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THE COVER

Ready to head for work on their motor car are veteran Section Foreman James W. McClure and his crew: l. to r., Trackmen Norton A. Crafts, Herbert E. Featherston, McClure, Trackman Harold B. Murphy. Article on page 4 has facts on a long career to date.

FROM THE EDITOR

It was some time ago that the Central R.R. of New Jersey ran a certain excursion train; the announcement of it, however, makes wonderful reading at any time:

SPRECHEN SIE DEUTSCH?
DIS IST EIN PRESZ RELEASE

Will huffenpuffers completen mit smokenstacken be available to haul three Jersey Central trainloads of outen-goers from Pennsylvania Dutch country to Jersey City en route to Bear Mountain (N.Y.) this Saturday?

Nein. It is der newisch-fangeld dieselgrinders that once again will pull the trains. Some 2,000 in "Pumpnickel Bill's" party will leave such points as Jim Thorpe, Lehighton, Palmerton, Walnutport, Siegfried, Northampton, Catasauqua, Allentown, Bethlehem and Easton on Saturday morning and overspeeden der rails to Jersey City.

From there, der flotenboten "Peter Stuyvesant" will leave about 10 A.M. and uppengesail der Hudson to Bear Mountain, returning to Jersey City at 7:30 P.M. where der clickety-clacken rockenrollers will be gestanden to completen der riden back—mitout begrimen der outen finery mit stack-smoken.

Ist true? Ja.

A Late News Item — As we near press time for this issue of the Magazine, information has been received that the Cunard Line's Queen Elizabeth is to dock again at Halifax. Empty sleepers are moving via our lines to that port and are expected back in a day or so carrying the liner's passengers to New York City. A story and picture in this issue describe an earlier, similar movement.

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

LINER'S PASSENGERS GET RAIL TRIP



In the early morning cold the third passenger extra from Halifax arrives at Portland Union Station where Portland Terminal Co. crews wait to service it. A few minutes later the delightful aroma of breakfast cooking in the dining cars permeated the air. (And whetted the appetite of your photographer who hadn't eaten at that point.)

HUNDREDS of trans-Atlantic passengers aboard the huge liner Queen Elizabeth were landed at Halifax, Nova Scotia, on February 14th and finished their trip to New York City via special sleeping car trains. The unscheduled landing was due to the strike of longshoremen and tug boats gripping New York harbor at the time.

Each of the three special trains operated for the ocean voyagers was handled over Maine Central lines between Vanceboro and Portland. The first section made the run during the daylight hours of February 15, reaching Portland late that afternoon; the second and third sections came on our lines late in the evening of the 15th and were in Portland just after day-break the next morning.

Twelve sleeping cars, two dining cars and a baggage car made up the equipment on the first two sections while the third section was the same except that it carried eleven sleepers. Two Maine Central diesel locomotives hauled each train.

A total of 753 passengers were involved in the movement of the three trains and were accorded preferred handling by Maine Central crews all along the line. As a result, the trains were moved promptly and without delay.

The thirty-five sleeping cars involved had been sent to Halifax earlier in the week, traveling over our lines attached to regularly scheduled trains as well as by special train.

Something To Boast About

EIGHTY-SIX years young this month and boasting a long and enviable record of railroad service, James W. McClure, Section Foreman for the Maine Central Railroad in the Canadian border town of Woodland, continues actively on the job every day along with the other members of his crew.

McClure has set a record which few can match—45 years as a section foreman and a total of nearly 50 years service for Maine Central. Not only that—he has worked on the same Section of the railroad for the entire length of his service to date.

“I’m in good health and feel fine”, asserted McClure recently as, shovel in hand, he worked to clear snow from the track switches. He and his crew care for the 8 miles of track making up Section No. 191 on Maine Central’s Woodland Branch.

The octogenarian railroader began his long career on Section 191 as a Trackman in 1908 and was promoted to Section Foreman in 1912. He has never missed a day’s work in that time due to sickness.

McClure is a safety conscious Foreman who has instilled each member of his crew with safe working habits and is, as a result, justly proud of his crew’s excellent safety record. For one period of 23 consecutive years no member of his section crew lost any time from work due to an accident.

Since he was first provided with a motor rail car for his crew in 1917, McClure estimates that he has



Close inspection of track and switches by Foreman McClure is part of his task to keep Section No. 191 in good condition.

covered nearly 160,000 miles with it and, in addition to that, he figures he had previously covered 36,000 miles on hand operated pump cars, all on his 8 mile portion of the line at Woodland.

McClure, a native of Cherryfield, Maine, now makes his home with his wife at Woodland.

**Make Every Month
PERFECT SHIPPING
MONTH**

Reduce Delays To Train No. 1

Improvement for the balance of the winter in the scheduled operation of Maine Central’s morning train between Portland and Bangor on working days — Mondays through Fridays — was announced early in February. Irregular operation and long delays in schedule have been caused by late arrival of connections from Boston and from New York, operated by other railroads.

President E. S. Miller said “we have been receiving many complaints regarding long delays to passengers using the morning train from Portland to Brunswick, Augusta, Waterville, Bangor and intermediate stations because of our failure to operate on scheduled times.

“We are anxious to provide proper service for passengers on the Maine Central. However, our train scheduled to leave Portland on weekday mornings at 7:55 a. m. should have passengers and also mail and express matter from Boston and from New York which are brought to Portland by trains operated by other railroads.

“In order to provide better passenger transportation, Mondays through Fridays, it has been arranged so that, when either the connecting train from Boston, or the connecting train from New York is reported more than an hour late, we will, for the balance of the winter, run Train No. 1 from Portland at its scheduled leaving time of 7:55 a.m. Later, on such mornings, we will run a second

train from Portland to Bangor after trains of other railroads have arrived.”

President Miller pointed out that the new arrangement “should make it possible for passengers intending to reach points between Portland and Bangor to be reasonably sure of meeting their appointments on time”.

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Wood-Burners To Coal-Burners

Maine Central’s retired Chief Train Dispatcher, Harry Treat, is an authority on the locomotive power of our railroad up to the point of the final and complete retirement of steam engines.

A letter from him states that he has recently received several queries as to when Maine Central converted from wood-burning to coal-burning locomotives.

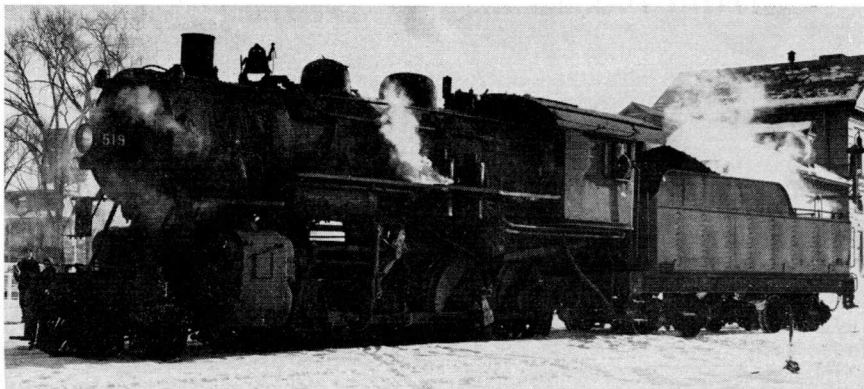
Here is his answer to that question:

“The first coal-burning locomotive purchased by the Maine Central was the ‘Belfast’, No. 51, built by the Rhode Island Locomotive Works in 1871.

