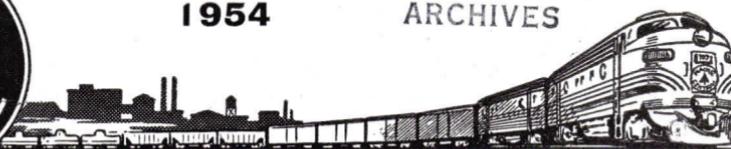


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JUNE  
1954

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES



# MAGAZINE





**Methuselah Would Be A Mere Infant  
Compared With This Man**

How safe is railway travel? Well, last year the railroads operated millions of passenger trains and they performed the equivalent of carrying a passenger 31,680,000,000 miles. During this period 21 passengers were fatally injured in train accidents. Thus there was one passenger fatality for every 1,508,571,428 passenger-miles.

The trouble with these figures is that they are too big for any human being to comprehend.

So let's dramatize them.

If some man were doomed by Providence to meet his death in a train accident, and were to take a 1000-mile train journey every day, 365 days of the year, and if he should keep this up year in and year out until he was overtaken by a train accident, his life expectancy would be 4,133 years.

If this hypothetical man had commenced his daily journeys at the beginning of the Christian Era, in the year A.D. 1, he would now be less than halfway to his goal. His travels would continue for another 2,179 years!

\* \* \*

Many railroads have slogans or nicknames which are used in timetables, dining car menus, posters, advertisements and other publicity; some are painted on freight cars. See how many of the railroads you can identify by the following slogans or nicknames.

1. The Pine Tree Route.
2. The Outer Belt.
3. Everywhere West.
4. Route of the Southern Belle.
5. Redwood Empire Route.
6. Flagler System.
7. Route of the Hiawathas.
8. Main Street of the Northwest.
9. The Alton Route.
10. Grand Canyon Line.

**Answers**

1. Maine Central Railroad; 2. Elgin, Joliet & Eastern Railway; 3. Chicago, Burlington & Quincy Railroad; 4. Kansas City Southern and Louisiana & Arkansas Railways; 5. Northwestern Pacific Railroad; 6. Florida East Coast Railway; 7. Chicago, Milwaukee, St. Paul & Pacific Railroad; 8. Northern Pacific Railway; 9. Gulf, Mobile & Ohio Railroad; 10. Atchison, Topeka & Santa Fe Railway.

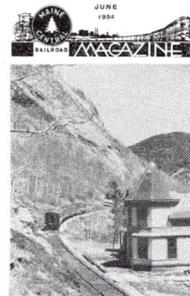


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# Maine Central Railroad Magazine

Vol. X—No. 8

George P. McCallum  
Editor-in-Chief  
William A. Wheeler  
Associate Editor Emeritus



**COVER**

Spring came late this year on the Mountain Subdivision as witnessed by the lack of foliage and the gaunt bulk of Mt. Willard looming skyward as Train 101 wends its way up the Notch. Section Foreman Tom Sweeney's company home is in the foreground. Our train has reached an elevation of 1,855 feet here and has 75 more feet to go before it reaches the top of the 2.2 per cent grade from Barlett to Crawford Notch.

**CONTENTS**

S. D. Warren Company .....	4
Payroll Savings .....	8
Pat the Painter .....	9
The Evening Train .....	11

**FROM THE EDITOR**

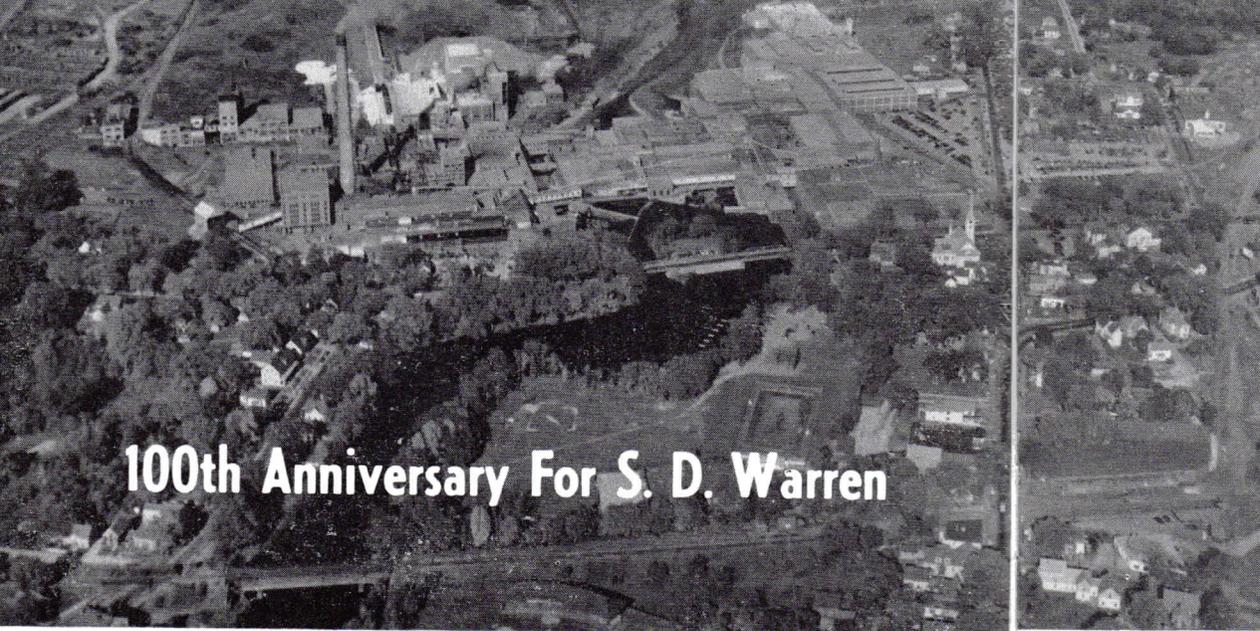
Traditionally, with the June issue, we take up the editorial cudgel in behalf of Summer and the Tourist. And somehow we feel like the fellow who, while spreading plant food on his lawn each Spring, gets the feeling that he is working against himself.

The Tourist is part and parcel of Summer in New England. Whether or not he has a good time, enjoys himself, and wants to come back again is vitally important to many of our neighbors and friends. Storekeepers, farmers, fishermen, resort operators, vendors of that gastronomical mystery the lobster roll, depend on Tourist for a good part of their annual income.

We usually get Tourist first as he rides our air-conditioned, de luxe trains into Vacationland. Let's pass Tourist on to neighbors in a good mood from courteous friendly, service.

Having observed on recreation, we also heard that a new plant is being constructed in Wisconsin for manufacturing front ends of horses — the product of this plant will be sent to Washington for final assembly. Selah.

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



## 100th Anniversary For S. D. Warren

By George P. McCallum  
Editor-in-Chief

One hundred years of paper making beside the quiet waters of the Presumpscot River at Cumberland Mills, Me., is the proud record of the S. D. Warren Company, this year celebrating its centennial anniversary.

And for a great many of the years 1854-1954, Maine Central and Portland Terminal too, have been proud to serve this century-old shining example of Yankee craftsmanship.

S. D. Warren Company crowned its anniversary with a record of achievement unequalled in its history for in 1953 it produced more, sold more, and earned more for employes than in any year of its century of operation.

This \$33,000,000 concern employs 3,839 people who were paid more than fifteen and one-half million dollars in wages and salaries last year. Some 161,332 tons of paper was manufactured and sold.

The mill pays more than 40 per cent

of Westbrook's town taxes and its purchases of woodpulp, chemicals, and other materials during the year amounted to \$16,521,000.

Recognition is due too to the only "rag mill" left in the State of Maine, the Copsecook Mill at Gardiner which is served by Maine Central on a unique bit of railroading known as the Cobbossee Branch. This mill has been operated by S. D. Warren since 1862.

For a long time it manufactured paper for many of the well-known magazines but about the time of the first World War it was converted to the manufacture of thin papers.

Today the main grades manufactured by this interesting Maine enterprise consist of Bible papers, most widely used of which is Thintext.

Besides this the mill produces fine quality tissue for conversion into carbon papers such as are used in business offices, sulphite manifold and makeready tissue paper.

Aerial view of the Warren Plant at Cumberland Mills.

prepare them for the making of such lightweight papers.

Before modern machinery was introduced rag stocks used to be beaten 20 to 30 hours sometimes. Today the work takes about one-third as much time.

A double water wheel is used at the mill and for many years the flow of the stream was enough to power the mill.

### DRAW ADDED POWER

Now the mill can draw added power as needed.

There are two paper machines at the mill and total production is about 200 tons a month.

Paper making is a fascinating business. It is made by allowing a thin "soup" of woodpulp to flow over a flat wire screen. The moving screen allows the water to run off leaving a moist sheet or web of paper formed on the screen.

This web of paper continues to move through presses which squeeze out more water and smooth the paper. The formed paper continues on through mechanical drying rollers and is wound into rolls.

That's an easy picture of how the paper you encounter in a thousand different ways every day of your life is made.

