



MAINE CENTRAL

FEBRUARY 1957

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES





Maine Central Railroad Magazine

Vol. XIII—No. 5

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THE COVER

Train No. 1, first to use complete facilities of the new C.T.C. installation between Pittsfield and Hermon, speeds past Control Tower MD on its run from Portland to Bangor. Story on page 7 of this issue.

FROM THE EDITOR

Recent editions of two popular weekly magazines have carried feature articles on our nation's railroads. One, in the January 28th issue of Time, entitled "The New Age of Railroading", emphasizes the intensive modernization program carried out by the rail lines since World War II and includes six full pages of color photographs.

The other, "So You Don't Ride The Trains Anymore", appeared in the December 22, 1956, edition of the Saturday Evening Post. An excellent resume of the railroad's position in our present highly competitive transportation market, the article stresses the problems of passenger deficits and government regulation.

Both are important reading for all of our readers.

Our apologies to those of our readers who looked for, but didn't find in our January Magazine, an answer to the problem of "The Castaways, the Monkey and the Coconuts" posed by Eric P. Smith in his article published in December. Please turn to page 12 of this issue for his solution.

President Eisenhower, in his Budget Message to the present Congress, stressed again importance of the proposals made by his Advisory Committee on Transport Policy and Organization, proposals on which consideration was only begun by the Eighty-fourth Congress. He stated, "Because of the importance of strengthening our transportation system, these hearings should be completed in the present session. Proposals for legislation will again be submitted by the Secretary of Commerce".

It is to be hoped that Congress will enact such legislation this year!

Published Monthly by

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

Mainline C. T. C. Installation



President E. S. Miller, seated, throws a switch from control panel in Tower MD as Train No. 1 approaches from Portland. Looking on are, l. to r.: Chief Engineer J. W. Wiggins, General Manager R. E. Baker and Signal Engineer J. F. Stanford.

ONE man now controls movements of all trains and has control of switches and signals on a 28-mile stretch of our railroad's main line tracks between Pittsfield and Hermon through use of a new Centralized Traffic Control system. Installation has taken signal crews 8 months; cost is \$550,000.

President E. S. Miller formally put the system into operation on January 9 as he snapped a switch to send the first train through the area—Train No. 1, the morning Portland to Bangor passenger train. He told those at the informal opening ceremonies that "this new centralized traffic control system—as modern a type as is presently avail-

able—is in line with Maine Central's continuing program of modernization of its property."

With a flick of two fingers the operator at the Tower MD control panel can send an electrical impulse out over the 28 miles of track to Pittsfield where it moves a switch, changes a signal and then in 14 seconds reports back to the tower where it rings a bell and lights a light, thus announcing completion of its job. Similarly the operator can move any of the passing track switches or change any of the 22 signals along the line coming under his jurisdiction.

Controlled also from the tower are propane gas heaters located at



Tower MD with color light signals at East end of C.T.C. area. A temporary, manually operated train order signal stands close to the building while a permanent color light train order signal is being erected on the mast standing above the roof of the structure.

the passing track switches. By pushing a button the operator can light or extinguish the heaters during snow or ice storms. If, by chance, a heater goes out anywhere along the line an automatic device warns the operator.

Before the tower operator is a control panel showing, by a system of lights, progress of all trains in the area, position of all power operated switches and whether there is a proceed or stop indication on any of the 22 color-light signals in the area. Some distance before trains reach either end of the C.T.C. territory they trip a track circuit, thereby sending an electrical impulse to the tower announcing their approach.

An intricate system of relays and wires provides the "fool-proof" installation. It is so constructed that, once the operator has set up a route for a train in either direction, he cannot, even though he turns any of the finger levers on his panel, change the route. Thus it is impossible to set one train on another. The electrical apparatus

which controls the system just will not operate to do so.

C. T. C. on this 28-mile stretch of line provides us with a more efficient means of operation for both freight and passenger trains. Operation in the area is on single track with 2 mile long passing sidings located at Pittsfield, Newport and Carmel. Through use of the passing sidings the operator can allow fast trains to pass slower moving trains going in the same direction or to meet opposing trains.

Railroad operations along most of the new C.T.C. area were formerly carried out on double track signaled by automatic block signals but without the features allowed under C.T.C. such as the enabling of a fast train to pass a slower train going in the same direction.

As part of the overall work, then, track crews removed the second track except for those sections retained as the passing sidings, installed switches for the passing sidings and put in a crushed rock ballast road bed.

"OPERATION" SAFETY

By C. L. QUIGLEY, Safety and Fire Protection Agent

EDITOR'S NOTE: The paramount consideration in our railroad industry is safety—for all employees and for all passengers carried. Maine Central—Portland Terminal safety work is carried on through a Safety Bureau working in cooperation with each member of the Company and headed by C. L. Quigley, Safety & Fire Protection Agent. His career of railroading and, more specifically, several years of concentrated work in the safety field qualify him to write authoritatively for our Magazine. You'll find his article interesting and constructive.

AMERICAN railroads were the pioneers in safety efforts as we know them today. From the very start of our railroad development in the early 1830's, there has been continuous improvement to railroad plant and practically every improvement has made for increased safety. Stronger roadbed and heavier rail—greater safety. New locomotives and cars—greater safety. Signal devices, grade crossing protection and the like—greater safety. Accidents are not only a social and moral responsibility but are costly in any circumstances, and accidents which can be avoided constitute sheer waste.

With the basic features of rail transportation established during the first third of the last century, progress along technical and operating lines was rapid.

Maine's railway development began in the year 1832. During the first session of the Legislature that year Maine's first two railway charters were granted. One was for the Old Town Railroad; the other

was for the Calais Railroad Company. Both of these pioneer lines are now part of the Maine Central.

Under the Old Town Charter, Maine's first railroad was built. It extended from Bangor to Old Town, eleven miles. The first locomotive to turn a wheel in Maine ran over this railroad on November 6, 1836. It had no cab, no headlight, no whistle, no cowcatcher. Such things as automatic signals and other safety devices had not been dreamed of.

The Calais Railway Company built a two mile wooden railroad between Calais and Milltown in the late 1830's to serve the lumber industry.

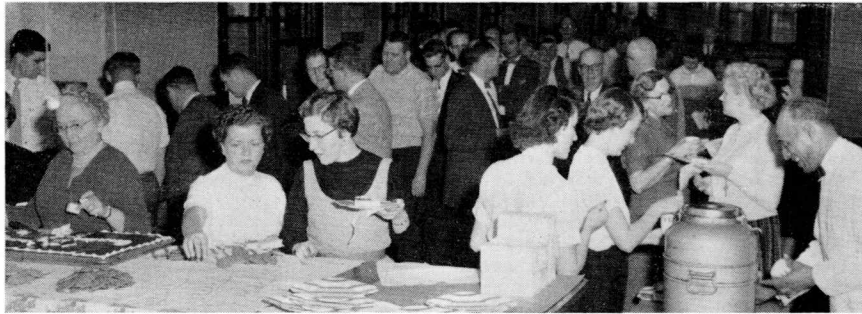
In those days there were only a few company rules and no national codes crystallizing human instincts into mandatory safety procedures.

The early locomotives had no cabs or other shelter for the engine crew who were obliged to stand on an open platform, protected only by a slight railing. It was argued that the stagecoach drivers were accustomed to withstand the rigors of the weather and that there was no reason why engine drivers should not do so. Eventually, however, cabs were found necessary and were first used on the railroads in the late 1840's.

In the early days of railroading, trains ran only in daylight hours and headlights were unknown. As time went on, however, night operations became increasingly necessary and ways of illuminating the

(Continued on Page 11)

Happy First Birthday!



Party delicacies are enjoyed by all: Mrs. Gladys M. Dole cuts the cake while "Tate" Cummings pours coffee.

MAINE Central's Accounting Department completed its first full year of independent operation in the Portland General Offices last December 28th and celebrated the event with a birthday party in the Auditor Disbursement's office.

A birthday cake, ice cream, cookies and coffee were served members of the department by "Tate" Cummings, caterer for the party.

