



# MAINE

# CENTRAL

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVE

JANUARY 1957

M 2706 MEC

1.1957

83.9554



## The President's Page

### A NEW YEAR'S MESSAGE:

Our railroad has started another year and one which we hope and firmly believe will be a prosperous and progressive one for the Company and the men and women responsible for its accomplishments.

Without taking our eyes from objectives, we may reflect for a moment on some of the important achievements of 1956:

Freight train operating efficiency was at an all time high level which reflected savings in operating costs despite the continuing upswing in wages and materials. The peak week was that ending April 18 when gross ton miles per train hour reached 37,741.

An acquisition made possible through capital expenditure, pleasing and helpful to our shippers, was the 250, 50 ton capacity, box cars placed in service in 1956.

Design and construction of new china clay handling and storage facilities on the waterfront have been completed making Portland the most efficient port on the coast for clay ships to use. The radically new 4,500 ton storage facility put in use in 1950 has increased clay ship docking here from 5 to about 14 vessels and the new facility will result in 25 to 30 ship loads of clay from England to Portland each year. This means more railroad and waterfront payroll.

Of service to travelers between Maine points and New York City was the extension of the "State of Maine" to Bangor with through sleepers and coaches. The busy executive can have his evening meal in Bangor, board the sleeper there and arrive in New York without change. Your railroad has created a closer, more comfortable and more dependable transportation link between Eastern Maine and New York.

Installation of Centralized Traffic Control (C.T.C.) over 27 miles of track between Pittsfield and Hermon Pond and the placing in service of two-way radio on all freight and passenger trains furnishing constant and immediate contact with dispatchers in Portland over our main road between Portland and Bangor via both the "Lower" and "Back" roads, were important steps taken to improve the efficient and safe handling of all trains on the line.

And now, returning to our forward look, may I extend warm New Year's greetings to every man and woman contributing ideas and work to our railroad. Your cooperation, unflagging industry and undaunted loyalty during 1957 will insure Maine Central's place in the van of progressive carriers.

A very happy New Year to you all!

Yours sincerely,

*Spencer Miller*

President



# Maine Central Railroad Magazine

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

### FROM THE EDITOR

Members of the new Congress please note:

The Federal Excise Taxes on the transportation of passengers and freight, imposed in 1942 as a wartime measure, are discriminatory in their application and detrimental to the public interest. They have no place in the peacetime economy of the nation, and they should be repealed in their entirety.

This is the gist of views expressed by outstanding industrial, transportation and business leaders attending the National Conference for Repeal of Taxes on Transportation, recently held in New York. Speakers at the conference pointed out that:

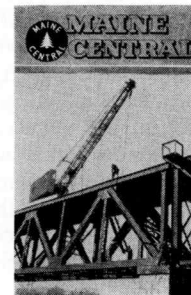
1. The tax on passengers was designed to discourage unnecessary civilian travel at a time when the entire economy of the nation was geared to the prosecution of the war.
2. Passenger operations are today resulting in a deficit running into hundreds of millions of dollars annually.
3. The need today is for more travel, not less. The transportation tax has the effect of discouraging railway travel, increasing passenger deficits, and weakening the country's common-carrier system at a time when a strong transportation system is needed in the interest of domestic economy and national defense.
4. The transportation tax on freight shipments by common carriers is an inducement for large corporations and other shippers to set up their own private carrier systems, since the latter escape the tax.

We feel that the public, which actually pays these taxes, would appreciate their removal.

Published Monthly by

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

Vol. XIII—No. 4  
Richard M. Aylward  
Editor-in-Chief  
William A. Wheeler  
Associate Editor Emeritus



### THE COVER

A staff photographer for the Lewiston Sun-Journal took this striking view of work in progress on our bridge between Lewiston and Auburn over the Androscoggin River. Further details will be found on page 15 of this issue of the Magazine.

# The Railroad Station Agent

*With Emphasis On Eastport, Maine*

By VICTOR R. BROWN, General Agent

Public speaking, impromptu or otherwise, and attempting to act as a correspondent or writer of any sort, are among my well established limitations. The request that I submit an article for the Magazine on the subject of a Station Agent's job could hardly be evaded however, so to the best of my abilities, here it is:

Contrary to the impression of many that an Agent's job is a SNAP with nothing to do but stand around, with hands in pockets or thumbs in vest, apparently without a care in the world, the facts of the matter are that the Agent is, no doubt, seriously thinking of the business at hand at all times, realizing all too well that if he stands around with his hands in his pockets it would not be long before there was nothing else there.



Victor R. Brown

Regardless of the size of the station, the responsibilities of the Agent are many and varied and of a nature incomprehensible to the layman; there are times during which he is working well into the night mapping out the following day's work and tackling other problems not accomplished during the day.

The Agent's work is guided by rules and regulations of permanent significance, replete with supplements, which are issued by his superiors and the officers of the various departments of the Company — Operating, Accounting, Treasury, Freight Traffic, Engineering — from whom he receives instructions and to whom he is accountable for all irregularities, errors, or omissions and for the conduct of all station employees and other employees while at the station.

The ordering and placing of empty cars and the switching list require daily attention due to rapid changes in local conditions. Personal supervision of the loading of freight cars is frequent to insure that special loading instructions are being carried out wherever applicable.

It is necessary to prepare notices and bulletins effecting work assignments in accordance with working agreements. Frequent inspection of all appliances and equipment to prevent breakdown is a necessary safety precaution. The Agent must

see to it that all inquiries are courteously handled, that the collection, accounting and remitting of company funds are properly handled, that receipt, care and forwarding records of all commodities are made and dispatched to the proper officers. His job is to protect the railroad's interests at all times and maintain cordial and pleasant associations with all; his is a work of eternal vigilance and daily care in the assignment of the work in general with no relaxing of effort in the supervision which preserves and keeps the work alive and vigorous.

Here at Eastport our facilities include the Key Street yard which consists of 11 tracks, an engine house, track scale and two warehouses. One warehouse, the Key Street Shed, has approximately 2,500 square feet of floor space while the other, the Eastern Warehouse, has about 8,750 square feet of space and includes the main office and boiler room. These buildings are used chiefly for the storage of cat food, sardines and tin plate and are equipped with modern sprinkler systems for fire protection.

Our waterfront holdings comprise two docks with buildings thereon, the docks being approximately 200 yards apart and about one mile distant from Key Street yard and office.

The location known as Sea Street Wharf has a freight shed with track running through it to the face of the wharf which permits the loading or unloading of four freight cars. This shed has 1,400 square feet of floor space and is equipped with two electric hoists having a capacity of 1,400 pounds each.

## ABOUT THE AUTHOR

Victor R. Brown, a veteran Maine Central employee with 38 years service, has spent his career to date on the Eastern lines of our railroad, in the Calais-Eastport area.

He started work in February of 1918 as Agent at Ayers Jct., later moving to Perry as Agent at that point. In 1933 he became an Operator at Eastport and followed that by taking over as General Agent, Eastport, in October of 1953.

Our readers will find that Brown has not only described the many details of an Agent's job but has woven them into the story of Eastport, thus giving us a valuable insight into that busy terminal of the Maine Central.

The second wharf and shed is known as the Eastern Steamship Wharf, it being owned and operated by that Company when the steamers Governor Cobb, Governor Dingly and Calvin Austin were running between Eastport, Portland and Boston. Changes and improvements in the property have been made since its acquisition by Maine Central. A siding from the main line has been extended to the face of the wharf which permits the working of four cars and the installation of an electric car puller has greatly facilitated the placing of empty cars.

The shed is equipped with one electric hoist, of 3,000 pounds capacity, and four gasoline operated lift trucks. Being much larger than the Sea St. Wharf building, it will accommodate fifty thousand cases of canned fish in storage with ample room for truck operation in discharging boats or the loading of freight cars.