The whole manufacturing process is a lot more complicated than that.

Logs are barked and washed before being fed into a giant chopping machine where revolving machine knives cut the heavy lengths of wood into small chips.

### 40 CORDS AN HOUR

At the Warren company, in this department, pulpwood logs can be ground up like this at the rate of 40 cords an hour.

Chips are next screened for dirt and uniform size and fed into huge tanks called digesters.

Thousands of gallons of a caustic soda solution are then poured into the digesters. Action of the soda quickly separates the fibres of the wood.

Each batch of chips is then cooked about six hours with steam to produce

By "rag mill" it is meant that the plant uses besides the usual wood pulps, linens, cotton, hemp cuttings and thread for making some of the finer grades of paper.

Power and water for the plant are supplied by the Cobbossee Stream.

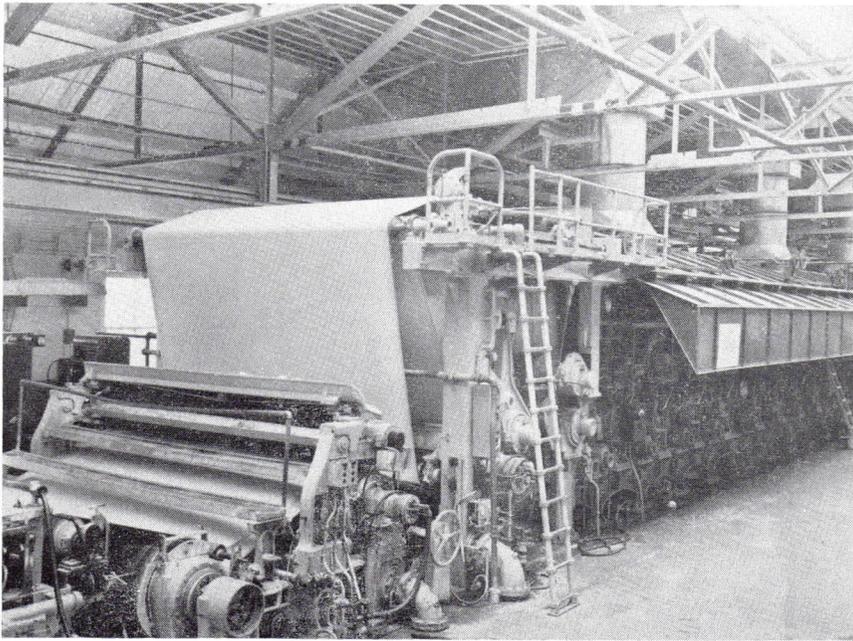
From a papermaking point of view the water supplied by the stream is excellent.

This fact must have been recognized 142 years ago, for the first recorded industry in this area was a small mill established just about the present site in 1812 for the manufacture of hand-made paper.

About 110 persons are employed at the mill which occupies 11 acres of ground and has three acres of floor space.

Particular pains must be taken in watching the shorter, slower paper-making machines here. In every grade of fine paper manufactured there are features or characteristics which must be maintained throughout or the paper is valueless.

Rag stacks and even woodpulp require longer beating here than they do at the Warren Mill in Westbrook to



NEW Beloit Reverse suction press installed on No. 14 machine at S. D. Warren.

approximately eight tons of pulp for papermaking.

After this, soda and liquid from the wood are drained off and the wood-pulp is washed in huge vats and bleached white.

Caustic soda used in this process is treated so that it can be used again.

#### THE BEATERS

Bleached woodpulp is next placed in containers called beaters, and it is here that other ingredients used in making paper are added mixture.

Skill on the part of Warren workers and the scientific wonders produced by the Warren chemical lab pay off here as materials used for "filler", color and "sizing" are added to the woodpulp.

In the beater, the pulp circulates around while a large revolving drum with sharp cutting edges grates the mixture against the corrugated bottom of the beater tub, fraying fibers and mixing them thoroughly with the other ingredients.

This watery "soup" mixture or stuff as it is called by papermakers is given a further beating in another machine.

It is then poured into a storage vat at the feeder, or "wet end", of a paper making machine.

From here, as was explained earlier, the stuff is flowed onto the wire screening of the machine, water is drained off and the web of actual paper begins to form.

#### KIND OF PAPER

What kind of paper will be made is determined from here on. Different steps and treatments are used to make a heavy paper or a thin paper.

Paper can be made with any variety of rough, smooth or glossy finish. Coating paper for a glossy finish is done on the paper machine.

The color of a particular order or batch has already been determined at this stage. That happens back in the mixing vat when coloring was added.

After paper passes through the drying rollers at the "dry end" of the

machine it generally goes through two stacks of machine calendars.

Calendars consist of two or more polished steel rollers which "iron out" the paper smoothly, giving it the bulk and finish desired for whatever specific grade of paper it is to become.

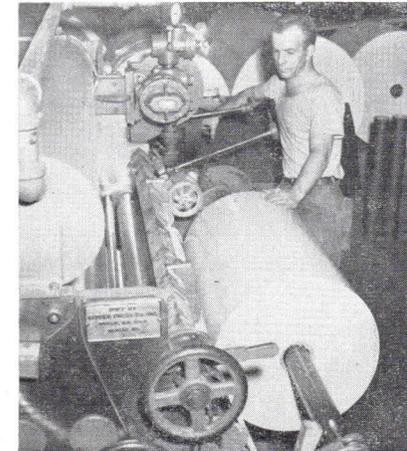
Finally, the web of paper is wound on a machine reel drum and then re-wound on a separate machine unit which trims edges and cuts the full width roll of paper into smaller rolls of whatever width is desired.

#### BEST SELLERS

Pick up any best-selling novel or outstanding book today and chances are good it will be printed on paper made in Westbrook at the S. D. Warren Company.

Some of the books in the last couple of years include *The Unconquered* by the late Ben Ames Williams; *Window in Red Square*, *The Course of Empire* and *How To Buy Stocks*.

Tom Lea's *The Wonderful Country* was printed on Warren paper as were *Steamboat Gothic* by Frances Parkinson Keyes, *Crown of Glory*, *The Shape of Sunday*, an autobiography of Lloyd Douglas; and *Abraham Lincoln*, by Benjamin Thomas.



S. D. Warren employe Phillip Plummer watches coated stock wind on the roll.

The blonde down the hall says she guesses a dry dock is a physician who could use a drink.



By John Mincher & R. G. Wheeler

**Raymond Coolong**, Trackman at Winn, following nearly 35 years service with Maine Central.

During the past few weeks, three of our "Old-Timers" have resigned their positions to take annuity. **Herbert A. Prouty**, employed December 1st, 1901 as assistant agent, Wytopotlock, resigned March 24th. Herb covered jobs as agent and operator at Wytopotlock and Old Town, as well as a brief tour as baggagemaster at Ellsworth. In 1951 he was awarded a Gold Life Service Pass. Mr. and Mrs. Prouty make their home in Old Town.

**George F. Glaster**, trainman, employed in 1904, had periodic service until September 1911 and continuous service since that date. George has covered jobs on about every train run on the Eastern Sub-Division and final service as baggagemaster on the Calais Branch. The Glasters reside in Bangor and George plans to do a lot of auto travelling now that he is free. His retirement was April 21st.

**Elmore E. Fickett**, agent and telegrapher, came to the Maine Central May 15th, 1906 and his service was centered at Washington Jct. and Ellsworth, with last assignment as first trick telegrapher, Ellsworth. Mr. Fickett, unfortunately, has been off the active duty list since October 1953 when he entered the hospital for surgery. His retirement dates April 27, 1954. To each of these men our best wishes for many years of health and happiness.

**Charles A. Lovejoy**, of 11 Thirlmere Ave., South Portland, conductor, after 46 years of service that began in July, 1907 as a trainman. He was set up to conductor in 1910.

**Edward M. Myers**, of 100 Lincoln Ave., Rumford, a baggage and mail handler there for more than 30 years.

**Michael J. Wall**, of 19 Lincoln Street, Bangor, trackman in the M of W Department, after 41 years of service.

# Thinking You Can't Save Money?

## June Campaign For Payroll Savings Plan

We have been asked by the Secretary of the Treasury to say a word on the advantages to us of participation in the Payroll Savings Plan for investing regularly and automatically in United States Savings Bonds.

June has been selected as the month for railroads throughout the Nation to conduct an industry-wide campaign to increase participation in the payroll savings plan by railroad personnel. Always alert to methods of guaranteed security in the future, railroaders should weigh the possibilities of the plan as a means of buying a home, educating their children, or supplementing their pension.

Since we last wrote about this four years ago, Maine Central has slipped from fifth to tenth place in percentage participation in the Nation for railroads employing from 1,000 to 4,999 people. It means actually that other railroaders, recognizing the value of the plan have stepped up their savings while we have gone from 33.3 per cent to 28 per cent participation. Of our 3,725 employees, some 1,050 believe in U.S. Savings Bonds to the extent that the combined amount of their deductions is \$22,000 monthly.