The Disbursements Office was last of the several branches of the



First slice of the 1st Anniversary cake is cut by Comptroller and Treasurer H. N. Foster assisted and abetted by Auditor Disbursements J. F. Gerity, at left, Asst. Comptroller E. C. Paine and Caterer Cummings.

department to be fully organized; other groups, such as the Machine Accounting, Car Accounting & Statistics and Auditor Revenue's office were activated a month or two earlier and were given their party at those times.

A message from Comptroller and Treasurer H. N. Foster and Auditor Disbursements J. F. Gerity to all employees in the Disbursements office reads as follows:

"We can't let the opportunity pass without expressing to everyone concerned our sincere thanks,

appreciation and admiration for the fine cooperation and attention to duty that has contributed so materially to the success of the Accounting Department this first year of operation. Therefore we want you to share with us this small gesture of our appreciation.

Thanks very much for helping to make things run successfully. We are confident that the future will bring us many years of mutually profitable relationships.

Congratulations and Best Wishes on your First Birthday!"

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Eleven veteran Maine Central employees reached compulsory retirement age and completed their final tours of duty on December 31, 1956. Under an agreement be-

tween the Railroad and the Brotherhood of Railroad Trainmen all men 72 years of age and over and members of the Brotherhood came under mandatory retirement effective that date.

Active railroaders for the last time that day were:

Allen R. Batley, of 30 Whitney



President E. S. Miller and Conductor Eaton compare watches just prior to departure of Train No. 1 for Bangor and Train No. 162 for St. Johnsbury, Vt. on December 31st. To the right of Eaton are Conductor Batley and Trainman Lombard.

Ave., Portland, Passenger Conductor—Mountain Sub-Division.

Fred C. Eaton, of 36 Roberts St., Portland, Passenger Conductor—Portland Division.

Fred R. Lombard, of 395 St. John St., Portland, Portland Division Trainman.

Frank J. Platt, of 63 Payson St., Portland, Yard Conductor—Portland Terminal Co.

John Curran, of 80 Anderson St., Portland, Switchman — Portland Terminal Co.

Howard W. Hall, of 76 Park St.,

Rockland, Portland Division Trainman.

Cornelius M. Ryan, of 11 Elmwood Ave., Waterville, Yard Conductor at Waterville.

Gilbert Karnes, of 15 Seventh St., Bangor, Conductor—Eastern Sub-Division.

Peter A. Currier, of 203 Maple St., Bangor, Yardmaster at Bangor.

Charles A. McInnis, of 86 Sidney St., Bangor, Conductor — Eastern Sub-Division.

Byron M. Rutherford, of Eastport, Conductor — Eastern Sub-Division.

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The Castaways, the Monkey and the Coconuts

By ERIC P. SMITH, Chief Statistician

The following people have sent in correct answers to this problem presented in our December issue:

Richard B. Goodie of Portland who won the prize	Herbert O. Wolfe of Brooklyn, N. Y.
Leroy A. Taylor of Portland	E. E. Bradeen of Rumford
D. M. Bragdon of Bangor	C. A. Whittaker of Rumford
L. R. Bligh of Bucksport	John H. Tower of Bangor
Wilton, Maine, Office Force—Sent in by E. E. Newcomb	Elmer Knowles of Wilton
	Harvey E. Colby of Warrington, Florida

The solution to the problem can be obtained by trial and error or by algebra.

Trial and error starts with the premise that the pile just before the final division in the morning contained some multiple of 20 nuts. The number was divisible by 5 since the last split came out even, and by 4 since it represents the 4 piles left over in the last surreptitious division.

Start with a multiple of 20, add one fourth of the base amount and then one more for the monkey. You are now one step on the way. Then take one fourth of the new amount plus one for the monkey and add it on to go up the next step. If you can't divide by 4, your base is wrong and you must start over.

A base figure of 60 will go through several steps as follows:

$$\begin{aligned} 60 + 15 + 1 &= 76 \\ 76 + 19 + 1 &= 96 \\ 96 + 24 + 1 &= 121 \text{ a dead end.} \end{aligned}$$

If, however, we assume 1,020 nuts just before the final split, we do better (1,020 gives 204 apiece on the final split).

$$\begin{aligned} 1,020 + 255 + 1 &= 1,276 \\ 1,276 + 319 + 1 &= 1,596 \\ 1,596 + 399 + 1 &= 1,996 \\ 1,996 + 499 + 1 &= 2,496 \\ 2,496 + 624 + 1 &= 3,121 \end{aligned}$$

This is the lowest answer so far as known.

Algebraically, we can get a whole series of numbers which fit the required conditions, which would be rather difficult by trial and error. The solution is based again on the fact that the remaining pile before the last division contains some multiple of 20 nuts.

Let X = Nuts in original pile

Let Y = 1/20 of the nuts in the remaining pile before the last division.

Then X can be stated in terms Y as follows:

$$\frac{4}{5} \left[\frac{4}{5} \left(\frac{4}{5} \left(\frac{4}{5} \left(\frac{4}{5} (X-1) - 1 \right) - 1 \right) - 1 \right) - 1 \right] = 20 Y$$

This may be simplified somewhat to the following

$$\frac{1024X - 8404}{3125} = 20Y$$

Simplifying further

$$256 X = 15,625 Y + 2,101$$

$$\text{Hence } X = 61 \frac{9}{256} Y + 8 \frac{53}{256}$$

And now, won't you carry it on from there? Remember both X and Y are whole numbers, i.e., integers.

Well, anyhow, there are an infinite number of answers starting with 3,121 and proceeding upward by steps of 15,625 to 18,746 to 34,371, etc.

1,221,871, a solution which one reader secured, is the 79th possible answer, while 2,799,996 which another reader obtained, is the 180th answer.

Lacking a direct wire to the island, we don't know which of all the possible figures represents the nuts actually piled up by the castaways. In so far as mathematics are concerned, any of the answers fulfill all the conditions of the problem and may properly be considered wholly correct.

Our grateful thanks go to all our friends who have solved the problem and sent us their solutions—and also to all of those who worked upon it in good will but had some troubles.

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Cold Creates Crisis

Tank cars of fuel oil, badly needed in Aroostook County due to the severe cold wave, moved via Maine Central extra freight train on January 16 following an emergency request for cars from the Webber Oil Company in Bucksport, a major supplier for the area.

Since the supply of cars at the Oil Company's terminal that day was short of the demand, freight trains in Bangor were delayed while available tank cars were cut

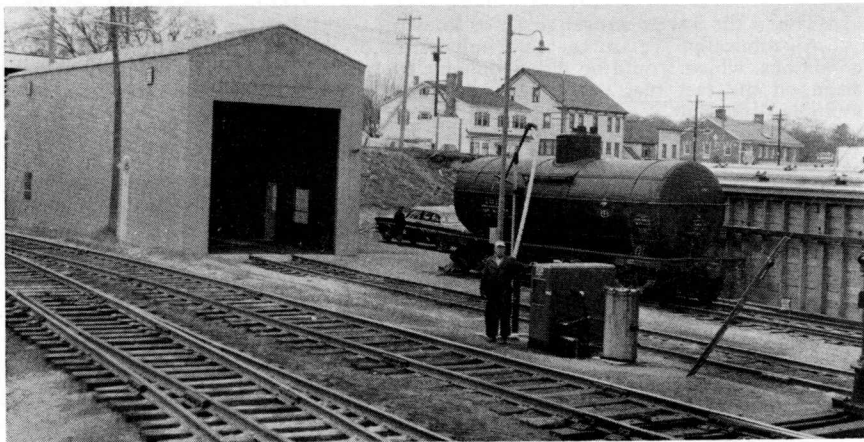
out. With 16 empties assembled, an Extra departed for Bucksport at 3:30 p.m. with orders to wait for loading of the fuel oil, pick up other cars there and then return at once to Bangor.

As a result, 24 tank car loads were turned over to the Bangor & Aroostook Railroad at Northern Maine Jct. and were continued on their quick run to areas of short supply in Aroostook County.

Railroad and shipper cooperation thus forestalled a possible serious oil shortage and cold homes in northern Maine.

Can You Identify This Location?

Mystery Picture No. 24



AN enginehouse, comparatively new with locomotive fueling facilities, and a Maine Central machinist from the area, comprise this month's mystery photo. It is, by the way, a new location for our mystery camera. So how about it readers: can you furnish us the name of the place and the machinist?