We are in daily contact with the personnel of the two boat lines which operate regularly to and



from Lubec and with whom we maintain interchange accounts. The Passamaquoddy Ferry & Navigation Co., under the efficient management of Mr. Robert Nichols, has an office located in our Eastern Steamship building and one at Lubec managed by Mr. Joseph Ingalls. The Seaport Navigation Co., maintaining similar service, has their main office on their dock in Eastport with a branch office in Lubec. The Company is under the ever popular and amiable Mr. Kenneth Kinney.

With the several sardine factories and the Coast Fisheries cat food plant, plus the producers of smoked and boned herring plants at Lubec, all in operation, work at these two docks is continuous from 8:00 a.m. until 2:30 a.m. the following day, six days a week. Our regular crew of a foreman and seven freight handlers is augmented during the packing season with additional men.

The Coast Fisheries, a division of the Quaker Oats Co. located at Lubec and packers of Puss 'N Boots cat food, when operating continuously favor us with an extensive and much appreciated volume of business. This commodity is packed in two size cans—16 ounce (talls), with a case of 48 cans weighing 56 pounds and 8 ounce (shorts), with a case of 48 cans weighing 30 pounds. The cases are loaded aboard a boat, an average of 8,000 cases per load, and make a forty minute run to our Eastern Steamship wharf.

On arrival the goods are palletized on the boat, forty talls or eighty shorts per pallet, raised to the wharf by hoist and then stacked

in the shed by lift trucks for storage and further handling. The boat then moves to the Sea St. Wharf where grain or boxes are loaded for the return trip.

The loading and unloading of heavier commodities such as can keys and tin plate, which average fifty tons per car, is also handled at the larger Eastern Steamship building.

To the average citizen a car of tin plate is just another car of freight requiring no special attention or handling. Such is not the case, however, as these cars are loaded at point of origin in strict accordance with the rules and instructions issued by the Association of American Railroads. They contain 30 to 36 packages weighing 2,400 to 3,000 pounds each. On arrival the cars are opened for inspection by the Agent who records any damage, infringement of loading rules, etc.

If the car arrives for storage during the fall, winter or spring months it is considered perishable due to the fact that sudden changes in temperatures cause condensation which soon rusts the plate making it useless for the manufacturing of cans. To overcome this our warehouses and cars are aired daily. Over a twelve month period 242 cars were received and 65 of them were held in storage, thus requiring rigid weekly inspection and daily and weekly reports.

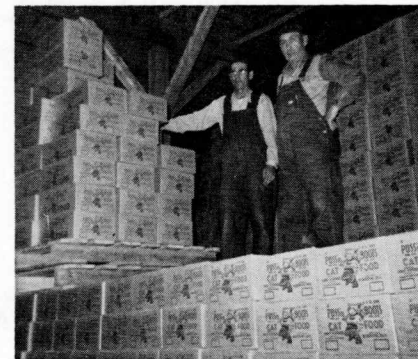
Although the greater portion of business over our waterfront facilities originates from or is destined to Lubec, the export/import business to and from the islands of Grand Manan, Campobello and the Connors Bros. plant at Blacks Har-

bour, N. B. is of noticeable consequence in the Company records. The Record of Entry—Arrival & Departure of Vessels, prepared for the U. S. Government Statistical Department, shows for the months of August, September and October of 1956, the arrival and departure of 230 boats handling a total of 13,281 tons of freight. A reasonable estimate indicates that eighty per cent of this tonnage was received by us for storage or furtherance.

A road switcher, plying between the Key Street yard and the yards at the docks, makes three trips daily, sets the warehouses up with empties and shunts the loads to Key Street where they are billed out or placed for unloading in storage as the case may be.

The Key Street warehouses and yard facilities are available for the local sardine packers and other producers and receivers of freight and the combined receipts equal and at times exceed the tonnage over the Sea Street wharves.

Foreman John A. Craig and seven freight handlers are employed at the Sea Street terminals, augmented by the second and third crews as required. Freight Handler H. P. Duplisea, Laborer A. G. Sherman, Operator C. E. Fickett, Billing Clerk H. B. Culligan and Clerk-Stenographer Kathleen Cline are the main office personnel, all veterans in the service and regularly employed. Each has specific and assigned duties but each is always ready to assist the other in their work. Their combined effort eases the arduous task of receiving, forwarding and storing of over one million one hundred thousand cases of cat food and fish products, the



Cat food being stacked in the Eastern Warehouse at Eastport by Freight Handlers Bill Childs, at left, and Vic Blackwood.

forwarding of twelve hundred carloads of such products and the inward movement of between five and six hundred carloads of various materials essential to production annually.

It is interesting to note the improvements made in the handling and appearance of the sardine and canned fish packages over the years. The change has been from an ordinary rough wooden box with trade marks and brands stencilled by hand to highly decorated cans, wrappers and cartons with printed sea views, boats, fish or other pictures which are consistent with the various trade marks. All in all, the attractiveness of the packing provides an appetizing appearance.

And, considering the hundreds of carloads of sardines and canned fish forwarded each year, these commodities are of paramount importance. Like other canned goods, special regulations govern the preparation of cans and fibreen paper and heavy fibre dividers are used to sustain the block style loading of these cars.

The object of the foregoing paragraphs has been to give our readers a general idea of the location, working facilities and tonnage handled through this terminal, at Eastport, and to be sure that they are left with a positive apprecia-

tion of the responsibilities involved in the successful operation of such a terminal.

The work and responsibilities designated herein are the job of an Agent.

— 0 —

## Can You Identify This Location?

Mystery Picture No. 23



We seem to be featuring bridges this month in the Magazine so, in keeping with the trend, we hereby present as Mystery Picture of the month for your consideration a well known bridge. Know the name and location? 'Nuff said? Let's have those answers!

Mystery Picture No. 22 evidently caused head scratching in some quarters but the following readers came up with the exact location: Portland Terminal Electrician Philip C. Lentz, Chief Statistician E. P. Smith, Portland Division Trainman D. E. Peterson, P. Dur-

gin, Charles W. McLain, William M. Cleaves and retired Engineer Walter L. Emery.

It was, as they said, a scene at Royal Jet. The tracks in the foreground are our back road to Lewiston while, in the distance, Train No. 57 heads east over the lower road for Brunswick and the Rockland Branch. Royal Jet. Tower is out of sight to the right of the picture.

Former Maine Centralite Allen Hazen, of Minneapolis, has correctly identified Picture No. 21 as Cathance Siding.

## Portland No. 1 China Clay Port



Present at China Clay Shed opening were, front row, l. to r.: Col. J. J. Green, Pres. Jarka Corp.; Santino Ferrante, Business Agt., Freight Handler's Union; Pres. E. S. Miller, Maine Central R.R.; Capt. F. X. Landry, Vice Pres. Jarka Corp.; P. E. Loftus, Sec. Freight Checkers Union; L. R. Garvey, Garvey Shipping Co.; F. R. Keenan, Traffic Mgr., Great Northern Paper Co. Back row, l. to r.: E. H. Kessler, Jr., Vice Pres., Casco Bank & Trust Co.; R. C. Mellow, Freight Traffic Mgr. M.C.R.R.; R. Spofford, Champion International Co.; C. B. Jones, Asst. Gen. Freight Agent, M.C.R.R.; R. L. Travis, Traffic Mgr., S. D. Warren Co.; C. G. Lane, Chairman Portland City Council; P. M. Costello, F. E. Gignoux Co.; L. A. Blake, Collector of Customs; A. P. Lane, Freight Traffic Mgr., B. and M. R.R.; J. C. Saunders, Pres. Portland C. of C.; D. E. Milne, Pres. English China Clay Sales Corp., New York; R. E. Leavitt, Chase Leavitt Co.; S. J. Flaherty, Sec., I. L. A.

PORTLAND Terminal Company officials, Maine traffic executives, local community and labor leaders joined on December 17th to mark the opening of the Port of Portland's newest facility—the Portland Terminal Company's enlarged china clay storage facilities.

The opening established Portland as first in the country in size and modernity of its port facilities for handling this commodity, which is an important ingredient in the manufacture of paper.

President E. S. Miller led the group on an inspection tour of the new dock buildings and unique clay-handling machinery which will provide distinct advantages to

Maine's paper industry in that paper manufacturers will have a large supply of this essential available at all times for immediate use.