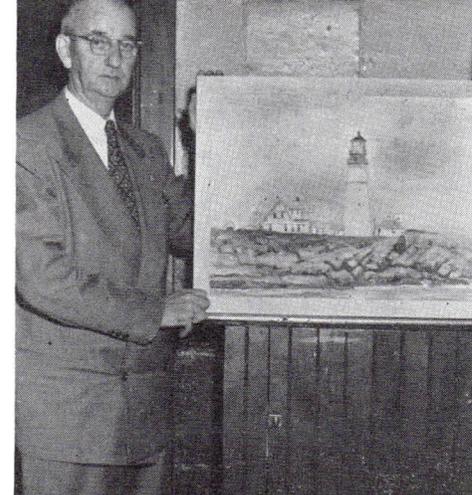
A challenge is laid down by our brethren on the Bangor & Aroostook who currently stand third in the Nation with a 53.2 per cent participation.

Systematic saving through payroll deduction has been a source of satisfaction to many of our employees as testified to here. They have found that their saving is done automatically for them, they save where they work. It's an investment in your name with principal and interest guaranteed by the United States. Let's consult the chart below and decide now to be among those building for security or a special purpose through the Payroll Savings Plan. Application cards currently are being distributed throughout the system which when signed and returned contribute a start with your plans for better living.

If you are now in the plan, increase your regular savings, or consider buying larger denomination bonds. And finally let's remember to hold on to our bonds, for even after they mature we will receive three per cent interest compounded semi-annually for the next ten years. We will then get 80 per cent more than the amount you originally set aside.

REGULAR WEEKLY SAVINGS THROUGH IMPROVED E BONDS						
SAVE EACH WEEK	AND YOU WILL HAVE				MATURITY VALUE 9 years and 8 months from issue date	EXTENDED MATURITY VALUE 19 years and 8 months from issue date
	In 1 year	In 5 years	In 9 years and 8 months	In 19 years and 8 months		
\$2.50	\$130	\$683	\$1,424	\$3,432	\$1,675	\$4,579
3.75	195	1,025	2,137	5,153	2,500	6,902
5.00	261	1,367	2,850	6,872	3,350	9,191
6.25	326	1,710	3,564	8,594	4,200	11,515
7.50	391	2,053	4,277	10,313	5,025	13,804
12.50	652	3,422	7,131	17,193	8,400	23,030
15.00	783	4,107	8,557	20,632	10,075	27,609
18.75	978	5,134	10,699	25,797	12,600	34,545

## PAT THE PAINTER



THIS PAINTING of famous Portland Head Light done by Pat Halloran of the Portland Freight House was presented to President Harrison of the Clerks Union on his visit here in 1953 and now hangs in his office.

IF YOU LINK the oil painting of a picturesque old storm-battered lighthouse with romance of the sea, it's time you met Patrick L. Halloran of Portland, Maine. An indefatigable worker, he insists that his hobby is an inseparable part of his living.

"On the brighter side," he relates, "I would not exchange this practical and fascinating avocation for any other in the world." He points out that while painting as a pastime may not be remunerative, combine it with a regular railroad job as general freight clerk and you have a full and busy life.

Almost everyone in Portland knows, or knows of, "Pat Halloran." His paintings, mostly of famed Portland Head Light, are to be found in every State of the Union.

He started his painting career with the simple boyish prank of chalking sketches of his teacher on a blackboard at the Jackson Grammar School.

PROBABLY THE monumental mistake of his life occurred while he was a sophomore at Portland High School. It was on a beautiful spring morning when Patrick, alert to the vibrations of the season, thought he heard the knock of opportunity. He had been taught never to ignore it. Slyly shuffling up to the old familiar blackboard, he reached for a white crayon and then proceeded to create the profile of his tall, slender algebra teacher and football coach. The muffled gig-

gles from the class gave mute testimony of their unqualified approval of the excellent, but uncomplimentary drawing. Unfortunately for little Patty, he did not know that his most interested observer was the good teacher himself, who was standing erect in a partly concealed area off to the side of the classroom. That was Patty's last day at high school!

He then went to Art School and studied in Portland, Boston and New York. His name was soon appearing on all sorts of posters for amateur productions, naturalistic portraitures, church circulars, etc. "Anytime anyone wanted art work done free, little Patrick was elected," so he recalls.

In 1910 he started out on his own as an artist to earn a livelihood but when he got a chance to work for the Portland Terminal Company as a billing clerk, April 28, 1913, he took the job and, he says, without regrets. "That was the day my worries ended because I knew I would get paid and you know, when payday rolled around, I was always first in line."

He had worked evenings and weekends for a Portland newspaper as an artist in the sports department.

During his forty years of railroad clerking he has done over 1500 oil paintings, ranging in value from

\$70.00 to \$150.00 apiece. The canvas, paints, varnish, frames and minor incidentals, represent an investment of \$10.00 to \$15.00 for each completed piece of work.

**QUICK CALCULATIONS** brought up the question of why he should classify his specialty as non-remunerative. His retort would satisfy even the most skeptical. "To begin with, my wife has forty-two relatives, and everyone we know looks for a painting of Portland Headlight for a Christmas, wedding or anniversary gift. The funny part of it is that we enjoy giving to them; in fact we get more real pleasure out of giving one as a present than selling it."

Halloran is convinced that there is no painting which brings so much satisfaction to the artist than a scene of Portland Headlight, the symbol of Maine itself. Located at the ocean entrance to Portland Harbor, it was first lighted on January 10th, 1791. Halloran has painted it so many times that, he says: "I know every brick in that old light house."

Then there was the man who always called a spade a spade until he stumbled over one in the dark.

The tourist stopped at a small hot dog stand along the roadside, ordered coffee from a vinegar-visaged waitress. Just to be polite, he said, "Looks like rain, doesn't it?"

"Well," snapped the old gal, "Tastes like coffee, don't it?"

## VETERAN ENGINEMEN ISSUED GOLD PASSES

Two veteran enginemen swelled the ranks of that exclusive fraternity of active Maine Central Gold Pass Holders last month and received congratulatory letters from President E. S. Miller.

Purdy E. Robinson, 482 Brighton Ave., Portland, entered service in May, 50 years ago as a laborer in the Motive Power department. He became a Portland Division fireman in 1908 and was set up to engineer in 1916.

Lucius D. Benson, 1005 Broadway, South Portland, entered service as a fireman on May 24, 1905 and was set up to engineer in 1912.

Inclusion of the two locomotive engineers brings to 37, the number of active Gold Pass holders in Maine Central service.

## NEW BOX CARS



COLORFUL and symbolic of Maine Central progress is this string of freight cars bearing the new green and gold colors spotted in Rumford yard. More than 200 steel cars have come out of the Waterville paint shop bearing the new colors since they were initiated.

## "The Evening Train"

*(This is one man's account of his early memories of Engineman Irvin Currier and the night train on the Mountain Division. We think Mr. Sawyer has captured the nostalgia admirably.)*

By LOVELL B. SAWYER

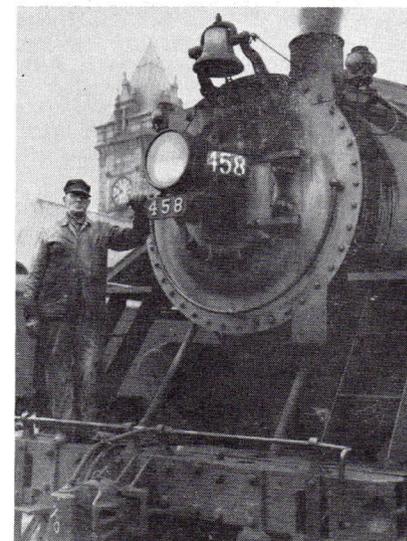
A purple dusk is settling over the Baldwin hills as we come by the bend in the river at the Douglas Road. The crisp October air well foretells "frost on the pumpkin" tonight. The horses trill their lips and quicken their pace always eager when headed for the barn and supper.

In the distance Irvin is whistling—probably not far out of Fryeburg. Coaly and Handy break into a trot and as we cross the tracks at the station he whistles again at Brownfield. Down around Bailey's meadow and into the barn and strip the bridles and saddles off fast now and put the halters on, snap the back up ropes and head for the station on the dead run.

Mildred and I wait down beyond the end of the platform and next to the woods. He whistles again at Hiram Hill Road and the Pickle Factory. Now the great accusing finger of light stabs through the dark and sweeps around over Tufts' barn and shimmering-like includes the station and finally us.