“The Portland and Kennebec R.R. began to change over to coal during the summer of 1860. This road was leased to the Maine Central commencing on May 1, 1870, a year before the building of the ‘Belfast’.

“The Portland and Ogdensburg, which was leased to the Maine Central in August, 1888, purchased new wood-burning locomotives as late as in 1881. I have photos of their ‘Frankenstein’ and ‘Resolution’ showing their tenders loaded with wood. These engines were built by the Portland Company in 1878 and 1881 respectively. They were moguls (2-6-0) type and became Maine Central No. 109 and 110.”

Heroine Of The Day: Loco. No. 519



Puffing quietly and efficiently, Loco. No. 519 provides emergency heat for Waterville Station. Albert Parady took over the firing job on the engine.

RECALLING memories of past years, Maine Central steam locomotive No. 519 went back on temporary active duty last January 14 to provide emergency heating for our passenger station at Waterville.

With thermometers registering an official 32 degrees below zero, and unofficially as low as 40 below, the station's oil heating plant chose to give up in its attempts to heat the building. Temperatures dropped rapidly to an uncomfortable level.

An emergency call went to Waterville Shops forces to ready No. 519 for duty. She had been officially retired several years ago to make way for the new diesels but had been saved from the scrap pile for just such a possibility.

Tests completed and her fire started, No. 519 was hauled by a diesel shifter to a siding near the station where steam lines were attached to the building's heating system. Radiators were soon hot

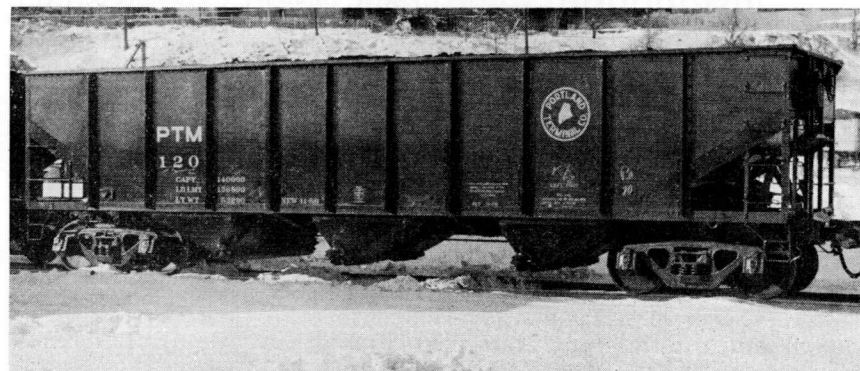
and everyone relaxed in the warmth provided by the veteran of the rails.

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TIME TO CHOP IT DOWN



New Equipment Purchases



One of Portland Terminal Company's new steel hopper cars, equipped with triple-hoppers for dumping loads and in use principally to haul tidewater coal from docks in Portland to various parts of New England. Each car has a load capacity of 70 tons.

Two hundred new all-steel box-type freight cars, to cost \$1,600,000, have been ordered by the Maine Central Railroad, it has been revealed by President E. S. Miller. The new cars, delivery of which will commence late next summer, will be built by the American Car & Foundry Division of A. C. F. Industries, Inc., in St. Louis.

In announcing the purchase, President Miller said, "This new purchase which, with acquisition of 20 bulk cement hopper cars due to arrive in June and the recent purchase of 50 all-steel hopper cars by the Maine Central's subsidiary—Portland Terminal Company—represent a combined investment of well over two million dollars for new equipment. We view these purchases as another indication of Maine Central's confidence in the future industrial prosperity of the State of Maine. It is our intention to continue to provide the most

modern and efficient transportation to meet needs of Maine's industries.

The new box cars will be 40' 6" long, with 8-foot doors for easy loading. They will be of 50-ton capacity.

The bulk cement hopper cars, of 70-ton capacity, will be built by Pullman Standard Car Manufacturing Co., Butler, Pa.

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50 Year Passes

Two veteran Maine Central employees have each received their Fifty Year Service Pass, together with a letter of congratulations from President E. S. Miller, in recognition of their long service record with the Company. They are:

Assistant Comptroller Edward C. Paine, of South Portland, and Locomotive Fireman Millard E. Southard, of Bangor.

Sixth Annual Installation

By ERNESTINE V. MILLER

The sixth annual joint installation of officers of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, was held Saturday, January 26, in the Mayfair Room of the Lafayette Hotel, Portland, with over 300 attending. Special guests were Mr. and Mrs. Roy E. Baker, Mr. and Mrs. Thomas McMulkin and Mr. and Mrs. Horace N. Foster of the Maine Central Railroad Company; Mr. and Mrs. R. F. Jenkins, Mr. and Mrs. L. R. Ladd of the Railway Express Agency; Harold Ulrich, General Chairman of the B&M, MC, PT, and B&A; Mr. and Mrs. George W. Hurley, General Chairman of the Railway Express. The very interesting speakers were Dr. Harrison C. Lyseth, Superintendent of Portland Schools, whom everyone was delighted to hear again; and Perry Hayden, Superintendent of the Men's Reformatory at South Windham. The Master of Ceremonies was Hugh F. Flynn, one of our own fellows from No. 152. By the way, "Hughie," who has been taking a Dale Carnegie Course in public speaking this year, certainly showed all the poise and ability of a long-time professional speaker. Nice going!

Officers installed for the ensuing year were: Lodge No. 152—President, Arthur Mills; Vice-President, L. D. Aldrich; Treasurer, Thomas J. Foley; Secretary, Charles B. Bonetti; Chaplain, W. Cooney; Sergeant-at-arms, Reginald Thompson; Outer Guard, Gerard Conley; Inner Guard, Gerard Conley.

Lodge No. 374—President, Wendell

MacDowell; Vice President, Herbert Whitmore; Legislative Representative, Herbert Whitmore; Local Chairman, Joseph Murray; Treasurer-Secretary, Maurice Allaire; Chaplain, William Knox; Sergeant-at-Arms, Thomas Hayes; Outer Guard, A. P. Chapman; Inner Guard, Edward Gingras.

Lodge No. 884—President, Edwin Roche; Vice President, Francis Haldane; Local Chairmen, George Purdy and Albert Pratt; Chairman, Board of Trustees, John Burke; Financial Secretary, John O'Donnell; Recording Secretary, Bartley Flaherty; Outer Guard, J. A. MacLean; Inner Guard, Patrick Mulhern.

Lodge No. 1050—President, Eleanor M. Burke; Vice President, Florence Caron; Treasurer-Financial Secretary, Lester J. Cole; Secretary, George L. Siteman; Chaplain, Edward C. Foley; Sergeant-at-Arms, Harold E. Hodgdon; Outer Guard, Marris Foster; Inner Guard, Howard Brown.

