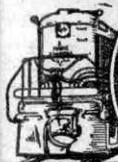


Mr. Langley

MARCH

1954



RAILROAD

MAGAZINE





S. D. Warren Company at Cumberland Mills, one of the Maine Central's good customers, had the biggest year in its century-old history in 1953. Sales were up 27 per cent and the company spent more than two and one-half million dollars on improving its manufacturing facilities last year, half of which went into the Cumberland Mills property. It brought the total post-war investment there to almost \$16,000,000.

WHAT ARE PROFITS?

Profits are the rewards of successful work. They represent to the owners of a company what the savings from a pay check do to an employe. Just as most of a railroad's income goes for expenses, so most of an employe's pay check goes for the essentials of life—food, clothing and shelter. Out of savings, he buys the "extras" of life—a new car or home, college education for his children, a vacation trip. Profits are the "seed corn" of the future. They provide the funds for the improvements that must be made if a company hopes to remain in business. American industry this year will use more than half of all its profits to purchase new plant and equipment and to increase its working capital. Equipment wears out, but, even more important, it becomes outmoded. On the railroad, for example, a machine may replace a hand tool not because the latter has worn out, but because it is not as efficient as the machine. Profits nourish growth. Without profits, a company cannot remain for long a good employer nor a business worthy of public support.

—WAYNE A. JOHNSTON, President,
Illinois Central Railroad.

ABRAHAM LINCOLN was an attorney for the Illinois Central Railroad, on a retainer basis, from 1853 to 1860. Lincoln also handled a famous case for the Rock Island Railroad.

* * *

If all the coal carried by the American railroads in a year were loaded into one train, the train would reach $2\frac{1}{2}$ times around the world.

* * *

A copper cable $4\frac{1}{2}$ inches in diameter and nearly $7\frac{1}{2}$ miles in length was shipped a few months ago across the country from New Jersey to Puget Sound—all in one piece. This was accomplished in a string of nine gondola freight cars.

* * *

Wages, fuel, materials and supplies take about 68 cents out of every dollar of railroad revenue.

* * *

The world's largest single installation of continuous welded rail will be 112 miles of track in the Conway freight classification yard of the Pennsylvania Railroad now under construction near Pittsburgh.



Maine Central Railroad Magazine

Vol. X—No. 5

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus

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FROM THE EDITOR

Our lead story this month is packed with information on Maine Central activities during 1953 and predictions for the future, don't miss it.

This is the month the Internal Revenue Bureau becomes the butt of many jokes, only trouble is they always have the last laugh. Last year we ran some helpful hints on making out your forms and asked if anybody liked it to write in and we'd do it again. Nobody did, and we're not.

Which prompts us to comment on New England weather as Ed Carlson did in the Portland Evening Express last month. He dug up this ancient commentary on our weather in general:

Oh, what a blamed unsartin' thing
This pesky weather is!
Fust it snow, and then it thaw
And now, by Jing, it's friz!

COVER

An unusual view of the Gilman Extra crossing Willey Brook Bridge with the Mt. Willard Section House at right, typifies railroading on Maine Central's Mountain Subdivision during the Winter months. This photo was made by Publicity Manager George H. Hill.

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

*President Miller
Addresses First
Labor-Management Banquet*

A Report of Progress

The Maine Central Railroad is on the "soundest financial footing it ever has been," President E. Spencer Miller declared last month before a receptive audience of more than 200 employes and management representatives at Waterville.

Reporting on "your company and its future," Miller asserted that "I am optimistic about our future, and am convinced that by working together, we have become an unbeat-

able team in good times and will be a courageous and undefeated one in bad (times)".

The president was featured speaker at the first labor-management banquet ever held on the system, conceived and initiated by the craft unions and supervisory personnel of the Waterville Shops. Other speakers included Donald Collins, general chairman of the electricians brotherhood, and M. A. Thomas, assistant general manager of Maine Central.

Miller condemned the "crepehangers" who gloomily predicted that our railroad "never could beat its bond maturities." "But we did," the president said proudly, "and we're on the soundest financial footing we ever have been."

Continuing his report, the president described himself as "an expansionist by nature," who would like to increase train service throughout the system, but added wryly that "out of wisdom we are sometimes forced to curtail passenger service."

A place to expand and provide better service was found however, in the development of a cheaper means

GENERAL CHAIRMAN of the electrician's union Donald Collins represented labor at the Waterville Banquet. A Calais native he formerly worked at Billerica.



HEAD TABLE at the first Labor-Management meeting were left to right, Robert Sawyer, a Maine Central director; F. H. Bennett, Shops superintendent; President Miller; M. A. Thomas, assistant general manager; Fred Gould, toastmaster; Abbott McKenney, banquet chairman.

of handling pulpwood. This should create new business by enabling Maine paper manufacturers to railroad their pulpwood instead of floating it down rivers.

The means is 40 new type, open-side pulp cars ordered by Maine Central with V-bottom, bridge decks to prevent them from holding snow and ice. The new cars permit pulpwood to be loaded from a sling and may be unloaded simply by pushing it out of the car onto a conveyor belt, saving more than an hour in each operation.

The president said that this should enable certain Maine paper mills with vast woodland holdings in New Brunswick to rail wood and create business "we never before have had."

The Dragon Cement Plant at Thomaston was also cited for its expansion program which brought it to a production high of 2,000,000 barrels in 1953, 500,000 more than the previous year.

Nineteen Hundred and Fifty-three also marked the end of steam power as far as road hauls are concerned, Miller reported, and that steam will never run in road service again. Delivery of four more 1,000 hp diesels next September he said, will give Maine Central a total of 75 efficient diesel units.

Nineteen Hundred and Fifty-four will see installation of train radio on all of the Pine Tree Route trains, he predicted, in addition to a telephone dispatching and special administrative wire. Five base radio stations will be built at Brunswick, Augusta, Waterville, Newport Junction and Bangor for direct communication with train crews.

Miller acknowledged with pride adoption of the slogan: "A Symbol Of Progressive Railroading," to accompany the Maine Central insignia in its advertising. "Efforts of the Waterville Shops have been crucial in mak-

ing this true," he told the Elm City gathering.

"I take the most pride in, and give the most credit to Waterville Shops," he continued, "for adoption of our new green and gold colors." Sixty-seven freight cars currently bear the new colors. Acceptance of this idea and creation of the Miniature Train which has been "loved by adults and children alike from Woodland, Maine to New York City," he asserted, "is expressive of the loyalty of the Shops and our Maine Central people."

General chairman of the successful banquet was Abbott M. McKenny, Shops machinist. Fred Gould was

toastmaster. Seated at the head table were Arthur Grenier, president of Lodge 32, clerks union and Mrs. Grenier. Archibald Smith, president of the Firemen and Oilers; Parker Hall, vice president of the electricians and Mrs. Hall; Frank H. Bennett, superintendent of the Shops; Robert Sawyer, Lewiston, a Maine Central director; Richard Dole, assistant superintendent of the Shops and Mrs. Dole; William Brown, president of sheet metal workers and Mrs. Brown; Ralph Roberts, president of the carmen's union; Raymond Barriault, president of Lodge 880 clerks and Mrs. Barriault.

Governor Proclaims Day for RR Vets

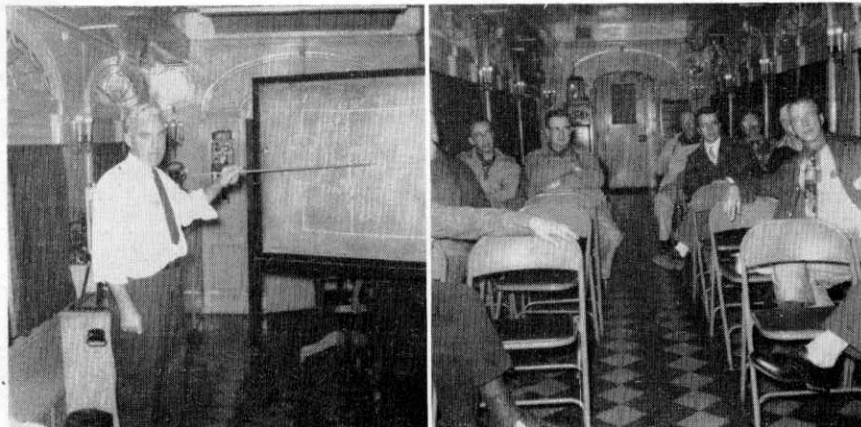
Maine's Governor Burton M. Cross designated the last day of the year, December 31, as "Maine Railroad Veterans Day" and urged the people of Maine to pay tribute to these public servants who are always on the job day in and day out.

The Governor said, "These men are the backbone of our economic life here in Maine, and it is only fitting that we set aside one day each year to honor the 500 Railroad Veterans who must

have at least twenty years of service with a railroad before qualifying for membership in this association.

