

A note concerning the February 1954 Maine Central Magazine Vol. 10, No. 4.

The originally scanned issue was missing pages 7, 8, 11 and 12 but otherwise was in good condition.

Subsequently a complete issue was found but water stained and slightly damaged.

The missing pages from the damaged issue have been inserted for completeness. The scanning, however, was for the two opposing pages in both instances.

Therefore the missing pages have been included but also pages 6, 9, 10 and 13 are repeated. This was in effort to preserve the maximum amount of the good copy but ensure that it was complete. As a consequence there is a limited redundancy and a bit of disorder in the rendition of February, 1954. Hopefully this explanation will serve to resolve any confusion the user may have.

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FEBRUARY

1954

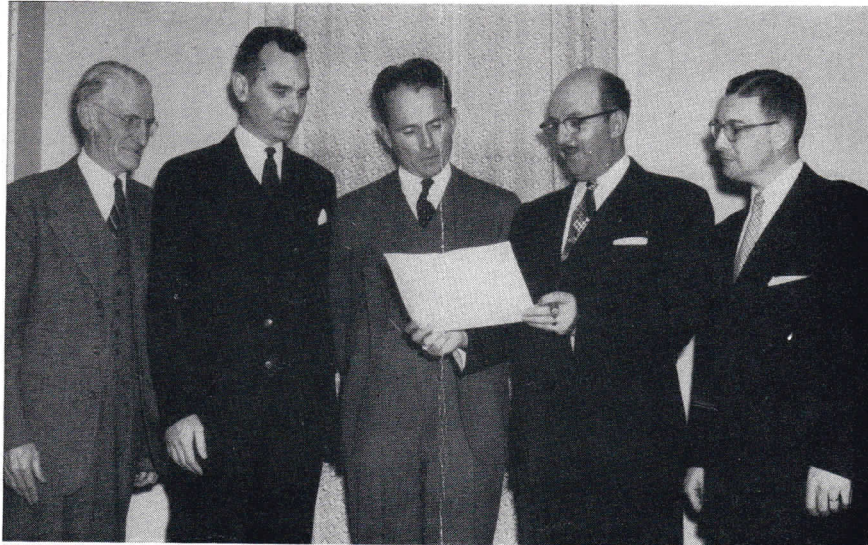


RAILROAD

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY
MAGAZINE



C OF C BUILDING AT WATERVILLE



COMMUNITY AND RAILROAD COOPERATION at Waterville resulted in this attractively designed new building (below) to house the Waterville Area Chamber of Commerce being located on our station grounds. A strategic site to serve both local citizens and tourists, the arrangements were made through our Industrial Department. The Chamber expressed its appreciation (above) at their annual meeting when President E. S. Miller expressed its appreciation (above) at their annual meeting when President E. S. Miller was an honored guest. Left to right, John P. Scully, Miller, James Madden, president of the Hollingsworth & Whitney Company, featured speaker; Elias Joseph, president of the Chamber; and Richard Dubord, mayor of Waterville



Maine Central Railroad Magazine

Vol. X—No. 4

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus

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FROM THE EDITOR

At a recent meeting of railway magazine editors it was determined that the magazines published by the various railroads are the ideal medium through which to re-emphasize three important phases of our work. They are: Safety, Freight Loss and Damage, and Courtesy—in that order. We of the Maine Central have a justifiable pride in our safety record. Most of us by nature are courteous in our daily contact with the public. But have we given enough thought to the tremendous waste, to the dissatisfied shipper, occurring through freight damage claims. Last year we wasted nearly \$180,000, paying that amount out in claims, with but one reason—carelessness. We can do better.



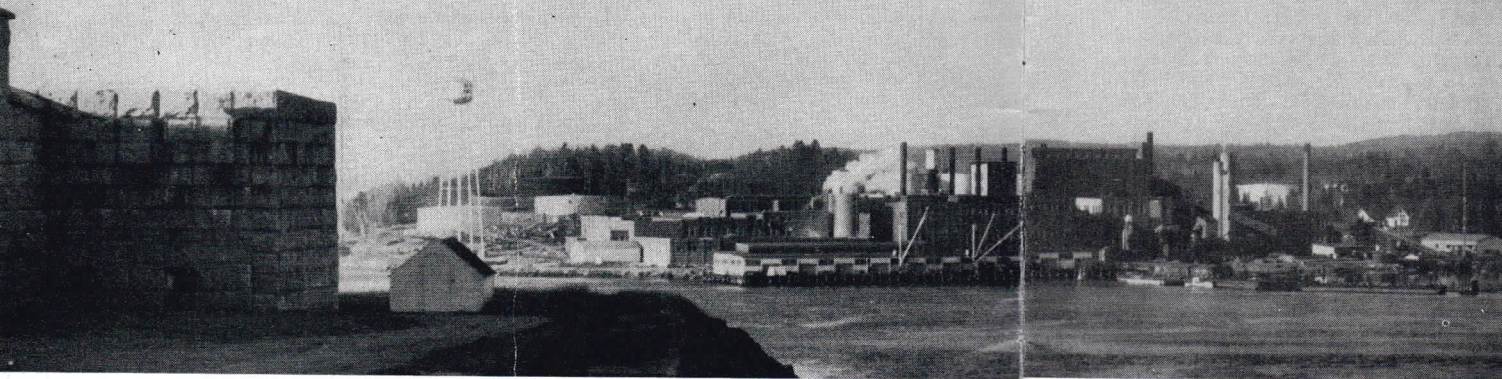
COVER

Looking out over the magnificent Presidential Range from atop Cranmore Mountain at North Conway, N. H., these young skiers are among the many thousands who go by rail and bus annually to the famous Eastern Slopes region to enjoy Winter recreation

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

St. Regis Booms

Bucksport



By MARSHALL HAMMOND

(Former Development Editor of the
Bangor Commercial)

A brief study of population figures for Bucksport will show only too clearly the importance St. Regis Paper Company has had on this community. In less than 25 years it has literally picked this 160-year-old town up by its bootstraps and put it on the road of prosperity.

This Hancock County town reached its population peak nearly 100 years ago, in 1860, when 3,554 persons lived here. At that time Bucksport was a beehive of activity, with a great amount of shipbuilding and shipping. Its fishing fleets were large and made regular trips to the Grand Banks. Lumbering operations were also thriving as was the Salmon Point Tannery.

* * *

The population remained stable for 10 or 15 years, and then started on

a steady decline around 1880, when it had dropped close to the 3,000 mark. By 1900 the shipbuilding business had run its course, and the Roosevelt, last ship to be built in Bucksport, hit the waves in 1905.

The fishing, shipping and lumbering trades were also falling off, and at the turn of the century the population had dropped to 2,339.

General conditions were growing steadily worse, and by 1929 when the Salmon Point Tannery was sold to the Central Maine Power Company, and the construction of a paper mill was started, the population had dropped well below the 2,000 mark.

* * *

At that time the economic status of Bucksport took an about face. Hundreds of men were needed for the construction of the mill and later to work in the mill. By 1940 the population had climbed to 2,900, and at the last official census in 1950, it was 3,120 and still growing.

In its early years the paper mill

was known as the Maine Seaboard Paper Company, and its first production of newsprint came late in 1930.

The site selected for the mill was ideal in many ways. Here were facilities for receiving rail and boat shipments of raw materials, and for shipping paper by rail, boat or truck. There was also an abundance of fresh water, vital for the production of paper.

* * *

The Seaboard Mill was one of the most modern on the North American continent and its annual production was 100,000 tons of newsprint, 5,000 tons of specialty products and wrappings, and 7,000 tons of sulphite pulp.

About 425 persons were employed in the mill and an additional 175 in various other capacities.

The Seaboard Company also built and operated 45 houses, known as "The Townsite," had its own athletic field and club house for employes.

Late in 1945 the mill was acquired by Time, Inc., and under the guid-

ance of the St. Regis Paper Company, a program designed to convert production from newsprint to magazine and book grades of paper was begun. This conversion called for a substantial expenditure for new equipment and changes.

In 1946 St. Regis acquired the mill from Time, Inc., and is today one of the important units of the company's printing, publication and converting paper division.

A major step in the conversion called for the bleaching of pulps used in the new papers. One of the chief developments, and one that represented a considerable capital expenditure, was the installation of on-machine coating equipment on one of the two large fourdriniers at the mill.

This machine makes and coats paper 212 inches wide at the rate of approximately 950 feet per minute, a combination of width and speed which makes it one of the largest tonnage-producing units of machine-coated paper in the United States.

The coated magazine paper that is produced on this machine is used in LIFE magazine.

* * *

The Bucksport mill is one of four in the printing, publication and converting paper division of St. Regis. It is well placed in relation to the substantial stands of timberlands owned by the company in the state of Maine.

