Dick too. Kept a sharp eye as Dick would absent-mindedly mislay his pipe, producing it proudly as the inveterate pipe-smoker sought to clamp on the bit awhile.

As Derby Day deadline approached, sleek little racer No. 102 had a bright Maine Central insignia painted prominently on its sides.

The big day arrived and Dick and Gerry drove into the race. There was a conversation between man and boy. It had to do with Americanism, sportsmanship and competition. How that even if the boy didn't win one heat, they had great fun working to-

gether and would be cheering for each other.

But Gerry did win a heat. Then another. Then a third. From 328 entrants from ages 11 to 14. Gerry Hayman, "the little railroad boy," the enthusiastic crowd called him, stood with two other boys from the entire entry list, in the semi-finals.

Gerry lost. But the boy that beat him was later disqualified for use of non-contest approved material on his racer. Some thought Gerry should

have had another chance. His last recorded heat was seconds below the final winning time. But he did win a fine sleeping bag. He told Dick happily on the way home: "I'll never forget you."

The 102 is safely harbored at Agent Dick's shop for the Winter. Gerry and Dick have some ideas for next year. They'll be talking about them all Winter. We think they'll do just fine.



GOOD FELLOWSHIP, above, and token of appreciation, right, went hand in hand at a retirement banquet for Super J. L. Moriarty

James L. Moriarty, retiring as superintendent of the Eastern Division, Oct. 1, was honored by more than 75 friends and associates at a dinner last month at the Oronoka Restaurant.

A sizable purse was presented to Mr. and Mrs. Moriarty by Toastmaster Bill Williams. Moriarty began railroading on the Boston and Maine as a train dispatcher in 1910. He became a night chief in 1916, chief

train dispatcher in 1922 and trainmaster at Woodsville in 1939. He was appointed superintendent at Bangor on the Maine Central in 1942.

F. W. Rourke, vice president-Operations and a long-time friend paid tribute to Moriarty's record on the Maine Central, a tribute shared, he said, by the people who worked with him. Moriarty, he asserted, was "an expert at his game."

Among the many who briefly

praised the retiring official were John Parker, retired agent at Lucerne-in-Maine and president of Maine's famous Three Quarter Century Club; F. E. Bailey, Canadian Pacific superintendent at Brownville Junction; L. E. Terrio, superintendent of transportation, Bangor and Aroostook. Also present were representatives of all the leading brotherhoods, and several officials of the Maine Central and Boston and Maine.

Telephore F. Michaud, 17 Hemlock Street, Portland, millman at Rigby, after 33 years of service.

Elmer A. Ranger, 142 Pleasant Street, Auburn, crossing tender at Lewiston, after 36 years of service.

Charles J. Boutwell, 167 New Gorham Road, Westbrook, conductor, after 46 years of service.

Patrick H. Ryle, Front Street, Pine Point, Me., car clerk at Lewiston, after 46 years of service.

James E. Andrews, 21 Wilson Street, Eastport, freight handler there, after 34 years of service.

John F. Hansen, Essex Street, Bangor, yard conductor there, after 33 years of service.

Carl B. Sweet, Main Street, Lancaster, N. H., trackman there, after 40 years of service.

Charles E. Alley, 62 Boutelle Ave., Waterville, crossing tender there, after 46 years of service.

Leigh J. Sellick, 992 Highland Avenue, South

Portland, yard brakeman at Rigby, after 46 years of service.

Clifford J. Richards, Pleasant Avenue, Peaks Island, freight handler at Portland, after 35 years of service.

William H. Quinn, 130 Pine Street, Portland, machinist helper at Portland, after 45 years of service.

Leroy Haynes, RFD Canton, trackman, after 38 years of service.

Edmond Gamache, RFD 1, Richmond, section foreman there, after 35 years of service.

Edmond F. Traynor, 98 College Avenue, Waterville, yard conductor there, after 55 years of service.

Roland L. Gray, Sebago Lake, Me., road carpenter, after 24 years of service.

John A. McCarthy, 14 Thirlmere Avenue, South Portland, laborer, after 36 years of service.

William G. Hall, 25 Froswick Avenue, South Portland, locomotive engineer, after 53 years of service.

James G. Tuttle, RFD Cobb Road, Portland, brakeman, after 36 years of service.

John L. Taylor, 15 McKinley Street, Bangor, conductor, after 53 years of service.

Edward Carter, 28 Carter Street, South Portland, laborer, after 29 years of service.

Earle F. Whiteher, Bartlett, N. H., locomotive engineer, after 47 years of service.

Roscoe A. Constantine, Shore Road, Eastport, conductor, after 42 years of service on the Eastern Division.

George P. Hustus, 11 Park Street, Fairfield, blacksmith at Waterville Shops, after 43 years of service.

Edward J. Parent, 6 Tremont Street, South Portland, locomotive engineer, after 35 years of service.



By DORIS THOMAS, MARY MORSE and ERNESTINE GRIMES

Stenographer Ruth Mangum of the Legal Department, in the hospital for a serious operation, is recovering nicely at this time. Mrs. Ruth Hollywood substituted very efficiently for Miss Mangum during her illness.

October vacationists included Horace Budd, assistant treasurer; Frank Woodbury, bookkeeper.

Clerk Charles Hagar had a week off to do some "baby-sitting." Charlie reports his bowling average is improving, although he had hit

a temporary slump at press time! But only temporary, sez he!

Theresa Slattery, clerk, enjoyed a fall foliage tour through the White Mountains in her little green car.

Bookkeeper Ernestine Grimes returned full of enthusiasm from a two-day trip to Boston, where she was a delegate to the New England Republican Women's Regional Conference, at the Sheraton-Plaza. Each of the 36 delegates from Maine were thrilled to receive orchid corsages from the Governor of the State of Maine—these gals were the envy of all the other states represented. Ernestine was also chosen as an usher to serve at the Southern Maine Republican Recognition Dinner.