"Maine can be proud of this loyal hard-working group who have as their goal, to get the job done by getting the trains through in order that we may keep the wheels of progress turning."

This is the second year a day has been proclaimed for the veterans, according to Trainman E. J. Morin.



KEEPING UP TO DATE on the latest air brake information as demonstrated by Instructor W. G. Holt left, on a visit to Bangor and right a group attending. Identifiable are Engineers E. C. Cahill, B. G. Glass, C. I. Robinson; Electricians S. C. Allen, N. B. Harding, G. M. Hathaway, H. S. Hughes; Machinist, L. V. McInnis.



SITE of the new \$250,000 Star Beef Company plant at Bangor is on spot formerly occupied by our yard office, visible at rear.

Star Beef Building New Plant

Cooperation between our Industrial Department and a good customer has enabled the latter to build a new plant and expand their Northern Maine operations.

The Star Beef Company, Bangor, currently is constructing a new \$250,000 building on the site of our old yard office on Railroad Street. John Kobritz, president of the company, and his brother, Nathan, secretary-treasurer, approached our Industrial Department to suggest a new location for their expanding business.

Sufficient land was difficult to find that would serve the purpose, but intensive negotiation resulted in our agreeing to build a new yard office and surrender the old site as ideal for their purposes.

The new building will be one of the most modern beef houses in all New England. It will be 200 feet long and approximately 120 wide, and will be two stories high. It will have a tapestry front and will be made of cement blocks.

The new building, which will be completed in June, will house 25 carloads of meat at a time and there will be four bays where trucks can back in for loading. The new building will be equipped with the very latest in freezer storage and refrigeration.

The concern did a three and one half million dollar business in 1953 and with the increased facilities the Kobritz brothers expect to increase their volume during the coming years. The new building will be able to

more than double the volume of meat handled and Star Beef Company which now serves Calais to the east and Millinocket to the north as well as concerns throughout this area, hopes to expand its territory during the coming year.

HUGE LOADING PLATFORM

There will be a huge loading platform at the new building and an opportunity for the parking of many cars and trucks. The property includes trackage which abuts the property and which will greatly facilitate the unloading of meats. The building will have 11,000 square feet of space.

The Kobritz brothers feel that pork prices will drop, but probably not for six months and that beef prices will strengthen some and then hold.

John, 37, and Nathan, 35, are both confident in the future. According to a story in the Bangor Daily News these boys have demonstrated that they have what it takes to make a successful business. They established the Star Beef Company in 1937 on Broad street in small quarters and were just getting well under way when the war came along.

John was attached to the quartermaster general's office with headquarters in Chicago and things were pretty much up his alley. He was in charge of procurement and was purchasing some 300 carloads of beef a day and eggs and butter for the armed forces in large quantities. Nathan did his tour of duty with the 43rd Infantry Division in the Pacific. Their sister, Miss Sally Kobritz, held the fort as far as the business was concerned. It wasn't much of a business during those years but she kept the concern intact and the nucleus was there when the boys came home.

WENT TO WORK

They rolled up their sleeves and went to work and later moved into their present quarters. Both feel that anything that is good for business in general in Bangor helps them. We don't need to benefit directly but all business in the city helps every other business indirectly, they pointed out.

The concern today employs 30 men and the personnel will have to be increased when the firm moves into

HONESTY

Waterville Shops Paint Foreman and Mrs. Lawrence Campbell of High Street, Fairfield, were surprised lately to receive a letter and check for five dollars from a young man who wished to pay a debt of long standing to them.

Sometime in the early 1930's this young man, who is now in the Navy, was playing around their home and broke a large window.

He was to pay them three dollars and he had only paid a dime.

He stated in his letter that he was recently in Fairfield and in going by their home he remembered the incident.

It was time to make his promise good and with interest, he wrote.

its new quarters.

John Kobritz admits that when he and his brother returned from the war they were discouraged, but today they have high hopes for the future of this area. Both are civic minded and they were the first to help when called upon to give money to bring another shoe factory here.

Paul Atwood of Prentiss and Carlisle is the architect for the new building and Amasa R. Kenney is the contractor.

The foundation is already partly in and a building which was standing on the property has been razed. Work will progress on the building during the winter months.

MRS. TELEGRAPHER

By Elsie Timberlake

Oh will I ever qualify,
A first rate railroad wife,
And learn to live in harmony
This topsy-turvy life?
I've learned the code, the Dit-Dah-Dit,
The tow'rs and stations through
And that you call it RB-1
And in turn BR-2.
I'm used to serving midnight meals
His breakfast before bed,
And waving Bye when other men
Are coming home instead.
But sometimes in the wee A.M.,
When I feel half alive,
I wish — just softly understand,
My man worked nine to five.

Passadumkeag Pupils Tour Bangor



A GROUP of Passadumkeag school children were conducted on a tour of our Bangor facilities recently by Commercial Agent R. E. Graham and Trainmaster A. W. Crocker at right.

By R. G. WHEELER
Bangor Operating Reporter

On January 9, Train No. 92 made its usual stop at Passadumkeag and in less than five minutes nearly tripled its average daily business. The cause — 21 school children between the ages of 10 and 12 years enroute to Bangor as special guests of the Maine Central Railroad. To 16 children in the group, the trip represented their first train ride.

On arrival at Bangor they were greeted by Trainmaster A. W. Crocker and Commercial Agent R. E. Graham who had planned an interesting afternoon for them. A picture was taken by photographers from two local papers. One appeared in the next day's paper and no doubt was greatly appreciated by children and parents alike. Following this, the group was conducted on a tour of Bangor Union Station, including dispatchers office, assistant superinten-

dent office, ticket office and Travelers Aid, where they received instructions on the functions of each.

After a brief rest in the waiting room, where the Armstrong News Stand and Lunch Counter reaped a harvest, the children were put aboard a coach and taken to the engine house by a yard switch engine and there made a tour of our modern diesel terminal.

While inspecting a diesel passenger engine, nearly all the youngsters delighted themselves by being permitted to test the whistle and bell of the engine. Another item which thrilled the group was the operation of the turn-table. After a thorough tour of this installation the group was returned to Union Station, via coach, and put safely aboard Train No. 93 for the trip home.

The group was under the direct

supervision of Mrs. Marguerite Beane Marden, who is the daughter of our former Agent Stan Beane of Passadumkeag and Enfield. Mrs. Marden is a teacher in the Passadumkeag school. The children deserve a hearty word of praise for the fine discipline maintained throughout the trip.

A few days after this eventful day, Trainmaster Crocker received the following letter.

Mr. A. W. Crocker
Trainmaster, M.C.R.R.
Bangor, Maine.

Dear Mr. Crocker,
We are writing to tell you how much we enjoyed our trip to Bangor. We have been talking about it all week, reviewing what a good time we had.

Everything which was done for us gave us such pleasure; the entire trip is one which we and our teacher will never forget.

The part that some really enjoyed most, was seeing the diesel engine.

We arrived here in the middle of a snowstorm. Even though it snowed, it was one of the best days we can think of. Thank you so much for your kind hospitality.

Sincerely,
Grammar School Pupils
and their teacher.

PAYROLL SAVINGS



June Allyson displays a Payroll Savings application blank, giant edition of the one you may fill out (or maybe you've already filled one) authorizing your employer to buy U. S. Savings Bonds for you out of your pay. Before long, you may be seeing June in "The Bond Between Us," new Treasury Department film.



Walter L. Straw, of 17 Kirkland Avenue, South Portland, a switcher, after 44 years of service.

Adam A. Dumas, of 96 India Street, Portland, baggage and mail handler, after 45 years of service.

William H. McKay, veteran operator at Calais, retired this month after 52 years of railroad service that began when he hired out Aug. 7, 1899 at Bucksport. He worked for the Bangor & Aroostook from 1901 to 1913 and returned to Maine Central in 1915.

John B. McCann, of Bartlett, N. H., longtime section foreman at Sawyer's River after nearly 51 years of service.

Ernest M. Wade, of 106 Grove Street, Augusta, electrician in the Waterville Shops, after 34 years of service.

Frank W. Andrews, of 17 Roberts Street, Portland, a car cleaner, after 30 years of service.

James E. Coppinger, of 33 Forest Avenue, South Portland, locomotive engineer, after 48 years of service.

Bartley J. Concannon, of 57 Huntruss Avenue, South Portland, hostler at Rigby, after 35 years of service.

George C. Cosgrove, of 1007 Congress Street, Portland, locomotive engineer, after 48 years of service.

Rita H. Ellis, of 14 Bush Street, Skowhegan, former clerk and relief agent there, after 36 years of service.