To ensure a ready supply of uniformly high quality wood, St. Regis owns over 700,000 acres of timberlands in the state, which are operated on sound forestry principles with the objective of maintaining a continuously high degree of pulpwood productivity.

The mill uses about 90,000 cords of spruce and fir pulpwood annually. Part of its requirements are cut from company lands; the balance is obtained from various pulpwood operators and local producers. A supply of 35,000 to 50,000 cords of pulp is held in storage piles at the mill from which it is delivered to the mill wood room as needed by a system of cable and chain conveyors.

The plant produces about 300 tons of paper daily. This requires 15 tons

of sulphur, 20 tons of limestone, 300 cords of wood, 50 tons of clay and enough water to supply a city of approximately 20,000 persons—15,000,000 gallons.

The steam plant uses 30,000 gallons of fuel oil a day to generate the required 4,000,000 pounds of steam. The electrical demand of the plant is 400,000 kilowatt hours per day, a quantity sufficient to light a city of about 60,000 persons.

Approximately 800 persons are employed at the mill, and the company annually pays better than 50 percent of the total tax commitment of the town of Bucksport.

* * *

One novel aspect of St. Regis is that it still has an annual spring log drive on the Machias River. It is the

only remaining major log drive in the Eastern United States and one of the few still in effect in the country.

The drives have carried 15 million board feet of pine, spruce and fir for 50 miles from First Lake to Whitneyville, site of the company's sawmill.

Other high-grade papers from the Bucksport mill are used for the publication of TIME and FORTUNE, and other Time, Inc., publications.

The St. Regis Paper Company is playing a most important role in the development of Bucksport. The Maine Central Railroad too, is vitally interested in the prosperity of Bucksport and St. Regis since we annually handle many of the products used in the manufacture of their fine papers.

COMMUNITY RELATIONS GROUP



COMMUNITY RELATIONS CLASS sponsored by the Railroad Community Committee of Greater Boston is pictured in session at Boston University with Ernest K. Bloss, mechanical superintendent of the Maine Central and Boston & Maine Railroad, the speaker. This training course was the first project in the Boston area of the community relations program recently initiated by the Eastern Railroad Presidents Conference. C. A. Somerville is group chairman.

C. G. RIVERS NAMED GENERAL ENGINEER

Thorne to Waterville; Perkins to Calais Branch

Promotion of Charles G. Rivers to General Engineer in charge of the general engineering subdepartment with headquarters at Portland was announced this month by Chief Engineer J. W. Wiggins.

Rivers, formerly track supervisor of District Four, Waterville, brings a wealth of experience to the position that began when he entered railroad service as a chainman on the Boston and Maine Railroad at Springfield, Mass. in 1927.

He has been rodman, transitman, and draftsman coming to the Maine Central in the latter capacity in 1941. He was assistant engineer in 1942, assistant track supervisor on the Portland Terminal in 1943, assistant track supervisor at Waterville in 1944 and appointed track supervisor in 1945.

A promotion announced by Division Engineer Harry Homans was that of Maurice S. Thorne, track supervisor on the Calais Branch, who becomes track supervisor at Waterville to succeed Rivers.



Thorne

Thorne began service on the Maine Central as a trackman in 1923 and was successively assistant foreman and foreman and in 1942 was appointed general foreman in charge of building track to the South Portland shipyards. He was appointed assistant track supervisor on the Portland Terminal in 1944 and track supervisor on the Calais Branch in 1952.

Also promoted from the ranks was Forrest B. Perkins, former extra crew foreman, to be track supervisor on the Calais Branch succeeding Thorne.



Perkins

Perkins began railroading as a trackman on the Calais Branch in 1927, was an extra crew foreman in 1940 and machine operator in 1941, section foreman in 1945 and then extra crew foreman on many of the recent rail relaying jobs throughout the system.

Appointment of Raymond A. Coulombre as supervisor of work equipment with headquarters at Waterville was announced by C. D. Prentice, engineer of track. Coulombre replaces Harold Thyng who accepted a similar position on the Boston and Maine Railroad.



Coulombre started railroading on the B&M in 1948 on the Fitchburg Division as a special apprentice. He is a graduate of Wentworth Institute and achieved a degree in mechanical engineering from Northeastern University by attending college nights.

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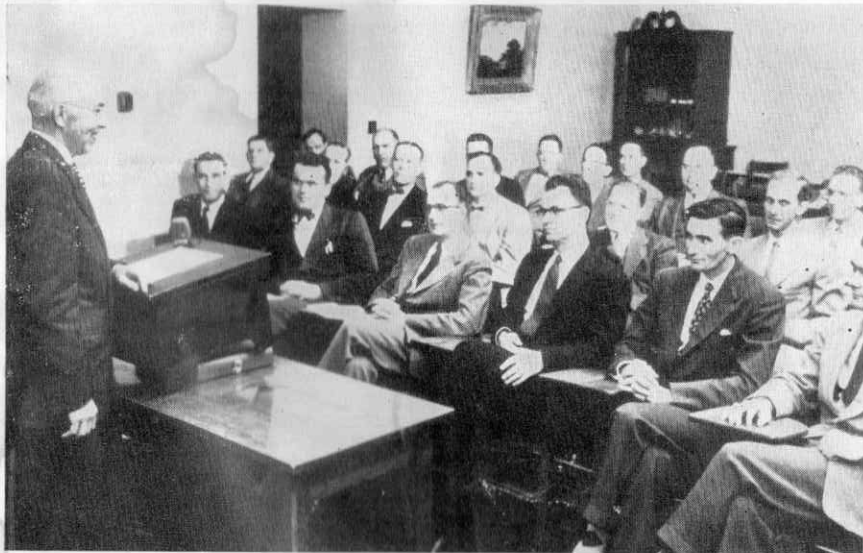
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OPERATING DEPARTMENT CHANGES

Strange Promoted; Travers, Kelley Retire

Several promotions in the Operating Department became effective January 1, according to announcements from Superintendent Harris L. Strout and H. E. Bixler, general superintendent of transportation.

Heading the list was Fred L. Strange who was appointed Superintendent, Car Service, the position of car service agent being abolished.



Strange

Strange began railroading as a purser on one of the Maine Central's steamers formerly operated on Frenchman's Bay in 1905, working in the general offices during the winter. He became ticket agent at Bar Harbor in 1914 and was promoted to clerk in the car service department at Portland in 1916. He was car tracer from 1916-1919 and traveling car agent for the system from 1919 until 1934 when he was promoted to car service agent, the position he has held until his present promotion.

Promotions in several large agencies were announced. Leroy W. Mathews, agent at Bangor, was appointed general agent at Portland. Mathews began railroading as a freight clerk at Bangor in 1916 and was appointed cashier in 1936. He became agent there in 1952.

Alfred W. Rudman, general agent at Rumford, was promoted to a sim-

ilar position at Waterville. He began railroading as a station helper at North Belgrade in 1910, was a clerk-telegrapher until 1923, including service in World War I from 1917-1919, when he became agent at Leeds junction. Rudman was appointed agent at Livermore Falls in 1928 and general agent at Rumford in 1941.



Horton

James N. Horton succeeds Rudman as general agent at Rumford. He began service as a telegrapher on the Portland Division in 1945, having had previous service on the Bangor and Aroostook Railroad. He served on various tricks in Waterville Yard, Clinton, and Newport and in 1947 was appointed agent at Hartland, and later at West Farmington. He had been agent at Hallowell prior to his present appointment.



The changes were occasioned by the retirement of two well-known Maine Central figures. Hugh Travers, general agent at Waterville, retired after nearly 50 years of faithful service. The popular Travers started railroading

on the Maine Central as a section man at Fabyans, N. H., in 1900. He was baggageman, clerk-telegrapher and agent up and down the Mountain Division from Beecher Falls to North Conway until 1918 when he became freight agent at Waterville. He was general agent there in 1922.

William P. Kelley retired as general agent at Portland after 47 years of service. He began as a clerk on the Terminal in 1906 and went to Lewiston in 1928 as assistant to the general agent. He returned to Portland as assistant general freight agent in 1930, was appointed marine agent in 1934. He had served as general agent since 1937.

Bus Company Runs Halifax Christmas Express

A "Home for Christmas Special" that brought joy to 27 merchant seamen, natives of Halifax, N. S., was successfully completed last month by the Maine Central Transportation Company.

The seamen, paid off Christmas week in New York after a long voyage, were anxious to get home for the holiday and train service would not get them there in time. A New York bus company chartered them a bus and then called MCTCo. General Manager E. D. Westcott to inquire if he could handle the group from Portland to Halifax.

The seamen left New York at 5 p.m., Dec. 23, and arrived in Portland at 3:30 a.m., Dec. 24. Operator Bobby Leighton immediately took over the group and headed for Calais.