Frankenstein Trestle in Crawford Notch, part of our Mountain Sub-Division line, was the bridge shown in last month's article, Picture No. 23. To date we have correct answers on hand from these readers:

C. F. H. Allen, Eastman Kodak Co. in Rochester, N. Y.; M. R. Hurd of South Portland, retired Sub-Division conductor; Leroy (Scotty) Chandler of Gardiner; Leon A. Poupart of South Portland, a retired conductor; and Harold L. Phillips of Millis, Mass.

Credit to Allen Hazen of Minneapolis, Minnesota, for a correct identification of Mystery Picture No. 22 as a scene at Royal Jct. and also to Gilbert J. Fournier of Santa Barbara, Calif.

Mr. Fournier asks, "How many of your readers know that in 1906, when I hired out on the Portland & Rumford Falls Railway at Rumford as Brakeman, the Oxford Paper Co. had the east end of the shipping department leased to the U. S. Government for the manufacture of U. S. 2-cent stamps?" Shipping of the stamps required good, clean cars and an especially good one would bring a 50c tip from the foreman. Fournier further states that his starting wage was \$1.65 per 12 hour day, increased to \$1.75 per day upon promotion to head brakeman in November 1906, at 16 years of age! As a conductor he ran his first train early the next year.

(Continued from Page 5)

track ahead of the train were devised.

The first crude steps were taken under the direction of Horatio Allen, then chief engineer of the South Carolina Railroad. He attached a small flatcar to the front of the locomotive and covered the floor of the car with a heavy layer of sand on which he kept a bonfire of pine knots. In other instances, large candles protected by glass cases, fitted with reflectors, were used. Whale oil was extensively used in the 1840's. In 1859, kerosene lamps took the place of candles and whale oil lamps. Then came gas lights, fed from storage tanks and finally, in 1881, electricity.

The first locomotive to be equipped with a whistle made its initial run in 1837. The whistle was so overworked that there was scarcely steam enough to run the engine.

Coupling cars together was originally accomplished by means of a hook and a three-link-chain. Unsatisfactory, it resulted in terrific jerks, both in starting and stopping. Improvements in draft gear were rapidly developed, however. The use of a single chain link fastened to the draft gear of each car by means of a fixed socket with a coupling pin dropped through it, was for many decades standard practice, though the procedure of coupling was a source of frequent injuries to trainmen, who were obliged to stand between the cars, guide the link, and hold the coupling pin ready to drop it through the socket and link at the moment of impact.

Air operated brakes were not introduced until the seventies. To



C. L. Quigley

stop the train the engineer would "whistle for brakes" which would then be set by hand throughout the train by the brakemen.

The "American" type locomotive as standardized in the late forties, was equipped with a bell and "cow catcher" and later with a headlight. These accessories were made necessary by the frequency of grade crossings, the inadequacy of fences along the right of way, and the habit which cattle, horses and people promptly formed of wandering along the right of way and even sleeping on the track.

In 1891, Justice Edward M. Paxson of the Pennsylvania Supreme Court used the words, STOP, LOOK AND LISTEN, in a decision involving a highway-railroad grade crossing accident. In a relatively short time STOP, LOOK AND LISTEN, became the standard for crossing signs.

Similar progress was made in the handling and dispatching of trains, as required by growing traffic.

Numerous experiments in signaling preceded the block system of the 1870's. Telegraphic dispatching was a revolutionary innovation during the 50's; and the automatic air brake, introduced in 1872, contributed greatly to the safe and effective handling of heavy trains.

Along with the rapid growth of railroads the prevention of accidents occupied the attention of both the railroads and public authorities. For the first time in human history, man was enabled to travel faster than a horse could trot. For the first time freight could be transported faster than a ship could sail. Then too for the first time men were struck and killed by trains. For the first time men fell off moving trains and for the first time men were injured in train wrecks. The evolution and development of the machine, with its multifarious hazards, on the one hand, and the failure of the human element to become adjusted to the infinite precautions made necessary by the machine, on the other hand, provided the soil in which the safety movement sprouted and began to grow.

Government regulation was first wholly in the hands of the states which passed laws requiring signboards at public crossings, limiting speed of trains and prescribing the use of bells, lights and the like. With the passage of the Safety Appliance Act of 1893, the federal government entered this field, laying down requirements for the use of power brakes and automatic couplers. Other important milestones in federal safety legislation were the following: the Accident Reports Act of 1910, providing for

a report by the railroad, under oath, of the cause of each accident as well as for an investigation by the Interstate Commerce Commission wherever necessary, and the Hours of Service Act of 1907.

Accidents associated with railroading are two types, those in which employees are killed or injured, and those in which other persons, that is, the traveling public and trespassers, are involved.

The United States, since 1910, has had the most complete system of railroad accident reporting in the world. Accident statistics constitute a continuing challenge to railroad managements and railroad workers, alike, to achieve greater safety in the maintenance and operation of the railroads. Statistics show clearly that the accidents now occurring on any railroad will be repeated if the preventive action indicated by statistics is not systematically taken.

Safety as a matter of special organized attention by the railroads began about 1912. A striking development was inauguration of safety departments, charged with responsibility for preventing accidents. The idea covered safe equipment and safe working conditions and later it went further to include education in safe methods and practices, enforcement of safety rules, and exhortation for the creation of a safe state of mind, cooperation with employers and fellow employees in reducing accidents. The success of attack along all these fronts may be measured in the safety record of the railroad industry since 1913. In that year, the rate of employee casualties of all sorts, non-fatal as well as fatal, was just under

thirty-nine for each million man-hours worked. A million man hours is equivalent to more than 400 full time working years. In the year 1956, the Maine Central Railroad and Portland Terminal Company's Rates of employee casualties were less than one-fourth the rate recorded for the railroad industry in the year 1913.

The E. H. Harriman Memorial Certificate of Commendation awarded yearly by The American Museum of Safety in recognition of outstanding safety performance was won by the Portland Terminal Company for the year 1952 and again for the year 1955.

A good safety record for any Railroad is earned, not donated. The building of such a record is not attained by any individual, but through a mutual cooperation between management and employees in all departments and an understanding of the problems that exist in properly performing the separate assignments which combined constitute efficient railroad operation.

Safety work consists basically of three main parts: 1. Education. 2. Engineering. 3. Enthusiasm and Seriousness.

Before an industry becomes a safe place to work every person in the organization from the president right on down the line must be educated to believe that accidents can be prevented.

Engineering is the second part. All machines, operations and processes are studied from an engineering standpoint to determine the safest way to do each and every job. Engineering includes the guarding of all equipment, the design of the building, and the way we do things.

After the best and safest way has been found to do the job the worker then has to be trained in that safe way.

The third part of the safety program is to build enthusiasm. It is tied up with the educational side, but goes even further. Everyone in the organization must be interested in preventing accidents, just as everyone must be interested in producing a quality product or workmanship.

Safety is the sound principle upon which our railroad industry is based. A job is safe only as long as we make it that way ourselves. Safety is the basis of obtaining a better and higher standard of living for our families for years to come.

Merely to say that safety is a good thing is quite insufficient. Everyone realizes that already. What we must do is to prove that safety is an investment that will not only carry itself but yield a reasonable return.

Safety and efficiency go hand in hand and our capabilities are judged by the same yardstick that measures both.

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50 Year Pass

In recognition of having entered his fiftieth year of Maine Central service prior to his retirement last year, a Life Service Pass, good over all lines of the Railroad, together with a letter of congratulations from President E. S. Miller, has been forwarded to retired Portland Terminal Co. Yard Conductor Andrew F. Larkin of Portland.



By KATHRYN McMULKIN

This is a beautiful cold, crystal clear morning, and right about now is a perfect time for that second cup of coffee, so let's have it together and chat awhile. Of course, we will have to start with the weather, the extreme cold temperature followed by that mild foggy spell which literally ate up the snow, and followed again by zero temperature. Quite a contrast. Makes me think of a poem—I don't recall the author and I have retained only a small part of it but it goes something like this—

"We must live thru the dreary Winter
If we would value the Spring
And the woods must be cold and silent
Before the robins sing."

Did you enjoy viewing the Inauguration festivities? I caught just a glimpse of the President and First Lady making their appearance at the various balls. They appeared quite happy and relaxed but they must have been very tired after such a strenuous day. Wasn't her gown exquisite? She is such a darling, so natural, which of course accounts for her great charm.