Alphonse Thibodeau, of 547 Waldo Street, Rumford, a yard brakeman, after 33 years of service.

Michael Gresley, of 16 Mayberry Street, Westbrook, after 37 years of service.

Fred R. Pettengill, of RFD 2, Livemore Falls, locomotive engineer, after 43 years of service.

Roland L. Woodbury, of Monmouth, a signal helper at Leeds Junction, after 32 years of service.

William M. Wight, of 16 Elm Street, Lewiston, yard brakeman there, after 51 years of service.

Edward M. Madden, of 297 Spring Street, Portland, yard conductor, after 44 years of service.

Clerks Hold Joint-Installation



HEAD TABLE at the annual joint installation of Portland clerk's lodges held in the Falmouth Hotel in January include front, left to right, George W. Hurley, general chairman, Railway Express; H. D. Ulrich, general chairman, Clerks; Miss Marion Martin, Maine Commissioner of Labor and Industry; John S. McGarry, Standing, Thomas Timmons, secretary-treasurer, Railway Express; Lewis Rines, president Lodge 887 and chairman of the banquet; Mrs. Rines; Mrs. J. S. McGarry, Mrs. Joseph Meehan, Joseph Meehan, vice general chairman, Maine Central.

BY ERNESTINE V. GRIMES
General Offices Reporter

The third annual joint installation of local officers in the Portland area for lodges of the Brotherhood of Railway Clerks was held recently in the Falmouth Hotel.

Approximately 400 attended and represented were Portland Lodge, Maine Central General Office, Falmouth Lodge, Massachusetts Bay Lodge, North Terminal Lodge, Pine Tree Lodge and Dirigo Lodge.

Featured speakers included Marion Martin, Maine Commissioner of Labor and Industry, H. D. Ulrich general chairman; G. W. Hurley, general chairman, Railway Express John S. McGarry was toastmaster. Banquet committee was composed of Lewis Rines, chairman; Alfred Chapman, Robert Smith, Ernestine Grimes, Stanley Heskett, John Turner, Hugh Flynn, Joseph Murray, George Purdy, Phyllis Haley, John Burke, M. F. McDonough, Louis Rancourt.

Miss Martin urged the group to work in behalf of a state minimum wage law. A large percentage of Maine workers engaged in service industries do not have adequate wages to enjoy health of decency, she said.

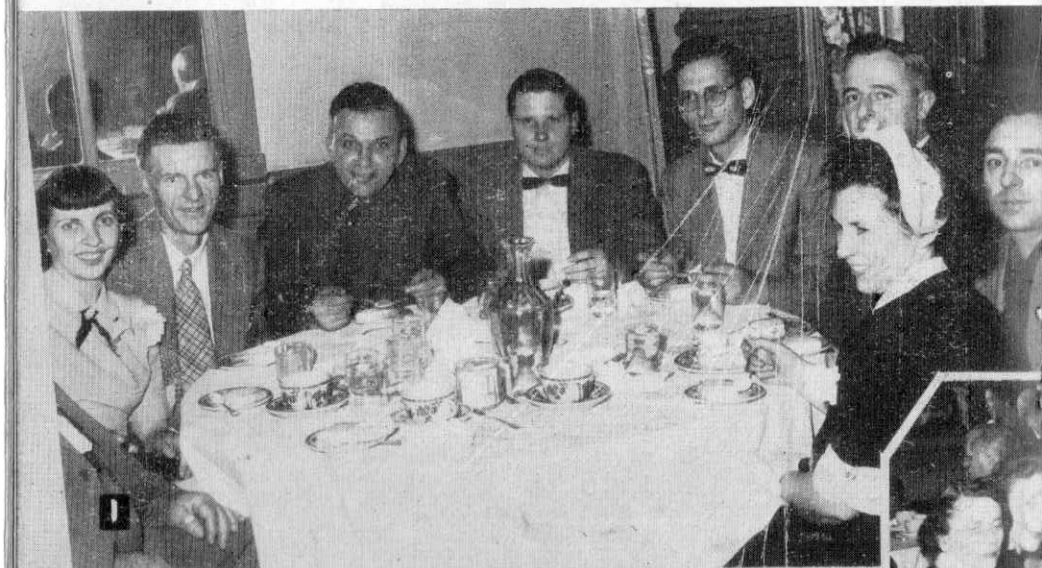
Ulrich told the clerks that 1953 had marked the year when "we have grown up as a union and are beginning to assume the responsibilities of citizenship."

Officers elected to the various lodges in descending order were: Lodge 152: John S. McGarry, Joseph Flaherty, Jere Flaherty, Thomas Foley, Willard Cooney, Gerry Shea, James Hasson, J. DeMarco.

Lodge 374: Ernestine Grimes, Martin Holmes, Clifford Ball, Philip Merriam, Neil Smith, Theresa Slattery. Thomas Dunn. Lodge 790: John Conroy, Clifford Hawkes, Lawrence

(Continued on Page 14)

Clerks Hold Joint Installation of Officers



ENJOYING the annual Clerks Installation banquet recently were (1) left to right, Mrs. John Myrand, Joe McMorro, both of Lewiston; Maurice Allaire, Carleton Baldwin, Jr., Thurlow Woodbury, Charlie McCarthy, John Myrand and Mrs. Joseph McMorro, Lewiston (2) From the Portland Freight house, James P. and Mrs. Stanton, Pat Haloran, Fred C. Stanton and Miss Ann Flaherty (3) Mrs Hugh Flynn, Mr. and Mrs. T. J. Foley, Mollie Flaherty, Tom Airey, Miss Mary O'Shea, Pat Conley and Hugh Flynn (4) From the General Offices; clockwise, Mrs. James Finley, Mrs. and Mr. Joseph Murray, Bill Brownell, Steve Conley, Pat Tracy, Cliff Ball, Mrs. and Mr. Wendy McDowell (5) Mr. and Mrs. Warren Spiers, Mr. and Mrs. Paul Crawford, Mr. and Mrs. Dan Flaherty, Mrs. and Mr. Herb Whitmore.

CLERKS

Reinsborough, Louis Davis, Ernest Elgee, Bently Gass, Clara Dunbar, Sidney Foster. Lodge 884: Edward Jurley, John Coyne, John O'Donnell, Bartley Flaherty, John Burke, Pete Clarity, Kenneth Collidge. Lodge 887: Lewis Rines, Sterling Brown, Parker Brooks, Robert Smith, John Redmond, Charles Duncan, Daniel Flaherty, E. E. Miller. Lodge 1050: Arnold Fasulo, Gilbert Georges, Lester Cole, G. S. Siteman, Robert Rounds, Harold Hodgkins. Lodge 2243: Richard Lovett, C. Conley, Stanley Heskett, Nathan Copeland, Elmer Sprague.

A One Act Play

in

Courtesy

By ERNESTINE GRIMES

THE SCENE: A Forest Avenue bus stop in Portland, just before 7 o'clock one bitterly cold January evening.

CHARACTERS: About half a dozen commuters, waiting for local busses, and trying vainly to keep from freezing. **AND**—a Maine Central Transportation Company bus driver.

PLOT: A MCTCo. bus due to leave shortly for Yarmouth is driven up to the curb. The heavy door opens, the operator steps out and invites the commuters to wait in his well-heated bus for their individual transportation.

He states he will watch for the busses and call them out as they arrive, so no one will have to suffer from the extreme cold just hanging around outside—as he still has a few minutes before departure time.

Our salute of the month, plus a double round of applause, goes to MCT Bus Driver Eddie Robinson for his "good deed for the day!"

JIFFY TIME

A mother was telling her small daughter how to tell time.

"These are the hours, these are the minutes, and these are the seconds," she said, pointing them out.

Puzzled, the little girl inquired, "Where are the jiffies?"

YANKEE TRADER

To Swap, Sell or Trade:

1 leather divan, upholstered in blue valued at \$30.

Round Oak dining room table (\$25) with buffet and mirror to match (\$20).

1 Clarion kitchen range, black iron with oil burner (\$45).

Mrs. G. H. McTigue
RFD 4, Bangor

From the Mail Bag

JOHN WORCESTER MERRILL

General Insurance

148 State Street, Boston, Mass.

December 6th, 1953

Mr. George P. McCallum, Editor-in-Chief
Maine Central Magazine
Portland, Maine

Referring to your August 1953 issue of the Magazine; on the back cover. I notice a picture of the No. 1 "C. W. Saunders of the Sawyer River railroad in the Crawford Notch, New Hampshire." I have seen this engine many times and also rode it from Livermore to the connection with the Maine Central. It was an interesting sight to see this engine waiting on the siding of the Sawyer River railroad to receive the mail from the afternoon train to Portland. The wood smoke was drifting lazily away from this big wood-burning sunflower stack, so called.