Employees of the Engineering Department gave Eugene Cole an informal stag party at the Willow Dale Golf Course, presenting him with a pair of golfing shoes. Those invited were Earl White, Bob Brewster, Bill Hayward, Joe Coombs, Phil Farley, Robert Poore, Elbert



INHERITING their beauty and charm from their mother are Darlyn Wilson Jones, 4, and Leslie Allen Jones, 1, daughters of personable Commercial Agent Larry Jones, Portland, who'll never forgive us for not running this on the cover

Kennedy, Hod Hayward and Joe Pelletier.
Earl White chairman and family recently sold their house at New Gloucester, and moved into their new home on the Middle Road, Falmouth. Earl had been commuting daily from New Gloucester, so is much relieved of the long trip.
Mr. and Mrs. Linwood Lamson also moved into a brand new silver gray, white trimmed, house at 14 Bonny Bank Terrace, South Portland, and are looking for some visitors.
Everyone put out the WELCOME HOME mat for Burt Pease, former Chairman, returning from the Armed Forces. Congratulations are also in order, as Burt was promoted to Student Supervisor Bridge & Building.
We extend our sympathy to Edna Crimmins and family on the death of her mother.
Welcome to Lawrence Harding as our new signal clerk. "Larry" was formerly employed with the General Electric Company in Boston, and signal helper for about two years. He married the former Viola Ryder, and they have two lovely children.
Recent visitors were Walter Foss, retired electrician, who, with Mrs. Foss, are on their annual visit to Maine from Florida. Maurice Thorne and Mrs. Thorne called while on their vacation. Maurice is track supervisor at Bangor.
Benjamin Warner, former assistant super-

visor B&B, was also a welcome guest, and Nellie Sarauw Dorsett, former clerk, stopped in on her way back to San Francisco, California, where she now resides with her husband.

Clerk Harrison Elliott, freight claims and his wife were on a short vacation traveling through northern New York State and Pennsylvania and drove home over the famous Cherry Valley route.

Marthe True, stenographer, freight claims, spent a day in Boston recently and attended a performance at the Wilbur Theatre.

Bob Grant, freight claims, also enjoyed an Atlantic City and New York vacation.

Clerk Lillian G. Small, Purchasing Dept. is on vacation and Mrs. Dorothy Rannacher is substituting for her.

Mr. Carroll Leonard from Yard 7 and his wife Nieva Luke. Mr. Cressey's Department, Violet Alquist motored through New Hampshire, Vermont, Montreal, Quebec; visited St. Joseph's Shrine, wax museum, also White Mountains, N. H. A wonderful time was had by all.



By IRENE ELWELL and JACK HAYES

We understand that Ann Stratton from Mr. Goddard's office has moved from Portland to Cumberland, Me.

Patricia Connary recently motored to Hartford, Conn., to visit her brother. From there they went to New Haven, where they attended a Yale-Columbia football game.

Harold Latham and Powell Taylor were among those who took their vacations this past month. Both spent their time doing odd jobs around their homes.

Edward Danilewicz is the new night mechanic helper at Portland garage.

Norman Scott, body mechanic at Portland garage, has recently purchased a home in Scarborough. Every spare minute is spent out there getting it ready to live in before winter sets in.

The grapevine tells us that Operator Harry Hubbard is the best chocolate cake maker around these parts.

Wilbur Bryant broke his leg while working in Augusta recently and will be laid up for some time.

Irene Elwell and husband have been on a trip to Niagara Falls. Ray Bell and wife were on the trip with them. Ray was formerly foreman at the Portland Garage.

Charlie Early, supervisor at Lewiston, has been attending football games at Orono. His son Dexter plays in line for the University of Maine.

FOR SALE OR SWAP

Practically new Webster Wire Recorder and Loud Speaker. Also will play records. New one-hour spool attached. Excellent condition. Only used few times. Original cost \$159.00. Will sell for \$100.00 or swap for something of equal value. See Irene Elwell at Main Central Garage, Portland, or write Irene Elwell, 680 Stroudwater Street, Westbrook, Maine. Telephone: Westbrook 902-M.



Bartlett, N. H.

By BUD BURDWOOD

They are laying new rail between Sawyers River and Whitefield, and the work train is busy picking up old rail and scrap.

Lawrence's outfit is at Gilman putting in a cement culvert east of the station.

Dave Therrien, section hand of Beecher Falls, is retiring very soon. He started on section work April, 1921, and has worked at Beecher Falls practically all of the time since. Patrolman Percy Chandler has had his vacation and has started the wheels clattering between Bartlett and Hiram once more.

Conductor Homer Greenwood is now holding the Gilman extra, with Conductor Dolf Bergeron on the helpers.

Joe Burke, section foreman at Bartlett, is having a fine time in his workshop at home. Joe has a nice assortment of tools and small power machinery to work with. Joe starts his vacation Nov. 2, and expects to shoot his deer as usual.

Conductor Dave Dudley visited his folks in South Canaan, Vermont, a week ago and had a fine time flying around over most of Vermont.

Ralph Clemons, enginehouse man, is on vacation and we presume he has taken his share of birds by now.

Had a very nice time at the annual correspondents' meeting at Portland recently.

Engineer F. H. Washburn is fixing over his workshop building and putting on a new roof.



By JOHN J. KEATING

Retired Station Agent and Mrs. Alfred Gurnont celebrated their 44th wedding anniversary October 11, and to you both, many, many more.

Trainman and Mrs. Emile Beaudoin, with friends, made a trip by auto to Quebec.