Well, here we are into February, the shortest month of the year, with the lovely amethyst as its birthstone and the beautiful violet as its flower, and such nice special days—Lincoln's Birthday, Valentine's Day and Washington's Birthday—wonderful occasions for parties, if you are so minded, and if you are, perhaps you might like to have this party dessert, which requires no cooking and is truly delicious but very rich. It is called "Date Marshmallow Roll". The ingredients are—2 cups fresh dates cut up, ½ pound graham crackers rolled to fine crumbs, ½ pound marshmallows (use the miniatures and there will be no cutting), 1 cup whipped cream, 1 teas. vanilla extract, ¼ cup maraschino cherries cut up. Now set aside ¾ cup graham cracker crumbs. Fold into whipped cream the cut up dates, cherries, marshmallows, vanilla and remainder of graham cracker crumbs. Shape into long roll and then roll in the ¾ cup of crumbs which you reserved. Wrap in wax paper and chill several hours (over night would be fine). Cut into slices and serve topped with a little ice cream, whipped cream or plain. Makes ten to twelve servings. Sound good? It is.

Now, don't forget to send your best beau a valentine—sometimes, and perhaps just because they have been our best beaus for years and years, we are apt to let this special day go by thinking it is just for kids, and forgetting, for the moment, that is what they really are—so you look carefully and find just the one that was written especially for YOU to send to HIM. He'll just love you for doing it.

'By now—see you next month.



Eastport

By K. O. CLINE

Conductor Barney Rutherford has retired after 53 years Service. We hope he has a long, happy retirement. A small get-together was held in the office on Barney's last day of work and he was presented a bill-fold and cash enclosure from the people who worked with him. Bert Culligan brought his tape recorder and the event was recorded for posterity.

Conductor Beaver O'Neil has taken Barney's run.

Brakeman George Townsend has bid off CB-2 and BC-1 and L. I. Smith has replaced him on the Eastport switcher.

Vic Blackwood, Freight Handler and Johnny Craig, Foreman at Sea St. have taken their vacations, the first in 1957 to do so.

Bangor Car Department

By C. A. JEFFERDS

Kenneth A. Honey, son of Earle J. Honey, A.A.R. Checker-Bangor Car, has returned after having served one year at Greenland in the Anti-Air Craft Service U. S. A. Mr. Honey, upon completion of his service, will return to his former position as Biologist in the Government Service, stationed in Georgia.

A new employee in the office of our Gen'l Car Foreman is Mrs. Winifred S. Carroll, position of stenographer.

Two new employees in our midst: Coach Cleaners Merle E. Lenfest and Edward G. McKenna.

We received our usual phone call from Mrs. A. B. Friedman, nee Lena Golden formerly stenographer to the Gen'l Car Foreman L. J. Hartery, informing us that she and her husband were on their way to Miami Beach.

Due to the increase in business at Northern Maine Jct., Carmen G. H. Beaton and P. J. LaForge have been temporarily sent to that point.

Coach Cleaner D. J. Smith has returned to work after having taken his annual vacation.

Carman Geo. R. Wilson, Northern Maine Jct., has also taken his annual vacation.

Coach Cleaner L. W. Marsh is off duty account of sickness.

F. H. Adams, Leading Carman Northern Maine Jct., has been off duty account of sickness.

Carman George R. Wilson, Northern Maine Jct., has resigned in order to take advantage of the Railroad Annuity. Mr. Wilson was hired

July 30, 1923 at Northern Maine Jct. as Carman and has worked at that point since his original hire. He is married and resides in Bangor, Maine.



Elizabeth Ifill standing beside the spike horn buck her father, Asst. Car Foreman J. H. Ifill, got while hunting on Thanksgiving Day near Sebago Lake.

Engineering Dept.

By JOHN MINCHER

Robert E. Hafford, former trackman at Eaton, has been awarded position as Section Foreman at Bancroft.

Sympathy is extended to Wilfred "Frenchie" Chaisson of Bangor Yard Crew who will be off duty for some time due to injury.

IN MEMORIAM

In sad but loving memory of a dear husband and father, Beryar Pine, Vanceboro, Maine, who passed away January 18, 1954.

No pen can write,
No tongue can tell,
Our sad and bitter loss,
But God alone has helped us bear the heavy cross,

It is not the tears at the moment shed
That tells of the hearts that are torn,
But the secret tears in the after years,
And the sorrow that is silently borne,
Sadly missed by wife and family.



This happy lad of four months, deciding on Thanksgiving Day between chicken and milk, is Randall Gibbs, son of Trackman and Mrs. Claud Gibbs of Bangor.

Sheldon F. Lunn, former trackman at Calais, has been awarded position as Section Foreman at Calais.

Daniel MacDonald, Section Foreman at Danforth, is off sick and will be for some time. Best wishes for speedy recovery are extended to him.

Mrs. Beryar Pine, widow of section foreman at Vanceboro, and her daughter Madeline have arrived in Salem, Oregon, where they will reside with another daughter, Mrs. Sylvia Stevens, 2865 Hulsey Ave.

Bangor

Mechanical Department

By F. E. WARE

Sympathy is extended to Mrs. James Kelly, wife of Engineer James W. Kelly, on the death of her father, Mr. John M. Maquillan on January 5th, following a long illness.

Laborer Arthur Cust has returned to his job at the Engine House following a surgical operation on his stomach at the Eastern Maine General Hospital.

I had a nice card from Engineer Len Grant this week saying that he and the Mrs. had arrived in the sunny south following a very fine trip down. He said that they have a nice trailer at 621 Stremma Road, Largo, Florida, and are planning on anchoring there for the winter.

Laborers Frank Dunn and Foster Perkins are a couple of new faces around here in the last few months. They are both assigned to the 11 P.M. to 7 A.M. shift.

Mrs. Flora Duddy was installed as President of the Ladies Society to the Brotherhood of Locomotive Firemen and Enginemen, in ceremonies held at the G.A.R. Memorial Hall on Jan. 7th. Other Officers installed were Mrs. Jeanette Perry, Vice Pres.; Mrs. Francis Dauphinee, Sec.; Mrs. Helen Merrithew, Treas.; Mrs. Grace Fernald, Collector; Mrs. Ruth Dowling, Chaplain; Mrs. Dorothy Nadeau, Conductor; Mrs. Francis Adams, Warden; Mrs.

Nettie Carmichael, Inner Guard; Mrs. Catherine Robinson, Flag-bearer; Mrs. Lillian Caruso, Past Pres. Refreshments were served following the business meeting.

Joseph Duffy, son of Laborer and Mrs. J. Earl Duffy, was operated on for acute appendicitis on January 4th at the Eastern Maine General Hospital.

Congratulations to Electrician's Helper and Mrs. Sylvio Doyon on the birth of a 7 lb.-11 oz. boy, Richard Sylvio at the E. M. G. Hospital on January 6th.

On December 31st., Lodge No. 1642 of the International Association of Machinists elected the following slate of officers to serve them for the year of 1957:

Pres. H. W. Clark; Vice Pres. James MacDonald; Rec. Sec. P. J. Luosey; Fin. Sec. Arthur Hutchinson; Treas. L. W. Snyder; Conductor, P. F. O'Donnell; Sentinel, E. W. Rideout; Trustees, W. C. Gaudette and P. F. O'Donnell; Delegate, V. L. Cunningham; Shop Committee, D. Booker and C. McInnes, Machinists; and L. B. Snyder, Mach. Helper.



A simple wedding took place at the Brewer First Methodist Church Parsonage, Saturday Nov. 17th, at 7:30 o'clock when Miss Marion C. Newberry became the bride of Alfred A. Reynolds. Miss Newberry is the daughter of Laborer and Mrs. George C. Newberry. Mr. Reynolds is the son of Mr. and Mrs. Victor Reynolds of Bangor. Following a reception at the home of the bride's parents the young couple left on a motor trip and will be at home at 10 Spring Street, Brewer after November 20th.

Mrs. Florence Snyder, wife of Machinist Louis W. Snyder, was taken to the Eastern Maine General Hospital on Jan. 7th, suffering from a blood clot. Mrs. Snyder has been very ill but at the present writing Mr. Snyder tells me that she is coming along fine.