Lodge No. 2243—President, Clifford R. Jackson; Vice President, Roger P. Snelling; Legislative Representative and Local Chairman, Louis J. Rancourt; Chairman, Board of Trustees, James P. Bruni; Treasurer, Elmer P. Sprague; Financial Secretary, Stanley E. Heskett; Recording Secretary, James P. Bruni; Chaplain, F. E. Martin; Sergeant-at-Arms, F. Johnson; Outer Guard, Paul Towne; Inner Guard, Robert Conroy.

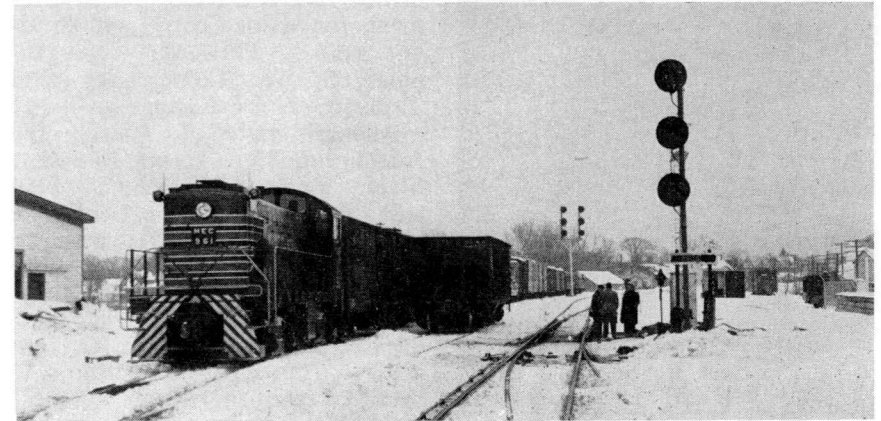
The installing officer was George Hurley of the Railway Express Agency while Arthur Mills of Lodge No. 152 acted as Grand Sergeant-at-Arms.

Following the installation ceremonies, dancing of various types was enjoyed to the music of Joe Foley's Orchestra.

The committee in charge was: Nathan Copeland Jr. and Stanley Heskett, co-chairmen; Francis Haldane, treasurer; Ernestine V. Miller, secretary; Hugh Flynn, John Burke, Al Chapman, Edward Gingras, Maurice Allaire, Katherine Donahue, Mrs. George Stanley, Mrs. Vesta MacDougall, Arthur Mills.

Can You Identify This Location?

Mystery Picture No. 25



THE engine house and refueling unit at Calais comprised our Mystery Picture No. 24 in last month's Magazine. Probably the fact that it is a rather new facility, replacing the old roundhouse still standing a short distance away, made it hard to identify for many of our readers. (The above photo for this month should be much easier, we hope!)

Correct answers have been received to date from Frank S. Getchell, Carman at Calais, who also correctly named the Machinist in the picture as Clayton H. (Mike) Cameron; John Parker, Student Supervisor for Maine Central's Engineering Dept., who spent most of the summer of 1955 working on the foundations for the new facilities; and from Preston S. Johnson, Train Dispatcher for the Boston and Maine at Concord, N. H. One of his hobbies is railroad photography and, consequently, he is fa-

miliar with many locations on our New England railroads.

Frankenstein Trestle, Photo No. 23, has been further identified by retired Conductor C. D. Williamson, now living in Florida, and by retired Fryeburg Agent William H. Whitaker.

With the identifying sign effectively blotted out, we hereby present our readers with a new location to puzzle over. It's a yard scene; the station is around the bend. The correct answer will appear in our May Magazine so you have two months to decide on this one.

Can you tell us where it is?

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Promotions

Robert V. Bennett of 132 Walnut Street, South Portland, has been named Commercial Agent for the Maine Central Railroad with head-



Robert V. Bennett

quarters at Portland, according to a recent announcement by Freight Traffic Manager R. C. Merrow.

Bennett started as Stenographer in the Superintendent's Office, Portland, in 1948; became Billing Clerk at Brunswick in 1953; advanced to Rate Clerk in the General Offices, Portland, in 1955.



John Michaels

He is married and has two children.

John Michaels, of 75 Commonwealth Drive, Portland, has been named Assistant Auditor Disbursements for Maine Central with headquarters at Portland, it is announced by Comptroller and Treasurer H. N. Foster.

Michaels started as a Clerk in the Accounting Department, Boston & Maine Railroad, Boston, in 1950 and came to the Maine Central in December, 1955, as Assistant to Auditor Disbursements in charge of Miscellaneous Bureau.

He is married and has four children.

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Servicemen Save

With Furlough Rates

If the railroads went on television and distributed many thousands of dollars in contest prizes every week to members of the armed services, their action would be discussed in every household in the land. The fact is that the railroads are pursuing a policy which is having the same effect except that the benefits are felt by nearly every serviceman and servicewoman in the country.

Soldiers, sailors, marines, air force personnel and other members of the armed services are literally saving millions of dollars a year in travel costs as a result of the railroad's policy of providing reduced round-trip furlough fares to all uniformed personnel traveling in railroad coaches at their own expense. This policy is reducing the cost of coach travel to 2.025 cents per mile

or less. It means a saving up to 1 cent for each mile of travel.

The fare reductions also apply to several thousand foreign military students now on duty in the United States.

These reduced fares, which include regular stopover and baggage privileges, have been extended by railroads throughout the United States to June 30, 1957.

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Operating Department Changes

Train rules examinations will henceforth be handled by C. L. Quigley whose position has been changed to that of Train Rules Examiner - Safety and Fire Protection Agent. He continues his headquarters in the General Office Building, Portland.

General Mechanical Instructor, Harvey Crosby, whose headquarters are at Waterville, has assumed the handling of Vision and Hearing examinations in addition to his former duties.

Both changes, announced by General Manager R. E. Baker, became effective February 11, 1957.

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Casco Bank Director

A Maine Central official, Comptroller and Treasurer Horace N. Foster, was elected a Director of the Casco Bank and Trust Company, Portland, at the annual meeting of stockholders of the bank on January 9.

Foster has been Comptroller and Treasurer since April 1, 1955. Previous to that time he had served in



Horace N. Foster

various capacities in the Accounting and Passenger Departments of the Boston and Maine Railroad, resigning as Assistant to the Vice President of the latter to assume his Maine Central post.

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Bangor Station Has A New Look



Steam cleaning of Bangor Station proceeds on the building's tower. Dirt, grime and stains made it hard going in spots.

AN extensive face lifting job has now been completed on Bangor Union Station—a contribution by Maine Central to the clean up and paint up program inaugurated in the City of Bangor.

The entire building, both the interior and exterior, has been sand blasted and steam cleaned by the contracting firm of Hascall & Hall, Inc. of Portland. As a result, the brick and concrete structure gives the appearance of being almost new again and greatly improves the appearance of the station area.

Complete dieselization of the railroad in recent years and the consequent disappearance of the steam locomotive should enable

the station facility to hold its clean look for some years to come following this thorough cleaning process.