Trainman John Feeney and Fireman Rankin Anderson have new TV sets, also shopping around is Trainman Hachey.

Railway Express Messenger Jim Leighton, at this writing, is up in the Maine woods. Last year he came home with a bear. Mr. bear now is a rug in Jim's bedroom.

John Witham, son of the Station Agent at Newport Jet., suffered a broken ankle while playing football.

Joe Davidson, for many years news agent for the Armstrong News Co., running on Trains 1 and 12, was a patient at the Mercy Hospital in Portland for observation.

Would suggest that Engineman "Bill" Roach join the Boy Scouts, so in future will know how to avoid getting lost in the woods.

Had a nice visit with Retired Conductor Joe Cote, at his summer home at Oquossoc, also with Arthur Martin and the Mrs. Arthur



WEARING a dress more than 50 years old is Susanne Jo Premo, age two, of Hartford, Conn., daughter of Robert F. and Josephine Cony Premo and granddaughter of well-known Maine Central Engineer Dan Cony. She's posing with her great aunt, Mrs. William Josephine, 94, Augusta, who presented her with the dress

was, before retiring, chief electrician on our lines. They live at Gorham, Me., R.F.D. 2.

Taken from the Portland Evening Express, Wednesday, Sept. 29, the annual report of the Boston and Maine Railroad, for the year 1902-03 showed gross income of \$33,738,984; the system carried a total of 39,049,153 passengers.

Portland Terminal Conductor Eddie Coffin and the Mrs. celebrated their 40th wedding anniversary Sept. 25. Many, many more to you both.

Sympathy is extended to the family of Conductor John O'Donnell, who died in Bangor Sept. 29.

Retired Conductor and Mrs. Carl Pierce have returned to their winter home at DeLand, Fla. They have a summer home at Sebasco Estate, Me.

Mrs. Sherman, wife of Engineman Sherman, was a patient at a local hospital.

Engineman Elmer Haley, with the Mrs. and daughter Phyllis and son Edward, made a trip by auto to Quebec, Montreal and Ottawa, Canada. A total of 1,274 miles.

Conductor and Mrs. James Monahan have purchased a new home on Caleb St. Watch for announcement for the house warming.



DISTINGUISHED RAILROADERS are Percy A. Bradford, 80, left, who retired after 47 years of service in 1937 and Locomotive Engineer George S. Bradford, who recently completed 50 years of service



Bangor Car Department

By C. A. JEFFERDS

While Coach Cleaner A. R. King was on his vacation his sister died. She was Mrs. Della Maldwan of Montreal, leaving one sister besides her brother.

Those who have appeared with new automobiles recently are Carmen William T. Walker, D. E. Lambert, B. W. Caldwell and Coach Cleaner C. F. Lambert.

A new arrival to the Maine Central family is a young lady born Oct. 16 to Mr. and Mrs. C. F. Lambert, at the Eastern Maine General Hospital. Weight 7 lbs., 2 oz.; name Martha Ann.

Penobscot Lodge BRC of A are making plans for a lobster supper at their next regular meeting, Nov. 4.

Two of our employes in this department who at this writing are in the hospital are Carman B. C. Wheelden and Carman Helper C. A. Welch.

Carman Helper R. E. Quimby has returned to work after having injured his leg while working on his farm.

Carman H. E. and Mrs. Burnham, in company with Coach Cleaner and Mrs. C. A. Flewelling, recently journeyed to Boston and attended some ball games.

Hunting season is about to begin. Two of our Coach Cleaners, W. G. Williams and C. P. Soule, have purchased new guns to waylay any unsuspecting animal which might be astray in the woods.

Carman B. C. Wheelden has just completed a new addition to his home in Orrington. One of our employes while passing another of his fellow workmen on the wrong side was fined \$10.00. No more fancy driving for him. Stenographer Charles H. Loftus has returned to work after enjoying his annual vacation.

Eastern Division M of W

By JOHN MINCHER

Charles Emerson, former assistant foreman in Forrest Perkins' Extra Track Crew, has been appointed foreman of Section 177, Columbia Falls.

Arthur H. McGlauffin, former trackman at Charlotte, has been appointed to position as assistant foreman in Perkins' Extra Crew.

Characteristics around our main line at the foot of Union Street, Bangor, have changed with the installation of the new cement piers for the new Bangor-Brewer Highway Bridge. The cement work it is expected will be completed by December 1 so steel work can commence after that.

Friends of Joseph J. Martin, trackman in Bangor section crew, were very sorry to hear of his death while at work October 16.

Sheila Dempsey, clerk typist in engineering department office at Bangor, had a successful hunting trip last month bagging a large partridge.

Brick Mason Wes Fjeldheim and Mason Tender John Parker are busy at work renewing brick in Bangor Union Station Tower.

Assistant Bridge and Building Supervisor Ellis Manter, with his new auto, has had some difficulty, it is understood, in obtaining wash jobs.



ENJOYING RETIREMENT the right way is David M. Nason, retired Vanceboro hostler who was 83 years young April 7

Vanceboro

By HARRY D. DAVIS

Work is progressing well on foundation for installation of new scales by the contractor, Ten Broeck Corporation, in Vanceboro yard.

Those on vacation since our last issue include Clerk Paul G. Susee, Baggage-master Ralph E. Howland, Enginehouse Man Wallace E. Coulter.

Trackman John H. Little was among class receiving naturalization at October term of Superior Court at Machias.

Clerk and Mrs. Paul G. Susee, son Joseph and Mrs. Susee's mother, Violet Joy, enjoyed a vacation trip to Florida by automobile and report it as all very wonderful.