In the meantime Operator Hopkins had been sent out of Bangor to Amherst, N. S., where bus drivers change for relief, and Operator Leeman to Calais to relieve Leighton on his arrival there. Leeman took the group to Amherst and Hopkins took over for the run into Halifax, getting the tired but happy seamen into their home town at 11:45 p.m. Christmas Eve.

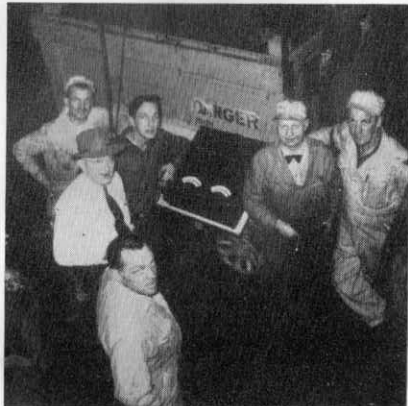
The 630-mile Portland-Halifax trip was skillfully handled by the three MCTCo. drivers without inci-

dent. The acceptance on short notice and planning by the company enabled a cooperative effort to bring happiness to the seamen, while becoming an example of efficient operation.

New Load Tester

By L. P. SEVERANCE

It became apparent to the supervisor at Bangor at an early stage in the maintenance of diesel locomotives that it was of prime importance to be able to measure output of the main generators and have all adjustments on the engines correct to maintain the unit at its highest possible peak of efficiency.



LOAD TESTING at Bangor Engine House are, left to right, clockwise: Rodman C. E. Quimby, General Foreman R. O. McGarry, Electrician J. F. Bevan, S. C. Allen, G. M. Hathaway, Electrical Foreman G. N. McCausland

Selected for such service as most adaptable and economical for engine house performance was the water box type of load testing. After considerable study such a machine was designed in General Foreman R. O. McGarry's office. Patterned mainly from a similar one used by a larger railroad, it was portable, efficient and economical to construct and operate.

The details of construction were worked out by the electrical crew under the direction of Electrical Foreman G. N. McCausland, with assisting aid of boiler crew making resistance plates.

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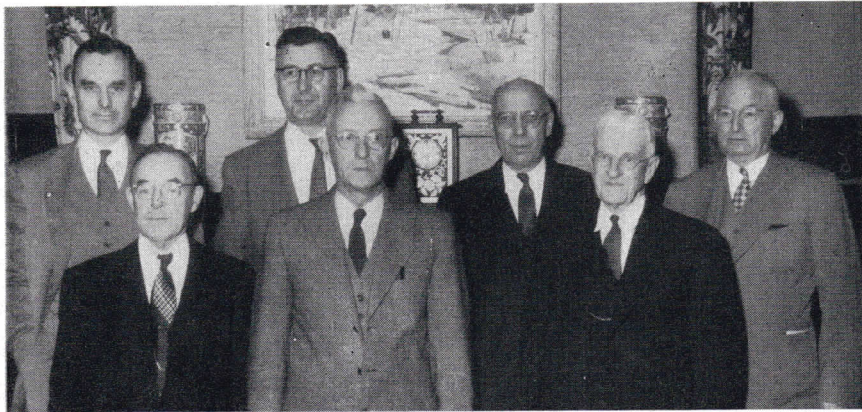
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Stetson, Plumly, Henry Honored



HONORED on their retirement were, front, left to right: Bill Henry, C. A. Plumly and Harry Stetson. Standing: President E. C. Miller; Maine Central Chief Engineer J. W. Wiggins, Boston and Maine Chief Engineer S. G. Phillips and B&M President T. G. Sughrue

Three leading officials of the Maine Central Railroad's Engineering Department, whose combined service totals 146 years, were honored at a dinner by the presidents of the Maine Central and Boston and Maine Railroad Dec. 28 at the Cumberland Club, Portland. The men retired Jan. 1.

The trio were presented gift certificates for television sets on behalf of nearly 175 fellow employees.

Widely known throughout the railroad because their job assignments took them all over the system, they were:

Harry W. Stetson, 17 Angell Terrace, South Portland, who has a total of 52 years' service and has been General Supervisor, Maintenance of Way, since 1924. He began railroading in the Maine Central's engineering department as a rodman at Portland in 1901 and in 1909 was promoted to Roadmaster at Oakland, Me. He went to Lewiston as Roadmaster of that division in 1915 and returned to Portland in 1924 in the position he has held until retirement.

Clinton A. Plumly, 197 Pine Street, Portland, has 44 years of service and has been Principal Assistant Engineer of the Maine Central since 1936. He recently completed his biggest assignment by heading up the drafting work and plans for the railroad section of the new Fore River Bridge. He began railroading as a rodman at Portland in 1909 and in 1910 was appointed assistant engineer. He served overseas in World War I as a captain with railroad battalions in France. He returned in 1919 to the Maine Central as valuation engineer and in 1928 was appointed assistant to the chief engineer, until his promotion to the position he has held until retirement.

William J. Henry, 73 Alba Street, Portland, has been chief clerk for the Maine Central engineering department for 41 years and has had 50 continuous years of railroad service that began on the New Haven Railroad at Boston in 1903. He was chief clerk in the maintenance and construction department there until

PROMISING LAD

He was born in an antiseptic world, a world so exclusive no germ could invade its stainless steel and glass shell. A nurse's rubber-gloved hands cradled him gently, and dropped silver nitrate into his eyes to protect them against a remote threat.

Later on, he was vaccinated and inoculated against this and that. His mother took great pains to show him how to cross the street. She taught him to swim, how to care for his teeth, bought him a catcher's mask with money saved for her new hat.

His father was on the lookout, too. He sent him to the dentist regularly, called the doctor when the boy had even a slight fever, and paid the bills without so much as a sigh. When the heating system began to age and coal fumes crept into the nursery, his father wouldn't be satisfied with patching; he took another mortgage on the house to finance steam heat. Danger lurks everywhere for the young.

Perhaps you remember the boy when he was in high school. He was a big kid. Played football, good exercise when you're growing. He wore a helmet, and shoulder pads, and hip pads and special shoes. Cost a couple hundred to outfit each boy on the team, the coach said, but it was worth it. No one questioned that.

No one questioned the cost when he went off to war, either. In a war, there are many things you can't prevent. His country did everything conceivable to give him every chance, though, and once, when he was bivouacked just outside a little town in Italy, a British soldier fingered his helmet, looked over his socks, his shoes, his warm uniform and all the

rest, and said admiringly, "They certainly think a bloomin' lot of you boys!"

So he came home safely. And he was married to the girl who worried so much while he was away that she sent him three letters every day. They moved in with his folks. Then he went back to school for a while (his father didn't mind the expense; he was just happy to have him back), and got a job.

He figured he could go far with Maine Central. He asked about the careers of a lot of men at the top, and was surprised at the number who had started out as trackmen. Clerks became foremen, supervisors moved into the offices and went on up. His wife had it all planned, and when the baby came she said, "When he's president of the Company, you'll be a congressman, son." Such were the things he lived for and worked and studied for.

On the job, they gave him protective glasses, gloves, helped him get shoes with steel in them to protect his feet. His foreman said, "Now keep your eyes open and your head on your shoulders. Don't listen to show-offs. Working here isn't dangerous unless you make it dangerous. Just do your job and follow our rules and you won't get hurt."

Well, he was an experienced employee when it happened. The details are simple enough, he acted without thinking, and he was killed.

All those people died with him, if you want to be honest about it—his wife, his folks, his closer friends. They protected him, everybody in his world protected him, but he failed to protect himself.

This wonderful and fresh approach to the subject of safety was written by James O. Trudeau and appeared in his publication, The Otis Bulletin, published by the Otis Elevator Company. Editorial changes were made to make it applicable to the Maine Central.

Bowling Spirits High

Maine Central keglers have been experiencing an enthusiastic season from reports rolling in prior to the season holidays.

The General Office league with six teams and the Rigby league with ten teams headed up system-wide activity. The Downeasters led by Les Mills, Paul Crawford and Wendy MacDowell headed the Officemen's League with a record of 42 wins against 26 losses. In second place are the Minute Men, 38-30, bolstered by Harold Jellerson, Jeff Warford and Wild Bill Brownell. In third place are the Pine Trees, 33-35, featuring Commissioner Jim Finley, Charlie Welch, and Virg Hawkes.

Holder of individual honors is Hammerin' Herb Whitmore who has a clean sweep with high average of 101, high single of 141, and high three strings of 348.

In Ligonias, Team Seven with Pooler, Mulhern, MacVane and Cribby lead the league with 32 wins against 12 losses, followed by Team Five,

Casey, Thorne Perkins and Berrick, 31-13. The Rigbyites are enmeshed in a four-way tie for third place between Teams Two, Ten, Four and Nine, with 22-22 apiece.