At a luncheon, held at the Cumberland Club, Mr. Miller told the guests that "these new facilities also insure more payrolls in the city, both for dock workers and for railroad labor necessary for handling increased tonnage which they will attract. The amount of china clay handled through Portland has increased from 25,000 tons in 1950 to 69,000 tons in 1955. Maine Central freight cars start it on its way to paper concerns all over the East and as far west as Chicago. The new facilities which you have in-

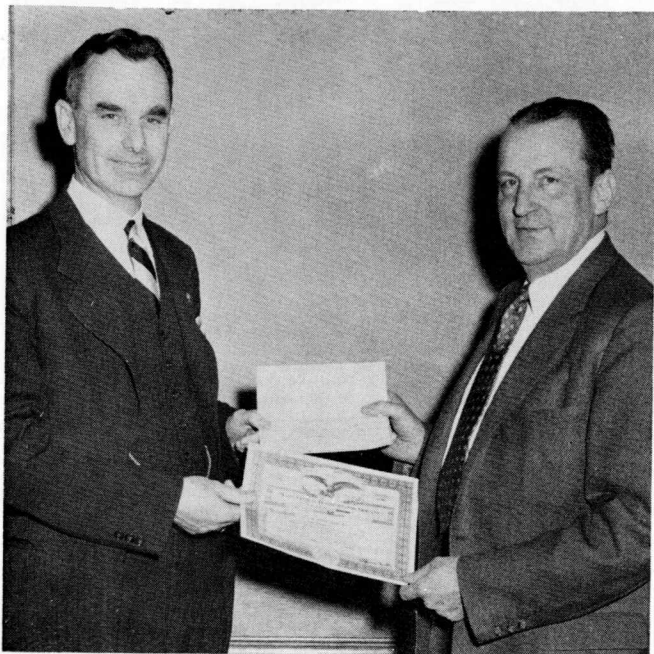
spected today will attract even more of this commodity to our port."

Stormy weather in the Atlantic prevented the guests from seeing

actual handling of clay by the new machinery in that the Steamship Egton from Fowey, England, was delayed a few days in her arrival at Portland.

- o -

## Transfer M. C. Bus Stock



President E. S. Miller passes a symbolic share of M. C. Trans. Co. stock to H. P. Brawner, Vice Pres. Sales/Traffic, Eastern Greyhound Lines, who in turn presents Mr. Miller with a check for \$425,000.

Operation of a subsidiary bus line by the Maine Central Railroad ceased on November 30, 1956. On that date our Company transferred its stock holdings in the Maine Central Transportation Company to the Greyhound Corporation in exchange for the sum of \$425,000.

Execution of an agreement providing for the sale of the line had been reached on April 8, 1954, with actual consumation being delayed pending approval and authorization

by the Interstate Commerce Commission. It is the opinion of both the railroad and the Greyhound Corp. that the transaction will result in better highway service for the people in the area served by the Transportation Company.

Your Editor would like to take this opportunity to say "thanks a million" to Correspondents Irene Elwell and "Bob" Leighton for their cooperation and assistance in presenting news of their Company's

personnel to our readers. We've enjoyed working with you; best wishes in your future endeavors!

- o -

## Named Public Relations Head



R. M. Aylward

Richard M. Aylward, of South Portland, has been named to the position of Publicity and Advertising Manager of the Maine Central Railroad it was announced early in December by E. S. Miller, President of the railroad.

Aylward started his railroad service early in 1948 when he joined the Advertising staff, Public Relations Department, of the Boston and Maine Railroad. He resigned as Advertising Manager of that road to accept the position of Assistant Publicity Manager for the Maine Central and Editor-In-Chief of the

Maine Central Magazine in November of 1954, maintaining that office until his recent promotion.

In addition to his new duties, Aylward will continue to edit the road's monthly magazine.

Aylward is married to the former Nathalie Smith of South Portland. They have a son and daughter.

- o -



*Grace P. Haycock*, of 231 State St., Portland, Accounting Dept. Clerk at Portland.

*Gilman E. Johnson*, of 38 Churchill Road, South Portland, Loader and Caller, Portland Freight House.

*Eugene P. Trueworthy*, Route 4, Augusta, Foreman Painter, B. & B. Dept.

*Amos Currie*, of 16 Oak St., Waterville, a Machinist at Waterville Shops.

*Eugene A. Gillis*, of 97 Pearl St., South Portland, a Portland Terminal Co. Yard Conductor.

*Roy L. Wilson*, of 1148 Congress St., Portland, a Car Inspector at Rigby.

*Frank O. Woodbury*, of 30 Preble St., Portland, Accounting Dept. Clerk at Portland.

*Harold O. Perry*, R.F.D. No. 1, Scarborough, Baggage & Mail Handler at Portland Union Station.

*Raymond E. Parker*, of 30 Thornton Ave., South Portland, Locomotive Engineer.

*James A. Clark*, of 129 Grant St., Portland, a Portland Terminal Co. Yard Conductor.



## Enjoy Trowel Club Meeting



Among those having fun at the Trowel Club's dinner, entertainment and dance at Woodford's Congregational Church Parish House on November 24th were, l. to r.: Reverend J. E. Elliott, Mrs. J. E. Elliott, Mrs. F. H. Thompson, Dr. F. H. Thompson, Club President Milton Poore, Mrs. M. Poore, Mrs. C. Freeman, Chester Freeman, Mrs. S. S. Clark, S. S. Clark, Mrs. H. M. Budd, H. M. Budd, Mrs. A. M. Knowles.



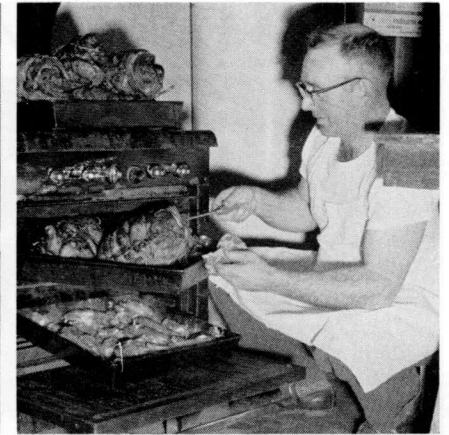
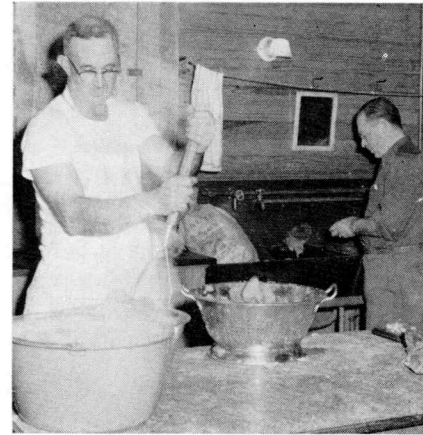
State Senator George Curtis, Jr., his wife and parents, shown here left to right, also enjoyed the evening. Mr. Curtis, Sr., is a Maine Central Signal Maintainer at Gardiner.

— o —

## "Bill" Grace: Plumber And Chef

Some 270 pounds of bear, venison and coon meat were being roasted for the 10th Annual Game Supper of the Falmouth Rod & Gun Club, December 10th, when your Editor, and his camera, came upon the scene. "Bill" Grace, a plumber by trade for the Maine Central, and Ken Perry, co-founders of the club 10 years ago, were hard at work roasting the meat, cooking and preparing the vegetables for the more than 200 persons who turned out that night for the popular event.

Other Maine Centralites among the 75 members of the Club are: S. H. Crummett and G. E. Hannon, sectionmen at Rigby, A. W. Wilkes, Rigby



Left photo: "Bill" Grace, left, is ready to mash a steaming pot of squash while Ken Perry peels potatoes.

Right photo: "Bill" checks on bear and coon meat roasting in the oven. From the sample your Editor had — bear meat is real good!

Enginehouse, E. D. Weymouth, A. V. Andrews, E. Hanson and W. Hanson, Train Crews.