The great iron horse comes panting down by the station and right by us even though we thought we were w y down and with a cru-u-n-ch and sparks from under the drivers comes to a stop. We run forward and Irvin gets down off his seat and comes to the cab door-way and says, "Where'd you go today?" As though trying to drown us out the air pump goes, "pompom-pompom-pompom". And we say, "Up over the mountain to Durgintown and back the River Road." "Did you see any deer?" "Coaly spotted one in the woods going up the Douglas Road and

Mildred could see it but I couldn't find it." The fireman calls, "Let's go." Irvin swings up onto the seat gives the throttle a pull and a wave to us and the great iron horse seems eager



Irvin Currier

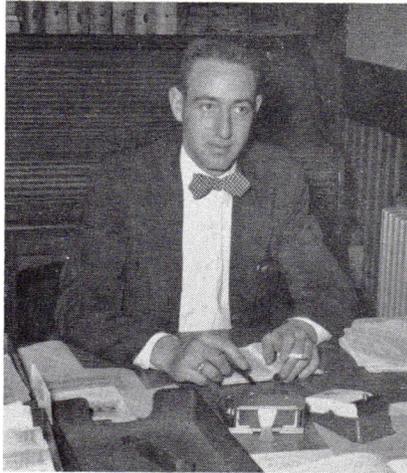
to get home. The exhaust barks sharply four or five times and then softens and three dark cars of milk for Boston glide by, then the baggage car with dim light showing through dirty windows, the mail car, quite light—going faster now—then the coach—bright, warm and just whizzing by, but we can glimpse the conductor all pink and scrubbed and pleasant just coming in from the vestibule. Then the red lights on the coach and like the last boy in the chain of playing "snap the whip" the two rubies that

were right before us fairly whip around the bend and into the darkness. The fireman starts putting some coal on and as the door opens a pink plume streams back over Bailey's meadow and the Herefords—they are totally unmoved by the beauty of it—and then a hollow roar as the engine crosses the bridge and then disappears into the Baldwin woods.

We stand for a minute and Frank McLaughlin sets the order board back to green and turns out the lights just as he has done for over forty years. "I am glad Irvin was with us that nice October afternoon in the chapel". "Me too. Do you realize Coaly and Handy want their suppers?"

One of Bailey's calves says, "Bla-a-a-h". A cowbell rings softly, a dog barks and Hiram settles down in a soft dark blanket of peace and quiet.

He was the kind of guy who, when you ask him the time, will tell you how to make a watch.



APPOINTED assistant trainmaster with headquarters at Portland is Ansel N. Tupper, former student track supervisor at Waterville. He entered service Feb. 1, 1953. His father, the late Harold F. Tupper was division engineer of the B&M Portland Division for many years.

## BATH PUPILS RIDE TRAIN

Twenty-seven second grade children of the Mitchell school took a train ride from Bath to Brunswick Friday morning, accompanied by their teacher, Miss Nathalie Fowle.

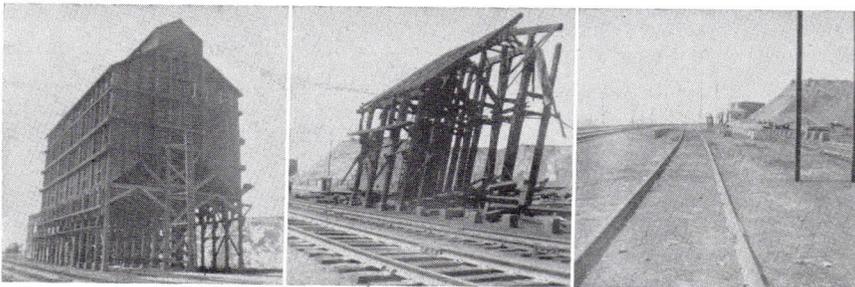
The group visited the M. C. R. R. station and roundhouse at Brunswick where the operation of the place was described to the boys and girls, much to their delight.

The school bus, driven by Clyde Morton, met the group at Brunswick and brought the sight-seers back to Bath.

When the bus neared the Brunswick Naval Air Station the party saw jet planes taking off.

This trip was a part of the social studies unit on transportation.

## SIGN OF THE TIMES



DOWN SHE GOES as the passing of the steam era is further emphasized by demolition of the coal tower in Bangor Yard. Sturdily constructed with huge supporting beams and angle iron, she came hard, taking a contractor five weeks or more. At left the final skeleton falls. At right, nothing remains. Photos by Larry Severance.

## Railroad Display at Waterville Library

"Have you many books on railroads?" a visitor at the Waterville Public Library asked the librarian.

With the cooperation of local citizens an attractive display has been arranged in the circulation room which shows the development and changes in locomotives and railroads.

Mrs. Arthur E. Trask sent in material showing the requirements of a conductor and his many duties. Among her souvenirs is a card folder on which is printed the name of F. A. Harriman as authorized agent for Railroad watches. A photograph of Kineo Station shows the end of the line and an engine on the turn table.

Karl Lamont loaned the library the colored picture of the Maine Central train, No. 90 which was built especially for the Waterville sesquicentennial celebration.

Richard F. Dole does not pretend to be a collector of railroad items but he found he had many maps, timetables, and booklets about railroads and trains which are proving interesting to patrons. In the early 1900s train collisions were not uncommon as four of Mr. Dole's photographs show.

Thomas Dole loaned the library a link and pin by which cars were con-

nected. This method was long ago abolished.

Lawrence E. Brown's hobby is collecting railroad items and he has been generous in bringing in many very interesting articles.

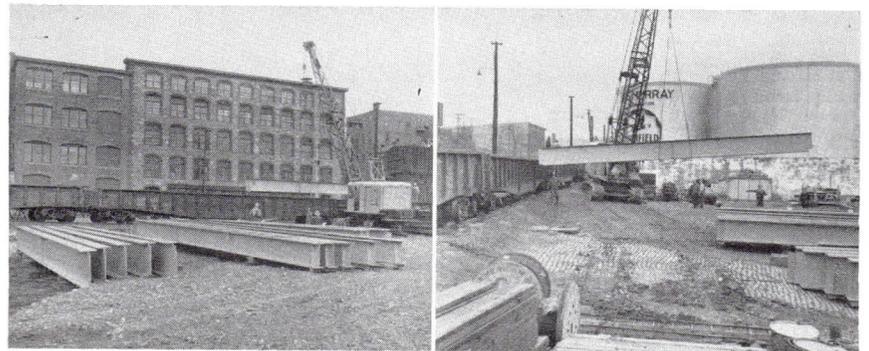
His oldest record is a clipped newspaper advertisement of the Androscoggin and Kennebec and Penobscot and Kennebec, dated 1861. He has letters, written in long hand and bearing dates in 1865, 1867 and 1871, containing correspondence on railroad matters and train orders. The letter dated 1865 was from Edwin Noyes Supt. of the Portland and Kennebec Railroad Co., to Stephen P. Eaton, a letter of recommendation.

A printed sheet contains the orders for running a Presidential train through Maine and back, Oct. 17 to 19, 1871, when President Ulysses S. Grant toured the state.

His pictures include those of engines and cars on the Maine Central, the Bangor and Aroostook and allied Maine lines.

The narrow gauge is represented by a headlight from the Wiscasset, Waterville and Farmington Railway, No. 7.

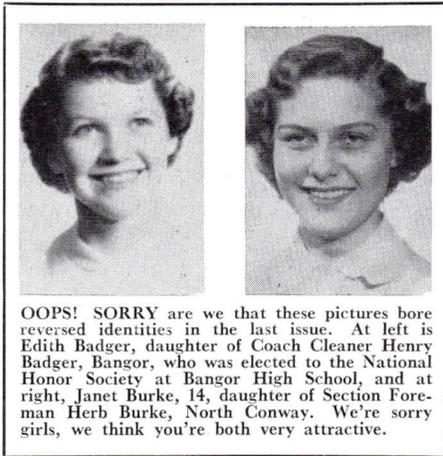
People are invited to come in to view the exhibit.



REVENUE from current construction on the new Bangor-Brewer bridge occurred to us in the shipment of large girders and steel shown being unloaded here at Bangor Yard. Bangor Daily News Photos.



# The Family Grapevine



OOPS! SORRY are we that these pictures bore reversed identities in the last issue. At left is Edith Badger, daughter of Coach Cleaner Henry Badger, Bangor, who was elected to the National Honor Society at Bangor High School, and at right, Janet Burke, 14, daughter of Section Foreman Herb Burke, North Conway. We're sorry girls, we think you're both very attractive.



## Eastern Division

### Vanceboro

By HARRY D. DAVIS

Your correspondent, during a week's vacation in early May, attended the 135th annual communication of Grand Lodge, A. F. & A. M., at Portland, receiving an appointment as Grand Pursuivant, from incoming Grand Master, Paul L. Powers, of Freeport, Maine. Following close of session visited his daughter, Mrs. James E. Harper, in Saugus, Mass., and son Lee Calvin, in Barnstable, Mass.

Retired Clerk and Mrs. C. P. Crandlemiré have just returned from another winter spent in St. Petersburg, Fla.

Clerk Paul Susee has recently completed installation of bath room in his home on Holbrook Street.

Many of our Maine Central family are installing television sets. They report very good reception especially from the new station in Saint John, N.B. Others are enjoying the good fishing afforded in the lakes and streams of this vicinity.

Regret to continue to report the following



PAUSING at the Mattawamkeag station for orders are left to right, Maurice Leach, Don Washburn and Don Chase.

are still out on account of illness; Locomotive Fireman R. E. Susee, former Yard Brakeman C. W. Hanson, Cashier W. E. Beers, Signal Maintainer R. F. Ames and Stationary Fireman W. E. Coulter.