Herb Piston, familiar tourney competitor, holds the high individual for three strings with 332. Thorne tops the one string with 135 and Jerry Shea holds the high average of 96.

Up there on Kenduskeag Stream, Johnnie Shaughnessy and Ben Whitney are bowling in the city National League, holding down a solid 28-16 record for third place and only one game out of second. They're also jostling each other in the average circle, Ben currently leading with 89.8 and Shaughnessy 89.6.

Reports from Waterville indicate no formal league activity, but familiar tourney competitors are bowling individually in the city league.

Teams will discuss next month, site of the 1954 Maine Central Directors' Trophy Tournament to be held in March.

NEW PLATFORM



COINCIDENT with the rebuilding of the Union Station West Yard at Portland was the extension and rebuilding of the station platform with 75,000 board feet of treated southern pine

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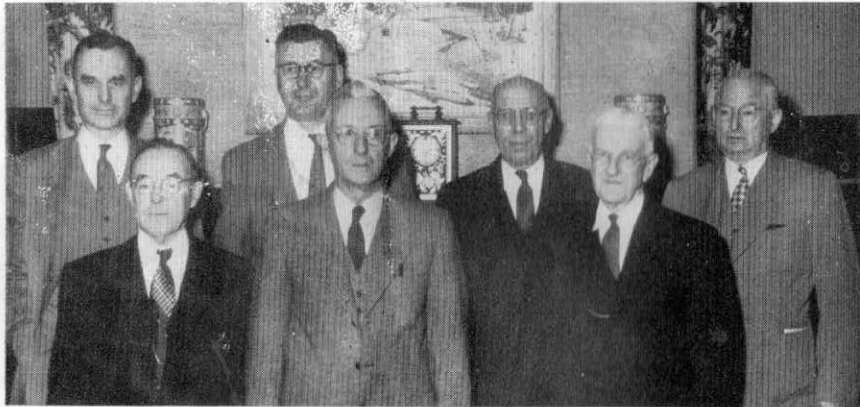
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Harry Stetson, 17 Angell Terrace, South Portland, who has a total of 46 years' service and has been General Supervisor, Maintenance of Way, since 1924. He began railroading in the Maine Central's engineering department as a rodman at Portland in 1901 and in 1909 was promoted to Roadmaster at Oakland, Me. He went to Lewiston as Roadmaster of that division in 1915 and returned to Portland in 1924 in the position he has held until retirement.

Clinton A. Plumly, 197 Pine Street, Portland, has 44 years of service and has been Principal Assistant Engineer of the Maine Central since 1936. He recently completed his biggest assignment by heading up the drafting work and plans for the railroad section of the new Fore River Bridge. He began railroading as a rodman at Portland in 1909 and in 1910 was appointed assistant engineer. He served overseas in World War I as a captain with railroad battalions in France. He returned in 1919 to the Maine Central as valuation engineer and in 1928 was appointed assistant to the chief engineer, until his promotion to the position he has held until retirement.

William J. Henry, 73 Alba Street, Portland, has been chief clerk for the Maine Central engineering department for 41 years and has had 50 continuous years of railroad service that began on the New Haven Railroad at Boston in 1903. He was chief clerk in the maintenance and construction department there until

he came to Portland to assume the position he has held until retirement.

Tendering the dinner to the men were Presidents E. Spencer Miller of the Maine Central and Timothy G. Sughrue, Boston and Maine, and Chief Engineers James W. Wiggins,

Maine Central, and Stanley G. Phillips, Boston and Maine.

Sughrue and Phillips were closely associated with the retiring men during their successive tenures as chief engineer of the Maine Central Railroad.



HONORED on retirement after 35 years in the office of the Purchasing Department was Lillian G. Small, front center. She was presented luggage and a radio. Others in the group, front, Grace Means and Hazel Heath. Standing, Doris Thomas, Gertrude Whitehouse, Martha True

Two Receive 50-Year Passes

Two veteran Maine Central railroaders were presented their 50-Year Gold Passes with the close of 1953 accompanied by congratulatory letters from President E. Spencer Miller.

Well-known Eastern Division Conductor T. J. "Tommy" Taylor completed 50 years on Nov. 17, having entered service as a yard brakeman on that date in 1903. He became a trainman in 1904 and was set up to conductor in 1909.

James W. Gallagher, Portland, locomotive engineer, entered service Dec. 26, 1903 as a laborer in the motive power department at Lancaster, N. H. He became a fireman on the division in 1905 and engineer in 1914.

From the Mail Bag

A group of tiny tots from the Waynflete School, Portland, sent this letter of thanks to W. P. Kelley and Pat Halloran after their inspection of the Portland House:

W. P. Kelley
Pat Halloran
Nov. 1953

Dear Mr. Kelley,

Thank you for everything. Please say hello to Mr. Halloran for showing us inside the box car and all around the building. We had a very fun seeing all the trains. We liked the very much.

From,
David Golding
Guy Johnson
Donald Lastimola
John Marshall
John Spencer
Dody Thompson
Betsy Forrester



By MARY MORSE

Fred Oscar Allen was almost too busy to celebrate his 94th birthday.

Busy midway on his annual chore of splitting and stacking five cords of stovewood and working hard on a dozen other chores.

And not too busy to relive with those pals some of the old days that date back farther for Allen than for almost anyone else in town.

One of those chums was Melbourne C. Long of Yarmouth, once one of Allen's workers when the latter was section foreman on the Maine Central Railroad. Together they recalled their years working on the high iron—railroading years that totaled 60 for Allen on both the MCR and the Grand Trunk.

Mentally they again cleaned up wrecks and laid rails that represented their share of the job of keeping Maine's trains moving. And they remarked about the changes in railroading they lived through, changes mostly marked by the improvement in rolling stock during their working careers.

"Changes? Why I've seen locomotives grow from little 35-ton affairs when I first went to work," Allen reminisced. "When I retired at the age of 78 they were big 120-ton monsters—and still growing."

At 94

Retired Section Foreman

Chops

Five Cords of Wood

"And there were some big differences in passenger cars, from slat-seated, unheated, wooden rigs to the upholstered, air-conditioned, steel cars today. Yessir, we sure worked through some mighty changes."

But there haven't been many changes in Allen's personal life during the 50 years he's lived in Yarmouth. His daughter, Mrs. Lucy Allen Joy, who lives with him, explained:

"We live primitively here. That's the way father likes it. We have a wood-burning kitchen range and he insists on cutting and stacking the five cords of wood it will burn each Winter.

"He cuts the hay around here with a scythe, carries it into the hayloft himself—I don't see how he ever gets up those stairs—and uses it to bank the house and keep us warm in the Winter.

"His garden isn't as big as it used to be, but you can see"—she pointed to a plot about 80 feet square—"how much work it would take him to tend it each year.

"Why, a couple weeks ago, he was even up on the roof, fixing shingles—at 94!"

Allen thinks that all that activity helps keep him young. Although he admits his age is creeping up on him a bit. An old injury is beginning to stiffen his legs. And his hearing isn't too good. But he still likes to read and wades through a big stack of newspapers and magazines each week.



Waterville Shops

By STEVE

Ramrod Win Potter of the Mill was seriously hurt when, upon leaving a bus on College Ave., he stepped in front of an oncoming car and was hit. He is at the Sisters Hospital. Chris Carstenson is holding the Whip in the Mill.

Among the deer getters was Mrs. Eddie Gurski, wife of Painter Eddie. Laborer Gerald Buck is hospitalized as the result of burns about the legs.

Furloughed Paint Apprentice Arthur Campbell, while on leave from the U. S. Army, was in an automobile accident suffering contusions and a broken shoulder.

Clerk Guy Wentworth and family have been visiting relatives in New York City over the Christmas holidays.

Machinist Burr Blanchard has been a patient at the Osteopathic.

Foreman Chick Pooler was helped over his birthday recently with several assists with paddles from the Passenger Crew.

Brakeman Arthur McClain has been involved in a car smash-up and has been laid up for a time.

Retired Painter Henry Pooler acted as deer inspector during the recent hunting season in Oakland. An oddity among the deer that he checked, was one with five feet. (Any stories that he checked them with a flashlite are groundless).

Can you top this one? The best deer story of the season has been told as gospel by Archie Smith of the Transfer Table. According to Archie, in Stratton there has been a buck deer that chased cars along the highway and barked like a dog and also had some other canine characteristics. Said buck had the misfortune to chase a car driven by Archie's son, a minister, and in the entanglement got the devil knocked out of him. The Parson and family dined on venison.

Supt. F. H. Bennett with Foremen Archie Lemoine, Ralph Patterson, Lou Iffill, Chick Pooler and Alden Finnerore were pre-Christmas visitors with Retired Foreman Earl Staples at his home in Dixfield.