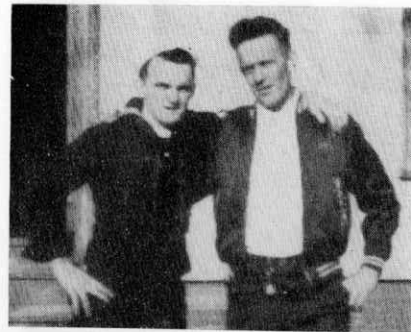
Bangor Operating

By R. G. WHEELER

Hunting season upon us once more. Hope this year will bring more game and less accidents than the past few, also hope a few of you big game hunters will come across with a few good pictures of the kill to help yours truly along the rough road of a reporter.



HERE'S Sylvia Vandez, 8, granddaughter of Operator E. F. Sanborn, Bangor Yard



MILITARY SONS of Enginehouse Man and Mrs. M. J. Roach, Bangor are Joseph, left and James, right. Joe is serving aboard the USS Cassin Young being overhauled at Charlestown Navy Yard for a trip to Korea and James was recently discharged from the Army after serving in Germany. He was formerly employed in the M of W department

Mechanical Department

By LARRY SEVERANCE

Electrician G. E. Bickford had a rather narrow escape from serious injury or possible death. He was just entering his house via the back steps about 11 a.m. when he heard a whistling noise that increased in volume with the seconds. On looking skyward he saw an object hurtling through the air. In the space of seconds and at a distance of 30 feet it crashed with a roar to the ground. After the dust had settled, "Bick" investigated to find the remains of a wing tank that had torn loose from a jet fighter plane cavorting around overhead. Asked if he was scared, "Bick" said, "Heck no. Not really. My wife is throwing something at me most every day and I just thought she had let go with a real super one."

Our ferocious rat killing feline "Cynthia" has really been busy taking care of the mouse detail. Being on 24 hour call and really putting in the long hours proved to be too much for her. So she decided to increase the "Ratters' Seniority Roster. At 9 p.m. Oct. 10 she contributed two kittens. One coal black and the other a mixture of white and yellow. At this writing they are as yet unnamed. Any suggestions?

Stationary Fireman B. H. Coombs was one of the many spectators at Garland Street baseball diamond to watch his son Ray Coombs pitch excellent ball against an aggregation of major league stars. Ray was an outstanding pitcher in the local circuit and last year was signed by the Chicago Cubs. This past season he played at Cedar Rapids, Iowa, and came out with an impressive record of 17 wins and 3 losses. That's the kind of pitching that assures a player a regular berth with the majors.

The Canoe Club at Hampden was filled with a capacity crowd Oct. 17, when the Laborers Local No. 471 sponsored their annual dinner-dance. The committee, consisting of Laborers J. E. Blake, W. C. Gaudette and R. C. Ericson did an exemplary job on arranging the affair. Roast chicken with all the fixin's was served by the ladies of the V. F. W. It was a delicious dinner and that was one banquet where no one got up from the table hungry.



DAY FOREMAN C. E. Quimby, Bangor Engine House, makes the daily morning line-up of power with Crew Dispatcher Coke Kane in Portland

There were many complimentary remarks after the dinner by members and their guests.

Automobile Traders: Machinist Fred Cyr, Crew Dispatcher Paul Hatt, Crew Dispatcher Charlie Ross, Machinist Charles Wilson, Locomotive Engineers T. F. Cahill and R. A. Lowell.

By the time this is published three members of the Maine Central family will be living in their new homes. Locomotive Engineers Everett A. Farrell to his new home in Brewer and Sewell C. Boynton to his nearly completed home in Bangor. Machinist Charles Wilson and his family will be comfortably settled by the first of November. Incidentally S. C. Boynton should be congratulated for his labors. He started with the standing trees in the woods and with very little outside help, progressed through each operation, cutting, hauling to the mill for sawing and planing and finally the actual building of the house. Nineteen thousand feet of lumber is a whale of a lot of toothpicks to handle so many times. Sewell said it was well worth the effort and he sure has the house to prove it.

It has now come to light. Last month we displayed a picture showing Engineer J. B. Wilson with a string of 3 large togue held up in front of him. We have just learned from "an authoritative source" that the successful angler was J. E. Wilson, J. B.'s son. They sure ate swell regardless, didn't they, Bert!!!!



Brunswick

By H. O. PREBLE

Among those on vacation lately have been Swing Switchman H. J. Corbett, relieved by A. J. Thiboutot from Waterville spare board. Third Trick Operator W. E. Kirkpatrick, spare Operator W. O. Burdwood from Bartlett, N. H., in his place.

Understand Gerard Coulombe, from Track

Supervisor W. M. Martin's office, spending his vacation in the neighborhood of Chicago. Assistant Track Supervisor Horace Ames relieved Track Supervisor A. S. Dodge of Bartlett, N. H., for two weeks' vacation.

During Topsham Fair week, have noticed Retired Conductor "Freem" Dearborn and Retired Operator John Conlon around town.

Wes Martin's amiable clerk, Joe Desjardins, is back to work after an illness. Glad to you back, Joe.

We have received information from one of the oppressed members of the Gardiner family that correspondent Maurice Sanborn has qualified as one of three top men in his examination for Postmaster of Gardiner. Understand he has been instructed to take his physical. Good Luck to you, Maurice.



DENTAL HYGIENIST is Kathleen Niles, daughter of Painter Mert Niles, B&B. A graduate of Forsyth Dental College, she serves the state in the public schools of Androscoggin, Oxford and Franklin Counties

Deering Junction

By TOM ROCHE

Charles B. Coggins IC3 U. S. Navy is spending a furlough with his parents, Scale Inspector and Mrs. B. M. Coggins. Coggins, who is assigned to the Navy Transport General W. A. Mann, has made 16 return trips across the Pacific since his last visit home.