Customs Inspector D. S. Clark has been assigned temporary duty at Custom House, Eastport.



VALEDICTORIAN of her graduating class at Vanceboro High School this month was Jane F. Blanchard, 17, daughter of General Agent and Mrs. W. L. Blanchard who plans to enter Fisher Junior College this Fall for a secretarial course.

### Bangor Operating

By R. G. WHEELER

Stationmaster A. B. Wood advises a total of 329 years of service accumulated by the ten senior employes of the Bangor Baggage Room. This may stand as a record, especially when not one of these men look a day over 38.

Fishing this spring has been reported as fair to slow. Some of the fellows have been at the right place at the right time, but more of them are still hoping for bigger days.

A lady called a few days ago and asked to speak with the Vice-President in charge of Pastures, seems she had a few questions about a cattle fence. It is my understanding she was directed to Division Engineer Harry Homans, so in the future please address him with the proper title and respect.

Conductor Ralph E. Hall still off duty account illness. Understand he is much improved and may be returning to duty in the near future. Trainman Victor V. Bushey has re-entered hospital for surgery in connection with his recent injury, in my last conversation with Vic, he stated he would be a better man than ever in a few weeks. Trainman E. M. MacDonald hospitalized for surgery but reported making fine progress. No recent report on our good agent, Waldo E. Bridgman, Machias, but as bad news travels fast, we will assume he is progressing rapidly and will soon be back on the job.

Although it is a little late to make the statement, I would like to go on record with a vigorous objection to the new color being applied to cabooses. The "Little Red Caboose" has been a symbol for many years, and the new yellow is certainly going to take a lot of getting used to. However, not being a painter or a planner perhaps you had better not read this paragraph.

The Bangor Chapter Trowel Club, at their annual meeting held recently elected the following officers for the coming year. President William T. Walker, MeC. Vice-President Linwood W. Littlefield, BAR. Secretary. Royce G. Wheeler, MeC. Treasurer Clayton F. Lambert, MeC. Finance Committee Gilbert Karnes, Raymond L. Spaulding, both MeC. and George N. Grant, BAR. Other committees will be appointed by the president later.

### Bangor Car Department

By C. A. JEFFERDS

Gen'l Car Foreman Leo J. Hartery in company with Frank H. Adams, leading carman, Northern Maine Jct., have returned after a

three day trip to Fish River Lake as guests of the Bangor & Aroostook R.R.

Coach Cleaner W. R. Moore is confined to the Eastern Maine General Hospital at this writing.

Coach Cleaner A. J. Duplessa has returned to work after being off duty several weeks account of sickness.

C. A. Flewelling, coach cleaner, is now up around after being confined to the Russell Hospital account of sickness.

M. R. Grass and H. J. Connors both Carmen at Union Station have now had their annual vacation.

Owen Spaulding, carman, Freight Yard, has now returned to work after having received surgical treatment at the EMGH.

Another railroad man has been added to our list in the birth of a son to Carman and Mrs. H. E. Burnham May 21, 1954.

Carman M. L. Baker is confined to his home account of injury received while utilizing his circular saw at home recently.

Carman Helper E. W. Drew has just been released from the EMGH after receiving surgical treatment.

### Mechanical Department

By L. P. SEVERANCE

John B. Wilson, better known as "Burt", one of the most popular engineers on the Eastern Division, died very suddenly in a Boston Hospital after a serious operation. Burt joined the Maine Central family in 1917 as a fireman and was later promoted to engineer, a position he held at his untimely death. He was a well qualified fireman and engineer on both steam and diesel and worked through the transition from steam to diesel. His knowledge and ability to apply it worked hand in hand. He was well liked by all and some of his knowledge of the workings of the mechanical, electrical and air brake rubbed off on some of the younger men. He will be missed by many. Pall bearers were Engineers, J. C. Hickson, J. E. Daly, E. C. Cahill, J. W. Kelley, E. F. Day, E. A. Farrell.

Night Hostler F. E. Caruso, is back on the job again after spending a few days in the hospital for surgery. Frank is on a special diet to do away with a little poundage. Believe me, to him that comes hard. As the saying goes, "I'd rather pay his board than feed him."

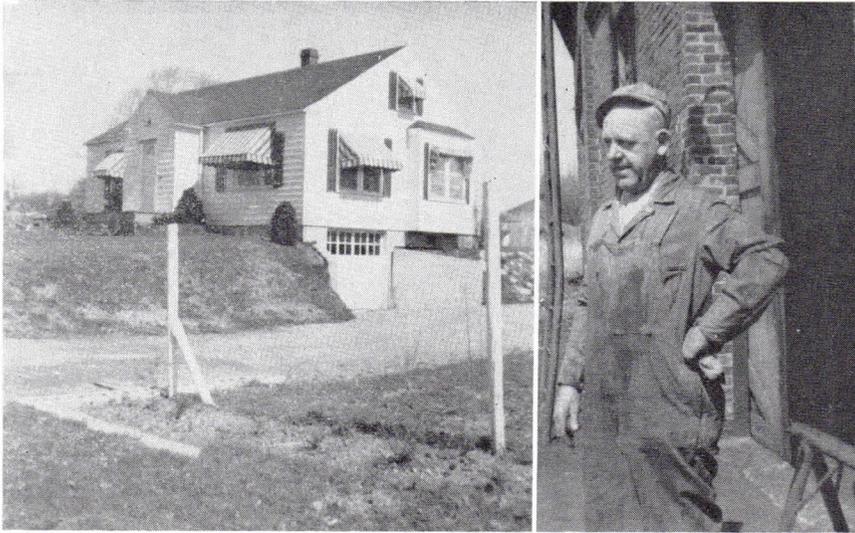
VACATIONERS: Machinists, H. F. Kelley, H. L. Karlsson, C. E. Hatch, A. J. Steenblik, R. G. Hudson; Crane Operator R. C. Jordan, Laborers, M. J. Roach and J. E. Roach.

AUTO TRADERS: Electrician J. H. Tower, Boilermaker Helper R. C. Ericson, Laborer E. B. Hartery, Engineer Lou Haskell.

OUGHTTOTRADEHER: Crew Dispatcher Bill Mooney.

Mrs. Clara M. Hathaway, mother of Electrician G. M. Hathaway, recently celebrated her 93rd birthday. Although her eyesight and hearing have slipped a little in the last few years, she is still very active around the house. The boys at the Engine House sent a lovely cake in her honor, for which she sent a thank you card in her own handwriting—at 93!!!

For the third consecutive year, Bruce Hutchinson, son of Machinist and Mrs. Arthur Hutchinson has come up with a prize in the YMCA candy selling contest. Each year his expenses at the Boys' Camp have been defrayed because of his high sales. This year to add to his earnings went a wrist watch for coping third place honors in the city.



Machinist Louis Snyder looks proudly at his new home from the Engine House, by means of putting these two Severance Photos together.

Crane Operator R. C. Jordan figured he would get the job done at wholesale by taking his three children to the hospital for removal of tonsils and adenoids. He did.

Have you fellow employes noticed that Storekeeper Jimmie Blethen broke out with a new "Boston" bag. He sure hated to part with the old one, it was an "original".

Master Sgt. Howard Furrow has departed for duty in Korea after spending a few days with his parents, Relief Foreman and Mrs. I. A. Furrow. Sgt. Furrow has had duty in the European Theater and now the Far East duty is not new to him. He is married and has two children.

James Cahill, son of Engineer and Mrs. E. C. Cahill with his fiancée Sally Hathorne, daughter of Mr. and Mrs. Roland Hathorne, went to the local auditorium to attend the Sportsman's Show. It was a sellout that night and they were turned away. That same night there was a play being presented at City Hall by a local organization, which they purchased tickets for at the door and went inside. At the end of the performance a door prize was drawn for a trip to Bermuda for two. James held that ticket. So after the wedding on June 27th they will embark on an expense-paid honeymoon trip to the Island, where they will relax and enjoy all the luxuries of Bermuda. Bon Voyage.

A small town is a place where everyone knows what everyone else is doing, but they read the local paper to see if they have been caught at it.

## General Offices

By ERNESTINE GRIMES and MARY MORSE

Horace Woodbury, comptroller, and Mrs. Woodbury thoroughly enjoyed a trip to the annual General Accountants Conference in Washington, D.C., the week of May 24. They were registered at the Hotel Shoreham and among other events of interest they saw the New York Yankees play the Washington Senators. They also took several side trips—George Washington's birthplace by boat for one—and spent one night in New York City.



GRADUATING from Gorham State Teachers College this month is Joan C. Conary, daughter of popular "Pete" and Mrs. Conary, Engineering Department.

Horace Budd, assistant treasurer, also was a recent visitor in Philadelphia and Washington.



MORE THAN 100 friends and relatives honored Mr. and Mrs. Monte R. Hurd, on their Silver Anniversary, May 23rd at their home on Anthoine St., South Portland, for Open House. Monte was the popular Conductor on the Mountain Division, and retired in 1951. In the group left to right, are Stewart Morse, a son, Mrs. Constance Fortier, a daughter. As the last guest departed, Mrs. Hurd remarked—"Now I know how Mamie feels!"