I have the solid brass front number plate from this engine as well as the builder's brass plate which was placed on the base of the steam dome. The date when this locomotive was constructed is given on the plate as 1876. The Portland Company in Portland, Maine, built this engine for this logging railroad. I would hate to see a list of the times this locomotive went off the track, always in the ditch, and wrecking the tender. I can recall four different ones attached to this unfortunate engine. The waste from the lumber mill was burned in the fire box and the engine used to go up about eight miles into the wilderness to bring logs down to the mill at Livermore. These large tree trunks were mounted on two four-wheel trucks at each end and as the grades were steep the train often got away from them, and the engine landed in the ditch with dire results.

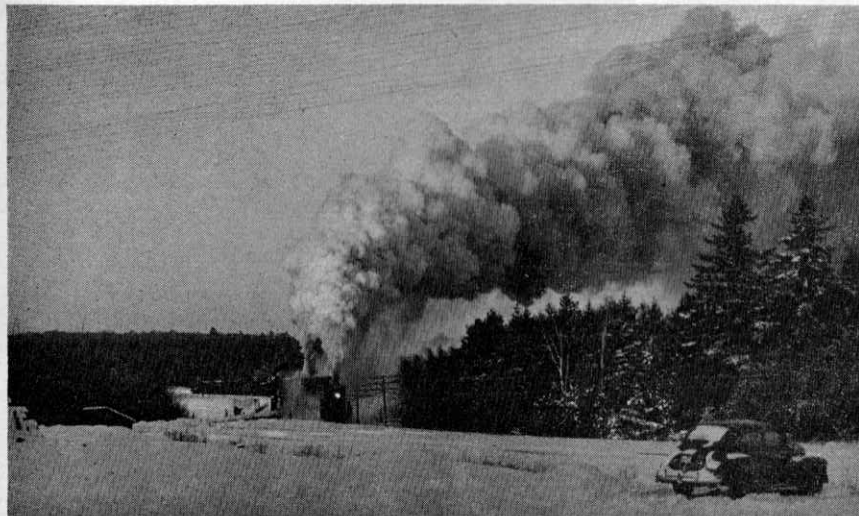
The other picture interests me also, as I often saw it at Bartlett, New Hampshire. There were four of these locomotives, built by the Portland Company, and the No. 10 was the only one which at one time was equipped with a balloon stack.

Please treat this information as you think best—I thought I would jot down what came to my mind but you know best what you wish for your Maine Central Magazine.

Sincerely,

/s/ JOHN WORCESTER MERRILL
148 State Street
Boston, Mass.

NIGHT TRAIN AT MATTAWAMKEAG



A CP TRAIN LEAVING KIRBY, across the river from Mattawamkeag, was photographed by Robert McComb, third trick operator at Keag. Its somber hues and column of steam we think typifies winter in the North Country.



By JOHN J. KEATING

Retired Carpenter William Hartford, Portland Terminal, was a patient at a local hospital.

Engineman Prichard was a patient at a local hospital.

Baggage and Mail Handler Bernard DeGruchey, Union Station, and the Mrs. are proud parents of a baby girl.

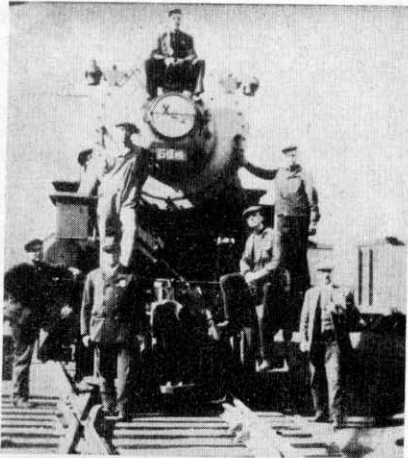
What is the story on one of our fireman leaving the bunkhouse at Bangor with one rubber and discovered he only had one when he got to Portland and returning to Bangor found he had left it there?

Watchman Harold Morrison at wharf I, Portland Terminal, was a patient at a local hospital, for surgery.

Engineman "Joe" Hickson of the Portland Sub Division, Bangor, traveled with his son, as far as Portland, when the latter left on a world cruise with the U. S. Navy.

Sympathy is extended to the families and relatives of the following, Retired Superintendent J. B. Norcross, of telegraphy, Died January 26, Retired Telegrapher, Carl Robinson, in Caribou. Retired Trainman, George Kennedy, Retired Conductor, as we know him, (Mike) Bacon, in Bangor.

A few of our boys off duty on account of sickness: Conductor Frank Prescott, Fireman Clarence Morton, Engineman George Bradford, Engineman Ralph Henry, Engineman John Trundy, Fireman "Bill" Williamson, and Engineman Archie Robinson. We hope, when this goes to print, that all will be back on duty, as well as ever.



FORMER CONDUCTOR Harvey Locke, now residing in Seattle, Wash., sent along this picture taken in Brunswick Yard in 1914. Rear, left to right: C. A. Ireland, engineer; Johnson, brakeman; Campbell, brakeman; fireman unknown. Front, Brakeman Police, Locke himself, and Yard Clerk F. Priest. Engine is 514 on Extra east.

Railway Express Messenger. E. J. Chouinard, was a patient at the Maine Eye and Ear Infirmary, at this writing was much improved.

Miss Donna Cabana, daughter of Car Inspector Roger and Mrs. Cabana, celebrated her 7th birthday, January 26.

Mr. and Mrs. Joseph Sanborn, on February 6 celebrated their Twenty-Fifth Wedding Anniversary. They made a trip to New York, for a second honeymoon. (Joe) is employed with the signal department of the Maine Central R.R.

(75 Years ago) Taken from the Bangor Commercial of January 7th: "The train that left the city yesterday over the Maine Central was delayed about 20 minutes at Carmel by the breaking of a connecting yoke on the rear wheels of the baggage car, it was repaired temporarily and the train proceeded."

One of our Portland to Bangor, passenger Fireman, overslept recently and had to work to Bangor without any breakfast, not even a cup of coffee. Name supplied on request.



Bartlett, N. H.

By **BUD BURDWOOD**

The first wing plow used this Winter left town January 18, going to Quebec Jct. and return. Have had two trips since—that is enough, we hope.

The village is filling up and over flowing with TV sets. Portland comes in very well up here and we all rejoice. The little folks already know



READY TO TAKE OUT RY-2 at Rigby is Conductor John Kenniston and Engineer Henry White, snapped by Fireman F. H. Kennedy (Burdwood).

all about Clarabelle, the clown, and other characters.

January has been a rather winter-ish sort of month. Yet the section men report seeing several large flocks of robins in a field just west of here. Some mistake in compass directions no doubt. Altho the theory has been advanced that the railroad men who have gone South to live may have driven the birds out of Florida.

Tom Sweeney has bid off the section foreman job at Mt. Willard. Well, he will see weather in plenty up there.

Sorry to report that Richard Nealley, trackman, is still having trouble with a bad thumb. Another operation seems to be necessary.

Tarzan Emerson has left the firing job on the helpers and has taken over on 162 and 163.

F. L. Graves has returned to the Bartlett spare board.

Beecher Falls, Vt.

By **ROGER DROLET**

Earl Bonnett from Section 131, Lunenburg, Vt. and Earle Hutchinson, motor patrolman between St. Johnsbury and Fabyans, are now guests of the Beecher Falls section for the rest of the winter. Their hobby? Handling the flanger and snow plow, oh yes, and woodworking. We have seen some very nice fish nets, even Hub Hall who is an expert at making them had to admit they were.

Syd Adams and Burwood from Waterville, Me. now covering 377-378.

The Beecher Falls Manufacturing Corp. laid off 19 employees January 16, included was Merle Michael's better half. Cheer up Merle you will not have to pay so much income tax.

This writer put in with the stork an order for a baby girl. Something must have gone wrong somewhere, a baby boy was born Jan. 20. Wonder if the stork has to hire extra help to take care of the holiday rush.

Pulpwood business now in full swing but somewhat slacker than the two previous years. Doc Converse from Pittsburg, N. H. still supervising for The Atlantic Lumber Co.



By **IRENE ELWELL** and **JACK HAYES**

We were up to see Pop Goddard the other day and he is making progress. He has TV and likes to watch the good shows.

Pop Moore, garageman at Portland had been sick, but we're glad to have him better and back.

Arnold Wiswell, mechanic at Portland, is taking a vacation.

Norman Scott, mechanic at Portland, has moved into his new home. Scotty had been living in Scarborough.

Arnold Brume bid off the Bangor Relief and found out recently that his car was no match for his sister's altho he can outdistance a 302 minion of the law.

Ken Marston has returned to work. Operator Potter has taken a leave of absence.