Storekeeper E. J. Ricker, Stockman E. A. Madsen, Clerk J. R. Cogg and Laborer Patrick E. Geary have returned from vacation.

Gardiner

By M. L. SANBORN

Station Agent David Cameron is having home furnace repaired.

Operator Eben M. Lord visited friends in Harmony recently.



SURROUNDED by water during the 1953 Spring floods was the Gardiner passenger station



PROUD FATHER is Operator R. F. Tracy, Gardiner with John Philip Tracy, age four months

Operator R. F. Tracy has some nice home-grown potatoes to see, from his large garden in West Gardiner, guaranteed to weigh two pounds or a fraction over apiece net weight, with their jackets removed.

Freight Clerk Clyde Cooper has called a general Fall meeting this month of the members of the Winthrop Hot Stove Baseball League. An oyster stew will be served and general election of officers for the coming year will take place in the clubroom immediately after the supper.

Baggageman Olin Gordon has some nice fat roosters for sale from his farm in Pittston. Olin says that they can be purchased at the farm F.O.B. for a reasonable price, all plucked and cleaned satisfactorily with a money back guarantee.

Crossing Tender Hiram Walker attended the Topsham Fair recently. Hiram broke even on the betting at the races.

Section Foreman Albert Allaire and his crew have been working on the main line in front of the passenger station replacing planks and ties this month.

Signal Foreman George Curtis is up for appointment to an important political post in his home town this Fall. George has been campaigning vocally and otherwise and probably will speak on the subject at a later date to be announced at a press conference.

Signal Helper Fred Pickens had a new set of heels installed on his work shoes. He figured that he had been set back enough and wanted to get up in the world and be seen.

Engineer Harry Pettingill is having his roof on his barn in West Gardiner shingled this month. Harry says it only bothers on stormy days.

Spare Operator L. E. Longee formerly of Gardiner, now living in Portland, filled in for Operator Lord during his vacation this month.

District Supervisor Robert Hayes of the Railway Express Agency was a caller at the Express Office this month.

Augusta Locals

By ELLIS E. WALKER

Congratulations are extended to Telegrapher Richard L. Achorn and his wife, Betty, on the arrival of a daughter Ann Lynn at their home last month. Betty was formerly clerk in Freight Office here.

Baggage Master Harvey E. Wilder is a patient at the Veterans Administration Hospital at Togus. We all hope for a speedy recovery and return to work.

Baggage and Mailman Shirley Driscoll has bid in Baggage Master's job temporary.

Trainman Elmer "Stubby" Stetson has deserted the Mountain District and is currently braking the "head-end" of WR4.

Clerk Telegrapher Don C. Reynolds is sporting a brand new 1954 car. His spare time from now on will be used to polish the new buggy.

Waterville Shops

"STEVE"

Clerk Guy Wentworth says, "I think that Clarence Garfield is to be commended as a good railroad man but he doesn't have to carry it so far as to sell apples with railroad worms in them!"

Welder and Mrs. Curtis Orchard have been visiting their daughter and husband in Randolph, Mass.

Painter Don McCaslin owns a "STOP" sign in Albion. He paid the local judge \$4.70 for it.

Former Machinist Apprentice Lauris Varney is at present attending Machinist School at Great Lakes Naval Training Center at Great Lakes, Ill.

Are some of the local fishermen's faces red. Painter Charlie Stubert caught an 18-inch bass, placed it in salt water to bleach the



A PRETTY MISS is Sylvia J. Reed, 15, sophomore at Waterville High School and a member of the band. She's the daughter of Shop's Electrician and Mrs. Ken Reed



GROUP OF SHOPS CLERKS include front row, left to right: **Chuck Wilson, Ralph Barton, Wilfred Binnette and Charlie Wolman.** Standing: **Constance Binnette, Connie Begin, Arthur Grenier, Fabiola Tardiffe and Carroll Huard**

color and palmed it off to the shop Izaak Waltons as a white perch. Plenty of suckers agreed that it was a big perch.

Painter Storekeeper and Mrs. Ralph Giroux have been visiting friends and relatives in Baltimore and New York City.

Checker and Mrs. Dick Delano have been vacationing in Daytona, Fla.

Mrs. Richard Dole, wife of Assistant Supt. Dick, is a surgical patient at the Thayer.

Painter Eddie Gurski is experimenting with a new type of gasoline to be used for flying. He reports that the gasoline will be black and he has adopted the name "Amercrow" for the new product.

Mrs. Collinette Jordan and son Joseph of Norfolk, Va. are visiting her parents, Painter and Mrs. Harvey Dusty.

Checker Dick Delano, on his trip to Florida, stopped over for a time in North Carolina and visited with a local speed cop and justice of the peace. Dick, who is a fast talking special cop in Winslow was struck speechless when the JP assessed him 35 bucks for speeding.

Good Will Ambassador Alden Finnimore has done a very creditable painting job on his home on the Ridge Road. The silk screen job that was done on the shutters was especially outstanding.

The brewery in Sweden finally has paid off for Bill Otis. Watch for big improvements in Otis Park in the North End. Bill has received his inheritance and has a pocketful of century notes. Conversation with the common herd will be by appointment only.

Janice Lorraine Bickford of Oakland and Armand Dorval, son of Carman and Mrs. Stanley Dorval, were united in marriage at North Vassaboro recently.

Foreman and Mrs. Eddie Johnston have been visiting in Melrose, Mass.

Painter and Mrs. Bill Mingo have been visiting their daughter, Mrs. Charles Marston who has been in the hospital in Yarmouth.

Foreman and Mrs. Ernest Bickford celebrated their 48th wedding anniversary Oct. 15. Dick

also completed his 45th year with the Shops recently.

Broom Operators Henry Gagnon and Leon Cookson are on the sick list.