HELP!—Retired Trainman Frank Grimes pictured on next page is urgently in need of Blood Donors—Contact Ernestine Grimes PLEASE!

We regret to report that our stalwart PBX operator Julia Roper was grounded by a painful knee condition last month. After leaving Mercy Hospital she recuperated at son Henry's home at Camden.

Mr. and Mrs. Bill Henry are on their extended trip to the West Coast, and many of their railroad friends have received cards along the way from them. Needless to say, they are having a good time.

A. L. Ellis has left us again and moved to Bangor to become Signal Supervisor. Frank A. Scott, former Signal Maintainer is taking his place as Inspector of Signal Construction.

We are all glad to hear that the mother of Edith MacGibbon, Stenographer, and Alice Warren, Telephone Operator, (Mrs. Warren) is on the road to recovery, having been ill for much too long.

Also, recently returned from Germany, where he held a position with the Department of State for the U. S. Government, is Leonard Starbird, who has been appointed temporary Assistant

Track Supervisor, reporting to Mr. Ryder.

Among those attending the New England Railroad Club Dinner at Boston, May 13th, from the Engineering Department were J. W. Wiggins, J. O. Born, W. Lampson, L. B. Connary, C. G. Rivers, C. D. Prentice, R. A. Jackson, R. H. Snow, R. A. Coulombre, J. F. Stanford, L. M. Lentz, and H. W. Stetson.

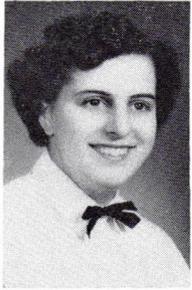
Well, Mr. and Mrs. Edward Stewart finally found a house to purchase, and moved in May 1st, with their family, on West Pleasant St., Westbrook.

We welcome a new Draftsman, Claude "Bud" Bowlin, and family, to the Engineering Department. "Bud" graduated from the University of New Brunswick this May, where he received a degree in Civil Engineering. They have two children, Christine 2, and Erin 1.

Mr. and Mrs. Maurice Allaire recently were guests of the Ringling Bros. circus, while it was playing in Boston, with honor seats at Barnum & Bailey Press Box.

At press time General Accountant Virgil Hawkes had been quite ill with a very painful shoulder ailment, but we are glad to report he is feeling somewhat better at this time.

Anyone interested in buying some good, fresh lobsters? Just see Charlie Hagar, clerk in the accounting department—he has recently invested in a lobster boat, with all equipment. Of course, being Charlie—he did get lost right in Portland Harbor, and we understand that he even held up some of the tankers from getting through the bridge!



A JUNE GRADUATE of Cathedral High School, Portland, was Concetta Risbara, daughter of Crane Operator and Mrs. Rocco Risbara, Deering Jct.

Retired Trainman Frank G. Grimes and Mrs. Grimes were completely surprised on the occasion of their 45th wedding anniversary at a party given by their daughter, Ernestine. A feature of the evening was a mock wedding with the following railroad folks participating: Mrs. Adelaide Kimball (of the Trainmen's Auxiliary), the bride; Trainman George Larsen, the bridegroom; Retired Trainman William Coulthard, the minister; Trainman Leonard King, the "shot-gun" father, who really made a hit; Mrs. Esther Larsen and Mrs. Florence Biladeau, bridesmaids; Ernestine Grimes, ringbearer. Others in the mock wedding were Mrs. Lenora Sexton, Augusta, the bride's mother; Mrs. Bernice Bigelow, Hallowell, the flower girl; R. A. Roberts, Winchester, Mass., the disappointed suitor. Entertainment was furnished by Stanley Broy, vocalist; Peter and Thomas Mulkern, pianist and vocalist (sons of Frank R. Mulkern, Portland Terminal Company clerk); Joseph Meehan III, accordionist; Norma Meehan II, singer and dancer (grandchildren of Joseph Meehan, Sr., Portland Terminal Company general foreman); and Mrs. Linda White who danced a fine "hula."

Others of the railroad family present were: Mr. and Mrs. Harold Clark, Mr. Ernest Biladeau, Mr. and Mrs. Walter F. Driscoll, Mrs. George McCoy, Mr. and Mrs. Frank O. Woodbury, Mr. and Mrs. Eugene Winslow, Mr. and Mrs. Clifford R. Ball, Mrs. William Coulthard, Mr. and Mrs. James A. Hayes, Mrs. Leonard King, Mrs. Delia Moran, as well as several outside friends, and relatives.

Mr. and Mrs. Grimes were recipients of a television lamp, a 400-day anniversary clock, an oil painting, and a purse. The couple were married April 28, 1909 at Fairfield, Maine, and they have lived in Portland for the past ten years.

Incidentally, if anyone is looking for a good person to make coffee, you really should try the "ambrosia" brewed by genial Bill Coulthard! It's out of this world, as was proved at this party!



Retired Trainman and Mrs. Frank Grimes



### Augusta

By ELLIS E. WALKER

Clerk Telegrapher Don C. Reynolds died last month following a long illness. The deepest sympathy of all is extended to Mrs. Reynolds and the family.

Telegrapher Herbert J. Thyng has bid in the first trick clerk-telegrapher in Ticket Office.

Crossing Tender Don Michaud spent a few days in Boston recently.

Clerk "Athie" Bryant accompanied by her husband, Bus Operator Wilbur Bryant attended a recent wrestling match in Portland. Understand "Athie" got excited and challenged all comers, but was finally thrown by a box of pop corn.

Conductor George V. Green has bid in Augusta Road Switcher.

Trainman Marshall Pratt has gone into spring training, the object being to reduce enough so he can wear his baseball uniform and play second base for the Tri-Corner A. C.

### Lewiston

By LILLIAN G. WHITE

Former General Agent Elmer W. Cummings died May 3 at the age of 90. A delegation of Maine Central Railroad employees attended the funeral services.

Jimmy McMorrow, son of Car Clerk and Mrs.

Joe McMorrow, was at Central Maine General Hospital nearly two weeks.

Foreman Philip Verville, Section 33, as well as Trackman Robert Jacques, have both recently been discharged from St. Mary's Hospital and are now well on the road to recovery.

Our sympathy is extended to Clerk-Stenographer Sherman Carr whose father died April 12 at Tampa, Fla. Sperm was called to Tampa account of his father's serious illness but unfortunately didn't arrive before Mr. Carr died.

Machine Operator P. T. Spruce has returned to work after a month's illness.

Retired Freight Checker Pat Ryle has purchased a home on Main St., Lewiston, and he and his sister Margaret have been doing quite a bit of renovating since they moved in.

### Waterville Shops

By STEVE

Carman Wilfred Dusty has been a patient in a local hospital for pneumonia.

Clerk and Mrs. Desiri Begin recently celebrated their 25th wedding anniversary.

Machinist Apprentice Ernest Niles and Miss Sue Caldwell of Waterville were recently married in Waterville.

Piper Helper Stan Fletcher has been a surgical patient in a local hospital for hernia.

Chummies attending the New England Railroad Annual in Boston recently were Asst. Supt. Dick Dole, Foreman Bill Chase, Machinist Abbott McKenny, Draftsman Laurence Sparrow and Piper Percy Grant.

Paint Helper Merle Otis has recently purchased a home in Benton.

Machinist Andy Miles was a prize winner in the Fishing Derby at Belgrade Lakes.

Carman Brother Webster has been a house patient with the shingles.

Carman Apprentice Roland Giroux, while on training cruise with the Navy, has been stricken with a collapsed lung and is a patient in the Naval Hospital in Boston.

Jon, 9 year old son of Checker and Mrs. Wallace Jewell, has been a surgical patient in a local hospital.

Carman Florian Jacques has been ailing for quite a spell.

Carman and Mrs. Joe Pellerin recently celebrated their 40th wedding anniversary at a party given by their children at the Jefferson.

Perley Butler of Oakland, a former employe in the electric shop drowned recently while on a fishing trip.

While high-tailing for Moosehead and fishing one morning recently, Carman Earl Burgess was non-plussed to say the least when a buck deer bounced into the highway in front of the car. The deer was mortally wounded and Earl was painfully wounded in the pocket book when he got the bill for the car damage for some \$300.00.

Upholsterer Louis Baker left the road in his beach wagon, sending the car to the junk-heap and sending "Baldy" to the hospital.

Mrs. E. L. Reynolds, wife of Broomoperator Everett, has been a patient at the Sisters as the result of a fall while shopping.

Mill-room sweeper Leon Cookson died recently in a local hospital.

Machinist Stan Young who has been convalescing from surgery, has been a recent visitor at the shop.

A new potential railroader was born to Piper and Mrs. Bob Harding, the second boy, May 14th.

Painter Helper Walter Lee had a tough streak of luck this spring when the combined forces of frost, water and a clay base combined to exert enough pressure on the foundation of his home in Oakland to force the wall into the cellar about 4 feet. The breaking wall broke all plumbing facilities and knocked out the furnace and also broke the chimney. Walt says that the cost of the repair was half again as much as the original cost of the cellar.