Parson Charles Lawry has been laid up with the flu for a couple weeks.

Helper Merle Otis has been a recent business visitor in Boston.

Vinton Antworth, Chief Mate in the Merchant Marine, has been a recent visitor with his parents, Carman and Mrs. Stan Antworth. He has recently completed a cruise to India.

Furloughed Paint Helper Clarence Stewart has accepted a position as Broom Operator in the Freight Shop.

Helpers Dud Delaware, Mike Dougherty and Clarence Richardson have recently been set up as carmen in the Freight Shop.

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

The annual Fox Hunt, sponsored by the Kennebec Fox and Coon Club was held the first of January. Mr. Ariel A. Lord, Paint Shop Helper and committeeman, is president of the club.

Miss Arlene Lavason of Montreal has been a recent visitor at the home of Painter and Mrs. Ralph Giroux.

Mr. and Mrs. Leo Donahue of Leavitt Town, N. Y., have been holiday guests of her parents, Foreman and Mrs. L. H. Campbell.

Clerk Sam Karter has been out for a week due to illness.

Laborer Everett Trask has recently been set up to helper on the big hammer in the Blacksmith Shop. He has also recently passed exams for position as policeman on the Waterville Police Dept.

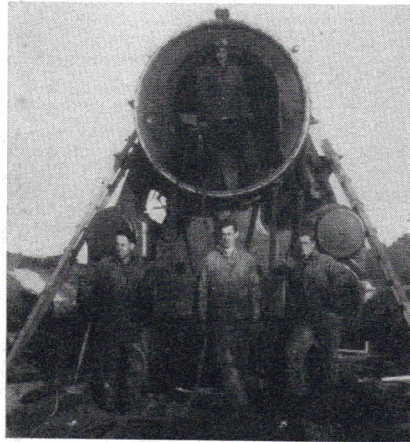
Carman and Mrs. Joseph Pellerin are visiting relatives in Boston for a week.

Machine Apprentice Wade Richardson, now with the U. S. Air Force at Scott Field, Ill., is home for a furlough. He will report to Elgin Field, Florida, when his leave expires. Blacksmith Helper Sylvia Janelle is visiting in New Orleans.

FOUR GENERATIONS OF DUSTYS show Joseph Dusty, 76, retired Shops Blacksmith, Painter Harvey Dusty, 27 years at the Shops, Mrs. G. M. Jordand and her son Joseph Michael



Machine Apprentice Ernest Niles has returned to work after a hitch in the army. Machinist Phil Severson has a new car. Clerk Chuck Wilson was the guest of honor at a recent banquet at Fairfield Center Grange, sponsored by the Clerks Local No. 880. Mrs. Shirley Thayer, daughter of Machinist and Mrs. Phil Severson, with her two children has gone to Bremerhaven, Germany, for two years. Foreman Ray Snow has a new car.



SCRAPPING 467 at Waterville are Albert Cafes at top, and bottom, left to right: Maxwell Bumps, Robert Maller, George Sterns

Waterville Station

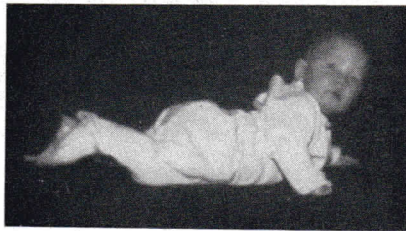
By M. W. FLYNT

Operator Harold Dart has recently brought his family here from Freeport. Stenog A. Constance Binette and Mr. Bert-ram Bouchard married Thanksgiving Day. Congratulations to the happy young couple. Conductor L. G. Durrell hospitalized for several weeks is now at home much improved in health. Sympathy of all is extended to Baggage-man Roland Hamlin and family on the death of their wife and mother. Harold A. Thynge, Supervisor of Work Equipment for several years has been transferred to a similar position of the Boston & Maine. He will be replaced here by Mr. Coulombre from Lowell, Mass.

Brunswick

By H. O. PREBLE

Among those taking year-end vacations are General Agent J. L. McGee, Spare Telegraph Operator L. F. Blanchette officiating in his absence, and Second Trick Switchman R. J. Moffett being relieved by A. J. Thiboutot from Waterville spare board. A sure sign of cold weather. All that can be seen of Signalman T. A. Olsen is his eyes and nose. All that remains from Summer is his ever present grin. We have a new addition to the station force



A RAILROADING BIRD is little Nancy Marilyn Bird with Mummy Marilyn employed at the Waterville freight office, Daddy Bill as an electrician at the Shops and paternal Granddad Walter F. Bird as Claims Agent and maternal Granddad Robert B. Phelps, hostler at the Waterville Engine House

who does absolutely no work and eats about every time somebody offers to feed him. A weak and bedraggled cedar waxwing was picked up outside the station by a passerby who turned it over to Mail Porter A. Lachance. Spare mail porter Gene Donahue furnished a cage and the bird has been nursed back to health. Although still unable to fly very well he is now in the best of health and a pet for all of us. Spare mail porter Gene Donahue has been working at Wiscasset recently in place of baggage master Aaron Tucker, Jr., off on account of illness. A Happy New Year to everybody though this probably won't be read until a month after.

Wilton

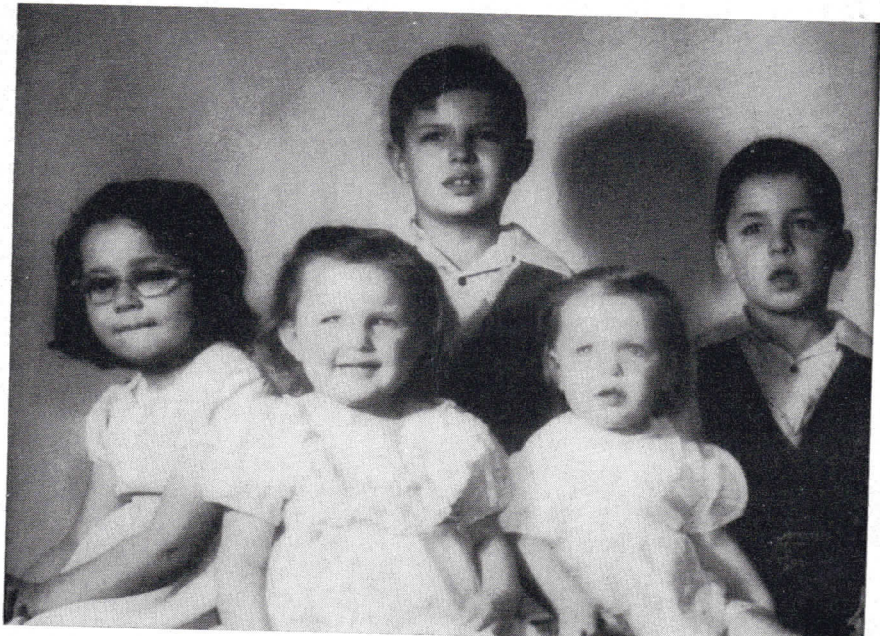
By ANN NEWCOMB

Henry C. LeFebvre, sectionman, Rumford, bunted Lloyd Richards, Jr., in Farmington section crew. Our sincere sympathy is extended to C. D. Dyke and family, section foreman, Farmington, whose father died in December. Ronald Newcomb, son of R. M. Newcomb, Livermore Falls, is back to school and looking himself again after an operation. M. A. Tuttle, section 63, nephew, is home after serving 18 months with the U. S. Army in Austria. The eighty-year-old mother of Clerk R. M. Newcomb, Livermore Falls, and grandmother of Agent Newcomb Wilton, died December 23. Our sincere sympathy is extended to the family. Agent C. Richardson is back to duty after his second well-earned vacation. This reporter would like to wish the Maine Central family a very happy, healthy and prosperous New Year.

Gardiner

By M. L. SANBORN

Station Agent David Cameron visited friends in Augusta recently. Congratulations are in order for Operator Eben M. Lord as his wife gave birth to a 7½-pound baby boy Jan. 4, 1954, at the local hospital here. Both wife and baby are doing fine and Eben has more color back in his face and has lost that shaky feeling in his knees. Some of these brave fathers go through quite an ordeal at times like this. Freight Clerk Clyde Cooper has been going



WONDERFUL FAMILY of Fireman and Mrs. Thomas Kennedy, Bartlett, are, front, left to right: Patricia, 4; Barbara, 2; Susan, 1; rear: Thomas, 7; David, 5

over the Red Sox lineup on paper this month in preparation for his annual baseball future predictions. Clyde is not ready to release any inside information yet, but expects to make a forecast before the end of the month. Baggage-man Olin Gordon salvaged a boat that was floating down the Kennebec River the first of this month. Olin intends to repair it and give it a paint job and perhaps go fishing sometime this summer.