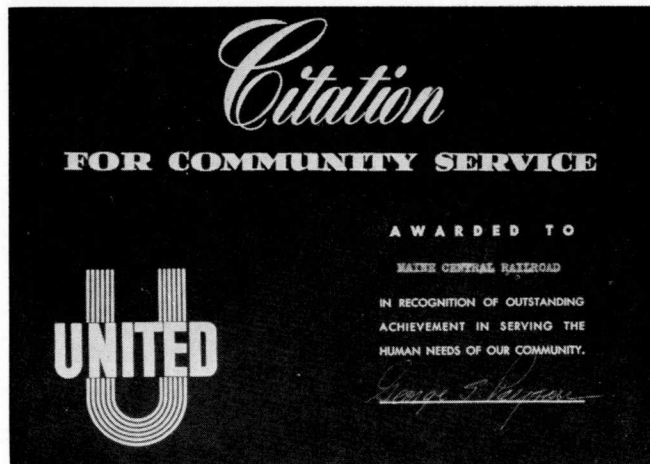
— o —

## Veteran Postal Men Retire



Well known about Portland's Union Station by U. S. Postal Service and Railroad employees, James Lockley, after 45 years of service, and Alfred Murdock, after 38 years of service, retired recently. Gifts from their fellow workers and letters of commendation from the Post Office Dept. were presented by District Transportation Manager Lewis White and his Assistant Manager Charles Verrill. Shown l. to r. are: White, Murdock, Lockley and Verrill.

# United Fund Drive Over The Top



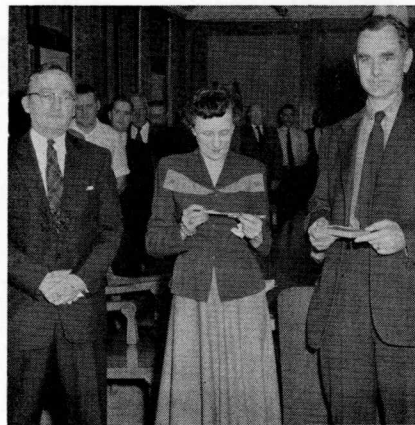
Maine Central's President E. S. Miller received this citation in behalf of all personnel who contributed to the United Fund.

WITH the generous help of Maine Central and Portland Terminal employees, who subscribed a total of \$6,605.25, the greater Portland United Fund Drive, October 15-30, 1956 was a gratifying success.

Coming under the Public Service Unit of the Drive, headed by Mrs. Jean Gannett Williams, assisted by General Manager R. E. Baker, our organization consisted of H. N. Foster, Company Chairman, H. M. Budd and H. N. Tukey, Vice Company Chairmen, G. H. Ellis, J. F. Gerity, E. K. Goddard, E. P. Smith and M. L. Charity, Captains.

A boost was added to the Drive by President E. S. Miller who, at the suggestion of General Chairman M. L. Charity of the Locomotive Firemen, offered to personally present a Maine Central ball point pen to each individual contributing the sum of \$12.00 or over. As a result, Mr. Miller handed pens to 341 employees from the Portland area.

United Fund Officials have been loud in their praise of our railroad's efforts, which resulted in a total



The first person to receive a Maine Central ball point pen and the personal thanks of President Miller was Mrs. Madeleine W. Bowdoin, a Machine Operator in the Auditor Disbursements Office. Comptroller and Treasurer H. N. Foster is at the left.

contributed of approximately three times as much as a year ago. A letter from R. E. Baker to Company Chairman Foster said in part:

"I wish to express to you and to the Captains coming under your jurisdiction, as well as all the Employees who contributed to the United Fund, my appreciation for all the work that was done in connection therewith.

"I have today received a letter from Mrs. Jean Gannett Williams, who was the Chairman of the Service Unit, and wish to quote from her letter as follows—

'The outstanding contribution made by Maine Central was an inspiration to everyone, and was mainly responsible for our fabulous quota results.'

— o —

## Safety Through Bridge Inspections

A dramatic news photo, featured as "Picture of the Week" by the Lewiston Journal Magazine Section, and reproduced on our cover this month, was made possible at the same time that periodic maintenance and inspection work on our Lewiston-Auburn bridge was made easier—late in the past year.

P. D. Gross' Carpenter Crew, using Maine Central Crane No. 65, installed a timber catwalk on the lower bracing of the all steel, deck truss bridge thus providing means for quicker access to all portions of the structure by Engineering Department crews.

Also shown in the photo, at the right, is one of several safety platforms used by railroad personnel on

the bridge upon the approach of a train.

Developing the safety theme of this article further we find this to be true: Safety is ever present in the thoughts and actions of a railroad and its employees. In fact, it is synonymous with railroading itself and an excellent example is that of bridge inspection.

Each and every bridge on our lines, long or short, is inspected at least once a year—once when a detailed inspection is made and a full report on the structure is tabulated and then again at such times as our Engineering Supervisors or Assistant Supervisors have occasion to be in the vicinity of the bridges during the balance of the year. Supervisors Manter, Eastern Division, and Davis, Portland Division and Portland Terminal Co., are responsible for the inspection and maintenance of all bridges on our lines. Assisting them in their work are Asst. Supervisors Woodrow and Dixon, working out of Portland, and Pease, working out of Bangor. General Bridge Inspector Fred Pinkham covers the system as needed.

In going over each bridge structure carefully they look for such things as: loose rivets or bolts, deteriorated members, paint requirements and masonry requirements—in short, any conditions needing attention.

Bridge inspection programs such as this are a big factor in the fine safety performance of the Maine Central and all of our nation's railroads in moving thousands upon thousands of tons of freight and many more thousands of passengers safely to their destinations each year!





# US GIRLS

By KATHRYN McMULKIN

Now that the happy and hectic Holiday Season is a thing of the past, are you finding yourself a bit more relaxed and once more picking up the orderly pattern of your lives? I hope so. Ahead of us we have a beautiful shining New Year, which, of course, will have its share of joy and sorrow, as all years do—which makes for the art of Living.

I just love looking forward to the months of January, February and March. I think of them as "home" months, made up of quiet evenings for reading and TV viewing, bridge parties and social gatherings—not big affairs, but nice cozy ones with your friends around you and the pleasure of planning that goes with it—do you enjoy that?

I am full of gratitude today—perhaps the beginning of a new year has brought it sharply into focus. Whatever the reason, I consider and know myself to be one of the luckiest "girls" in the world for having had the privilege of working these many years for a railroad such as the Maine Central is, and I hope shall always be, growing stronger and more prosperous with the years. Added to this, we of the Maine Central Railroad Family have the absolute assurance our Management has a keen and personal interest in our welfare, not only as a family, but as individual members of that family. That being so, we could not possibly dismiss our obligations lightly, could we? So, in this year of 1957, those "Us Girls" who are at home will continue to send their husbands off to their railroad duties in a relaxed, happy frame of mind, so that all their efforts may be centered in performing their work in a safe and efficient manner and those of us in the office are going to make it a point to perform our duties with the utmost efficiency, remembering always, it is thru our efforts, each one of us, that our Railroad will prosper and grow stronger, and we and our families, in turn, will share that good fortune and prosper with it.

Have you settled on your New Year resolutions? I have made but one and I am going to try so hard to keep it. But, should I fail, I am going to bounce right back and keep on trying. You know that old adage—"If at first you don't succeed, try, try again."

And now—A Very Happy New Year to you and yours. Will you look for me next month? I do hope so, because I will be happily awaiting the opportunity to visit with you again.

## THE FAMILY GRAPEVINE



### Eastport



A family reunion for Machinist George Lank of Eastport, seated—left, with his brothers: Edward of California, Nelson of Bridgton, Me., Percy of Old Orchard and Frank of Eastport. This is the first time the boys have been together in 35 years. They were entertained at the Old Timer's Reception at Anchor Lodge Hall in Eastport.