A new boy, Ross John Clair was born at the Thayer to Laborer and Mrs. Darrold Clair recently. The bouncer weighed in at 8 lbs., 4 3/4 oz.

Machinist John McKeil is sporting a "Purple Heart" made of adhesive tape on his chin. He was wounded when his car left the China Road.

### Wilton

By ANN M. NEWCOMB

Bennie Black, sectionman, transferred from C. Dyke's section to work as summer man in A. C. Hodsdon's section in Livermore Falls.

Lawrence Stevens, sectionman, transferred from C. Dyke's section to work as summer man in C. Lyman's crew in East Livermore.

V. I. Robinson, Section Foreman, North Jay crew, is recuperating at home from an eye operation. He would like to thank blood donors on various sections on the branch for their blood they donated when his daughter was in danger at the Farmington hospital.

Pete White, ex-section foreman of East Livermore has bid in as sectionman of the North Jay section made vacant by Robinson.

The First Rumford Extra running from Rumford Mondays, Wednesdays, and Fridays has been cancelled. We now have service on the branch the same nights by WF 2 and FW 1, running from Waterville to Farmington and return.

Sections on the branch have passed the half mark in putting in their ties this year despite the continued rain during the month of May.

Chester Lyman has bid in as section foreman in the East Livermore section vacated by Pete White.

Benny Stymans sectionman in A. C. Hodsdon's crew has transferred as summer man in Pete White's crew at North Jay.

Vacancies left open by Benny Black and Lawrence Stevens of C. Dyke's Farmington crew were filled by spares.

Understand Nick Blamey of C. Dyke's crew is getting in his spring training by wrestling with his automobile; seems as though the car fought back and punched Nick in the nose.

Gene Walton, agent at West Farmington and wife, went to Bath, Me. visiting recently to visit friends. Gene says his son will soon have a full mouth of teeth.

Elmer Knowles, son of Erlon Knowles, expressman at the Wilton station, was up from Derry, N.H., with his son Bobby for a visit recently. Elmer is a teacher of science and mathematics at Pelmington Academy in Derry.

Fireman and Mrs. E. V. Wardwell spent several weeks in Florida.

Agent and Mrs. Stanley W. Plummer spent their vacation in Florida, his job being covered by Spare Operator Bowie, of Bartlett, N.H.

Patrolman Clev Ladd and Helper Chamblain are back patrolling rails between Rumford and Leeds Jct.

Alton L. Buck and son Junior are now working for W. Weeks' crew.

The Treat Memorial Library donated to the town of Livermore Falls is now being erected in honor of the late George W. Treat. An impressive ceremony took place early this month in which Mrs. Geo. W. Treat officially donated the building to the town and laid the corner stone. The building can be seen from the Livermore Falls passenger station.



By JOHN J. KEATING

Conductor and Mrs. Hurlley Pooler, made a one-day visit to Lewiston.

Conductor George Glaster, of the Eastern Subdivision, has taken his pension, as of May 26, after 49 years and eleven months service.

To the families and relatives of the following members of our family, we extend our sympathy, on their death: Engineman John Cayford, of Bangor; Conductor Archie Robar, of Waterville; former Trainman Emery P. Buchanan, of Bangor; Retired Conductor Alfred Johnson, Bowdoinham; Retired Portland Terminal Conductor John Madigan, of Bridgton; Retired Engineman Percy Bradford, Belfast; Sectionman Sanford Wing, of Leeds Junction; Retired Conductor Freeman Dearborn, Portland.



STARTING the fifth generation in his family is John S. Dawson 3rd, age 1 in April, son of Mr. and Mrs. Dawson 2nd of Waldoboro and great grandson of Conductor Herbie Howard, the youngest great grandfather on the Maine Central.

Retired Conductor S. P. Skillings and Mrs. Skillings, celebrated their 54th wedding anniversary, April 26. They reside in Dover-Foxcroft. Many, many more to you both.

If you have any junk to sell, get in touch with Angelo. He will gladly call and take care of you.

Trainman John Kelley was a patient at the Osteopathic Hospital, Brighton Avenue.

Trainman Penny with Brother Roland, made a fishing trip down East, back to the old homestead down on the "County".

Fireman Rankin Anderson went fishing east of Bangor, has special pool. Engineman "Bill" Roach tried his luck at Kennebago. He owns a camp there.

Shailer P. Haskell of New Gloucester, after twenty-seven years service, has taken his pension.

Retired Conductor Boutwell and Mrs. Boutwell, celebrated their 50th wedding anniversary May 22. Many many more, to you both.

Conductor P. D. Bradford was a patient at the Veterans Hospital, Togus. Drop a card, he will love it.

Mrs. John McGahey made a visit to her daughter and family, Mrs. Philip Cronin, who resides in Philadelphia.

Mrs. Larry Eliason had a very painful accident, causing a back injury. At this writing, was much improved.

Sympathy is extended to Mrs. Norman Fuller, on the death of her husband.



Bartlett, N. H.

By BUD BURDWOOD

Percy Chandler and Preston Burke have started the Summer off with the first trip on the motor patrol between Bartlett and Hiram. The run from Cumberland Mills to Hiram is covered by Burton Garland and Gordon Rowe, while the run from St. Johnsburry to Fabyan is handled by Earl Hutchinson and Howard LaBounty.

Summer appears to be in no hurry to arrive up this way; it's cold, rainy and backward.

L. S. Huntington, foreman on the Lancaster section is as happy as a Christian holding four axes with the new arrival, Sharon J.

Sorry to report the death of former engine-house hostler Arthur E. Chase, of Bartlett, who died after a long illness. He took the pension about 16 years ago and enjoyed good health until about two years before his death. He was a Lancaster boy and worked in the Lancaster engine house before coming to Bartlett.

Conductor Homer Greenwood was laid up in the hospital with sickness but expects to return to work soon.

We are waging a bitter struggle with the sparrows who infest the station awning. We mean well but seem to be losing the battle.

Operator Hebert is searching for a house-keeper it is said.

Bob Jones, welder with his helper Joe Stewart are out on welding jobs from time to time.



By IRENE ELWELL

Operator LeClair recently went on a fishing trip to Moosehead with his brother. He caught trout, salmon, and togue, so he says.

Operators Landers, Hall, and Anderson recently left our employ to work for D.&H. Bus Lines, who have purchased our Augusta and Yarmouth Lines.

Operator Simpson took his vacation to plant his garden.

George Brackett has returned from his vacation. George spent most of his time just doing odd jobs around his home.



SIX YEARS OLD is Norma Latham, daughter of Mechanic Harold Latham, Portland, Garage.

I was up to see "Pop" Goddard the other day. He looks fine. Jack Hayes, our correspondent, has been on the sick list for several weeks. Jack has had quite a bout with pneumonia. He is much better and we all hope that he will be back to work again soon.

We are glad to report that Operator Wheeler is home from the hospital. Glad to hear that you are better Perley.

Pat Connary from Mr. Goddard's office had a nice trip through the mountains on her vacation.

Mary Tabbot also from the main office, has moved into her new home on Summit Street.



Portland  
Freight Office and Freight House

By MARJORIE QUIGLEY and  
ALICE McLAUGHLIN

Rate and Waybill Clerk Herbert L. Ross, who has been absent for about three months due to a broken wrist, has resumed his duties at the Freight Office. Nice to see you back, Herbie.

We extend best wishes for a speedy recovery to Loader and Caller George C. Purdy, who has been a patient at the Massachusetts Eye and Ear Infirmary, Boston.

Mrs. Florence P. Cooper, Marine Department, attended the circus at Boston Garden, May 15. She was accompanied by her daughter and two granddaughters.

Among those attending the annual meeting of the Railroad Veterans' Club, at Waterville, April 25, were Loader and Caller and Mrs. Coleman J. Mulken and Stenographer Marjorie J. Quigley. A splendid meeting was held and the Winslow Grange served an excellent turkey dinner. About 160 attended.

We extend our sympathy to former Clerk Lindon P. Brown, who now resides in Dexter, in the recent death of his wife.

Congratulations to former Waybill Machine Operator Jean E. McCallum in her engagement, which was announced recently.

Patricia Matthews, daughter of General Agent and Mrs. Leroy W. Matthews, who is a nurse, in Boston, spent a recent week-end with her parents.

Congratulations to Mrs. Matilda R. Quigley, mother-in-law of Stenographer Marjorie J. Quigley, who celebrated her 70th birthday, May 1.

The monthly meeting of the Railroad Veterans' Club held at Elder's Restaurant, Portland, May 23, was a Memorial Service Day. Guest speaker was County Attorney Frederick Sturgis, and two reels of moving pictures on fire fighting were shown. This is a very fine organization and everyone who is available should plan to become a member. It is at these meetings that one gets the opportunity to see former railroad associates and meet their families. Plans are formulated for the annual Field Day, with Vice-President William M. Small in charge of arrangements. A beautiful 21-inch console television will be raffled off at the next meeting in June, so everyone try to come.