It is reported that Road Runner Oscar Moore has so many cows and so much bull that he is building a new tie-up during his spare time.

Conductor Amos Lake has returned after being out sick.

Carman Sunshine L. Michaud has discarded his musket and is pheasant hunting with a sling shot.

Carman Jimmy Bickford has finally completed his huge 10' x 10' barn for his immense herd of one cow.

Carman Martin Andrews has been laid up for a couple of weeks.

Carman Roy McCommie has been substitute checker for a week.

Why has Tractor Driver Everett Trask been nicknamed "Pogo"?

Foreman and Mrs. Horace Nadeau have been vacationing in New York and Canada.

Blacksmith John Buckman has taken over the Heavy Fire vacated by George Hustus, retired.

Blacksmith Helper George Gray has been discharged from the hospital where he underwent surgery and is convalescing at home.

Tractor Driver Walter Marston is on two-weeks vacation.

Machinist Don Rines is working the 3-11 shift in the Air Brake Room.

Blacksmith Helper Sylvia Janelle has gone to Florida to seek relief from asthmatic troubles.

Machinist Perry Morse has been elected treasurer of the district lodge IOOF.

Blacksmith Foreman Owen Thompson and Upholsterer Ray Dillon have been elected Sentinel and Flag Bearer respectively of St. Omer's Commandery in Waterville.

Clerk John St. Peter took his dog to a local veterinary for boarding over a week end and through a mix-up in identity the dog was killed.

SEVEN TON GIRDERS being used in the construction of the new Manufacturers Trust Company at Lewiston were unloaded by two boom trucks at our siding there



Wilton

By ANN M. NEWCOMB

Ex-Agent O. C. Casey from Buckfield and Jerry Russell, a railroad enthusiast and friend of Agent Casey, were recent visitors of Ex-Agent Bert Ellis of Wilton and they stopped in to see Agent E. E. Newcomb at Wilton station.

Emery Cox is new man on the nut runner with Harry Russell. Cox replaced Benny Stimans who was tired of "running nuts."

Operator T. N. Farren is now the relief operator at Livermore Falls on Saturdays taking Operator R. S. Bonney's place. In his spare time he has been setting traps to catch our little fur animals known as mice. Good hunting, T. N. — Why don't you try using T.N.T.

Inspection car 100 was seen making an inspection tour to Farmington and Rumford branches last month.

Section man E. Collett and D. Holmes have taken the place of G. Buck and L. Stevens on the Farmington section crew.

Agent C. Richardson and Clerk R. M. Newcomb, Livermore Falls, had a caller last month, former Conductor Leon Ross from Lewiston.

Joe White, Benny Stimans and Val Robinson all from Section 63 are on a well earned vacation and all are after the same object—deer tracks—they will have to see more than his tracks in order to bring home the stake.

Mrs. Joe White went to Boston with her son recently.

Joe White, section 63, is the general manager of the little league baseball team in Livermore Falls, where Joe's son is quite a little player with the league. They all went to Boston to see the Red Sox play.

Benny Stimans was seen last Sunday taking the rear end of his car apart. He seems to be under the car more than in it. He believes in the old song "Get out and get under."

C. Harold Newcomb, son of Clerk R. M. Newcomb, Livermore Falls, was married Oct. 10, to the lovely Marilyn Handley, daughter of Alexander Handley, carman, Waterville Shops, in St. Theresa's Church, Oakland. The couple took a wedding trip through New York State and Canada. Before the couple took off a reception was held in the home of her parents where a grand time was had by all.

Birchard Hodgkins, section foreman Livermore Falls, is home from the hospital and gaining nicely. Best wishes for a quick recovery

from all of us. Agent C. Richardson, Livermore Falls, went to Bartlett, N. H. to a Union meeting this past month and he was accompanied by his Clerk R. M. Newcomb.

Our deepest sympathy goes to Joe Fournier whose wife died very suddenly. Joe is the nephew of Trainman Gil Fournier.

Baggageman Mickey Conley on Train 7 and 24 has been off sick for several days. We all hope it is nothing serious.

Rockland

By F. L. CARSLEY

Retired Section Foreman Byron Webb died Oct. 8. Our sympathy to Mrs. Webb.

Operator E. B. Buswell on vacation, relieved by Operator Blanchette.

Baggageman Howard Hall on Train No. 52 is back to work after several weeks' vacation.

Lewiston

By LILLIAN G. WHITE

Clerk-Typist Roger Pruneau in Engineering Department resigned Oct. 9 to accept employment with the W. E. Cloutier Co. of Lewiston. Best of luck, Roger.

Crossing Tender Rethwell Titus died Sept. 23. Sympathy is extended to Mrs. Titus and family.

Among recent vacations in Transportation Dept.—Cashier, Pete Myrand; Baggage Master, Johnny MacKinney; Freight House Foreman, Fred Jumper; Crossingtenders, Ansel Libby, Ernest Malenfant, Jules Caron; Normand Ouellette, Clinton Morin, Armand Landry and Alphe Caron. In Engineering Dept.—Trackman Lucien W. Turgeon; in Week's Extra Crew, Machine Operator P. T. Spruce and Trackman Furnel Hammond.



Operators and Dispatches

By W. B. LEWIS

First Trick WR Operator Joe Knowles sporting a new set of dentures. Some unknown

reason he has been devoting his entire attention to the lower set and looks as though he is getting interested in the 1954 model, which according to Joe should have fasteners to hold them in place. Just don't sneeze with your mouth open, Joe.

Operator Gerald Bolduc, who has returned to the Terminal Spare board from service with Uncle Sam, covering the swing job at Tower One, giving Operator Larry Holmes his vacation and a chance to harvest his potato crop.