### Bangor Car Department

By C. A. JEFFERDS

The following officers were elected at the regular annual meeting of the Brotherhood of Railroad Carmen of America, Penobscot Lodge No. 926 at Bangor, Me., Dec. 12, 1956 for the ensuing years 1957-1958:

President—H. E. Burnham  
 Vice Pres.—Linwood J. Connors  
 Financial Secretary—B. C. Wheelden  
 Treasurer—C. F. Lambert  
 Local Committee—H. E. Burnham, L. J. Connors and G. N. Beatham.

Those on vacation since our last publication: Carmen C. F. Lambert, O. W. Spaulding and Coach Cleaner R. J. LaForge. Also Carman Geo. R. Wilson stationed at Northern Maine Jct.

Chas. H. Loftus, Stenographer in the Gen. Car Foreman's office, has bid off Asst. Cashier's job in Bangor Freight Office.

One more added to the Maine Central family: Brenda Anne Smith, born Dec. 3, 1956 at the Eastern Maine General Hospital to Coach Cleaner and Mrs. Ralph E. Smith, Jr.

Friends of Mrs. Onata Quinn of the Ticket

Office force will be sorry to learn of her being off duty account of sickness.

Mildred Constantine of the Ticket office is enjoying her annual vacation, her position being covered by M. E. Crooker.

Forest Edgcomb, Baggage Man at Union Station is so much improved that he is to return to his duties, after being off several weeks account of sickness.

### Bangor

#### Mechanical Department

By F. E. WARE

1956 was a grand old year, but like all good things it had to pass on to make room for the new. In the passing of 1956 a new year was born, namely 1957. Let's all resolve to make it an even greater, happier and more successful one than 1956, and above all, let's strive and pray to keep "peace on earth," throughout the year.

Engineer and Mrs. Leonard J. Grant left Dec. 30th for Florida, where they expect to spend the rest of the winter months.

Stationary Fireman Herbert D. Bascomb and Miss Beryl Kingsbury, of Frankfort, were married recently at Brooks, Maine. The bride and groom are residing at Frankfort.

Clerk Lawrence F. Warren has bid in the 3 p.m. to 11 p.m. Stores clerk job at the Engine House, starting Dec. 10th. Larry is not much of a stranger around these parts as he has been doing spare work in the Crew Dispatcher's office and is a former Fireman and a former Bus Driver for the Maine Central Trans. Co. He is the son of Retired Engineer Harry W. Warren, who now resides in Dover-Foxcroft.

Former Stores Clerk Keith Ingraham bid in the 3rd shift ticket office job at Union Station on Nov. 29th. Best of luck on your new job Keith.

We wish to send our best wishes to Rules Examiner E. O. Winslow who is in the hospital in Portland.

Fireman Jordan L. Rich is back at work after being laid up with a back injury acquired at Eastport. He is now working on the Howland Extra.

We are all glad to see Engineer Colon Peasley, Sr. back on the job again. He has bid in the Front Street Switcher on the second shift.

Alfred Cyr, Jr., A. O. 3, son of Machinist and Mrs. Alfred Cyr, Sr., arrived home Dec. 16th for a 21 day leave from the Navy. Alfred is currently stationed at Virginia Beach, having just returned from temporary duty in Cuba.

Word was received recently of the death of Mrs. Donald MacDonald of Milo, P.E.I. Mrs. MacDonald was the mother of Laborer Angus MacDonald and the grandmother of Machinist James L. MacDonald. She was in her 80th year. Sympathy is extended to the family.

We still hear a few echos of successes of the mighty Hunters in this division. Engineer Raymond Dauphinee bagged a 180 lb., 7 Point buck in the Levant Area. This is the first one in 3 years for Ray. Either Ray has improved his marksmanship or his luck is turning, we'll see next year.

Engineers Jimmy Jenkins and John Peasley weren't quite so lucky on their hunting trip. John came down with such a cold that he thought he was going to have pneumonia and didn't get out of his bunk for a couple of days. When Jimmy retired for the night, ("as all

good hunters should'), he laid his glasses on the floor, or so he thought. The next morning he tried to find them and couldn't so he called to John, who rolled out of his bunk and made a thorough search but no glasses could be found. Jimmy then proceeded to get up and put on his size ??? boots and started across the floor then, KRUNCH-KRUNCH. At last poor Jimmy had found his glasses. The remains of the glasses are now displayed, hanging from the rafters of the camp as a reminder to all who follow in these fellows foot prints that "Glasses and feet do not belong in the same boot."

## Vanceboro

By HARRY D. DAVIS

Candelabra and baskets of chrysanthemums decorated the chancel of the Vanceboro Methodist Church on November 24th when Miss Lola M. Farnham, daughter of the late, retired Car Inspector and the late Mrs. Stanley A. Farnham, became the bride of Gordon Gass, son of Mr. and Mrs. Ernest Gass, McAdam, N. B. Rev. Theodore Blanchard officiated, using the single ring ceremony. The bride was given away by her brother, Car Inspector Stanley L. Farnham. Mrs. Alanson Noble, organist, accompanied the soloist, Mrs. Stanley L. Farnham. Following the ceremony a reception was held in the church vestry catered by the Woman's Society of Christian Service.

The bride attended Vanceboro High School, and has been employed by Mr. and Mrs. Donald H. Wescott. Mrs. Wescott is Cashier at the Vanceboro Freight Office. The bridegroom attended McAdam, N. B. High School, and is now employed by the Canadian Pacific Railway Company at McAdam, N. B. in their car shop. The couple left on a wedding trip to New York and on their return are making their home in McAdam, N. B.

This is the season for Christmas trees. To date our records indicate the movement through the port of Vanceboro of 292 cars, including those via C. P. R. and western connections.

To put the finishing touches on the renovating at local Custom House inlaid linoleum has been installed on the lower floors, which constitute the offices, by crew from Bangor Furniture Company, Bangor, Maine. The upstairs, which houses Deputy Collector and Mrs. C. E. Russell, has been given a complete face lifting.

The Maine Potato Shippers' Heater Service was set up at Vanceboro on December 3rd. Foreman Clyde Grass is in charge of a crew of five men consisting of Frank Sibley, Ralph Knowlton, Richard Nason, Albie Nason and Willis Grass.

Overseas' traffic, both passenger and freight service, is now moving via West Saint John and the Canadian Pacific Railway through this port, and is gradually increasing as the season advances.



## Augusta

By E. E. WALKER

Freight Handler and Mrs. Leland Hopkins

spent the holidays with their son and wife, Rev. and Mrs. Richard Hopkins, Groton, Conn.

Furloughed Painter Robert Nichols was employed as temporary Baggage and Mailman during the Christmas rush.

Traveling Freight Agent Geo. A. Moulison of the New York Central R. R., owner of the "Solid Gold" Cadillac, was a recent business caller in this office.

News is scarce this month, so will mention that Asst. Gen. Frt. Agent Clarence B. Jones was about town.

### Ode to Waterville Shop.

"Stevie" and "Bill" of Waterville Shop,  
Had a feud long standing and strong.  
The "Brass" told "Stevie" it must definitely stop,  
But my bet is, it won't be for long.  
HAPPY NEW YEAR TO ALL.

### Farmington Branch

By ANN NEWCOMB

L. A. Stevens, sectionman Farmington crew, bunted into the Dixfield section.

Stevens was displaced by Albert Gilman of Auburn, who had been in Willard Week's crew.

Ed Stone, section-man, who has been off account of illness for several months has returned to the Farmington crew.

Dave Holmes was bunted from the Farmington section crew and is temporarily unemployed.

Clerk R. M. Newcomb, Livermore Falls, completed his vacation of three days recently, being relieved by spare clerk H. A. Fletcher of Danville Jct.

William Pike, yard clerk Chisholm yard, has returned to work after being out sick several weeks.

Trains No. 7 and No. 24 are still running passenger Extra pending a decision from the P. U. C.

Erlon Knowles, local Express Agent, and wife plan to spend the holiday with his family in New Hampshire.

A speedy recovery is wished for the wife of sectionman Albert Gilman who is hospitalized at the C. M. G. Hospital, Lewiston with a fractured hip.