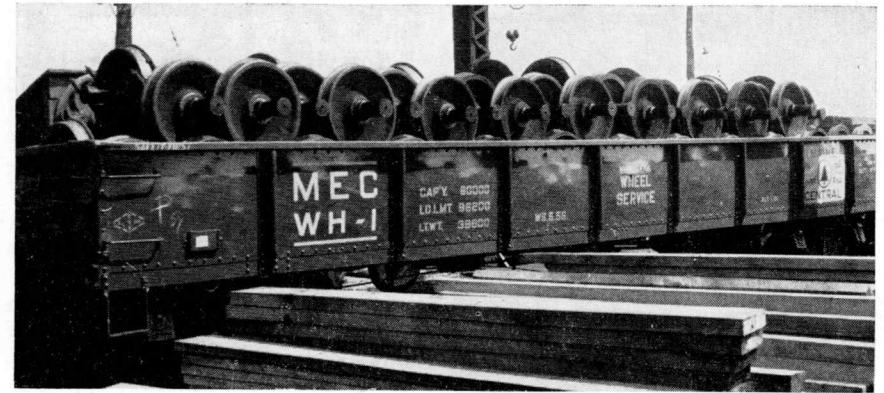
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Compare

Setting a new record in *Passenger Safety*, more than 65 million passengers have traveled in Pullman cars in journeys totaling nearly 40 billion miles since November 12, 1951, without a single passenger fatality, the Association of American Railroads announced on January 14.

In the same period more than 190,000 persons have met death in highway traffic accidents.

Wheel Service: Important But Little Known



Loaded to capacity, WH-1 awaits movement from Rigby to Waterville Shops.

OUT of the thousands of freight cars which travel Maine Central lines each year, a certain number unavoidably require repairs, whether they are owned by us or not.

Since it would be impossible to send a car to its home road for all repairs, such items as wheel repairs are handled at the various repair tracks on our railroad. That even wheel changes are big business may be seen from the fact that, for the period from July 1, 1955 to June 30, 1956, a total of 1,053 pairs of defective wheels were sent from Rigby Car Department to Waterville Shops to be either repaired or scrapped. (A pair of wheels consists of 2 wheels mounted on an axle).

For the same period, 553 pairs of wheels were sent in from Bangor and smaller numbers from Bartlett, Brunswick, Lewiston, Vanceboro and Calais. In addition, of course, there were the wheels changed at the Waterville repair tracks.

Of special interest to us here is car WH-1, newly outfitted for use in Wheel Service between Rigby and Waterville. This car carries a capacity load of 46 pairs of wheels, being specially modified to hold two tiers of the wheels and with stanchions and bracing installed as regular equipment in the car.

Ordinarily, only 19 or 20 pairs of wheels would be carried in a car of this type, a low side gondola, and wooden blocks have to be put in for each trip as temporary bracing.

Thus WH-1, with its ability to carry a capacity load of over twice as many wheels, means fewer trips and increased efficiency for Maine Central's Wheel Service.

FLOWERS HELP

He was a bit shy, and after she had thrown her arms around him and kissed him for bringing her a bouquet of roses, he arose and started to leave. "I'm sorry I offended you," she said. "Oh, I'm not offended," he replied. "I'm going for more roses."

Elected



A. M. Knowles

Archibald M. Knowles, General Counsel of the Maine Central, has been named President of the Vermont State Railroad Association for 1957. The Association is composed of representatives from all railroads operating in the state of Vermont.

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Cleophas Girouard, of 82 Oakland St., Waterville, Trackman at Oakland.

Walter B. Henry, R.F.D. No. 1, Clinton, Machinist at Waterville Shops.

Grover N. Carter, of West Pembroke, Section Foreman at Calais.

John J. Murphy, of 15 Chapel St., Portland, Carman, Car Dept. at Rigby.

Henry J. White, of 56 Bunker Hill St., Lancaster, N. H., Locomotive Engineer—Mountain Sub-Division.

Roy W. Snow, of 32-A Hayward St., Bangor, Telegrapher—Towerman, Portland Division.

Joseph Gosselin, of 100 Grove St., Lewiston, Freight Handler at Lewiston.

Benjamin F. Foster, R. F. D. 1, West Scarborough, Switchtender — Portland Terminal Co.

George W. McLuer, of 46 Main St., Freeport, Station Agent at Freeport.

Lawrence E. Eliason, of 223 Pride St., Westbrook, Yard Conductor—Portland Terminal Co.

James F. O'Brion, of 655 Congress St., Portland, Portland Division Trainman.

George T. Ellis, of 77 Reed St., Westbrook, Locomotive Engineer.

Frank P. Stuart, of 656 First St., North, St. Petersburg, Florida, Station Agent at Cumberland Mills.

Robert J. Murphy, of 409 Park Ave., Portland, Trackman at Portland.

Joseph Gosselin, of 100 Grove St., Lewiston, Loader & Caller at Lewiston.

Harry L. Plummer, of 184 Ocean House Road, Cape Elizabeth, Head Clerk, Inward Dept., Portland Freight House.

Frank B. Lobley, of 151 Buck St., Bangor, a Locomotive Engineer.

DISABILITY ANNUITY

Ralph J. Towle, of 37 Main St., Waterville, a Boilermaker-helper at Waterville Shops.

Earle D. Risteen, of 33 Elm St., Bath, Baggage-master at Bath.



By KATHRYN McMULKIN

Hi! How are you all this bright cheery Sunday morning—well and happy I hope. For some reason I woke up early this morning so refreshed that "Rise and Shine" was in order. Went to church at 7:00 A.M. and now it is about 10:15 and I am just full of that good "all is right with the world" feeling, chiefly, of course, because it is my time to visit with you again and perhaps a small contributing factor might be I have just finished a very satisfying breakfast, one of those Sunday morning specials when you eat more than usual, in a leisurely manner and for some reason feel so luxurious about it all.

Wasn't the weather during February just wonderful? So much like Spring—and there is a magic word—"Spring"—if I ever heard one. You can't speak or even think of it without visualizing the early flowers, a new wardrobe, the beautiful days to come, Easter Sunday and everything that is lovely.

Yesterday I took a jaunt to the Shoppers' World in Framingham, Mass. I understand it is an \$8,000,000. enterprise with some forty-four shops of all kinds, a theater, children's playground, etc. On my other visits I had confined my activities to two or three specialty shops, plus Jordan's, but this time, the weather being perfect and the ground bare so you could walk around in comfort, I really did the "World" and enjoyed it much. Of course time permitted for a little shopping, more looking than buying, and the shops are just crammed with the prettiest Spring and Summer clothes, shoes and hats—those little half-nothing flower hats are adorable—and everywhere, in display cases and on counters, were little bunches of violets and Spring flowers tucked here and there. These merchandising people know their job and do it well.

Do you ever look at "Twenty-One" on TV? If so, I am sure you are very proud of the member of our sex who is giving the brilliant Mr. Van Doren quite a tussle. I am pulling hard for her—and what a combination of beauty and brains she is—and yet, I like him so very much, and I have suffered with him in that booth for so long, I rather hate to have him lose out. Well, good luck to both of them and may the best woman win.