Operator Conant is on the Belfast relief for the Winter



By **MARY MORSE** and **ERNESTINE GRIMES**

Several changes have taken place in the Engineering Department. We practically need a compass to find our way around. Tom Dunn has been promoted to Head Clerk, taking over the work of Millard Bailey who has been promoted to Chief Clerk.

Elbert Kennedy has recently joined our clerical force as clerk for the Portland Terminal Company Track Department, reporting to E. C. Ryder. Another new man, Edward Stewart, formerly with the New York Central at Springfield, Mass. recently was employed as Signal Draftsman in the Drafting Room. Edward is married and they have a small daughter aged 4 months, Laura Ann.

It doesn't seem the same with Bill Henry, Harry Stetson and C. A. Plumly retired. "Plum" has been in to call on us, and we are waiting patiently for the other two now.

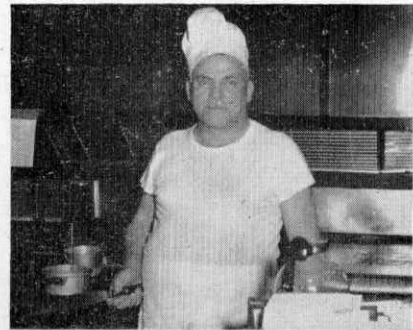
Alice Eliason motored to Connecticut over New Years in all that stormy weather. "Nuff said, she says!

Sympathy is extended George McGee, mail clerk, on the death of his sister.

Mr. and Mrs. Charles D. Prentice have moved into their house finally, at 80 Oakhurst Road, Cape Elizabeth.

R. A. Jackson, Mrs. Jackson, and Al Kennedy were very well supported by the Engineering Department forces in the audience at the South Portland Community Chorus in spite of the storm, during the January concert. "Ray" is a bass singer, Mrs. Jackson sings alto, and Al is a tenor.

Clerk Charles Hagar is still having his troubles. This time his car was stolen by two teen-agers,



A FAMILIAR FIGURE to Portland personnel who lunch at Armstrong's is genial chef supreme Carl Eckert whose culinary art is much appreciated.

who had escaped from the State School for Boys, and the car later was found in Pittston, Maine. After recovery of the car, Charlie was in a wreck, so now he has a nice new automobile to worry about!

Freight Clerk William Libby has been transferred to the Auditor Passenger Receipts office for a few months.

Chief Clerk Erroll Libby reports that he now has a private skating rink near his gift shop in Scarborough. So far he states he and his friends have no broken bones, but he has taken a couple of spills!

People who have been wondering why the usually punctual Marty Holmes, general bookkeeper, has been coming in late mornings recently, can be answered that Marty is having "Studebaker trouble." Maybe he should trade it for a Ford! (Or get a horse!)

The Maine Legislative Committee of the Brotherhood of Railway Clerks held its annual meeting in Waterville, Sunday, January 24, at the American Legion Hall. Five members elected to the Board of Trustees were: Chairman Cornelius Begin, Waterville; Vice-Chairman, John Burke, Portland; Secretary-Treasurer; Lewis Rines, Portland; Other Members, Urban Rowe, Augusta; and Robert Clukey, Bangor.

Greater Portland people attending were Maurice Allaire, Lewis Rines, William Kelley, Joseph Meehan, Sr., John Burke, Ernestine V. Grimes. Others present were C. H. Loftus, Bangor & Aroostook Railroad; Robert E. Clukey, Bangor, (Maine Central); Urban S. Rowe, Augusta, Railway Express Agency; Raymond S. Barriault and Cornelius Begin, Waterville.



Terminal Car Department

By **HUGH FLYNN**

Carman Carl Carter who is now in the U. S. Army was a recent visitor to the shop. He has been assigned to the Transportation Corp. and I



NOW IN KOREA is Cpl. Peter Serunian, former inspector at Rigby, who expects to be home by June. He'd like some mail from friends at this address: US5115762 Co. B, 712th TB/RO, APO 971, c/o Postmaster, San Francisco, Cal.

understand is soon to be sent overseas.

Our sympathy to the family of Laborer Andrew Jordan who died suddenly after work on January 8. "Andy" had worked for the railroad many years and we miss him at the shop.

Former Janitor Arthur Parkhurst died January 8. Arthur resigned from the railroad two years ago. Our sympathy to his family.

Our sympathy also to the family of Eugene Evens who died Jan. 12. Gene was a foreman before retiring in 1949.

Laborer Bill Conrad is out with an infection in his foot. We understand he is to be hospitalized for treatment. We wish him a speedy recovery and hope to see him back soon.

Laborer John Phee has bid on the position vacated by the death of Andy Jordan, and Laborer Dan Kane has been assigned to Jack Phee's former position. Furloughed Stores Laborer Phil Whitney is filling in the temporary vacancies as they occur and is now subbing for Bill Conrad.

Coach Cleaner Leonard Pitts is back to work after being out sick for many months.

At this writing Carman Neils Axelsen is out sick with heart trouble. Hope to see him back soon.

Carman Raymond Laburge's wife Florence was confined to the Osteopathic Hospital for surgery. Raymond took his vacation and did the house-keeping.

Congratulations to Coach Cleaner and Mrs. Alfred Unterreiner on the birth of a daughter, Donna Mae, Jan. 4.

At this writing we are well along in the bowling season. Team 7 with Pooler, Mulhern,

MacVane and E. Cribby are leading having won 52 and lost 16. Team 5 with Casey, Thorne, Perkins and Berrick is in second place, 6 points behind. Team 2 with Shea, Gilles, Steves and Mills is in the number 3 spot. Ed Thorne holds high single with 135, Herb Piston has high three strings with 332 and Jerry Shea has high average with 98. Team 7 holds high three strings with 1181 and Team 5 the high total for one string with 420.

Terminal Operators and Dispatchers

By W. B. LEWIS

Operator Stan Chandler, Tower One, advises that he and his Father went ice fishing up to their camp at Little Sebago and caught a nice mess of pickerel. He was also very particular to be sure to have me inform Operator Paul Timberlake and other interested parties that he didn't get wet this time.

Operator Arnold Shuman getting to be a hot man on the wire as evidenced by a recent experience. While working second trick at Rigby Yard he sent me RB-1's X-7 and being the hot shot that he is burned out his relay there. Think too, that it was more or less premeditated as I found myself stuck with having to relay the same X-7 to the others on the Division. Then to top it off he called me on the phone, dictating the list of the same train, so that I would have to send that along too. This just goes to show what extremes he will go to get an hour or so off, as well as get some publicity for himself.

Activities in the Train Dispatchers office is limited to the sure signs of Spring. Train Dispatcher Tom Earles browsing through seed and plant catalogs as well as farm implements while Train Dispatcher Cecil Rickards talking about fishing and checking the catalogs on outboard motors. Train Dispatcher Tom Wiley is keeping the horses in trim working them out daily with the aid of a sleigh instead of a sulky and Train Dispatcher Al Burdwood getting set for a new mouth full of dentures so he can enjoy the shore dinners and sweet corn this summer. These fellows sure appear to have put their faith in that Ground Hog's not seeing his shadow Feb. 2.

Some of the operators here in the Terminal already taking their 1954 vacations, getting off to an early start. Among them were Operators Charlie Young, Don Wilson and Arnold Shuman, Operator Eric Gronlund covered for "Hot Shot" Shuman and Charlie Young for Don Wilson. Old "Hot Shot" gave me to understand he spent the entire vacation at his usual occupation of doing — nothing??

Genial Yard Master "Chuck" Miller came to the rescue of Operator Harold Petrie, Tower "X." "Chuck" suddenly showed up one evening on his way in from Yard 8, and lo and behold, he had an ice cream, all the way from none other than the Brighton Avenue Pharmacy. "Pete" has a new lease on life already.

Understand Operator Bob Faraday, Tower Two, was a patient at the Maine Eye and Ear for an appendectomy. Last report he is home and coming along fine and we look for him back on the job again before long. Operator Bill Graham has been covering Tower Two in Bob's absence.

Jobs bid off during January, all temporary positions, brings an addition to the Terminal Roster. Operator W. E. Kirkpatrick bid off Second trick Tower Five. Some change for Earle, who has worked nothing but third tricks

for the last seven years. Operator Larry Holmes bid in the Agent's job at Cumberland Mills, Operator Bill Cummings bid off Larry's job at Tower "X" and Operator Leonard King, Jr., bid off Bills' job at Tower One, leaving third trick Tower One up for bid at the present time.

We are glad to hear that Mrs. Paul Timberlake, wife of Operator Timberlake, has recovered sufficiently to be home again. Also find that she has great ability as a poet and graciously submitted a piece of poetry for this month's issue. I think you will agree that it very aptly expresses the sentiments of a lot of telegraphers wives.