Herb Calden reports the rabbits are pretty thick having bagged 7 last Saturday with his beagle. (Herb hunted with a Companion)

E. E. Newcomb, Agent, has a son beagle of Herb's dog; bagged 3 the same day with the year and a half pup.

C. A. Miller is now caretaker at the Wilton station keeping fires in waiting room on Saturdays and Sundays.

Understand "Charlie" Richardson, agent at Livermore Falls, is now pondering the time tables to find out the route on his vacation trip. Charlie usually picks out some far off place and benefits from his pass privilege. Last year, as I remember, he went bull fighting down in Mexico.

### Waterville Station

By M. W. FLYNT and ELAINE KERVIN

Ben Cayford in E. B. Sweet's Crew took his three weeks vacation in December.

The following are new members in The Successful Deer Hunters' Club: Thomas Barnes and Charles Luxie, Trackmen, Sec. 44 Waterville, and Earl Prince and Ernest Henry of the

Carpenter Crew. There do not seem to be any new members for the other club!

Maurice Thorne and his wife spent the week-end in Boston recently visiting their son, Donald, and other relatives in Rhode Island.

Ray Coulombre and Fred Sautter went to Boston to the December meeting and dinner of the New England Railroad Club.

The Centralized Traffic Control known as the CTC is now in operation between Hermon Center and Atwell which is east of Pittsfield. It seems to be working out very satisfactorily.

Congratulations to Tim Doyon, Trackman Sec. 42 Waterville, on his recent marriage.

Alex Dennis, Trackman Sec. 25 Fairfield, lost his home and all household furnishings by fire recently.

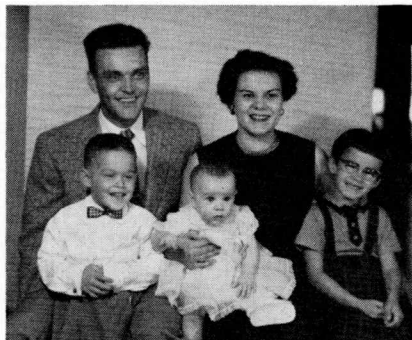
Romeo Beaulieu's car had an accident but nothing serious. During Romeo's vacation his car was in the garage for repairs which meant he had to hoof it!

Stub Murphy, Machine Operator, and Chic Cowan, Trackman Sec. 44 Waterville, are both out on sick leave. Harvey W. Holt, Cooke in Beaulieu's Extra Crew, has returned home from the hospital.

Some people seem to be in the chips. We won't mention names but Gid Veilleux is the proud owner of a 1957 DeSoto sedan, white sidewalls and all!

Gid Veilleux and Ed Tenan, Sec. Foreman at Carmel, had a week's vacation in December. Bill Monroe has moved into his new apartment on Elm Street in Waterville.

Ray Coulombre and family spent the week-end after Thanksgiving with their families in Fitchburg and Leominster, Mass.



Above is a family picture from Lawrence E. McIntosh, Sr., Agent at Bingham. From left to right are: Mr. and Mrs. McIntosh, Lawrence E., Jr. (4 yrs. old), Colean M. (8 months old) and Cynthia S. (5 yrs. old).

Trainmaster A. N. Tupper saw his opportunity one day to do a good deed. Someone had left the parking lights on in their car in the station parking area. Tup saw the lights on and opened the door to put them off. About that time a man was standing on the platform watching the incident. As Tup started toward the station, the stranger walked toward him with an ominous look in his eyes. Tup caught the stare and figuring that he must be the owner, he explained what he had done. It ended happily but for a minute it looked as though it wouldn't.

We received a very nice letter from Roy Jones

who is now an Engineer with Douglas Aircraft in California. Roy and his family have rented a house in Torrance. His one complaint is that he is about 200 miles away from his favorite sports, fishing and hunting.

Plumber Joe McKenney is going to make a New Year's resolution to learn the passenger train time schedules. He got his family up very early one morning to take what he thought was a four A.M. train to northern Maine. In the early cold of the morning they arrived at the railroad station only to find that the train left about two A.M., not four A.M.

Laurent Veilleux, Trackman Sec. 44 Waterville, reports that his wife who has been seriously ill in a Boston hospital has shown a slight improvement.

Elaine Kervin and Sheila Dempsey attended the Colby-Maine home coming game at Orono. Seems a sudden interest in athletics.

F. A. "Alex" Nicholson is recovering nicely at Sisters Hospital from injuries sustained at work.

Sympathy goes to the family of Engr. H. A. Bickford who recently died after a considerable period of failing health.

Albert A. Kirkwood, retired station agent, died at his Norridgewock home Oct. 20th. The family have our condolences.

Trust everyone had a Merry Christmas and Happy New Year.

## Waterville Shops

By "STEVE"

Bob Harding, our diminutive Tin-knocker, has recently completed an efficient adjunct to his farm with completion of a new cattle barn to care for his growing dairy herd. The barn is constructed according to most modern plans and features such work saving innovations as automatic cleaning. By pressing a button, the entire tie-up is cleaned and dumped outside in the spreader, by a conveyor system. A problem that Harding has to overcome is the freezing of the outside unit in cold weather. For several years he has been diligently studying the original Senior Ote-billis model of a heated, aerated dispersing unit which functions under any and all conditions. As of now, Harding, or any one else who has come in contact with this unit, has been unable to determine how or why it functions as it does. This disperser is over a half century in age and seems to be more efficient as time goes by and at times acts as if it had mentality. This unit is controlled, unfortunately (or maybe fortunately) by a corporation and is not in the public domain. The original builders of this model apparently became discouraged after examining this first unit, as they stopped producing. A Junior size model, by a different designer and production manager, was brought out some 30 years ago but, doubtless due to influences of the production department, has no heated aeration and has low efficiency as a dispersing unit; altho this Junior size is capable in other ways. We understand that the Senior model will be retired in some 90 months to an Agricultural College where its abilities will be demonstrated in a more worthwhile field. Looks like Harding still has a problem to overcome on his own.

Den Mother Guy Wentworth has been breaking in a new cub scout in the Car Store named Richard Libby. Apparently Libby received his Merit Badges quickly as he has been assigned to

the Storekeepers Office covering Charlie Mitchell's former job.

Blacksmith Welder Clayton Johnston has recently sold his home in Shawmut and has purchased a new 50 foot trailer, in which the family is now living. Clay has also bought a '57 Mercury.

Freight-room ram rod Justin Buzzell is on the sick list at this writing and Nubert Estabrooks is riding herd in Buzz's absence.

Political shake-ups in the Carmen's Committee put new faces into the battle. Arnold Giroux is chairman, assisted by Lightening Taylor, a new member; Ralph Roberts, for the Passenger Room and Aerial Lord for the Paint Shop were re-elected. The 'outs' are Hallee and Orchard.

Mill Foreman Ernest Bickford has been laid up with a respiratory ailment for a time.

Blacksmith Aimee LaLiberty has a '57 Pontiac.

Millman Win Reynolds fought a losing battle with the 4 sided planer in the Mill receiving a badly mangled hand in the bout by getting it jammed in the rollers. We understand, as of now that it has not been necessary for any amputations.

Supt. George Silva has been a recent business visitor at the General Office in Portland getting some information about the Univac System. GPS continued on to Boston where he attended the New England Railroad Club meeting. (this writer is interested in the mechanical aspects of the Univac as there is a "mechanical brain" in a certain department around here that needs adjusting. N. B. we aint mentionin' no names)

Our Draftsman, Laurence Sparrow, has recently been drafted for a weeks vacation at Johnstown, Penn. inspecting new coal cars for the Portland Terminal. (vacation' courtesy of Joe Rourke and Dick Dole)

A sheetmetal worker, Pistol Pete Patterson, our two gun sheriff, is trailing contractors and building materials suppliers envisioning a new ranch type home in the spring.

Foreman Lou Ifill, dismantling his iron hoss, stepped on a round rock and broke a bone in his foot. Lou has been paddling around on a peg, a la Long John Silver.

Retired Painter Henry Glazier died in a local nursing home Nov. 21, 1956. Glazier had worked for the Maine Central as a painter for some 40 years and had been on pension since 1937.