Engineer and Mrs. Benjamin McCracken left January 16th for Castro Valley in Oakland, California, where they will spend the rest of the winter, returning home about April 1st.

Laborer and Mrs. Henry Taylor, their son and daughter-in-law, Mr. and Mrs. Joseph Taylor

and their three children returned January 5th, from a two weeks trip to Sarasota, Florida.

Sympathy is extended to the family of Conductor Thomas Day who died very suddenly at the Ellsworth Station while on the way to Calais on train No. 123 on January 14th.



PROOF IN BLACK AND WHITE OF THIS STORY.

This crew from the 3 to 11 shift, namely Electrician Paul Vance; Helper Silva Doyon; Electrician Harold Hughes and Electrician Frank Ware have been carrying on a small lumbering operation this fall. One morning while heading into the woods loaded down with their "Super-sonic Electronic Chain Saws and Dynamic Armstrong Axes", they spied a beautiful buck across the field. Silva made a dash for the cars to get a rifle; in the excitement he grabbed Harold's gun and armed himself with Harold's ammo. and struck out to get the deer. As the picture shows, he got it, but the question is, Whose is it? It was shot by Silva, with Harold's gun and ammo on Paul's Farm. Well, you can ask Silva about the rest of the story.



Waterville Station

By M. W. FLYNT and ELAINE KERVIN

We hope everyone survived the terrific cold spell we had although at the station we were as cold inside as outside the building when our heating system broke down. There was a very nice writeup in the Waterville Morning Sentinel about the old No. 519 steam engine which supplied us steam. The engine even got its picture in the paper!

There were quite a few car owners around the station who had a hard time starting their cars. It has been proved that the Chevrolets start much better than the Fords. Ahem, Ford owners!

One of our section foremen, Joe Haskell, was quite disturbed one morning when he could not

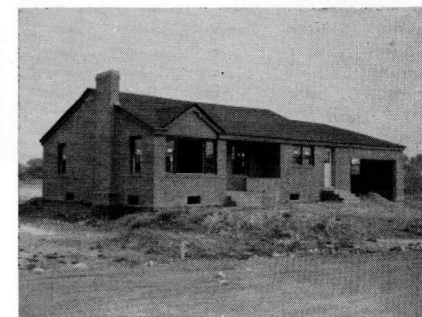
get his pickup truck started. He was so disturbed that he ordered a brand new Chevrolet the same day. It's a nice looking pickup, Joe.

Robert M. Thorne who worked in the Track Department has enlisted in the Army and has been sent to Fort Dix, New Jersey.

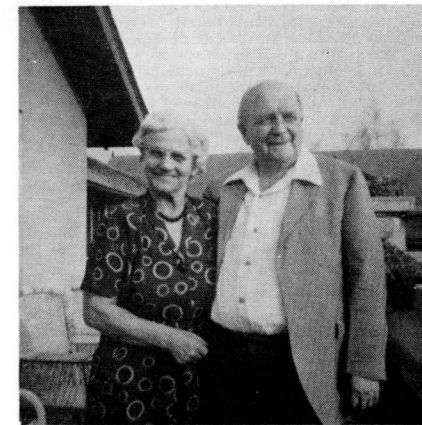
Maurice and Mrs. Thorne spent the weekend in North Berwick recently with friends.

C. M. Ryan, Yard Conductor, retired recently after many years of faithful service. We hope he enjoys his retirement.

Wes Fjeldheim, Brick Mason, has an unusual hobby as per the attached picture. He designed and built this house himself. The home is situated on Glen Avenue in the Mayflower Hill Section and was started in May. His wife, a schoolteacher, also helped him. If anyone has any problems about houses, Wes says he'll be glad to help them if he can.



Wes Fjeldheim's new home.



A former Maine Central Conductor, John O. Meader of Altadena, Calif., died Dec. 31, 1956. He was born in Albion, Me., in 1878, was a resident of Waterville and Portland, started in Railroad service in 1905 and then moved to Calif. some thirty years ago. He is survived by his wife, the former Lou Dickinson of Waterville and a sister, Mrs. Alice Stratton of Albion and Florida. This picture of Mr. and Mrs. Meader was taken in May 1956.

Albert Genest, Yard Conductor, is in the hospital. We hope he'll soon be well.

Bev Cook of the Freight Office had a hard time getting back and forth to work during the cold weather. At the time Clinton was as hard to get to as Siberia.

Train No. 21 was brought into Waterville with a frozen engine early one morning. Manager Joe Chenevert and Marie Paradis graciously opened the Armstrong Restaurant about three A.M. to oblige the passengers. Nothing helps like a good cup of coffee at a time like that.



Elmer B. Sweet III,
3 years of age, son of
Lt. and Mrs. Sweet, Jr.

Lewiston

By LILLIAN G. WHITE

Bob Curran, 1st Trick Telegrapher at Lewiston, has recently been discharged from the Central Maine General Hospital where he was a surgical patient. Best of Luck for a speedy recovery.

Crew Capt. David O. Jumper spent Christmas with his parents, Freight House Foreman and Mrs. Fred O. Jumper. David left New York on the U.S.S. Antietam for a 3 month cruise to Spain, France, Holland and Germany, but only stopped in Brest, France, then on to Holland where they were ordered to join the 6th Fleet in the Mediterranean. While in the Mediterranean they put on an air show for the Greek and Italian Navy, then returned to the United States just before Christmas. While on board ship David and other members of the crew made up the following poem:

OUR GOOD WILL TOUR

Our fine trip started enroute to France
Where we all expected to dine and dance
Just two miles out we ran aground
And that gave a jolt to the liberty hound
The bottom of the ship was covered with crud
To be exact, just six feet of mud
We had to wait for the tide to come in
So we could try for the pier again
Within two hours we were on our way
Into Brest for a few days stay
Liberty commenced at six o'clock
And expired at ten right on the dock
Our visit in Brest didn't last so long
Before you knew it we were up and gone
The men complained that it wasn't more
But this is the way you go on a good-will tour

Rotterdam was our next port of call
Here we expected to have a ball
Before we pulled in we were on our way out
On account of a few countries who started a bout

Our destination was and is still unknown
For all we know it may be Davy's throne
On the menu for the day was General G.Q.
Which the Captain said, was good for you

You never get the word of what lies ahead
We hope it's something we won't all dread
If you stick around I'll tell you some more
For this is the way you start on a good-will tour

As our destination draws so near
Everyone wears a face filled with fear
There are some faces that show no fright
For they are the ones willing to fight

Somewhere in the Med is where we roam
Just a few thousand miles away from home
Plenty of action may take place here
But we'll keep it from those we love so dear

We hope for an agreement to be signed today
So we can change courses and be on our way
To a place where happiness is found
And that is but one place, homeward bound.

Engineer L. S. Bailey, on 1st Switcher, together with Mrs. Bailey are vacationing in California for about 2 months.

On Jan. 16 there was about \$200.00 worth of guns and ammunition stolen from the home of Baggage Master Johnny MacKinney. This was the work of four teenagers who were apprehended by the police and the property returned to Mr. MacKinney. Johnny says "Maybe the culprits figured I didn't get my deer last fall and thought I wouldn't need the equipment."

Yard Brakeman and Mrs. Leyon E. Traynor are the proud grandparents of a new granddaughter, Nancy Ellen, born Nov. 8, 1956 to their daughter and husband, Sgt. and Mrs. Lionel Koss. Sgt. Koss was formerly stationed at Indianapolis, Ind. but has recently been transferred to Verdon, France for three years. His wife left New York by plane on Jan. 25 to join him. Another daughter and her husband, Mr. and Mrs. Victor Alexander and children, as well as Mr. and Mrs. Leyon E. Traynor Jr. were all Christmas guests of their parents.

Loader and Caller Joseph Gosselin retired Dec. 12, 1956. He had worked in Lewiston Freight House since Oct. 9, 1922.

Waterville Shops

By "STEVE"

He came in one morning, in a long blue coat.
He was sartorial elegance, a real joy to see.
Bill Brown, while not trying to get his goat
Said "Good Morning! I think you're the first
refugee

That I've seen since you guys got off the boat."
I just hated to write this.
I was under duress

So Chick, please forgive your pal, G. K. S.
I just had to, 'cause he threatened to 'lower
the boom'

Who? The guy that takes charge in the Passenger Room!