The local Police Department gave Crossing-tender Hiram Walker a Christmas present in consideration for services rendered this past year. Hiram wouldn't say just what the present consisted of but nevertheless it was a fine gesture. Signal Foreman Maintainer George Curtis broke his favorite TV rocking chair one night while watching the wrestling matches. It seems that George's favorite was losing the match and apparently George endeavored to help his hero when the chair gave way and deposited George on the floor. A chair concern in Richmond is repairing the chair and replacing the wooden round with steel reinforcement.

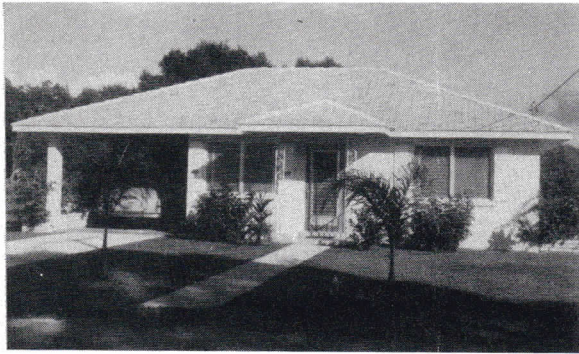
Signal Helper Fred Pickens had quite a successful Christmas tree business this month. Section Foreman Albert Allaire and his crew have been working on the Cobbossee section this month. Operator R. F. Tracy reports that due to the frozen ground he is able to bypass snow drifts on his way home to his farm in West Gardiner. Tracy has installed an Army compass on the dashboard of his car and by heading due North North by West on these stormy nights is able to get home by break-fast time.



Bartlett, N. H.

By O. R. BURDWOOD

Engineer Fred Washburn is covering 377 and 378 out of Beecher Falls. Place of Engineer C. J. Bolduc. Trainman K. W. Burnell has bunted onto the Gilman job, causing Halsey Chandler to go to Beecher Falls. W. N. Trecarten, Engine House foreman, has returned from a trip to Florida. Walter says he had a fine time down there but that several of the mornings were rather frosty. Bruce Clemons has bid off the foreman's job on the Sawyers River section. John B. McCann, after many years on that section, has retired and we all wish him a good, long time of retirement. Operator M. H. Bowie is covering agent's job at Beecher Falls at present. Sorry to say that Richard Nealley, trackman, is in the hospital with an infected thumb. He is coming along fine, we are glad to learn. Harvey Tebbetts, son of Everett Tebbetts, clerk in Mr. Dodges' office, is home on furlough. He has just received his sergeant's stripes. Congratulations! Tommy Nealley, now in the Air Force, also



THE SCOURGE OF THE MOUNTAINS
Jim Chadbourne has succumbed to the beauties of Florida as evidenced by this beautiful little home he has bought at 504 17th Ave., Palmetto, Fla. He'd welcome visits and letters

was home for a Christmas furlough. He is stationed at Presque Isle.

Elwood Dinsmore, car inspector, is taking his vacation.

P. D. Gross' outfit is at Fabyan doing general repair work on the buildings.

Beecher Falls, Vt.

By R. D. DROLET

Earl Bonnett and Earl Hutchinson have reported to cover plow and flanger job for winter.

Winter must be here to stay as Eben Howe, section foreman of Colebrook, is reported to have been seen with his one ear flapper down.

Curly Congdon of the Beecher Falls section took his family to his mother's on Thanksgiving in Lancaster.

We understand Carl Crawford saw plenty of deer this season but could not seem to keep them down, unlike Shirley Noyes of the Colebrook section who saw and got his buck.

Franklin Bordeau spent his two weeks' vacations trapping, his catch, over 70 rats.

Merle Michaud, agent at Colebrook, is now sporting a brand new 1953 car all equipped, a very nice job indeed.

Pauline Laperle of B. F. Mfg. Corp. has invested some of her money in a 1954 car, make a note, boys, she is single and very good looking beside.

Your correspondent will go on vacation Dec. 18th and will be relieved by M. Bowie of Bartlett.



Mechanical Department

By LARRY SEVERANCE

Sympathy is extended to Engineer and Mrs. L. E. Robinson on the death of her mother in New Brunswick.

Retired Laborer John T. McTigue, Sr., died recently in a local hospital after a long illness. Among the survivors are sons, Machinists John T. Jr., Paul E., Francis H., and a

brother, Machinist Helper Peter McTigue.

Spending the holidays in a local hospital was Engineer T. W. Lawrence. Perhaps not the most pleasant place to spend them, but Tom reports the food and NURSES! were excellent.

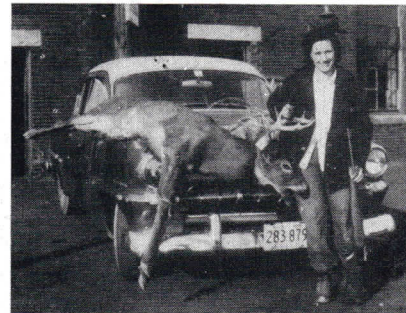
A meeting of Penobscot Valley Lodge No. 646 was held recently at the home of Sister Grace Fernald. The following officers were elected for the ensuing year. Sister Caruso, president; Sister Duddy, vice president; Sister Merrithew, secretary; Sister Dowling, chaplain; Sister Dauphinee, warden; Sister King, conductor; After the business meeting a Christmas party was held with exchange of gifts. The affair was highlighted by a beautiful Christmas tree cake made by Sister Fernald.

AUTO TRADERS: Machinist E. P. Crosby, Fireman J. A. Thibodeau.

OUGHTTOTRADEHER: Crew Dispatcher "Bill" Mooney.

A consistent winner of annual prizes is Relief Foreman L. A. Furrow. He came up this year with a plump 15-pound turkey that was one of the many items donated by the merchants during the recent Bangor Days.

Visiting his Dad and Brother, Retired Laborer P. J. Luosey, Sr., and Machinist P. J. Jr., was U. S. Navy Captain Michael J. Luosey. As previously reported here Captain Luosey is a holder of many honors bestowed upon him by the U. S. Navy as well as the



QUALIFYING for the Biggest Bucks in Maine Club with this huge 247-pounder is Mrs. Delphine McTigue, wife of Machinist F. H. McTigue, Bangor Engine House

Syngman Rhee Government of Southern Korea. At present he is stationed at Newport, R. I., where he is on the staff of instructors for the War College.

The safety record at Bangor Engine House proves that everyone is safety conscious and all are striving to make the 1 million man hours a reality and not just something that somebody else does.

Five times he marched up and fought on the front lines of Korea and four of those times his buddies brought him back to the rear on a stretcher, hurting of wounds received at the hands of the enemies of peace and good will. But on the fifth trip he made it up and back without any injuries. Then he came home after 14 long tiresome months for a well-deserved rest. In spite of the crowd of people at Bangor Union Station they were all shut out from the private lives of Retired Engineer and Mrs. L. P. Merrithew as their son Pfc Philip L. Merrithew stepped down from the train and into their hearts.

Bangor Operating

By R. G. WHEELER

Stationmaster and Mrs. A. B. Wood recently returned from a short vacation in St. Petersburg, Fla., where Ash renewed acquaintances with many former Maine Central employees.

Conductor T. J. Taylor completed 50 years' service November 18 and will be the proud possessor of a life service pass before this item reaches print. We all extend our congratulations to Tom, and wish him the best for the coming years.

It becomes my sad duty this month to report the death of two former employees. James Malone, 95, died in Bangor December 7, Jim, with 45 years' service with the Maine Central also is reported to have been the last of the Old Timers who were formerly employed with the European & North American R.R. He had a total of 56 years of railroading and will long be remembered and held in high esteem by the "youngsters" who worked with him. Jim retired as a conductor in 1933. Another old-timer, Alvin F. Moon, 75, of Ellsworth, died December 20. Mr. Moon, holder of a 50-year Gold Pass, began his railroading career as a deck hand back in the days when our company owned and operated coastal steamers, his service record shows numerous occupations in

and around Ellsworth. He was a member of Lygonia Lodge A.F.&A.M. of Ellsworth. Mr. Moon retired in June 1951.

Conductor J. H. Pooler, Portland Division, and C. E. Hackett, employed by the Central Maine Power Co. offer proof of their capabilities with a rifle. Pooler returned home with a crotch-horn and Hackett with an eight point buck.

Business is at last showing signs of picking up. Pulpwood has started and with a few more cold night to freeze the ground we should enjoy many carloads before spring.

Train Rules Examiner E. H. Winslow and Trainmaster A. W. Crocker have just completed their annual trips to St. John, N. B., and Brownville Jct. where rules classes were held and CPR men brought up to date on the latest changes in physical characteristics over our "joint section" between Vanceboro and Keag. They reported the same fine hospitality that is always extended by our CPR friends.

Although the New Year will be well started before you read this I would like to extend wishes to all hands for a Happy and Prosperous New Year.