Operator Don Wilson moved recently with the help of Operators Paul Timberlake, Arnold Shuman and Ed Gallant. Understand that it was considerably easier this time as Don financed the cost of a truck to move with.

Others relieved for vacations were Operators Stan Chandler and Leonard King, Tower Two, with Spare Operator Clark officiating in their absence.

Quite a number of Train Dispatchers have had vacations, their jobs being covered by Spare Dispatchers Eldon Otis, Bob Houle and Ralph Coffin.

Second Trick Train Dispatcher Tom Wiley has taken up dispatching horses around the racing stables. Understand he does quite a job too, from shampooing the favorites to giving them their morning workouts with the help of a stop watch. Of course there are other duties concerned with their welfare that are considered just as important, and there have been times when, after Tom has finished a day's routine, we have wondered just who got the work out, Tom or the horse.

Retired Operator Fred Allen recently spent 17 days' vacation at Moosehead Lake. Did a real sportsman job of it too, went up in his car alone and slept in a pup tent, cooked his own meals and had a real good time in the outdoors.

Heard that Operator Roger Powers, Tower Three, recently took a swim in Sebago Lake, with the aid of Operator Jim Austin, to retrieve his submerged boat which decided to become a submarine. How's the water, Roger?

With Christmas season drawing closer each day, our worthy Christmas Tree "Magnates" have gone into a huddle preparing their Yuletide sales campaign. Train Dispatchers John O'Beir and Tom Wiley are now in the process of lining up plans for cutting and transporting evergreens to their place of business. If you are planning on buying a good tree, see either one of them. They will use you right and will have a good variety to choose from at a reasonable price.

Train Dispatcher Ray Wedge has spent quite a lot of spare time and ammunition hunting since the first of October. However the results of his efforts apparently do not deserve much comment as he is rather reluctant to give them out. Better luck next month.

Operator Dick Boothby has been spending a good deal of his spare time over to Union Station "PA" office, setting for practice and has certainly made remarkable improvement. Keep it up, Dick, you're doing a swell job.

Terminal Car Department

By HUGH F. FLYNN

The Terminal Bowling League started for the season Friday, Sept. 25. The league is again comprised of ten, four men teams, with a few subs. However, the best bowling is done every Monday in the Car Shop bull pen.

Since our last writing two men have resigned from the Car Department forces. Carman Herbert Palmer at Union Station went on pension due to disability. He was presented with gifts and a purse of money by employes

there. Sept. 30, Carman Everett "Farmer" Burnham retired. He was presented a purse of money by the men at the Car Shop. We wish them long and happy years of retirement.

Recovering after being hospitalized Carman Augus Peterson's wife and Carman Ed Landry's daughter.



CELEBRATING his first birthday with a big wave is Dennis J. LaVallee, son of Switchman Vincent LaVallee and grandson of Operator S. A. LaVallee

Carman Earl Jones also was hospitalized for surgery.

Car Stores Laborer Ed Flynn is back to work after being out sick for four months.

Visitors to the shop during the month were retired Laborer Ed Carter and General Chairman William Hale of the Carmen.

Taking the lead in the stork derby are Carman and Mrs. Lyle Dorr when on Oct. 14 they become proud parents of twin boys. Donald Edward and David Elmer. Carman and Mrs. Howard Thurlow are maternal grandparents. Lyle figures that this may give Joe Martell a little inspiration.

Carman Clarence Laburge had all his teeth pulled. Clerk Pat Conley knows where he can obtain a set of false teeth very reasonable.

Portland Freight Office and Freight House

By ALICE McLAUGHLIN and MARJORIE QUIGLEY

Cards have been received from Freight Clerk James B. Keegan, who is enjoying his annual trip to the coast. He is visiting Kansas City, St. Louis, Portland, Oregon, Los Angeles, Salt Lake City and Denver.

Loader and Caller and Mrs. John T. Curran are spending their annual vacation by enjoying a trip to Chicago, Minneapolis, Vancouver (via Banff, Seattle and Los Angeles).

Freight Cashier and Mrs. James E. Mallia are also enjoying their annual vacation on a trip to Los Angeles, visiting New York, Chicago and Seattle en route.

Loader and Caller and Mrs. James P. Petersen are visiting relatives and friends in New York, Chicago and Denver during their annual vacation.

We extend our sympathy to Loader and Caller Coleman J. Mulhern in the recent death of his brother, James A., former head clerk in the Interchange and Per Diem Bureau, Rigby. Stenographer Marjorie J. Quigley has moved into her new home, at 21 Edgewood Avenue, Rosemont.

Best wishes to Waybill Machine Operator Ludwig Starling for a speedy recovery from his recent sick spell.

Former Freight Checker William G. Shea has bid off position formerly held by the late James A. Mulhern.

The correspondents of this column enjoyed the annual meeting at the General Office recently. Nice to see old friends again.

Retired Loader and Caller Walter W. Sawyer was a recent visitor. He and his wife spent the summer at Castine, but upon returning home found that their apartment had been ransacked and several valuable antiques stolen. Police are investigating to try to apprehend the culprits.

Mrs. Dennis J. Shea, wife of Freight Checker and Mrs. Ella McFarland, widow of freight clerk, recently visited the Shrine at Ste. Anne de Beaupre, P. Q.; also, the cities of Montreal and Quebec.

Rigby Engine House

By ALBERT B. WETMORE

The highlight of the month's news was the announcement of the intentions and later on in the month of the marriage of our Boilermaker Clair Libby. The ceremony was very simple and only a few friends attended. Of course Clair passed around his favorite brand of cigars, and they were good ones.

Machinist Helper Maurice Weeks attended the funeral of his twin sister, during the month. A floral tribute was sent.

Sheetmetal Worker Archie Pratt attended the funeral of one of his cousins at Windham.