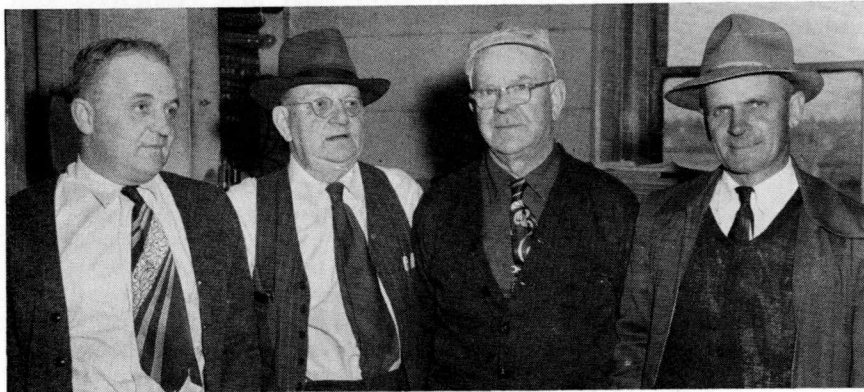
Have you read *The Scapegoat*, Daphne DuMaurier's latest? If not, you have a real treat in store. I read it in serial form and I had a beautiful conclusion all worked out but the authoress saw it very differently. I am still wondering why.

I so enjoyed our Sunday visit. 'By for now and don't forget your Lenten resolutions.

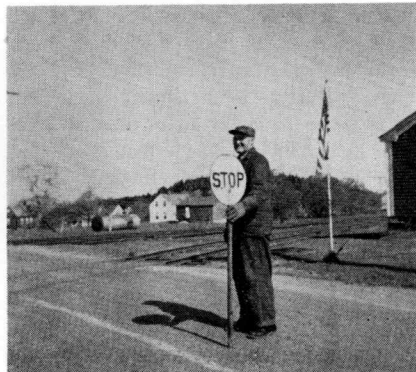


Eastport

By K. O. CLINE



Gathered in our Agent's office at Calais one day several months ago were, l. to r., Cashier Carl Ross, Agent Burt Pullen, Foreman (M.P.) Harold Libby and Track Supervisor Forest Perkins.



Sandy Sherman, Laborer, Eastport.

Bangor Car Department

By C. A. JEFFERDS

Two of our fellow-workers have taken their vacation: Helper Geo. A. Kelley, and D. J. Smith.

Cards have been received from John F. Hanson formerly Yard Conductor, Bangor and now in Florida.

Genial John J. Keating is by now in Florida with his wife for his annual vacation.

Also, Ashley Wood, Baggage Man at Bangor Union Station, is down in the sunny south as well as his fellow-worker Ralph Bridges.

The regular monthly meeting of the Trowel Club was held at Ye Olde House, Middle Street. Pres. Gilbert Karnes presided on Feb. 20th.

Conductor Roland Crone is very much better after having had a long siege of sickness.

Mrs. Phoebe Rand, mother-in-law of Asst. Car Foreman, is visiting her son in Pittsfield, N. H.

Friends of Carman Helper C. A. Welch will be glad to know he is slowly improving, he being off sick for sometime.

Vanceboro

By HARRY D. DAVIS



Retired switchman William A. MacDonald and wife have just returned from a trip to Florida on which they have traveled 4200 miles. They went with their daughter, Eleanor and husband, Mr. and Mrs. Joseph Spinnelli. They visited Washington, D.C., Daytona Beach, Clearwater Beach and St. Petersburg, Florida, where they called on Mr. and Mrs. John McNutt. On return trip they visited their daughter Shirley and husband, Mr. and Mrs. Howard Barnes, at Brevard, N. C. and stopped off to see other members of their family in Connecticut.

Bangor

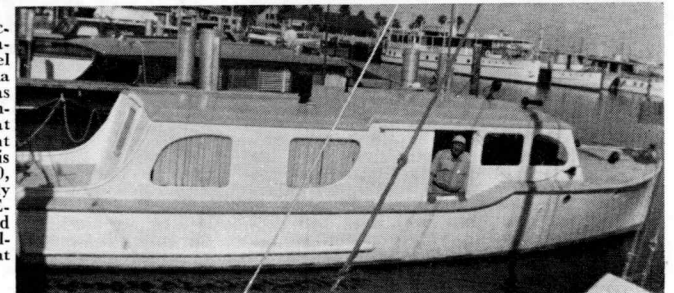
Mechanical Department

By F. E. WARE

Fireman Eddie Elliot and Electrician Norman Harding returned to work the first of the month after spending a few weeks home on the sick list.

Congratulations to Electrician and Mrs. Granville Bickford on the birth of a daughter, Tanya

Retired Yard Conductor John F. Hansen aboard his 32 ft. Diesel Cruiser at Daytona Beach, Florida. He has spent the last two winters living on his boat at the Municipal Yacht Basin. John took his pension in August, 1950, and since has really been enjoying the "Eventide" of a long and varied career as a railroad man and Merchant Mariner.



Ruth, on Jan. 31st. at the Eastern Maine General Hospital.

I was talking with Machinist Lewis Snyder and he tells me that the Mrs. is coming along fine. She is walking around again at the Hospital and expects to be coming home again very soon.

Congratulations to Machinist and Mrs. Jan Steenblich on the birth of a 5 lb. 12 oz. son, Richard Aren, at the Eastern Maine General Hospital on Feb. 9th.

Engineer Joseph C. Hickson returned to work Feb. 11th. after undergoing surgery at the Eastern Maine General Hospital.

Machinist Haywood Kelly is convalescing at the hospital following a surgical operation on Feb. 6th. Mrs. Kelly told me that Haywood hopes to get home in about another week.

Among the new faces around the Engine House this month is Hostler Stanley Corson from Waterville. Stan has taken the third trick hostler's job here.

Another new face is Laborer Jack Perry from East Hampden. He started work February 15th.

Sympathy is extended to Mrs. E. L. McKay and Mrs. E. C. Cahill, wives of Engineers E. L. McKay and E. C. Cahill, on the death of their mother, Mrs. Honora H. Abbott, at her residence here in Bangor on January 27th.

Grade 5, Room 28 of the Vine street school, comprising 27 youngsters, visited the railroad, Tuesday, Feb. 12th, accompanied by their teacher, Mrs. Charlotte Haskell and the following mothers, Mrs. Lynch, Mrs. Cutter, and Mrs. Buckley.

They were met at the Union Station by Train-Master A. W. Crocker, who conducted the tour. They were instructed in the proper procedure of purchasing a passenger ticket. They were next taken to the Train Dispatchers office where the duties of a Dispatcher in the handling of trains was explained by Dispatcher Royce Wheeler.

The group was next taken by passenger coach to the engine house where a passenger diesel was waiting for them equipped with special steps so they could go in one side, through the engine and out the other side. While going through the engine the new Radio System and numerous other safety devices were explained by Train Master Crocker and Electrician John F. Bevan.

Sympathy is extended to Laborer Frank Toole on the death of his brother James Toole, on February 12th, at his residence. Mr. Toole was in the Postal Transport Service working out of Bangor for many years and was well known to many Railroad men in this vicinity.