And then there is the Assistant who invited his Supervisor to dinner at the Jefferson commemorating the Supervisor's birthday. Nice gesture, but the Supervisor picked up the tab.

Contrary to reports, Foreman E. W. Pooler was not in Boston visiting the FBI, even tho January is registration month.

Conductor Amos Lake is back on the Shop Switcher replacing Neal Ryan, retired.

Welder Curtis Orchard is one who believes in nature taking its course, especially as far as snow removal is concerned. Curt steadfastly refuses to shovel any snow, consequently he got anchored in his driveway and had to hire a truck to pull him out. Carman Henry Gleason, visiting Curt, had the same experience shortly afterwards.

Freight Tool Room Checker Joe Banks has been a visitor in Florida.

Furloughed Laborers Hank Tully and Bobby Sweet have been recalled to assist in removing the heavy accumulation of snow.

Mamma won the radio!

The odds were less than risky.

T'was probably just coincidence

That Sonny won the whiskey.

At the Breakfast Club Christmas Party, among gifts received by Supt. G. P. Silva was an elaborate gavel ostensibly presented for the purpose of calling the meeting to order (and to rap recalcitrant supervisors into line). Some one was worrying that there was no block to rap on, but on second thought, there is a square block present at each meeting so a special one wasn't needed. (We would suggest a mallet be used for that square one).

Former Supt. F. H. Bennett and Former Foreman Ray Clark were special guests at the above party. Bennett was the recipient of a glass container of high octane panther breath for medicinal use to ward off chills and fever.

Scraper and Mrs. Clarence Garfield are spending three months in Florida.

Laborer Bill Leeman has recently purchased a trailer for delivery in St. Petersburg, Fla. and will spend the winter there. We hear that it will be handy to the trailer of former yard foreman Phil Sherrard.

Foreman Ernest Bickford has recently installed a new automatic oil burning heating plant in his home.

New Machinist Apprentice is Harlan Young, son of Machinist Stan Young. He is the nephew of Bill, Stanley, Paul, Byron and Ralph and grandson of Bob Fletcher; all employees at the shops. Also a nephew of Helper Bennie Black and Carman Glenn Bumps. Maybe he's starting with few acquaintances, but he should get plenty of family advice.

Our pistol packin' police posse has recently been re-appointed and sworn in as law enforcement officers for Kennebec County. Posse members are Millman Chris Carstensen, Upholsterer Ray Dillon, Electrician Carl Lindvall and Sheetmetal-worker Guy Patterson, all Deputy Sheriffs. Couple this enforcement group with some of our local 'rule book' lawyers and it would be a tough combination to beat.

Mill-broom Harry Truman Norwood has been a recent visitor in Florida.

Foreman 'Henny' Estabrooks is brooding over a flock of several hundred baby chicks and has plans for a few hundred more. Baby chicks always bring out the maternal as well as the financial instincts in old 'Henny'.

At a recent Breakfast Club meeting conversation centered about the low temperatures of the moment. Mr. Silva remarked that he had two thermometers and there was a 5 degree difference, one was zero and the other 5 below. Our quick and acid witted foreman quipped "Put them both outdoors and they'd register alike."

Assistant Supt. Alden Finmore, Foremen Chick Pooler and Justin Buzzell attended the January meeting of the New England Railroad



Mr. and Mrs. Joseph Dougherty of Oakland were entertained by friends and relatives at a party recently at the Elmwood, celebrating their 40th wedding anniversary. Dougherty has been employed by the Maine Central for 40 years, serving as machinist and acting foreman on the Eastern Division and also at Bartlett, N. H. He transferred to Waterville Engine House 9 years ago as General Foreman, the position he holds at the present time.

Club in Boston. One of the highlights of the trip was a tour thru the Ford Motor Co. assembly plant in Somerville. They also attended the Ice-Capades.

These Shops could be an ornithologist's paradise as we have many shapes and sizes of carrier pigeons for study. We also had a couple crows but one has recently migrated to southern New England in search of greener race tracks. The newest bird seen flitting around the Passenger Room is a Dole's Sparrow. So far as we know he is the only one of his kind; he thrives on a diet of blueprint paper and india ink.

Apprentice Phil Ware has recently come out with an Olds 98 replacing his former car that was demolished in an accident.

A new fitted bearing machine has recently been installed in the Passenger Room for turning brasses to fit freight car journals. This machine should salvage many worn brasses as well as to make for better fitting bearings, tending to eliminate hot boxes. Carmen Basil Thompson and Glen McCarrison have received instructions on operating.

Conductor Neal Ryan of the Shop Switcher has recently applied for the retirement. He has had more than 45 years with the Maine Central.

Retired Painter George 'Fred' Thibodeau died at his home in Searsport December 28. Fred had worked for the Maine Central for more than 40 years before retirement in 1948.

Assistant Superintendent Alden Finmore reports that, during the New Year cold snap, he was getting frequent temperature reports from the Scandinavian weather station on the Myrtle Extension. The broadcaster always seems to have the coldest spot in town which seems rather remarkable considering the heated air currents in that vicinity.

Carman 'Jimmy' Walker has been in the Sisters Hospital for minor leg surgery.

Apparently it only takes one Maine winter for a man to get acclimated as we hear from

one of our 'private eyes', who is reasonably reliable, that Supt. GPS is wearing his 'snow-treads'.

Electrician Parker Hall has recently swapped cars and is now driving a Chrysler.

Machinist Abbott McKenney is spending several weeks in Miami, Fla.

Carman Ervin Emery is a surgical patient at the Sisters for a hernia operation.

Machinist Charles Robinson and Rose Burke of Winslow were married in the Rectory of the Sacred Heart Church of Waterville January 12.

It seems that one of Machinist Vic Willett's rabbit hounds may have asthma as there are times when he can't tell feathers from fur. Recently, a neighbor complained to Vic that the pooch had killed one of his chickens. The irony of the situation was, Vic paid the neighbor \$2.00 for the hen; the neighbor ate the fowl. (this is Hamlin's story).

Lest any of the readers of this column (and Otis De William says there aren't any who bother to read the 'slander sheet') should get ideas that there is any animosity between the writer and De William, we hasten to dispell such impressions as we are really pretty good friends, as De William is a good guy, after all. (which we hate to admit).

Mrs. Carroll Stevens, wife of Loco. Store Clerk Carroll, had a narrow escape from drowning at North Pond Jan. 12 while ice fishing. While chopping a hole in the ice the ice gave way and she fell thru into deep water but prompt action by others in the party saved her from anything more serious than a frigid bath.

Machinist Eddie McAleer is a patient at a local hospital for minor leg surgery.

Carman Sam Merrow is a patient at the Sisters Hospital for hernia surgery.

Carman Rudy Ware is spending a few days visiting relatives in Connecticut.

Car inspector Albert Roderick is on sick leave.

Mrs. Harvey McCaslin is a surgical patient at a local hospital and Carman Harvey is taking his annual vacation looking after the children at this time.



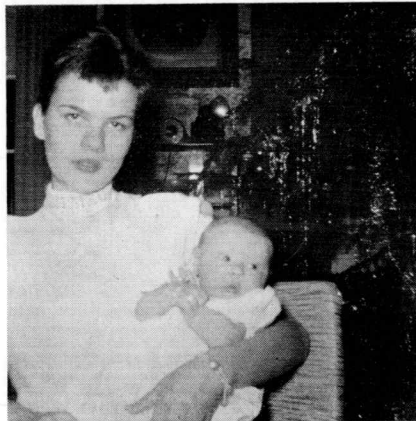
Clerks Guy Wentworth, at left, and Dick Fecteau of the Car Store at the Shops. Photo by Wayne Barton, 9 year old son of Mr. and Mrs. Ralph Barton, Clerks in Waterville Stores Dept.

Harold Kent, a student at the College of Osteopathy, at Kirksville, Mo., has recently been elected president of his fraternity. He graduated from Colby and taught 3 years in Waterville High School before enrolling to become a doctor. Kent is the son of Machinist and Mrs. Bryant Kent.



Rigby Engine House

By ALBERT B. WETMORE



Snap-shot of Electrician Carl Gilmore's daughter Judy, holding his new grand-daughter, 2 months old, Linda June.