Rigby Engine House

By A. B. WETMORE

With advent of the New Year, there appears around the shop many new pieces of wearing apparel, such as overall suits, shirts, gloves, dinner boxes as well as other indications of the Christmas, and New Year holidays, which represents some of the gifts that are always a good thing to give to the railroad worker. Not to say the least of the New Years resolutions which are made in good faith.

Stores Department Clerk Mathew "Frank" Kane spent the Xmas and New Year holidays in Framingham, Mass. where he visited friends. He received a gift of a beautiful wrist watch among other gifts.

I discovered a short time ago that we have in our midst an old time cigar maker, Stores Department Clerk Henry Steves. His experience dates back to the days of the hand made cigars in the R. J. Sullivan Co.'s "7-20-4" cigar at Manchester, N. H.



SURPRISED by the photographer was Machinist Eugene Annett, Chinchilla King at Rigby.

Sheetmetal Worker Archie Pratt proved his ability to keep a secret during the month, when it was revealed that he had had a new car for three weeks before the news broke.

The first man to take his vacation this year was Stores Department Clerk John Welch, which was very soon after the first of the year. Hugh Flynn, clerk at the Car Department Stores, substituted for him. While on his vacation a screen was made to go around the area where he has his desk to keep out the draft of cold air. So we tell John he is behind the iron curtain.

Machinist Helper Albert McCann has returned to work after a seige of sickness due to a nerve condition.

Machinist Charles Henry has at last reached a settlement with the State Highway Commission on his property for the new super-highway. Machinist Helper Maurice Weeks has yet to do so at this writing.

It was quite a shock to the boys around the

engine house when the news reached us that Laborer Andrew Jordan, and former Foreman Eugene Evans, now retired, had both died suddenly.

Another death was recorded in my department as that of Engineman Chester Davis. This occurred while he was shoveling snow during the first real storm of the year.

There has been a change in the boilermakers jobs at this point. Clair Libby who was on the second trick is now basking in the sun on the first trick, and John Geary, who is subbing for Roswell Pheffer who is out sick, will take the second trick job. His helper Michael Nee goes with him on that assignment.

Local 525 held a meeting January 2. The meeting featured the appointment of the shop committees, and the quarterly audit of the financial secretary, and treasurers' books.

I understand there is under consideration, that the Boilermakers local will consolidate with the Boston lodge.

We have had several laborers lately who have been set up to Machinists Helpers. Roy St. Peter, and Alphonis Belfontaine among those favored. Betty Cote, daughter of Machinist Theodore Cote is engaged to marry Carleton Howard. No date has been set for the wedding.

Machinist Henry Johnson was out sick recently with a case of blood poisoning. He is however back to work at this date and almost fully recovered.

The Safety Board took another tumble after just passing the third figure mark of 110 days without a lost time accident, when Laborer Fred Cole fell into one of the engine pits and dislocated his shoulder.

Clyde Burnham, machinist located at Wharf 3, enjoyed his 58th birthday, and is the picture of health. This event took place January 13, and it wasn't on a Friday either.

Visitors for the month: former machinists now retired; Les Drew, and Cliff Bolton. Machinist Ray Killinger, Laborer James Ashley, and Boilermaker Roswell Pheffer. We also had an out of town visitor when Hebert Smith, machinist from Bartlett came down from the mountains.

Laborers Raymond Thompson, and Steve Kutcher have taken hostlers' helpers jobs on the second and third trick.

Machinist Arthur Shaw has purchased a new home in So. Portland not far from the Engine House.

I understand that Electrician Walter Browne is working on new prints to be added to the loose leaf binder on the electric schematic diagrams of our new locomotives purchased recently.

It is now income tax time with the WR-2 forms distributed, and the boys are diligently spending their evenings in figuring the best way to file.

Machinist Helper Martin tells me his son who is attending Colby College is in the midst of the mid-year examination period. He visited his parents on the week-end of January 30.

The bowling league is going strong with the Rigby boys giving a good account of themselves on the various teams.

Foreman Mark Flaherty, third trick is doing nicely after his recent bout with pleuro pneumonia, and the report is that he will soon return to his job.

An optimist is a man who marries his secretary thinking he'll be able to keep on dictating to her.

Portland Freight Office and Freight House

By ALICE McLAUGHLIN and
MARJORIE QUIGLEY

A most enjoyable time was spent by those who attended the joint installation of the officers of the Brotherhood of Railway Clerks and Freight Clerks, held at the Falmouth Hotel, Jan. 16. An excellent dinner was served after which a very delightful entertainment was presented.

We extend our best wishes to former General Agent William P. Kelley, who retired Dec. 31.

We welcome to our midst our new General Agent Leroy W. Matthews, of Bangor, who took over Jan. 1.

Delivery Clerk Patrick L. Halloran, who was absent due to illness, has resumed his duties at the Freight House. Also, Janitor Roger M. Chisholm is back from absence due to illness.

CORRECTION: In a former issue, it stated that Stenographer Marjorie J. Quigley had moved into her new home at 21 Edgewood Ave. This should be Edgeworth Ave., in Rosemont district.

Supply Clerk and Mrs. Edwin C. Noyes had as their holiday guests their son, Edwin C., Jr., and sister Miss Grace Noyes, who reside in Hartford, Conn.

Word has been received that former Assistant General Agent and Mrs. James P. Jordan are leaving for the winter season, at St. Petersburg, Fla., shortly.

Your correspondent received a very nice letter from former Loader and Caller and Mrs. Ernest W. Swan, who now reside at 5723 Redwood St., San Diego, 5, California, in which they stated their 17th grandchild, who is the daughter of Mr. and Mrs. Harry B. Swan, was born New Years' Day, weight: 9 lbs. 11 oz. She has been named Shanna Lynn. We extend our heartiest congratulations to all concerned.

Mrs. Lillian Farrell, widow of Loader and Caller William J. Farrell, who has been visiting her daughter at San Vallejo, California, writes that she expects to leave for home around March 1. She plans to visit another daughter in Worcester, Mass., on her way home.

We extend best wishes for a speedy recovery to Loader and Caller Francis L. Farrell, who is absent due to illness.



Vanceboro

By HARRY D. DAVIS

Former Section Foreman Beryar H. Pine died Jan. 18 in Charlotte County Hospital, St. Stephen, N. B. Funeral being held Wednesday the 20th at Vanceboro Methodist Church with burial in Vanceboro cemetery. He had been a section foreman 32 years.

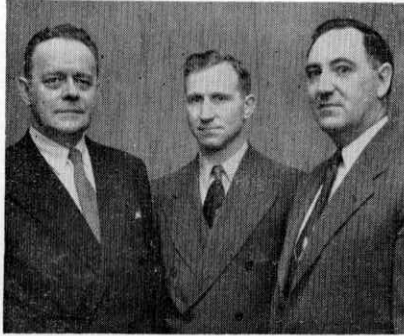
The new track scales installed under supervision of E. E. Manter and Foreman C. W. Brown were completed and operated for the first time at 4:30 p.m. Dec. 16. Since that time the old track scales and house have been dismantled. In addition to installation of scales Carpenter Foreman Brown and crew have made general repairs around

engine house, station and outlying buildings, moving from here to Wytotpitlock.

Our Maine Central family has been suffering considerable from several out account illness including Locomotive Fireman R. E. Susee who returned Dec. 20th from Charlotte County Hospital, St. Stephen, N. B., former Yard Brakeman C. W. Hanson, Cashier W. E. Beers, Signal Maintainer R. F. Ames, Stationary Fireman W. E. Coulter and Carman O. Hanson.

Since last items Clerk P. J. McPhee has enjoyed a week's vacation.

We are just recovering from the heaviest snow storm of the season, Jan. 23, thus far, but we are optimistic with the thought that looking ahead spring is just around the corner.



INSTALLATION of Clerks Lodges at Bangor saw Paul Hatt, center, new president of Bangor Lodge, Maine Central and Carroll L. Earle, Queen City Lodge, Bangor & Aroostook. At left is H. D. Ulrich, system chairman.

Bangor M of W

By JOHN MINCHER

Deepest sympathy is extended to the family of Beryar Pine, section foreman at Vanceboro, who died January 18. A railroader with over 30 years of faithful service in the Maintenance of Way Department, he was held in high regard by all and certainly will be missed.