Congratulations to Machinist and Mrs. Paul Rennebu on the birth of a 6 lb. 10 oz. daughter, Patricia Louise, on Feb. 15th. at the Eastern Maine General Hospital.

Mr. John McManus, father of Electrician Frank McManus returned home from the hospital February 6th. where he had been confined for several weeks.

Retired Engineer Fred Gray is spending the winter in St. Petersburg, Florida, with his son Lewis Gray.

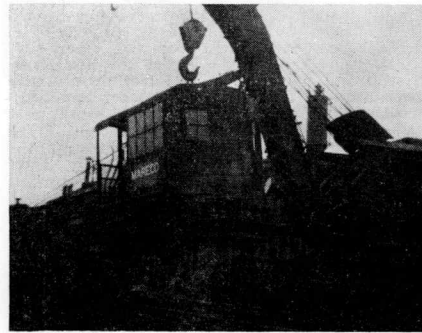
Mrs. Margaret Eames, wife of Engine House Foreman Harold Eames has been a surgical patient at the Saint Joseph Hospital recently.

Andrew M. Butterfield, Chief Mechanical Engineer of the Hyde Windlass Company of Bath, Maine, was appointed a Director of the Company in February of this year. Mr. Butterfield is the brother of Miss Blanche Butterfield, stenographer to General Foreman Ralph O. McGarry, of the Engine House. Mr. Butterfield used to work as a machinist here, summers, while attending College in the early 1920's and is well known in this vicinity.

Because of the continued interest in rail-roading of a retired Canadian Pacific Engineer, Mr. Harry P. Dennis, who now lives near the main line at Olamou, Maine, perhaps a derailment of a Maine Central freight train was prevented Sunday, February 17th. From the window of his home he spied a burning journal on a freight car about mid-way in the train on VB4. Due to the storm and the blowing snow this "Hot-Box" could neither be spotted from the head or rear of the train. Mr. Dennis rushed outside and flagged the Conductor on the "Buggy".

The car was set off at the next town, Congitgan, and the train then proceeded to Bangor without further delay.

Mr. Dennis, who is 77 years of age, retired from the Canadian Pacific Railroad in 1945. He is a very active man and generally notices about every train that goes by his place.



There comes a time when old friends must part. The "Burro" digger which has been in constant use here for a number of years was sold to the Marshal Railway Equipment Corp. of Ashley, Pa. The digger was loaded aboard a Gondley car for shipment by the Relief or Wrecking Crane, operated by Machinist Herbert "Slim," Clark, under the supervision of Car Department General Foreman Leo J. Hartert and a crew of Carmen assisted by a crew from the Engine House.



By JOHN J. KEATING

At the regular monthly meeting of the Maine Association of Railroad Veterans, January 27, at Edna's Restaurant, Thompson's Point, Mr. Bucknam of the Maine Inland Fishing and Game Department gave a very interesting talk on the function of his department. The new Officers for 1957 conducted the meeting: President John J. Burke, Vice President Howard Burnham, Secy-Treas B. P. Lyden, Chaplain John J. Keating.

Retired Engineman Frank Hamlin is a patient at a nursing home at 77 Carleton Street, Portland. Drop a card; he will love it.

Engineman and Mrs. Ben McCrackin of Bangor are visiting in California.

Sympathy is extended to the family of Retired Engineman Edward Parent, who died in Miami, Florida, January 30.

Congratulations to Trainman and Mrs. Emile Morin on their Eighteenth Wedding Anniversary, January 26.

Train Baggage Master Albert Spencer is visiting in Florida; also Retired Conductor Allen Batley and Station Baggage Master and Mrs. Ashley Wood of Bangor are at St. Petersburg.

Retired Conductor Leon Poupart of the Mountain Sub-Division was a patient at the Maine Medical Center for surgery.

The Executive Board of the Maine Association of Railroad Veterans gave a going away party for United Veterans President E. H. Winslow and Mrs. Winslow at the Lafayette Hotel, February 7. They are visiting their son at Tucson, Arizona, a Major in the United States Army who is being transferred to Japan. Among those attending were President and Mrs. John J. Burke, Past President and Mrs. James Fay, Secy-Treas B. P. Lyden, Fred E. Jordan, Mr. and Mrs. J. D. Meehan, Jr., Vice President and Mrs. Howard Burnham, Chaplain and Mrs. John J. Keating, Mr. and Mrs. Percy Sears.

Retired Engineman and Mrs. Archie Carignan are visiting at Indian Head, Florida.

Retired Engineman Fred Probert and Mrs. Probert are visiting at Sarasota, Florida. Mr. Probert is a Canadian National Veteran.



By ERNESTINE V. MILLER and MARY E. MORSE

Edith MacGibbon took a week's vacation in February to go with "Mac" on a business trip. Photography enthusiasts will be glad to know that Emmons Lancaster is one of them, having his own dark room, and winner of several prizes in photography.

Among those attending the Railroad Club Meeting in Boston on Feb. 12th were C. G. Rivers, J. F. Stanford, C. D. Prentice, and F. A. Scott.

The Engineering Dept. boys traveling to Boston to bowl against the Boston & Maine Rail-

road, Feb. 16th, were E. E. Davis, Bob Brewster, Joe Coombs, Bud Bowlin, Al Kennedy, and Larry Harding. On March 2nd, the B&M's will come to Portland. A good time was had by all and some of the boys enjoyed a fine dinner at Durgin Park.

We notice a sign, just large enough, on John Corcoran's drafting table—"DON'T GO AWAY MAD! JUST GO AWAY!" 'Nuff said.

"Lola," who receives considerable attention in the Engineering Dept. has returned from a prolonged vacation. She looks fine and has taken up her regular work.

At press time an announcement was received of the marriage of Miss Doris Isabel Maxwell and Edward C. Paine, Saturday, February 16, at "The Church-in-the-Gardens," Forest Hills, New York. The happy couple are spending a month's honeymoon in New York and Florida.

Mr. Paine is Assistant Comptroller of the Maine Central Railroad Company—we all wish them both the best of everything.

Margaret Gagnon of the Auditor Revenues Department is enjoying a holiday in Sarasota, Florida.

LeRoy A. Taylor, Jr., revenue statistician, and his wife are receiving congratulations on the birth of a son, David Scott, on Tuesday, February 12, in Mercy Hospital. This is their fourth child, but the first boy in the family.—we believe that since he shares his birthday month with such famous people as Lincoln, Washington, etc., he should go far in life.

We are happy to see Marge Briggs back at her desk after a serious operation. Marge is a machine operator in the Auditor Revenues Department.

John Flaherty, former messenger in the Auditor Disbursements Office, has been assigned to Machine Accounting.

Merrill Stanley, formerly of Maine Central Transportation Company Office, is working in the Chief Statistician's Department. We are glad he has recovered from his operation, as everyone missed him around the General Offices.

"Gerry" Kilbride, Car Accounting and Statistics Department, is sporting a brand-new Renault car—just about big enough for her to drive!