Late reported deer getters are Painter Bill Mingo, Machinist John Larracey and Carman Basil Thompson. Mingo's was a dwarf.

Apprentice Phil Ware parked his car on the Main Street in Fairfield and while in the American Legion, some driver rammed the back of Phil's car, driving it into a car parked ahead, totally demolishing the Ware car.

A generous deer slayer this past fall was Kindling and Splinterman Alfred Cunningham who magnanimously donated the most succulent morsels of the venison to Clerk Guy Wentworth.

We have received a post card from retired painter, Henry Pooler, who is wintering in Florida.

Tractor Driver Ken Philbrick has recently served a short hitch as Yard Foreman substituting for Harmon Moreau who was vacationing.

Apprentice Arthur Campbell has completed his apprenticeship and has graduated into the ranks of the unemployed.

Blacksmith Foreman and Mrs. Owen Thompson have been visiting their son and family in Hartford, Conn. over the holidays.

Electrician Parker Hall has been laid up for a spell with a dropped stitch in his back.

Steel room Head Broom Clarence Stewart states that his business is picking up, which is encouraging. When interviewed recently Stewart was pushing a loaded wheelbarrow and, asked if he had a drivers license for the vehicle, stated "Personally, no. But as Peabody isn't using his, maybe I can get it."

Tractor Driver Eddie Gurski has worked up a lucrative profession during his spare time as a salesman for a local frozen food plant. Eddie will sell you the freezer and stock it with frozen foods and you can pay for it with practically nothing down and with small weekly payments.

Carman Clarence Pomeroy slipped on the ice recently and landed on his nose breaking it in three places, requiring a couple days in a local hospital for nozzle repairs.

Carman Florian Jacques is a patient at a local hospital with pneumonia.

As a result of the Machine Shop Committee elections, Blaine Ladd, Phil Severson, John Larracey and Don Rines will guide the destinies of the Machinists for the coming two years. This is Rines first term as a committeeman, the others were re-elected.

The most precocious rabbit hound in 4 counties is Pal, owned by Machinist Vic Willette. While Pal doesn't boast of any pedigree Willette allows that all that is necessary is to drive in to the woods, leave the car doors open and turn the pup loose. Pal will run the rabbits right into the car. Some dog. Even better than Pressley's.

Machinist Ken Fletcher and family have been spending some time in Florida.

## Rockland

By F. L. CARSLY

Trainman Percy Brackett is a patient at the Maine General Hospital at Portland and is on the gain. Hope to see Percy on the job again soon.

Everyone has had their vacations and hunting trips and the only successful hunter was sectionman Warren Smith. Better luck next year.

Telegrapher I. C. Varney who has been on the Swing Job has bid off Agent's job by Newcastle and Swing Job has been bid off by Operator Stack. Operator Anderson covered this job one week and was nice to see Anderson back to work after his accident.

General Agent and Mrs. Carsley leave January 7th for three months vacation at St. Petersburg, Fla.



By JOHN J. KEATING

The Maine Association of Railroad Veterans held their Annual Christmas party at Ednas Restaurant, Thompsons Point, Sunday, December 23. A very enjoyable time was had by all, with Santa Claus passing out gifts and music and carol singing by the members.

Our Rules Examiner, Eugene H. Winslow, was a patient at the Maine Medical Center for surgery.



Trainman and Mrs. Charles O. Dore, of Gardiner, celebrated their 50th Wedding Anniversary on October 3rd. They were married in 1906 in Whitman, Mass. Mr. Dore has also completed 50 years as a Trainman and as a member of the Brotherhood of Railroad Trainmen. He has a lifetime Maine Central service pass and 50 year gold pins from the railroad and the brotherhood.

Photo courtesy Kennebec Journal.

Retired Conductor Blaine "Barney" Hall, celebrated his 80th birthday Friday, December 14th. To you "Barney"—Many-Many more.

Correction: Mrs. Joseph Meehan wife of General Foreman, Union Station, was a patient at the Mercy Hospital, not at Medical Center, as reported in last issue of magazine.

Received a Christmas card from Retired Conductor "Nick" Huston. "Nick" and his wife reside in Winn, Maine.

We have a couple of great hunters in our craft: Trainman Kennedy got lost while hunting with Conductor Garland, Adams and Pratt and came out eight miles from camp. Trainman Burkman hunted all day with no bullets in gun.

Mrs. Philip Smith, wife of the late Conductor Smith, spent the Holidays with her sister at So. Gardiner.

Sympathy is extended to Mrs. Jack Cady on the death of her husband, retired Union Station Baggage Master.

Mrs. John Jordan, wife of Conductor Jordan, made a trip to visit her daughter and son in law who reside in Presque Isle.

Engineman Ed Harlow and Mrs. Harlow are on vacation in Florida.

Received a letter from former Conductor Clayton Williamson who resides in Jacksonville, Florida and is retired from the Atlantic Coast Line RR. During the cold spell there he used an oil stove to heat the kitchen; the stove exploded and he was severely burned.

Retired P. T. Conductor Fred Larkin and the Mrs. have returned to Sarasota, Florida, where they have built a new home. Hope to see "You Kids" this winter.

Retired Tower Man Alfred Guimont and the Mrs. made a visit to their daughter and son in law who reside in Braintree, Mass.



## Bartlett, N. H.

By O. R. BURDWOOD

Everett Tebbetts, clerk in Mr. Dodge's office, is having a two weeks vacation at present.

E. Hersey has returned to the North Conway section after being on motor patrol all summer.

Percy Chandler has returned to Bartlett to cover flanger service.

Agent Joe Boucher of Gilman is taking several weeks off and has left for Florida. We are all pleased to know that he will have a nice, warm vacation.



These smiling youngsters are the grandchildren of patrolman and Mrs. Percy Chandler. On the left is Linda Allen, age 8; at right is Christine, age 6.

Sorry to report that Mrs. C. I. Burke, wife of trainman Clint Burke is a patient at the Memorial Hospital.

Henry Nealley has taken a job with the North Conway section for the winter season, or until Peter's outfit goes forth in the spring.

The safe at Gilman station went wrong a while ago and we got W. N. Trecarten, engine house foreman, to take a man and go up there and burn it open. They did. Pretty versatile guys we have around here. However, they came down past the Whitefield bank and did not molest it so things are all fine.

Signalman E. N. Mallett has returned to work after two weeks in the hospital.

And now comes the snow and cold weather. We would compose a poem about snow and all its beauties except that it could never be printed.



Retired section foreman John McCann, formerly of Sawyers River, drops in to see us once in a while.

All quiet on the Eastern shores of Lake McKeil; Smearer's camp closed for the winter and the Bugtussle road will soon be snowed in.

Fireman Tom Kennedy is now back to work after a tough session with a bad back.



## Rigby Engine House

By ALBERT B. WETMORE

Our Christmas offering for the month, submitted by Laborer Arthur Thompson:  
**CHRISTMAS DAY**

There is a day called Christmas,  
That means so much to us,  
For that, we are so thankful,  
And to remind us of Jesus's birth.

To sit around the fireside,  
Or by the Christmas tree,  
If I could be a child again,  
How happy I would be.

For all of this, I thank Him  
I never can repay,  
But I hope that he will grant me  
Another Christmas Day.

Wharf No. 3 Machinist Maurice Weeks was involved in a slight accident with his car while driving home from work. While stopping for a red light another car bumped him in the rear. The damage was minor.

Machinist "Mike" Fred Emery intends to work at least ten years more before retiring on pension. He has just purchased a new suit of cover-alls.

Emerald Barker, brother-in-law of retired Machinist Helper Joseph Hanlin, was killed at Limestone Air-base.

Hostler Steve Brodie has just returned from Palm Beach, Florida. He visited relatives while there.

Laborer Charles Jackson has returned to work after a lengthy period of sickness caused by an accident with a rotary lawn mower.

Former Machinist Arthur Fossett died at the age of 81 years.