Bangor Car Department

By C. A. JEFFERDS

Another of our carmen who has joined the ranks of new auto owners is George W. Graves.

Friends of Carman William B. Leonard will be pleased to learn he is getting along very well after having been in a recent auto accident.

Carman B. W. Caldwell has now returned to work, having been off duty account of illness.

Carman Helper C. A. Welch has returned to work after being off duty sick.

Coach Cleaner J. F. Venedistine is substituting in Carman's Leonard place, Mr. Leonard being off duty.

The degree team of the Trowel Club recently put on work for the Ralph J. Pollard Lodge of Orrington and previous to that at Carmel for which they received favorable comment.

Eastport

By K. O. KLINE

Harold Duplisea, foreman Eastern Wholesale, has been on his annual vacation. Also

TEACHING THEM YOUNG is Carman M. R. Grass, Bangor, and his two sons, Roger with Dad and Ronald, holding rifle. The nine point buck, Grass got the first day of hunting season



Bert Culligan, rate clerk, has been away on his vacation.

Clarence Bowker, operator, is now working in the Eastport office.

Bruce and Paul, sons of Merrill Bowden, freight handler at Sea St., spent Christmas leaves from the Navy with their parents.

Raymond Craig, son of James Craig, freight handler, has been home on leave from Kentucky where he is stationed with the Airborne Div.



Operators and Dispatchers

By W. B. LEWIS

Train Dispatcher "Red" Mennealy on week's vacation in order to join an "exclusive" club opened to qualified members. Now he is a full-fledged member with membership card signed by the four high-ranking officers of this fraternity. Latest reports have it he is trying his best to convince Train Dispatcher Al Burdwood that he should join right away, being fully qualified, according to "Red."

Train Dispatcher Ray Wedge off sick a few days but back on the job again in full swing. Guess Ray has been at the oyster shells again. His job and "AB's" covered by extra Dispatchers Eldon Otis and Ralph Coffin.

Successful applicants for vacancies in the Terminal during December, Operator Harold Petrie awarded second trick Tower "X," Operator Stan Chandler second trick and Operator Leonard King, Jr., third trick at Tower One. Other jobs went to Operator E. P. Dumont, second trick Tower Five, Relief Position 2-T awarded to Operator R. A. Powers and third trick Tower Two went to Operator W. D. Graham.



RETIRED OPERATOR Fred Allen as he looked when on duty at Tower Five

Operator Ed Gallant and family spent their Christmas holiday with their folks in Rumford and East Peru.

Retired Operator Fred Allen sojourned to California for a visit and looks as though he picked a fine time of year to go.

Remaining vacations for 1953 taken by Operator Ralph Dyer, Cumberland Mills, relieved by Operator Clark. Operator Bob Houle off two weeks relieved by Operator Charlie Young, Operator Ralph Coffin taking last few days of

month to finish up balance of his vacation, his job covered by Operator Dick Boothby. Operator Eric Gronlund relieved Operator Paul Timberlake for his vacation, account Mrs. Timberlake confined to the Mercy Hospital. I am sure Mrs. Timberlake would appreciate receiving visitors and a few "get well" cards. Hope that she will be well and home again before long.

Christmas Tree "Magnate" Train Dispatcher Tom Wiley closed shop a few days early after selling out all he had including the scrap brush, rope and other stuff in his area, and guess he could have helped his neighboring salesmen if he had had time to do so. Don't know what he uses for a drawing card, but perhaps it is that look he has derived from working around the stables, the so often affectionate expression seen in a horse's face after having been given a lump of sugar.

Understand the Brighton Avenue Pharmacy scouting around for a new source of revenue to replace the loss of volume in their daily turnover of ice cream. Since Operator Petrie's leaving Tower Five for greener pastures, they have had to cut back their orders for ice cream and way it looks now will probably be allowed to deduct their loss of revenue from the 1954 income tax return. Also hear that Harold has been pining for an ice cream so bad at Tower "X," that when the dining cars pass there, he has visions of ice cream comes sitting at the tables instead of passengers. What say, can't one of you boys come to his rescue?

Agent Frank Stuart, Cumberland Mills, taking his winter leave of absence. His job is now posted temporarily and he plans to leave Jan. 14, the day the job comes down. Understand he is going to St. Petersburg, Fla.

Operator Ralph Dyer, Cumberland Mills, has blossomed out in a 1948 car and according to the latest reports, he hasn't figured out what all the gadgets are for. Operator Arnold Shuman advises that he is a good authority on instruction of such gadgets and is willing to offer his services.

Agent Greg Wynne at Yarmouth Jet, on vacation during December. His job covered by Spare Operator Leo Blanchette from Brunswick.

Rigby Engine House

By A. B. WETMORE

Machinist Thurlow Poland who has been out sick for quite a time, has returned to his job as outside machinist, as we say at the Engine House, "Down the Street." Referring to street as Commercial and other yards where diesels work, on a 24-hour basis.

Laborer Louis Foley returned to work after an illness, and then a short while later decided to take his pension.

Machinist Helper Martin Stratton, the Mrs., and daughter Ann, went to Waterville to attend a social and play, in which his son took part as a student of Colby College.

Electrician Walter Emery is in for a very busy year. He was elected as master of the Presumpscott Grange, and Grand Chancellor of the Knights of Pythias. He is also a candidate for one of the officers of the Odd Fellows.

The deer hunting season is over, much to the joy of the wives of our local hunters. There were no further reports on deer shot than given last month, and that was only two deer.

The December meeting of the Local 525, International Association of Machinist was featured by the annual election of officers:— Laurence Lanciault, president; Linwood Sweatt, vice president; Joseph DeRoche, recording sec-



BUSY at his desk is Store Department Clerk Jeri Flaherty, Rigby

retary; Albert Wetmore, financial secretary; Lucien Carignan, treasurer; Joseph Ashley, sentinel; Martin Stratton, conductor.

The meeting of the Clerks Brotherhood, as well as the Firemen's and Oilers' organizations also met to transact their regular business for the month.

The Christmas Basket Fund drive, for which the proceeds were used to supply baskets for the sick workers, was a howling success. In fact it went way beyond our expectations. We were able to give food enough in the baskets which will enable the recipients to live without going to the store for at least a week or more. A big turkey headed the list of food. The generosity of one of the local markets, who made up the baskets helped out wonderfully, too.

We had a small fire at the Engine House one morning, which was discovered by Machinist Helper Milferd Goodwin. The damage was slight.

The local newspaper carried an item of the appointment of T. J. Donahue as court crier of the U. S. District Court. He is a cousin of Machinist William Reagan.

Our foreman on the third trick was stricken ill with a case of plural pneumonia, but he recovered sufficiently so that Mark, and Mrs. Flaherty were able to travel to Conn. to visit their daughter for the Christmas holidays, which they had plans of doing for months back.

The famous "52" Association of New York, a Jewish organization who entertain servicemen to the number of 52 in one group on all special occasions invited Richard Cote, son of Machinist Theodore Cote, at Thanksgiving.

Machinist Charles Henry and Machinist Helper Maurice Weeks are very much put out over the slow proceedings of the state highway commission on the property settlement incurred by the passage of the new turnpike through their land.

Machinist Helper and relief Electrician Albert McCann is out sick with a nervous breakdown, but is coming along nicely.

Machinist Helper Hermon Bishop tells me his daughter was stricken with a case of acute appendicitis. She came through the operation in fine shape.

Mrs. William Reagan, the wife of Machinist William Reagan died during the month. It happened the week before Christmas. Floral tribute sent.

Fireman and Mrs. Sherwin Forbus visited

their niece for Christmas, who reside at Thomaston.

Laborer Arthur Thompson, our Freeport farm boy, close friend of George Hunter of radio fame, announces the birth of a calf to one of his many cows. It is a good one, too, as Arthur has a high price on it. Much to the consternation of Maurice "Johnnie" Weeks who would like to purchase it.

Foreman Roy Hanes has a new car to replace the one he had partially destroyed by fire.

Laborer Milton Coombs and Machinist Henry Johnson received slight injuries during the month; however, there was no lost time.

A birth occurred last month which I failed to announce. Born to Clerk, Stores' Department, John Welch, and Mrs. Welch a boy, Kenneth Allen. Both are O.K.

The Safety Board is now approaching three figures again with a tally of 79 days. In spite of a setback we had after reaching nearly to the year mark of 365 days. We, as well as other departments received the Harri-man Award for Safety performance.



RESTING after a hard day's work is Janitor Asa Worcester of the Rigby Car Department

Terminal Car Department

By HUGH F. FLYNN

Glad to report Carman Herb Damon and Carman Helper Henry Stackhouse back to work after being out sick.

Leading Carman Frank Landry is now convalescing at home after being released from the Mercy Hospital.