"Al" Chapman, clerk Auditor Disbursements, is on vacation in the Sunny South visiting his brother and sister-in-law. He will visit all the interesting places in Florida, and from what we can gather he is going to "the dogs." His wife, Helen, will accompany him. Bring back a bushful, Al!

Sam Spires, our European globe trotter, is back at the usual stand after his visit with his sisters in England. It goes without saying that he had a wonderful trip and says he is not going to wait so long before doing it again. He was very faithful in keeping his office associates informed as to his whereabouts by sending picture postcards to everyone in the office. He is very proud of the fact that he wasn't seasick either way on the boat, although the crossing was rough.

Gordon (Tug) Wilson, George Ellis, and Ralph Gordon didn't think it was cold enough in Maine lately, so they took a trip to St. Paul, Minnesota, where it is really cold.

Sylvia Wood, now Mrs. David DeRepentigny was honored by her office associates on her resignation and coming marriage, at the Columbia Hotel where she was dined, wine, and presented a gift. Those attending were Louise Scannel, Margery Sterling, Dorothy Hollywood, Margaret Lynch, Katherine Donahue, Florence



Gifts and desk decorations were given Miss Sylvia Wood before her marriage on January 26.

Hume, Elta Benner, Edith Goodwin, Myrtle Neilson, Catherine Wallace, Madeline Bowdoin, Dotty Smith. Sylvia was married January 26 at Old Orchard Beach and a goodly number from the office attended the wedding and reception at the Old Orchard Country Club. Sylvia is now employed by the Boston and Maine Railroad in the Auditor Disbursements Office. Her husband, Dave, is a student at Boston University.

Jack Coyne is being missed at his desk these days, having been confined at home, then admitted to Mercy Hospital for x-rays and observation. He is feeling much better now, which we are all glad to hear. (Incidentally, with two "Jack Coynes" now working on the third floor, we can foresee a bit of confusion on these names).

Things you think will never happen: Edith Goodwin's parakeet had an operation! Believe it or not (by Edith), Dr. Heidelbrand of the Portland Veterinary Hospital removed an abscess from the parakeet's breast—in the usual manner, too—put him under—made the incision—and had him call back twice for check-up. The bird is recovering nicely, so we hear.

Neil Smith, Clerk in Payroll Department, Auditor Disbursements, is still on sick call. We understand he's coming along pretty well at the moment.

Ice Follies viewers—Dotty Hollywood, Margery Sterling, Lou and Marcella Davis, Theresa Slattery. Looks easy to skate like that, doesn't it?

The Maine Central General Office bowling league held a special match on Saturday, February 16, at the Friend Street Alleys in Boston, bowling some of the fellows formerly employed in Portland, now transferred to the Boston and Maine. The Maine Central teams won three and lost three matches. Team No. 1, (Paul Crawford, Bud Bowlin, Herb Whitmore, Jerry Shea, Al Kennedy), Team No. 2, (Jim Finley, 'Mac' McLaughlin, Everett Spires, Sam Spires, Blair Walls), and Team No. 4 (Merrill

Stanley, Bob Clarke, Bob Brewster, Eddie Davis, Frank Cameron) were the lucky winners. Others bowling from the Portland group were: Bill Brownell, Marty Holmes, Wendy MacDowell, Ed Haley, Ed Coombs, Russ Rackliffe, Andy Blackwood, Bill Welch, Joe DiMauro, Tom Hayes, Charlie Hagar, John Michaels, Larry Smyth, Larry Harding, Ralph Jellerson. There will be a return match in Portland, March 2, and we feel sure the boys will be 'out for bear', as the saying goes.

Marie O'Connell left Machine Accounting February 15 on leave of absence to await the arrival of her baby expected around April 1. A white nylon comforter and pillow, a baby walker, and several stuffed animals were given Marie for the baby by some of her co-workers. Best wishes, Marie and Bob!

We are sorry to hear that Anne Despina's daughter, Mona, was in the hospital again—but glad her stay was of short duration and that she is now on the road to recovery.

A lot of time and work has gone into the making of a rumpus room in the new home of Virginia Lee of Machine Accounting. But it seems as it's worth the effort, with the bang-up party 'Ginny' has planned for this weekend.



Rigby Engine House

By ALBERT B. WETMORE

Our poem for the month as offered by shop poet Laborer Arthur Thompson:

THE MORNING MIST

How softly the Mist of the ocean,
So peacefully covers the land,
Like the wings of some spirit to enshroud us,
And so mysteriously it seems to expand.

And softly to the ground it settles,
Like the leaves that fall from the vine,
With our hand we reach out to grasp it,
But space is all that we find.

How often our eyes they deceive us,
From the mist that comes with the tide,
And the things that seem so far from us,
Will be so close to our side.

Miss Marion Ryder, daughter of Electrician and Mrs. Raymond Ryder, has been elected D.A.R. Good Citizen candidate at Gorham High School, Principal N. Allen announced last week. The selection was made by senior classmates and faculty. She will be entered in the D.A.R. State Conference for the title of Maine State Good Citizen.

Miss Ryder has taken part actively in school activities during the four years of High School. She has been class treasurer for 3 years; president for Future Homemakers of America; editor-in-chief of the school year book; on the school office staff, member of the girls' and mixed chorus; French Club; and business manager for the Senior play.

Clerk John Welch was on vacation for one week, the first man at the engine house to do so. Francis Haldane subbing for him during his absence.

Machinist Helper Anthony Grzyb has purchased a new "Chevy", a 1957 product.

Machinist Helper Fred Bustin was out sick

for a few days with a bad hip and back ailment.

Machinist Helper Joseph Ashley reported for work one morning recently, one hour early. He couldn't blame it on to daylight saving, but when arriving at shop, he immediately started his usual pastime of whittling on a stick of wood. Now it so happens that "Joe" and Maurice Weeks are having quite a time of it getting enough sawdust for bedding down their prize cattle. So what else would the fellows around the shop believe but that he was making hay while the sun shone so to speak, by putting in his spare time making shavings. Every little bit helps, so "Joe" claims.

The Safety Board at the shop now reads 240 days without a lost time accident. Every precaution is being taken to make this shop 100% safe to work in, both on the part of the management and the men.

Local No. 525, I.A. of M. held its regular meeting on the first Tuesday of the month. The matter of routine business was brought up and discussed. Secretary and Treasurer D. J. Guizette was present, acting in place of Gen. Chairman Davis, who brought up the question of a change in the by-laws of the District Lodge. A referendum vote was being taken in all locals in District No. 42.

Bowling statistics for the month; The Terminal League is at present led by Team No. 4, with Team No. 7 as runner-up. Team No. 4 rolled high total of 1164 pins and high single of 426 pins. High individual average goes to Gardner with a .98: George Beckwith runner-up with a .97. Gardner also has high single of 140 pins and high 3 strings of 426 pins.

There is also quite a rivalry set up between a team led by Carpenter Guy Briggs, B. and B. crew from Kennebunk, and a Rigby team led by Russell Proctor. So far they have met 3 times and the Rigby team has been victorious each time. Don Perkins is high man with 103 pins.