Carpenter Robert Sampson, Carman Robert Mulhern, and Laborer Charles Whitten are taking advantage of all the good weather by going rabbit hunting. They have had very good luck, as well as a good time. They say the rabbits are plentiful this year.

Stores' Department Clerk Alfred Carey has purchased a new car, a Chevrolet.

Machinist Martin Stratton is on an extensive leave of absence on account of a recent heart attack, quite severe, we are told. All his fellow workers wish him a quick recovery.

The death of Charles Dudley, father of Hostler's Helper Roger Dudley. A floral tribute was sent to the funeral.

Laborer Laurence and Mrs. Gantiner made a timely discovery of a fire in Scarborough, near their home. Their prompt action in notifying the local fire department saved considerable damage. The house was the property of a summer resident, and was vacant at the time.

The usual custom of supplying Xmas baskets to the sick employees was observed and carried out to a conclusion by Machinists Theodore Cote and Lucien Carignan supported by contributions of the engine house employees. There were 5 men who received donations. Also, Christmas greeting cards were sent to all retired men whose addresses were known. This was donated by the shop Welfare Fund.

Laborer Estes Jenks tells me a new heating plant has been installed in his home which he is renting.

The Safety Board reading at this date—December 20th—is 178 days or 4272 work hours. Hostler James Jenkins dropped a stitch in his back due to a cold while on the job, and was given first aid, but it was not considered an accident.

Foreman Frederick Lombard and Mrs. Lombard visited their son Frederick, Junior and his family over the holidays in Philadelphia.

Machinist Helper James Quincannon, who also acts as spare clerk, is acting in that capacity.

At least 3 of our Helpers have declared themselves as Machinists recently: James Larabee, Kenneth Gillis, and Milton Coombs. Milfred Goodwin is working spare in that capacity.

Walter Anderson received an injury when he slipped and fell on the steps at his home. The result as reported to me at this date was 3 fractured ribs.



By ERNESTINE V. MILLER,  
DORIS THOMAS, JULIA ROPER  
and MARGARET LYNCH

Winnie Strout, General Office telephone operator, wishes to thank all of her friends and associates who have been so kind to her during her illness.

Bob Rounds of the A. of D. office plans to fly to Texas for Christmas. His latest heart throb is in Houston.

Joe Gallant not very successful in his hunt for deer (not dear).

Pretty Florence Hume of the A. of D. office is sporting a sparkler on the right finger, and a nice one too, from her fiancé, Ralph Walker of Kennebunk. Ralph is just out of service and is presently employed in Government Oil Conservation. No date, as yet, has been set for the wedding. Florence spent the holidays with her fiancé's folks in Kennebunk.

Edith MacGibbon of Engineering spent part of her vacation in Boston shopping for Christmas and does Eddie go all out for this particular holiday.

Dot Ohl and her husband, Louis, will spend the holidays with her daughter and family at East Alton, Ill.

Martha True, Stenographer-Freight Claims, spent Christmas with her cousin Mrs. Olof Sandberg in Reading, Mass. Many of the girls will remember Mrs. Sandberg as the former Angie Stevens when she worked for the Maine Central.

Earle Bennett, Clerk-Freight Claims, went

hunting while on his vacation and bagged a deer in the Kezar Lake area.

Sympathy is extended to the family of Mrs. Adelaide May Osgood, for more than 30 years a telephone operator in the General Offices building, who died in a Portland hospital December 11th. She was born at Georgetown in 1892, attended Portland schools and the First Congregational Church in South Portland.

Germaine Deschenes, Marion Perkins and Rosemary McDonough of Machine Accounting, and Barbara Pratt of Transportation Accounting enjoyed dinner and a Christmas party at the home of Ruth Watson on December 18.

Marion Adler of Machine Accounting is sporting a beautiful blue and cream 1957 Dodge. It sure is a beauty!

Several of the offices in the building looked very holidayish with their Christmas trees—complete with all the trimmings and colored lights. Very festive and very decorative, they were,—especially the one in the General Accountant's Department, the Auditor Disbursements Office, and the Auditor of Revenue Department.

Everyone has been congratulating John and Marie Gerity on the birth of their first son, Michael, on December 8, at Mercy Hospital. The occasion called for free cigars and candy all around. Mr. Gerity is Auditor Disbursements.

Glad to hear Fred Chitty, formerly of the Payroll Department, is doing nicely after a spell in the Maine Medical Center.

Margaret "Chick" Coyne is on her annual leave of absence in Florida, visiting her sister and brother-in-law, Lucky girl!

Paul Mahaney, Clerk Messenger in Auditor Disbursements Office, is now Clerk-Messenger in Auditor Revenues Office. (He still has the two flights of stairs to climb).

Sam Spires, who by now is enjoying the climate of England, was given a 'bon voyage' gift by his associates, consisting of such essentials as band-aids, shaving lotion, eyeglass cleaners, stationery, Papermate pen, flashlight, and a couple of girly-girly magazines to get him in the proper spirit for the boat trip.

Robert Clarke spent the holidays with his folks in Wakefield, Massachusetts.

Bill Welch of the Disbursements Office will have a nice holiday as he will have all his family together once more. His daughter, Joan, will be on leave from her duties at Deaconess Hospital, Boston, and Carol Ann and her husband will join the throng.

Louis Scannell is taking a late vacation to visit over the holidays with Dr. and Mrs. Edward Sullivan, formerly of Portland, now at Bellefonte, Pennsylvania.

A very successful party was held by the General Office Employees on Saturday, December 15, at the Commodore Ballroom in Portland, with 60 couples making merry. A fine buffet dinner was enjoyed, following which Santa Claus (in the person of George Ellis, Auditor Revenues) visited the happy crowd. A shoe dance was held, and it was surprising to find the number of husbands who did not recognize their wife's shoe when it was put in the box with the rest of the gals' shoes! Fun was had doing the "Circle Waltz" and the "Hokey-Pokey Dance," as well as the elimination dance. All in all, it was a wonderful party, and much credit is due Mrs. Mary Tabbut of Car Accounting and Statistics, and Myrtle Neilsen of Auditor Disbursements, for their hard work in getting the affair set up.



Frank O. Woodbury, who retired on October 31st from the Accounting Dept., at his decorated desk with Comptroller and Treasurer H. N. Foster, at left, and Asst. Comptroller E. C. Paine.

The next big event to look forward to is the 6th Annual Joint Installation of Officers of the Railway Clerks to be held Saturday, January 26, at the Mayfair Room, Lafayette Hotel. This is always a gala time and well attended. Members of Lodge 374 may secure tickets from Ernestine Miller, General Accountant's Office; Maurice Allaire, Stores Department; Edward Gingras, Auditor Revenues Office; Al Chapman, Disbursements Office, or Kay Donahue of the same Department. All non-union personnel and guests will be welcomed, and the cost will be \$3.50 per person for the non-union employees and their friends.

Paul Crawford, assistant to the General Accountant, continues to have bad luck with his new car. Recently, on a particularly icy night he skidded on a patch of ice, went up an embankment into some cement steps, then ricocheted into a telephone pole. While the Chevy was badly damaged, Paul and Mrs. Crawford were lucky to escape with just a general shaking-up.

Blanche Szott has joined the office staff of Transportation Accounting. Margaret Gagnon, formerly of that department, has been assigned as machine operator in the Auditor Revenues Office. She'll be missed in Transportation Accounting.

Marion Stevens, secretary to George Ellis, is enjoying a restful vacation at home.

Mary Tabbut, secretary to E. K. Goddard, left for West Virginia December 22 to enjoy a well-deserved two weeks vacation with her folks.

It sure is swell to see Leo Jackson back at his desk in Car Accounting and Statistics after illness. He looks wonderful.

Ruth Provencher of Auditor Revenues held a Christmas party for some of the gals in her department, at the Columbia Hotel. It was a very successful evening, with about 40 attending.

Gladys Lyden and Eleanor Cousins of Auditor Revenues attended the Boston and Maine Christmas party.



"Remember Me"

*Let's*

*Finish*

*the Job!*



**Join <sup>THE</sup> MARCH OF DIMES**

**IN JANUARY**