Your reporter attended the annual Maine Central meeting attended by all the news correspondents as well as some of the officials of the road, including our President, Mr. Miller. A very good luncheon was enjoyed by all.



CONFIDENTIAL conversation between Archie Pratt and Malcolm Billington in the Rigby Enginehouse

News was received by Machinist Helper, Milfred Goodwin from his daughter, who is in France with her soldier husband, of his sudden death by suffocation. Milfred's daughter arrived home by plane a few days later. Private Marcel Guay's body will be sent later.

Machinist Helper Fred Bustin started out for a short ride one Sunday afternoon, and ended up doing about 300 miles. He said, "We just kept on going, that's all." By the way Fred is now in the hospital for a minor operation, but not on account of the ride.

Hunting licenses are beginning to appear as the bird season opens, and at this date Electrician Walter Emery is making his annual trip to Holden for a try at deer.

Kenneth Gilmore, son of Electrician Carl Gilmore, has returned to his studies, at New Brunswick Bible Institution. He has reached the point in his study for the ministry, that he may be a missionary, or stay for ordination later as a minister of the gospel.



MIGHTY good cigar, says **Matt Kane**, Rigby Stores

Machinist Melvin Pratt believes in the old maxim "An Apple a Day Keeps the Doctor Away." He appears most every afternoon when he reports for his tour of duty at 3 p.m. with a nice rosy apple.

Machinist Theodore Cote tells me his son Richard, who contracted a severe case of malaria while he was in Korea, is again confined at the Naval Hospital in Portsmouth, Va., for a physical check-up.

Hosteler's Helper James Jenkins has finished building himself a two-car garage, and although I have not seen it yet, I am told he has done himself credit as an amateur carpenter.

Former Boilermaker George P. Rankins visited the shop recently. He is retired on account of a disability. He is living in Machiasport. He was accompanied by his two grandsons, children of his daughter, who is visiting him from Kansas City, Missouri.

I recently visited the cog-railway station at Mt. Washington and while there I saw Edwin Chumley, a former Oxweld Instructor, now retired. He is working at the shop where they do repairs on the engines used on the little road.

Machinist Helper Vernon Saunders helped his son put his power boat up for the winter. We understand he got slightly wet during the operation.

Machinist Patrick Theriault received an injury during the month. Consequently the Safety Board now reads 10 days.

Laborer John Geyer is father of a daughter born on October 13th.

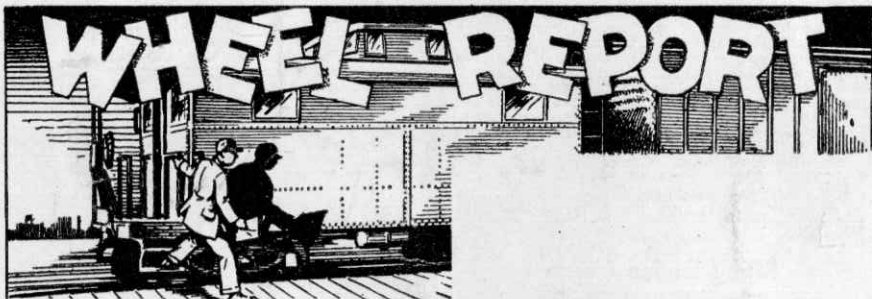
Mrs. Edward Thorne, wife of Laborer Edward Thorne was taken to the Mercy Hospital for treatment after having received a minor injury caused by a bowling ball going wild.

Store's Clerk John Welch announces the birth of a son Oct. 16. They have named him Kenneth Allan.

The first business meetings of Locals 542 and 525 were held during the month. This is the start of the Winter season. Local 525 had a Grand Lodge visitor.

The Maine Charitable Mechanical Society has its usual offer on the bulletin boards around the shop for courses in Mechanical, and Architectural drafting at night school.

The bowling league is about to get under way at this date and a great amount of interest is being shown as usual among those who participate in that sport.



A railroad is termed a "bridge-line" when it is used as a connection or "bridge" between other railroads where traffic originates or terminates.

* * *

The second annual edition of Evelyn Curro's popular **American Calendar** has just been published by the Viking Press, 18 East 48th Street, New York City. The calendar contains pictures of twelve early American locomotives, each in full color, all suitable for framing. Locomotives depicted are: Best Friend of Charleston, Old Ironsides, Pioneer, A Winans' "Camel," Lonsdale, Hackensack, General, Gov. Stanford, Minnetonka, J. W. Bowker, Breckenridge and No. 999. The calendar comes in a colorful box convenient for mailing and is available in most bookstores. Price: \$1.75.

* * *

TWENTY-FIVE YEARS' AGO THIS MONTH—The Boston and Maine's new \$10,000,000 North Station at Boston was formally opened to the public November 14. The station building includes Boston Garden, a sports coliseum, convention auditorium and exposition hall. It also houses the general offices of the company.

* * *

The following initials are the "reporting marks" by which freight cars of different railroads are identified and reported for operating and accounting purposes. See how many of the ten railroads you can identify from their reporting marks. Answers at bottom of page.

(1) A C L, (2) B A R, (3) C B & Q, (4) C N W, (5) D & H, (6) G & F, (7) I C, (8) L V, (9) M-K-T, (10) N K P.

ANSWERS

- (1) Atlantic Coast Line Railroad.
 (2) Bangor and Aroostook Railroad.
 (3) Chicago, Burlington and Quincy Railroad.
 (4) Chicago and North Western Railway.
 (5) Delaware and Hudson Railroad.
 (6) Georgia and Florida Railroad.
 (7) Illinois Central Railroad.
 (8) Lehigh Valley Railroad.
 (9) Missouri-Kansas-Texas Railroad.
 (10) New York, Chicago and St. Louis Railroad.