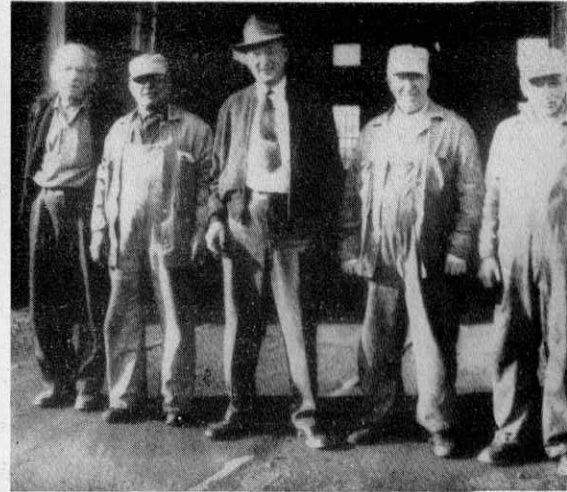
Recently discharged from the U. S. Army and returned to work is Peter Voudukis, trackman in Hamilton's Extra Track Crew.

Recently installed at Eastport on the Eastern Steamship Wharf was a new car pulling device to be used as the name indicates for setting cars in position for unloading.

Off duty due to illness is Oscar Carey, trackman at Lambert Lake.

Recently completed at Vanceboro was installation of new 50 foot track scales in place of other inadequate scales. Also in the same connection various track changes and new tracks were required to serve the new facility.

Two high school girls were on their way to school when one said to the other: "Listen! All that sweater does for her is make her itch."



TOTALING MORE THAN 214 YEARS of railroad experience are these employes of the Bangor Engine House. Left to right: Hostler Pasquale Caruson, 44 years; General Foreman R. O. McGarry, 42 years; Machinist H. H. Hutchings, 42 years; Fuel Man A. J. Ryan, 41 years.

Mechanical Department

By L. P. SEVERANCE

Engineer and Mrs. Raymond J. Dauphinee recently walked into the Eastern Maine General Hospital. Raymond came out alone. A few visits later he and Mrs. Dauphinee walked out, but Ray had a little bundle of love in his arms. It was Miss Mary Elizabeth Dauphinee at six days old.

Congratulations to Engineer and Mrs. L. E. Gordon on the birth of their daughter, Brenda Lee, who checked into the Stockwell Maternity Home at 7 lbs., 12 ozs.

Engineer C. J. Peasley, Sr., received painful injuries when his truck became mired in snow. Attempting to extricate it, a pole he was using snapped and "The Bruin" and pole were a very tangled mess. He suffered several broken ribs and many bruises. Glad to report he is coming along very nicely.

Machinist Belden R. King had the misfortune of breaking several ribs when he slipped and fell while at home. He has returned to work but says he is still a little tender around the midsection.

Machinist Helper Pete McTigue is back on the job again after being hospitalized for many weeks for a severe case of pneumonia.

Engineer A. J. Robinson is recuperating after a serious operation. Good to see you up and about "Archie." Personally miss you very much — no one to pester these days.

With the company of two of his friends Everett C. Mayo, son of Clerk and Mrs. C. H. Mayo, took to the air one cold morning in his four place plane, to set it down on warm Daytona Beach, Fla., after one stop at Norfolk, Va. for fuel. A few days relaxation in The Land of the Everglades they were airborne for Sunny California. After the sojourn on the west coast they worked east in easy hops until they were back on Maine soil again. A very pleasant and broadening trip.

Retired Chief Clerk "Charlie" Leard is fulfilling one of his obligations as a loyal citizen by serving on the jury at the present term of

court. These "jobs" are of a very dignified and difficult nature and require a great deal of intelligent thought before passing judgment on a case.

Speaking of traveling, "Ronnie" McGarry, son of General Foreman R. O. McGarry, has traveled to one of the islands in the Marshall chain at the expense of the United States Army. There he holds down a storekeepers job on a little dot in the vast Pacific two and a half miles long and only nine hundred YARDS wide.

"Ronnie" Boynton, son of Engineer and Mrs. S. C. Boynton has had a very successful season with the Bangor High School basketball team. Now in his junior year, he has been one of the highest scorers and most capable players for the aggregation. In his senior year he should prove one of their most valuable men.

Bangor Car Department

By C. A. JEFFERDS

Recently we sent in and had copied a photo of a water hydrant made by Carman M. L. Baker which he placed in front of his house on 16th Street, Bangor, Maine. Mr. Baker was reliably informed by one of his neighbors that the city employes came up and cleaned up all around it after the snow storm. Baker hopes that the fire department won't hook on to it in case of a fire.

Many of the members of the Bangor Chapter, Trowel Club, are planning to attend Ladies' night which is to be held by the Portland Chapter at Woodfords, March 6th.

R. J. LaForge and G. H. Beaton are helping out as Carmen at Northern Maine Jct. during the winter rush.

A. B. Miller, Northern Maine Jct., is at this writing off duty account of sickness.

Among those of their families who have been confined to the hospital and are now convalescing are:

Mrs. E. J. Honey, wife of A. A. R. Checker
E. J. Honey and Mrs. C. A. Flewelling, wife of Coach Cleaner C. A. Flewelling.

Mrs. George A. Kelley, wife of Carman Helper is confined to the St. Josephs Hospital for surgical treatment.

One first sign spring is just around the corner as plans are being made to give the men their annual vacations.

Charles H. Loftus was elected Vice-President of the Brotherhood Railway Clerks Union for the year 1954, also member Maine State Legislative Committee. Charlie is the Stenographer in the General Car Foreman's office.

Mr. & Mrs. A. B. Friedman in company with Mrs. Friedman's sister and husband, Mr. & Mrs. Samuel Cummings, left for Florida Jan. 26th, Mrs. Friedman being our former stenographer in the office of general car foreman.

Bangor Operating

By R. G. WHEELER

Operator C. P. "Percy" Reynolds in Eastern Maine General Hospital as a surgical patient, Operator M. J. Willette in Lincoln Memorial Hospital, Lincoln, for treatment. Agent-Operator W. E. Bridgman off duty for rest treatment. Hope all these men will show in next month's column as "returned to duty."

After a slow start, our winter business has finally reached its proper level. We are enjoying a thriving pulpwood business from Howland, being shipped to St. Regis in Bucksport and bill 15 to 30 cars daily. This is a little unusual at this point but very enjoyable on the financial sheet.



Waterville Station and Yard

By M. W. FLYNT and M. P. BIRD

We are pleased to welcome Mr. A. W. Rudman, as our new general agent. Mr. Rudman comes to us from Rumford.

Sporting a bright sparkler on the third finger left hand is Miss Ruth Violette of the ticket office, whose engagement to Earl Brochu of Winslow, was recently announced.

Gideon Veilleux has returned to work after being off account sickness.

Operator John Begin hospitalized for surgery is reported to be on the gain. Operator M. H. Bowie covering Begin's job.

Mr. and Mrs. Wilbur Lunt are spending a vacation in Arizona and other western points.

Assistance of Mrs. Marilyn P. Bird is gratefully acknowledged by your correspondent.

Sympathy goes to the relatives of Dr. John G. Towne, for many years our Company Doctor and who died recently while en-route home from his winter residence in Florida.

We also offer sympathy to Retired Conductor H. S. Hopkins whose wife died recently.

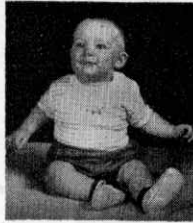
Augusta

By ELLIS E. WALKER

Operator Richard L. Achorn has bid in agent's job at Hallowell. Former Agent J. N. Horton has been promoted to General Agent, Rumford.

Engineer O. R. Hibbard returned to work on Road Switcher, January 28th after an illness of several months. Glad to see you back, Orville.

PROUD OF his grandson, Peter Gagnon, eight months, is Section Foreman Al Galloupe, Augusta.



Freight Handler and Mrs. Wilbroad Audet are the proud parents of a son born Jan. 28. This is their first child and rumor has it that "Father" is somewhat excited.

Clerk "Athie" Bryant celebrated her "umpty-umph" birthday recently. A party was held in her honor with Conductor Marshall Pratt and Trainman Al Wakefield as special guests.

Pensioned Freight Handler, Arthur C. Davis celebrated his 86th birthday in January. A few of the Railroad boys helped celebrate with an evening of cribbage. Arthur looks and feels fine except for a little lameness at times.



MARRIED in December at St. Joseph's Church, Lewiston were Kathleen F. Traynor, daughter of Yard Conductor and Mrs. Leyon Traynor, to Sgt. Lionel C. Koss, formerly of Lewiston. Mrs. Victor Alexander, sister of the bride served as matron of honor. Sgt. Koss returned to the United States after seven years in Germany. He is now stationed at Ft. Devens, Mass. where they are making their home.

Lewiston

By LILLIAN G. WHITE

On Jan. 16 several clerks, members of Lodge 152, attended the banquet and joint installation at the Falmouth Hotel, Portland.

Crossingtender Lester Lincoln has been off duty sometime account of illness.

Ticket Seller George Parker, Clerk-Telegrapher Roland Bonney and Crossingtenders Normand Ouellette and Ernest Malenfant were among the early vacationers.