Foreman Harry Adams is recovering from injuries received in an automobile accident. Carman Henry Gavett is subbing as foreman.

We extend our congratulations to Millman Edgar Dunham and the Mrs. on the birth of a son, Gary Lee, born Dec. 1, 1953. This makes number five for Edgar. Carman Al

Dunham is the grandfather.

We are a little late in reporting the birth of a daughter, Francene Ann, on July 6, 1953 to Carman and Mrs. Robert O'Brien. That makes number three for Bob.

We extend our sympathy to Carman Wayne Twonbly and his family on the death of his infant daughter on Dec. 17.

Our roadman Carman Walter Peabbles has left the truck and has bid off a new position as carman in the South Portland Shipyard.

We extend our best wishes for a long and happy retirement to Coach Cleaner Frank Andrews who retired Dec. 15, 1953.

Chief Clerk Elmer Rounds announces the engagement of his son, Student Carman Gilmore Rounds to Miss Patricia Szot. A spring wedding is planned.

At this writing Carman Tom Oates is out sick.

Lyle Dorr brought the twins out so we could have a look. Wonder what kind of an impression they made on Joe Martell.

Our sympathy goes out to Clarence Soper, Yard Clerk in Yard 8, on the death of his father, W. H. (Bill) Soper, Dec. 9. "Bill" will be remembered by the "Old Timers" as agent and operator at Solon in the early 1900's.



VISITING the Portland Garage recently was well-liked Pop Goddard



By IRENE ELWELL and JACK HAYES

Arthur Partridge, foreman at Portland garage, spent the holidays with his parents at Milo.

George Brackett is back to work after being out ill for several weeks. George is a mechanic at Portland.

Robert Hunter, mechanic at Portland, spent his Christmas holidays at Machias. Bob said that he almost brought home a deer. A huge deer crossed the road in front of him up near Belfast and he had to apply his brakes quite quickly or he would have hit it.

Austin Packard, mechanic at Portland, has resigned to accept a position at Bath.

Jack Hayes has a new console TV. Didn't buy it until 5 p.m., New Year's Eve, and it was installed and going at 6 p.m. the same

night. He reported reception was good, but some question his ability to judge that night.

Saw Einar Mason and Warren Libby still discussing fishing in the Lewiston Terminal recently.

Don Delehanty and Bob Leighton reportedly have "the word" on buying TV.



By JOHN J. KEATING

Agent Estes of Pittsfield was a patient at the Thayer Hospital, Waterville, for surgery.

Engineman Harlow and the Mrs. motored to Florida, taking their home with them, via trailer.

The Maine Association of Railroad Veterans held a Christmas party at the First Universalist Church, High Street, Portland, Sunday, Dec. 20. Our oldest member present was Charles D. Saward, 92, from Waterville.

Engineman "Pit" Moores was a patient at the Maine General Hospital for surgery. Also on the same floor was Mrs. George Cole, wife of Railway Express Messenger, who was a victim of an automobile accident.

Sympathy is extended to the family of retired Engineman Frank Grant who died in December; also to the family of Wallace Severy. He was a brother of Engineman Severy, and to the family of retired Engine-



TWO well-known Maine Central figures are Retired Chief Train Dispatcher Harry Treat, left, and Engineer Dan Cony, right

man Walter Hutchins who died in December.

On December 19 Agent Stanley Webster of Leeds Jct. had 42 years' service as operator and agent for the Maine Central Railroad.

Train Baggage Master Cowley and the Mrs. are spending the winter in Florida. Retired Conductor Carl Pierce, who purchased a home at DeLand, Fla., has sold it and plans to move back to Portland in the spring.

Conductor Batley was a patient at the Maine General Hospital for observation.

Mrs. Hayes, Mrs. Bladesu and Mrs. King made a visit to Mrs. Langlois who is a patient at the Marquot Home at Lewiston.

Received Christmas cards from retired Conductors "Old Joe Cote," Rumford; Carl Pierce, Eugene Vaughn, Oquossoc; Clayton Williamson, Jacksonville, Fla.; and Mrs. Gertrude Higgins, agent at Thorndike, Me., for the Belfast and Moosehead Lake Railroad.

O. E. Lowe of BLF&E announces that loyal brother Henry F. Massengale retired in December at the age of 65 from the employ of the Maine Central and Portland Terminal companies after approximately forty-two and a half years of service. In this length of time Bro. Massengale established a record hard to be surpassed by any engineman. He was late to work only twice in his railroad career, once for only seven minutes and another time three minutes.

Soon Bro. Massengale will become a Life Member in the Brotherhood of Locomotive Firemen and Enginemen and receive a forty-year continuous membership button.

We all wish him many years of good health and happiness in his well-earned retirement.

Another faithful engineman, Walter A. Hutchins, died December 11. Hutchins of Lodge 4 retired from work last November after forty-two years of service. He was a Life Member in our organization after completing forty years of continuous membership.

He was well-liked by everybody. He knew the time and how to speak and when to keep silent.

Sympathy is extended to his family in their bereavement.



By ERNESTINE GRIMES, MARY MORSE, LILLIAN G. SMALL, DORIS THOMAS

Late season vacationists from the Accounting Department: General Accountant Virgil Hawkes; General Bookkeeper Martin Holmes; Stenographers Katherine Duff, Lena Hodge, Ruth Kelley; Bookkeepers Frank Woodbury, Ernestine V. Grimes.

Former Clerk Dell Hyssong visited his pals in the Accounting Department before the Christmas holidays. Dell says he is still raising chickens, he has over 1500 of them at present, and is also working in a bank in Rockport.

Bookkeeper George Lowell, Mrs. Lowell, and two children were on the sick list simultaneously, but they were all well on the road to recovery at press time.

Maine Central General Office Lodge No. 374, Railway Clerks, elected the following officers for 1954 at a meeting in the Columbia Hotel: Joseph Murray, Local Chairman; Ernestine Grimes, President; Martin Holmes, Vice President; Clifford Ball, Recording and Financial Secretary; Philip Merriman, Chaplain; Theresa

ONE-SHOT

Two friends went duck hunting one cold morning. One took along a thermos bottle full of coffee while the other had a bottle of Old Typesetter (one slug and you're through for the day).

Both imbibed freely of their chosen beverages through the early hours and finally a lone duck appeared overhead. The coffee drinker raised his gun first, took aim and fired. The duck kept on going. His friend then pointed his gun at the duck and brought it down with the first shot.

"That's pretty good shooting," said the first.

"Nothin' to it," shrugged the other. "When a flock like that comes over, you're bound to hit one of them."

Slattery, Inner Guard; Thomas Dunn, Outer Guard; Neil Smith, Sergeant-at-Arms; Maurice Allaire, Legislative Representative. These officers were installed January 16 at the Falmouth Hotel by General Chairman H. D. Ulrich, Maine Labor Commissioner Marian Martin was featured speaker, and the banquet was followed by entertainment and dancing. Other lodges participating from this area are Nos. 152, 790, 884, 887, and 1050.

We are sorry to learn of the serious illness of Guy Mason's father in a local hospital, and all good wishes for his speedy recovery are being sent to him.

It was bound to happen—the almost invincible Paul Crawford and his bowling team finally were "took" by 3 points by Herbie Whitmore's team! There was great rejoicing in some parts of the general office building, and gnashing of teeth in others!

Mary Plummer visited her brother's family, Ralph Plummer, in Bangor, over the holiday.

Mr. and Mrs. J. W. Wiggins entertained his father and mother, Mr. and Mrs. W. F. Wiggins of Houlton, Maine, during the holidays. Mr. Wiggins is a retired Track Supervisor for the Bangor and Aroostook Railroad. Daughter "Peggy" was also home from Simmons College, Boston, on vacation.

Mr. and Mrs. Joseph Pelletier travelled to Cape Cod over a recent week end to visit Joe's brother Omer, who is stationed at Otis Air Field with the Armed Forces.

Mr. and Mrs. "Bill" Hayward and two children vacationed for two weeks at Manchester, N. H.

Mr. and Mrs. William J. Henry spent the Christmas holidays in New York City with son Richard and family. "Bill" said they had a grand time, and also dropped in on the United Nations Building.

Mr. and Mrs. J. F. Stanford journeyed to New York City to see daughter Carole off on her trip to Europe for 10 weeks with the Junior Class of Lake Erie College, Painesville, Ohio, where she is a student.

Charles Mills, Airman 2/c USAF, son of Traveling Storekeeper James E. Mills and Mrs. Mills, was home for the Christmas holidays on a fifteen-day furlough.

Returning from late vacations include: Traveling Storekeeper James E. Mills, Clerk-Typist Gertrude H. Whitehouse, and Clerk Edwin F. Farrar.

AN UNWANTED TRAVELING COMPANION