Among those who also attended the Circus in Boston Garden from this office included Assistant and Mrs. Mark B. Flaherty, and Freight Clerks Alice A. McLaughlin and Patrick J. Flynn.

Waybill Machine Operator Eleanor F. Norton crushed two fingers of her left hand in her car door recently, which was very painful for some time. We are pleased to report that they are much improved at this writing.

General Agent and Mrs. Leroy W. Matthews spent Sunday in Boston recently.

Former Freight Checker Thomas J. Curran, who is enjoying his pension to the utmost, was a recent visitor at the Freight Office and Freight House. Also, Freight Checker Clifford J. Foss. Nice to see them both once more.

We extend our sympathy to the family of former Conductor John H. Madigan, whose death occurred recently. Jack was a familiar figure on the "Street" previous to taking his pension, two years ago. We note that he was present at the meeting held in Waterville, April 25, of the Veterans' Club.

Terminal Car Department

By HUGH F. FLYNN

The social event of the month was the marriage of Carman Gilmore Rounds, son of Chief Clerk Elmer Rounds, to Miss Patricia C. Szot on May 1, at the Rectory of St. John the Evangelist Church. Father Roland Normandeau performed the ceremony. After a motor trip to Washington, D.C., the couple will reside in Portland.

Our sympathy is extended to Carman Elmer Ansen on the death of his mother on April 20 at New Britain, Conn. Also to Coach Gleaner Curtis Cogswell on the death of his sister at Calais, Me.

At this writing Yard Clerk Joe Flaherty is seriously ill at the Osteopathic Hospital. We wish him a speedy recovery.



HOLDING the Dorr Twins, Donald and David, and proud of it is Carman Howard Thurlow, Rigby, the grandfather.

Leading Carman Henry Grimmer went fishing and came back with a bouquet of May flowers. Coach Cleaner J. K. McDonough has been working at Rigby Engine House and Oiling in the Yard. He has now returned to Union Station.

On vacation were Carman Marty Conley and Joe McDonald.

Stores Laborer Ed Flynn is still out sick but is expected back very soon.

Visiting the shop were pensioned employes John McCarthy and Ed Carter.

## Terminal Operators And Train Dispatchers

By W. B. LEWIS

Operator Ralph Coffin, Second Trick Rigby Yard Office, off on a week's vacation during last of April, his job covered by Operator "Gerry" Bolduc.

Student Operator Walter E. Oakes, son of retired Operator Carroll Oakes, passed his wire test April 28th and is now assigned to the spare board. Glad to see him with us and wish him luck.

Operator "Mike" Murphy, Tower Five, confined to the Maine Eye and Ear for treatment, now home and resting up. Hope it won't be long before he is back with us again. His job posted temporary, Third Trick Tower Five, bid off by one of the Chess experts, "Hot Shot" Shuman. Can see where things around here cool off now with Arnold on third trick to study his chess games. Arnold's job, Second "PA", covered by Spare Operator Charlie Young until bid

off temporary by Operator W. D. Graham, Jr.

Retired Operator Fred Allen called on Operator Harold Petrie at Tower "X". Fred has just returned from his winter stay in sunny California, looking, quoting "Pete", "Hale and hearty as a two year old."

Operator Joe Pouliot returned to his job second trick at Tower Two, and is back in good health and voice, so they tell me. Glad to hear it, and hope he is through with hospitals for a while.

Train Dispatcher John O'Berg is at it again. The "Caddie" is on the way out and rumor has it that a new convertible is taking its place. Train Dispatcher Eldon Otis also has swapped for a new "Hornet", guess the "Jet" was too slow for him. Figure that Train Dispatcher Cecil Rickards will be the next one to swap to complete the cycle. "Rick" will probably wonder what I am going to do but I can assure him that my '53 will have to stay with me for quite a while yet.

Understand from reliable sources that our agile Operator Stan Chandler, Tower One, has been feeling pretty good over the fact that he saved himself about \$18.00??? Seems Stan went fishing and lost his glasses on the trail. Now there arises the question why did he have his glasses off to go fishing unless he expected to go swimming as well?? After about a week of hunting for them around home, understand he decided to retrace his steps along this trail in hopes of finding them. Sure enough Stan jumped over a log (please note, not a brook this time), and found his glasses right where he had left them. Sure glad he got 'em back though, as they are expensive items to lose, and he was certainly fortunate to find them.

Train Dispatchers Linwood Ferguson and Tom Wiley have swapped tricks for a few weeks. Tom wants to get his horse in shape for the races and needs the daytime hours in which to do it in. We hope by the time this comes out he will have won a purse or two. He certainly has a fine looking horse and we wish him luck.

## Rigby Engine House

By ALBERT B. WETMORE

This month was featured by a visit from an old time railroader, but of a different category, the former street car railway days. Ernest Rowe of Westbrook. Mr. Rowe is a railroad enthusiast in every sense of the word having been a street car conductor, a motorman, and foreman of repairs at the Deering and Westbrook Car-barns. Also a close follower of the old steam railroading era, and now the diesel phase takes up his attention. He has one of the finest collections of railroad photos to be seen anywhere, and can be justly proud of its possession. During his tour of the shop he was accompanied by Mr. Ralph Young, Boilermaker-Blacksmith Charles Jackson escorted the visitors.

Hostler Steve Brodie had a slight accident to his new car which was self inflicted, but of course not on purpose, too short a turn near a convenient telephone pole put a neat dent in the front door panel. The damage was slight.

Machinist Edwin Temm has purchased a new farm tractor of the riding type, but his problem up to date has been, to find time to operate it between rain storms.

There was a meeting of the Shop Welfare Association, at which it was decided to take extreme measures to bolster our fast dwindling fund due to extra heavy expenditures due to sickness among our members.

A HANDSOME FAMILY OF Laborer and Mrs. Kenneth Gillis, Rigby, are left to right, Gave Ann, 14 months; Kenneth E. Jr., 4; Jean Louise, 7.



The turn-table underwent an overhauling during the month. A new end sill, or girder, and various other repairs were made. Some of which were electrical.

General Foreman Roscoe Woodrow of the Bridge and Building Department, and Mrs. Woodrow celebrated their 45th wedding anniversary April 18. A few days later Roscoe experienced an auto accident while riding as a passenger and received a beautiful shiner when a sudden stop was made in which he collided with the dash or some other convenient obstacle in the car.

Machinist William Reagan was a recent visitor at the Suffolk Downs racing establishment and enjoyed himself thoroughly. "Bill" sure does love those horses.

At last Machinist Helper Maurice Weeks and the State Highway Commission have buried the hatchet. The best part of the circumstances is that Maurice won his case in obtaining the right of way to the river, which the new Maine turnpike would have cut him off from completely, in order to water his cattle, or for any other purpose. I understand a large steel and concrete pipe will pass under the highway.

Assistant Foreman Russell Hammond spent two weeks at La Grange, Ill., where he attended the classes of instructions on diesel locomotive performance, and repairs. Shortly after returning he was forced to go to the hospital for an operation of a not too serious nature.

I understand that Stores Department worker, Edwin Flynn who was taken sick last month has returned to his job.

The Safety board reading at this date stands at 116 days after rather a tough month. The regular semi-monthly safety meetings have been held and matters pertinent to the safety of the men discussed.

We were sorry to hear of the sicknesses which are occurring in the families of the various workers at this point and hope for the best in the future.

The delegates, of the shop unions were in attendance at their conventions held in Boston at the Manger Hotel.

Former Blacksmith George MacMillan, died on May 15 at one of our local hospitals.

A surprise party was given to Stores Depart-

ment Laborer John, and Mrs. MacVane in celebration of their 42 years of married life.

The only birth announced during the month was a son, born to the daughter of Machinist Joseph Patrick Theriault. This is "Pat's" second grandchild, both boys. The baby will be named at a later date.

We have a new fan who is about to join the "Bee-hive" club. Hostlers Helper James Jenkins has stated his intentions of purchasing a package of bees and the necessary equipment to go with same.

## ATTEND VETS MEETING

Two Maine Central men, officers in the United Veterans Association, attended the quarterly meeting June 6 at the Hotel Victoria in New York. They were E. H. Winslow, third vice-president and Joseph D. Meehan, board of governors, of the national group. Others attending from this area were John J. Burke, CN and Herbert P. Wells, B&M, treasurer of the United Vets.

### QUICK THINKER

Caught in mischief, the little boy was asked by his mother, "How do you expect to get into heaven?"

Thinking a minute he said: "I'll just run in and out and in and out keeping slamming the door until they say, 'For goodness sake, come in or stay out.' Then I'll go in."

## “OLD 470”



PROUD of Old 470 that hauled the last steam train to run on Maine Central lines is Waterville Shops Superintendent Frank H. Bennett whose forces reconditioned the engine for its final glory. The 470 has been in Bennett's care since it was a one-year-old and he arrived at the Shops in 1925. He'll still be able to keep an eagle eye on it as an all-time memorial to steam in front of Waterville station. (Complete story of Last Run in July Issue.)