Carman Lewis Bowie has returned to work after several weeks' sickness.

Yard Conductor William M. Wight resigned on Jan. 25, 1954. Mr. Wight first started his railroad career in 1901 as a Brakeman on the Portland Division. In 1906 he transferred to Lewiston as a Yard Conductor, which capacity he retained thru the years.

Gardiner

By M. L. SANBORN

Station Agent David Cameron took a few days off this month due to illness among some of his relatives. Operator Samson of Dexter and Operator Longee filled in for Dave during his absence. Dave and his wife also took a trip to Bangor one day this month on Train No. 1 and then went to Portland on Train No. 15 and then back to Gardiner on Train No. 21, all in the same day.

Operator Eben Lord visited friends in Dexter recently.

Freight Clerk Clyde Cooper may serve as a Red Sox baseball scout this summer. Clyde is quite interested in baseball and may look over some prospective talent this summer at the baseball games in Winthrop and vicinity.

Baggageman Olin Gordon has six more roosters to sell before he buys some chickens this spring. Olin expects to start up a big poultry business this summer.

Signal Foreman Maintainer George Curtis who is called "Mr. Republican" by his followers in this lower end of Kennebec County has been around getting nominative papers signed for different candidates. George isn't running for any office himself, but he has left the door open for a possible appointment. All of us would like to see George appointed or elected to one position or another — even if in name only, as it might cut the *wind velocity* down somewhat around the station Monday to Friday inclusive each week.

Signal Foreman Helper Fred Pickens expects to buy a new convertible this spring. Fred is an eligible good looking bachelor with plenty of money and it is a surprise to most of us how he has been able to hold out so long. Fred has had a lot of proposals but up to this writing hasn't surrendered yet.

Operator R. F. Tracy has been spending his spare moments thumbing the latest seed catalogues. Mr. Tracy expects to enlarge his acreage on his farm in West Gardiner this summer and plant more vegetables for the tourist season.

Section Foreman Albert Allaire and his crew have been working on the Farmingdale Crossover.

Crossing Tender Hiram Walker expects an early spring this year. Hiram was seen in a local clothing store looking over the new spring hat line.

Waterville Shops

By STEVE

Assistant Superintendent Dick Dole and Passenger Foreman Bill Otis attended the New England Railroad Club Dinner recently in Boston.

Retired Painter Auguste Jacques has been a recent patient at the Sisters with a serious cardiac condition.

Retired Millman John Libby died recently in Waterville. He had worked 32 years for the Maine Central.

Piper Helper Bill Brown held the lucky ticket at a recent TV drawing at Andrews in Waterville. He received a 17-inch TV gratis.

Draftsman Laurence Sparrow has returned to work after being hospitalized with pneumonia.

Maintenance Machinist Eddie McAleer has recently been elected to the Council in the local city government.

Long awaited and much appreciated improvements about the Shops are new heating installations in the Paint and Boiler shops.

Furloughed Tinnocker Junior Patterson is at present employed as a chauffeur on one of the Shop Tractors.

Laborer Reg Ellis has bid from the Air Brake Room to a tractor.

Laborer Rosy Rossignol has recently bid from a tractor to be Head Broom in the Mill, replacing Leon Cookson now on sick leave.

Retired Electrician Charlie Gibson has returned home after a hernia operation at a local hospital.

Passenger Foreman Bill Otis has been a business visitor in Billerica during the month.

Trimmer Vede Bellows has been limping around recently as the result of dropping a bar and breaking a big toe.

Mrs. Verna Baker, wife of Upholster Leo, is a patient at the Sisters Hospital for surgery.

Earl, 13 year old son of Car Knocker and Mrs. Sam Merrow has been a surgical patient at the Sisters for gall bladder removal.

Clerk Ola Prentice is recovering after being in the hospital for treatment. Dorothy Fortin has been subbing for her in the Office.

Clerk and Mrs. Ralph Barton have been in Boston attending the Ice Capades.

Clerks Hazel Brown and Yvette Guite have been in Boston on a shopping trip.

Archie Smith, business manager for the Credit Union recently attended the annual meeting in Portland. Archie will be in his office on the Transfer Table each day from 3:30 to 4:30 to do credit work for interested employees.

Clerk Don Berard has been laid up with bur-sitis.

Hoist Operator Tiny Gibbs rode the goat for his third, F&AM Jan. 28th. (It had to be a tough goat to accommodate a man of Tiny's heroic proportions.)

Bernard Butler of the Army is home on furlough. He is the son of Machinist Helper Lester Butler.

Machinist Phil Severson is the new committee man for the Air Brake Room.

The night crew has been re-assigned to the wheel room.

Joan Poulin, daughter of Piper and Mrs. Harry Lane, a student nurse at Holy Ghost Hospital, Cambridge, Mass. received her cap at ceremonies marking completion of probationary period Jan. 24. Mr. and Mrs. Harry and daughter Raelene attended.

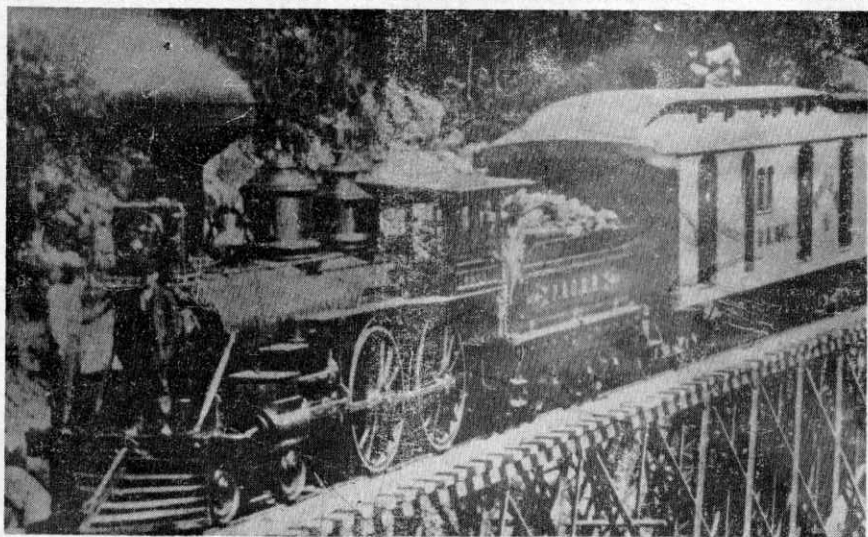
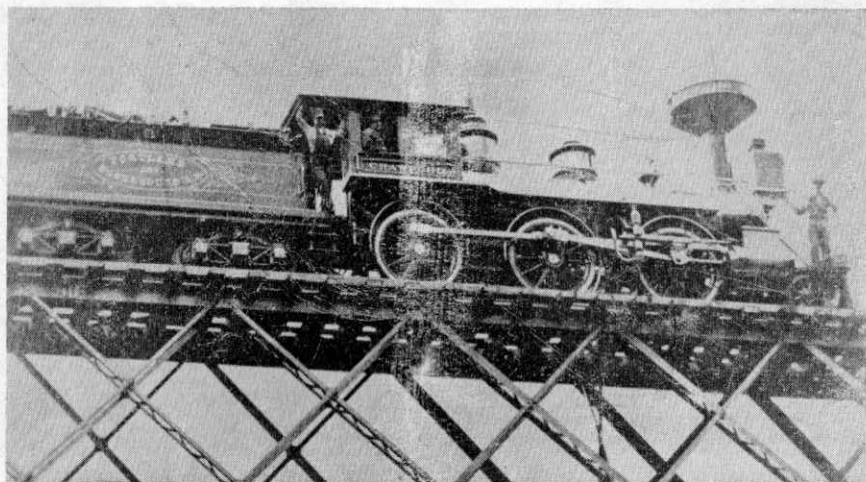
Henry Gagne, head broom in the Cabinet Shop is confined to his bed with a heart attack.

Machinist Lee Ward has returned to work after a bout with pneumonia.

Sympathy is extended to Burner Harmond Moreau whose wife died recently, leaving three children. Flowers were sent by the Local.

Clarence Garfield went Ice Fishing, got his pick-up stuck, smashed a pair of chains, used a tank of gas and some inelegant language. Caught one pickerel 23 inches long and figured the cost of repairs and time at \$23.00. He "figgers" that fish was worth a dollar an inch!

Railroad Memories



TWO MORE wonderful Old Time photos from the collection of Retired Chief Train Dispatcher Harry Treat show early Portland & Ogdensburg woodburners the "Crawford" above, built in 1875 and the "Saco" below, built in 1870. Note the old mail car behind the Saco. These presumably were taken on a Mountain Division trestle and by the height could have been on Frankenstein.