Laborer Arthur Thompson, our shop poet, submits the following offering for this month.

The Golden Years

Golden Years have crept upon us,
And the past in memory we hold.
Many miles we have walked together,
Through faith and love as we grow old.

All our lives we have kept that promise,
Through love and kindness we will share.
Sometimes the path has been hard to follow,
But we together our burdens share.

And we thank our Creator,
For that blessing to us he gave.
That he has kept us close together,
Through faith in Him, whose love he gave.

Laborer Albert Meade and Mrs. Meade celebrated their 35th wedding anniversary on December 22. Open house was held and all 7 children were present.

Retired Sheetmetal Worker Archibald Pratt visited the shop. He is quite lame due to a fall in the bathtub which caused 2 cracked ribs.

Machinist Helper Walter Anderson had practically the same type of injury when he slipped and fell the length of the steps at the entrance of his home.

Our Carpenter and Painter Herbert Sampson and family visited his sister at Greenwood, Rhode

Island. The driving was rather hazardous due to ice and snow of a storm occurring the day before.

Laborer Edward Willette, Jr., one of our recent new comers at the shop had the misfortune to have his home burned. It was a complete loss and Edward had a hard time finding an apartment for his family to live in.

Laborer Estes Jenks celebrated his 56th birthday by attending a Beano game at Kittery. His winnings were considerable, all of which he contributed to the Lions Club Charity Fund, a drive being held in that area on that date.

Various Cub Scouts with their Den Mothers visited the engine house during the Christmas and New Years holidays. They all seemed to enjoy the occasion. The Scarborough High School Science class were also among our guests at a later date.

The death of Engineer George Waldron was regretted by all who knew him and was more or less of a shock due to its suddenness.

Machinist Maurice Weeks, at Wharf No. 3, has purchased a new "Belair" Chevy after his accident which I mentioned in the previous issue.

Chief Clerk Leo Belfontaine motored to Damariscotta to attend the funeral of his brother who had been ill for some time. A floral tribute was sent.

Guy Briggs, Jr., son of Carpenter Guy Briggs, B. and B. crew, reenlisted for another year in the army. This will enable him to finish the course of study he is taking. He is located in Germany.

Jack Gurney, retired Car Distributor, wishes to be remembered to all of his friends.

Thank-you cards were received, and placed on the shop bulletin board, from those receiving Xmas baskets and cards.

Our shop Safety Board now reads 210 days without a lost time accident.

We regret to have to report that Mrs. McDermott, wife of Machinist Helper Seth McDermott died after a long illness. A floral tribute was sent.

John Mallia, Electrician under supervision of Foreman Alvin Strout, was confined to the hospital with a back ailment. He is much improved after treatment and has reported back on the job.

A job of quite a bit of importance was accomplished at Wharf No. 3 during what could be called the most inclement weather of the winter months. The removal and installation of motors to convey the traveling section of the giant cranes used for loading and unloading cargoes from the ships was accomplished. This job involved Machinist crews, Electricians, and a welder, also men of the Bridge and Building crew. All was in readiness on the appointed date of arrival of a ship for unloading.

Laborer Charles Whittin had double trouble this month: his wife due to go to the hospital for surgery and an accident to his car.

Engine Dispatcher Everett Haley and Mrs. Haley took what could be considered a long anticipated trip when they went to California for a month. On their return trip they made what could perhaps be called a record time for railroad travel, considering weather conditions, of 76 hours.

Machinist Melvin Pratt tells me his wife is quite ill. We all hope she will have a rapid recovery.

Machinist George Miller's wife underwent surgery on New Years Day and is getting along nicely.

Machinist Robert McKinney will return to work after a throat and ear operation.

Laborer Edward Cribby confined to the Togus Veterans Hospital for spinal treatment.



Bartlett, N. H.

By O. R. BURDWOOD



Children of Leighton Washburn, and grandchildren of Engineer Fred Washburn of Bartlett, are 1 to r: Terry, age 8; Michael, 7; and Debby, 2.

Let us start with what we are all talking about and cannot interfere with: the weather. A real old fashioned winter with lots of snow and probably more sub-zero readings during the past two weeks than ever before.

Two more of the old 'P & O' boys have gone along into retirement: Conductor Allen Batley and Trainman Jimmy O'Brien, both retiring the last of the year. We shall miss seeing them and wish them a long and pleasant term of taking it easy.

Orin Cook, retired enginehouse man is figuring on taking up the sport of skiing. We recommend a good toboggan however.

Agent Joe Crepeau of Fabyan has left for Canada on a visit because of the death of a brother. Our sympathy to you, Joe.

It is a pleasure to learn that Mrs. C. I. Burke, wife of Trainman Clint Burke, has returned from a long illness in the hospital and is doing very well.

We have received a word of thanks from Signalman E. N. Mallett. "I sincerely thank all my fellow workmen who contributed to the fund for my benefit during my sickness" Signed—E. N. Mallett.

Bobby Saunders, son of Operator Guy Saunders and Jimmy Lane, son of enginehouse man Alton Lane have been home on a furlough. Both are in the Air Force. Bobby has returned to California and is he lucky.

Foreman W. N. Trecarten has been on the sick list with a lame back but is feeling better of late.

Evelyn and Ellen Sanborn, twin daughters of Car Inspector Leon Sanborn and Mrs. Sanborn, made an appearance on the Youth Cavalcade show at WCSH-TV recently. They sang a duet and we hear that they placed high among

the contestants. Congratulations to both, we say.

Agent Joe Boucher has just returned from the South. He and Mrs. Boucher have enjoyed a nice long visit down that way. Glad you could make it, Joe.

General Offices

By VAUN E. DOLE, MARY E. MORSE,
and ERNESTINE V. MILLER

Robert W. True, General Passenger Agent, and family have moved into their new home on Pleasant Avenue, Scarborough.

Miss Ann M. McNally, Stenographer, Freight Traffic Dept., has recently become engaged to J. Bradford Seabury of South Portland.

Miss Natalie A. Spence, Stenographer, Executive Dept., has been taking to the Bridgton hills during the period of the great snows and reports that the skiing is excellent.

Mrs. Marion A. Payson of Falmouth Foreside, Maine is announcing the engagement of her daughter, Ann, to John Van C. Parker, Engineering Dept. Student Supervisor, now attending Dartmouth College, who returns to his position in June. The wedding is also planned for June.

WHO WAS LOLA?! Well, after much ado we found out she was only a calendar. Someone took her out for lunch, and that was the end of Lola!

J. F. Stanford, Signal Engineer, combined business and pleasure by taking Mrs. Stanford with him to White Sulphur Springs, West Virginia, while attending the Committee Meeting of Signal Section Committee No. 3 during January.

Earl W. Hodgkins, Jr. and family took off on his vacation to visit their family in Woodsville, N.H. for part of his two weeks.

Joe Pelletier has been promoted to Jr. Draftsman as of January 1st.

Just when James O. Born ventured forth with a new Pontiac, his uncle, "Sam" that is, invited him for a two weeks active duty visit with the Naval Reserves in So. Boston.

Ray Briggs, formerly of Maine Central Transportation Company Office, has transferred to Car Accounting and Statistics.

Some of the changes in the Accounting Department brought about by the abolishing of Transportation Accounting are: Stephen Conley "bumped" Thomas Hayes, and Tom transferred to the Purchasing Department, George Lowell took over the Portland Terminal Bookkeeping job again, and Theresa Slattery, formerly on the PT job, took the bond clerk's job for a while. Mrs. Gladys Dole was assigned to the miscellaneous payroll deductions job. John Flaherty has gone up to the Auditor Disbursements Office as messenger, and Jack Coyne is doing messenger work in the Auditor Revenues Department. Margaret Gagnon is working as a comptometer operator in the Auditor Revenues, and Barbara Pratt has been placed in the Freight House Office.

Barbara Wagner of Machine Accounting, and a friend, spent one Saturday recently in Boston seeing "Fanny." She said it was an excellent play.

Anne Despins of Machine Accounting, her husband, Dennis, and her three-year old daughter,

Mona, braved the terrible New Year's Eve blizzard to drive to Gorham, New Hampshire, where they celebrated with Joanne Lessard and family, formerly of Machine Accounting. Joanne's baby grows to be more of a darling all the time.

Mrs. Germaine Deschenes of Machine Accounting received congratulations and many baby gifts on January 5, the start of her leave of absence. Germaine was honored at two luncheons: On January 4 by Anne Despins, Marion Adler, and Virginia Lee; and on January 5, by Barbara Pratt, Ruth Watson, Marion Perkins, and Rosemary McDonough. We are all anxious for the baby's arrival and the return of Germaine in the summer.

We believe the payroll division of machine accounting deserves some credit instead of complaints. The midnight oil has burned brightly many a night, so the paydrafts would be out on time.

Ralph Gordon, manager of machine accounting, has been on the go again, traveling to Boston on business.

The payroll division of machine accounting greatly appreciates all of the work, early and late, done by their mechanic, Larry Bowie. We will all hate to see him return to Boston in February, but wish him great success.

Edward Paine, Assistant Comptroller, has moved his headquarters to Room 226, and Virgil Hawkes, general accountant, has transferred his office to Room 211. Ruth Kelley, stenographer, has also been moved to Room 226, and Marion Faibisy, stenographer, has taken up her office residence in the Payroll Deductions Office.

Merrill Stanley, Maine Central Transportation Company Superintendent, who has been in Mercy Hospital for surgery, is now at home and recovering very well.

John Flaherty, formerly of Transportation Accounting, and his wife are receiving congratulations on the birth of their first son on January 22.

Train Crews

By JOHN J. KEATING

Our sympathy to the relatives of Retired Conductor Roy Young who died January 5. Roy resided in Auburn. He ran trains 11 and 16 for many years.

General Foreman Joseph Meehan and Mrs. Meehan had a very narrow escape from death, Christmas. While watching TV both were overcome by fumes. They were discovered unconscious by a daughter and son-in-law after two hours and taken to Mercy Hospital for treatment. At this writing they were out and O.K. Incidentally, Mr. and Mrs. Meehan will celebrate their Fortieth Wedding Anniversary, January 24.

Trainman Emile Morin celebrated his birthday at St. Louis Home for boys. About 65 boys attended the annual affair held every year on January 4.

Conductor Leonard King has returned to duty after a long illness.

Sympathy is extended to the family of Railway Express Messenger George Cole who died in December.

Sympathy is extended to the family of Conductor Thomas Day who died January 14. "Tom"

was, for many years, on the Eastern Sub Division.

Mrs. C. O. Dore, wife of Train Baggage Master Dore, was a patient at Gardiner Hospital for observation.

Sympathy is extended to Conductor Adams on the death of his wife, Dec. 20.

Sympathy is extended to Conductor Poulin, Waterville, on the death of his two brothers, who died the same day.

Engineman William Roach has returned to duty after a long illness.

Train Rules Examiner E. H. Winslow has returned to duty after a surgical operation at the Maine Medical Center.

Sympathy is extended to the family of Engineman George Waldron who died December 29. (George was a very dear friend of mine.)

Mrs. James E. Plummer, wife of Conductor Plummer, was host at a New Year's party for a group of Nurses from Thayer Hospital, Waterville, at her home.

Sympathy is extended to the family of Portland Terminal Conductor Guy E. Robbins who died December 28.

Conductor F. A. Nicholson suffered a broken shoulder recently and at this writing was out and doing O.K.

Telegraph Operator "Sam" LaVallee, employed at Brunswick for many years, died January 5. Our sympathy to his family.

Our deep regret to learn of the death of one of our old Freight Conductors John O. Meader. (See Waterville Station items.)

Ralph Bridges, Bangor Station Baggage Master, is spending his vacation at St. Petersburg, Florida, visiting his sister and brother-in-law Clifford L. Swan of Portland.



The above photo is Miss Angela Julia Dwyer, eleven year old daughter of Bangor station Baggage Master Francis and Mrs. Dwyer. She attends St. Marys School, 6th grade.

A thank you note from Trainman Jerry Carr reads as follows:

I want to express my sincere thanks and deep appreciation for the funds which you friends donated so generously in my behalf during my recent illness.

It is certainly a wonderful feeling to know

that your fellow workers are thinking of you when you are away as long as I was. The funds that were raised in my behalf were very useful to my family.

I have taken this way to express my appreciation as it would be practically impossible to write to each of you.

Thanks again.

Jerry Carr



Showing professional poise at the "mike" is Sheila Chisholm, daughter of Mr. and Mrs. Coleman Chisholm and grand daughter of Frank E. Wilkinson, retired Maine Central conductor.

Mr. and Mrs. Edward V. Hennessey, of Spring St., Brunswick, observed their 50th wedding anniversary on Sunday afternoon, January 6 with a reception at Topsham Grange Hall. Natives and lifelong residents of Brunswick, the couple were married Jan. 7, 1907 at St. John's Church by the Rev. J. B. Sekenger.

Mr. Hennessey is the son of John and Mary Riley Hennessey. A retired Maine Central employee, he holds a gold pass for 50 years of service. He was employed as a yard conductor, retiring in 1949. He started his railroad work as a young man handling freight. Formerly active in the Order of Red Men, he held the office of Sachem; he was also a member of the Knights of Columbus and St. Vincent de Paul. Recently he received a gold 50-year membership pin in the Brotherhood of Railroad Trainmen. He has always enjoyed gardening and has a small family garden each year.

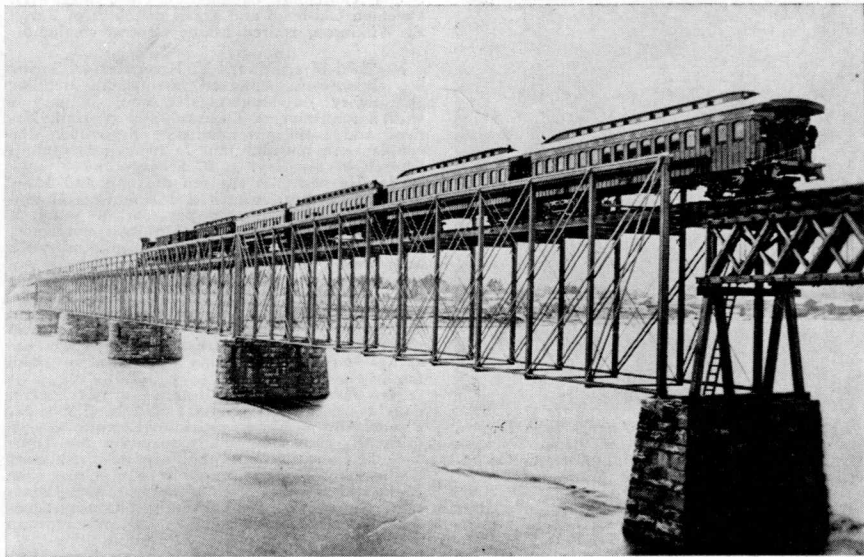
Mrs. Hennessey is the former Clara St. Pierre, daughter of the late Pierre and Adele Labbe St. Pierre. Always active in civic and community affairs, she served for many years on the Town Finance Committee and the board of directors of Brunswick Chapter, American Red Cross. She is the oldest active woman on the Town Democratic Committee and Cumberland County Committee, serving as secretary of the former group for many years.

They have one living son, Clarence Elroy Hennessey, who resides in Topsham; two granddaughters, Mrs. William Johnson, Jr., La Puente, Calif. and Mrs. Carl D. Cornish, Bath; and two great grandsons.

Railroad Memories

Portland & Ogdensburg Railroad Co.	
Pass <i>Hollis St. Clair & Three</i>	
On Acc't <i>Sam. J. Anderson</i>	
From <i>Portland</i> to <i>St. Johnsbury</i>	
AND RETURN.	
<i>Sam. J. Anderson</i> Pres't.	
Portland,	1877
Not good after 30 days from date. <input checked="" type="checkbox"/> The Conductor will take this up.	

Reproduced actual size, above, is a trip pass on the Portland & Ogdensburg Railroad, dated 1877. It was loaned to the Magazine by Ernest H. Moody, a retired Boston and Maine passenger conductor.



This old-timer, from the collection of Harry Treat, shows a Maine Central train on the bridge at Brunswick. Exact date of the photo is not known but the diamond stack engine would indicate it was prior to 1900 and the style of coaches look to be back in the 1870's.