Machinist Theodore Cote talks with Retired Laborer Mike Gresley who has been quite ill this winter, and is looking forward to the coming of Spring. Sends his regards to all.

Foreman Frederick Lombard and Mrs. Lombard attended the Ice Follies at "The Garden" in Boston.

Machinist Walter Bass has been out sick recently and will have to undergo an operation before returning to his job at the shop.

Set-up Machinist Miller Goodwin had a slight stroke during the month, spending some time in the hospital. He is now on the mend and expects to be back to work soon.

Machinist Helper Joseph Ashley had a near accident while walking. A truck backing out of a parking area actually pushed him out of the way.

Bernadette Tatarczuk, daughter of retired Machinist William Tatarczuk and a cousin of Laborer Bromilaws Tatarczuk, is engaged to be married to Dr. Michael Murphy. A March wedding is planned.

Machinist Helper Seth McDermott was taken suddenly ill at his work and died after a short while in the hospital. This occurred just 3 weeks after his wife's death. A floral tribute was sent by the boys at the shop.

A flash fire occurred at the engine house and the turntable cab was badly gutted so that it had to be replaced, including all wiring etc. No interruption of service, however as it is equipped with an auxiliary motor of the gasoline type.

Laborer Martin Conley has purchased a 1954 "Chevy" Bellaire.

Several groups of Cub Scout packs and their den mothers visited the shop during the Washington Birthday holiday week. All seemed to enjoy the trip around the property.



Bartlett, N. H.

By O. R. BURDWOOD

Agent Compagne of Steep Falls has returned to work after a vacation spent in Florida. He advises us that he had the pleasure of meeting some of our retired railroad men in St Petersburg. Former agent Frank P. Stuart of Cumberland Mills and retired Conductor Allen Batley were among those who wished to be remembered. He also saw Mrs. Josephine Stevens, widow of the former agent at Steep Falls. Good luck down that way, boys. Itsa cold up here.

Richard Raymond of Brunswick has bunted the signalman's helper job at Bartlett.

Section foreman Leslie Huntington of Lancaster is very proud to announce a new arrival; a boy. Weighed nine and a half pounds.

Section foreman Wilfred Paradis of Conway Centre has been hospitalized as a result of a highway injury. We have not heard recently how he is getting along.

Sorry to report the sudden death of Engineer Eddie Parent, in Florida recently. Eddie did not run much up this way and have not seen him for several years. His brother, Albert, is the Conductor on 162 and 163 after sixteen years on the night freights.

Mrs. Clinton Burke, wife of Trainman Burke of Bartlett, has entered the Memorial Hospital once more for surgical attention. Good luck we all say.

Let us not forget to announce the marriage on February 9th, of Welder Robert Jones and Dorothy King of Willey House. Mrs. Jones has resided there many years and has held the office of post mistress for last number of years. Our best wishes to you both.

Photo of a cow moose, taken by L. E. Brown of B&B Dept., 3 1/2 miles west of Belgrade on Feb. 13th. Animal has been hanging around that area for several weeks and has approached the crew working on a culvert job. Boys say she is inquisitive but not too friendly. In fact she gave Brown a charge when he got too noseey.



Augusta

By E. E. WALKER

Retired General Agent P. E. Fuller died January 7th, following a long illness. Funeral services were held from St. Marks Church and a large delegation from the railroad employees here attended.

We are all glad to see Conductor Marshall Pratt back on the job following a long layoff, account injury. He is now on Waterville end W-11—WR-4.

Baggage & Mail man and Mrs. Wilbur Bryant and second trick Clerk-Telegrapher and Mrs. Ray Bishop spent the day in Boston recently and attended Cinerama and the Ice Follies. They all report a wonderful time.

Mrs. Eva Foster, wife of Freight Checker Burleigh Foster was a recent surgical patient at the Augusta General Hospital. We are all pleased that she is now home and feeling much improved.

Our new track at East Augusta is now in operation. This track will hold twenty-three cars and will be used for picking up and setting off by both East and Westbound trains.

Waterville Station

By M. W. FLYNT and ELAINE KERVIN

There has been some car trading going on lately and the trend has been toward Chevrolets. It has become an established fact in the Engineering Department that the Chevrolet is the best buy in the lower priced field! Ray Coulombre traded for a 1955 Chevrolet ranch wagon and Bill Bird has a 1954 Chevrolet sedan. Both very good looking.

Since Ray purchased his new car, he was using his old Ford one day and it broke down!



Rod Brown Mitchell, son of Mr. and Mrs. Clayton G. Mitchell and only grandson of Work Equipment Maintainer Caleb and Mrs. Mitchell of Bowdoinham. Rod will be two years old in May. His father, a former trackman on the Bowdoinham Section, is now an Electrical Designing Engineer at the Kittery Navy Yard.

Freight Office Stenographer Bev Cook was out sick recently and Priscilla Averill substituted. Reports have it that Track Repairman Gid Veilleux and Work Equipment Maintainer Leo St. Pierre are quite disgusted with the Waterville High basketball team. Both are avid fans but Leo was so disgusted that he absolutely refused to take his wife to one of the recent games!

Ray Coulombre and his family spent the holiday weekend in Fitchburg and Leominster, Mass., visiting their relatives.

Bill Boivin, Trackman, suffered the loss of two fingers in an accident which occurred at the Station. Bill wishes to thank everyone for their many kindnesses to him.

Laurent Veilleux and Mrs. Rayno Boivin both wish to thank everyone for their many kindnesses during their recent bereavements.

Farmington Branch

By ANN NEWCOMB

M. A. Tuttle, sectionman in the Jay crew, recently returned to work after a weeks illness.

V. I. Robinson, sectionforeman of the Jay crew, has been off several weeks for an eye operation and understand he is recuperating nicely.

Joe White has taken over the duties of sectionforeman since V. I. Robinson has been off.

Bennie Black is filling in as sectionman due to a vacancy in the Jay crew.

Due to the ever increasing business at Livermore Falls, understand that a second trick switcher is now operating and also another yard clerk is now at Chisholm.

A. S. Gilman, sectionman in section No. 65 Farmington, advises us that his wife is now confined at the Wilsons Nursing Home at Coopers Mills.

Waterville Shops

By "STEVE"

Painter Chester Craig, long known locally as the champion ox thrower, has attained national prominence thru an article in the American Agriculturist Magazine featuring Craig and his collection of old ox yokes. The article is accompanied by a photo of Craig and part of his collection. Craig is beginning to receive much fan mail from all over, from other collectors.

Apparently the 'deep freeze' business is paying dividends as Tractor Driver Eddie Gurski has recently come forth with a new Nash Rambler Station wagon, a new aluminum boat and trailer and a 35 hp outboard motor.

Sgt. Wade Richardson has recently completed a 4 year hitch in the U.S. Air Force and has returned, picking up his Machinist Apprenticeship.

If any readers have TV trouble, Carman Eddie King is very proficient at repairing same. Paint Helper Merle Otis is an expert at installing and repairing TV antennas. (free advt. plug)

Car Store Carrier Pigeon Sumner Holt has been out with a jammed finger, caught while closing a car door.

Rip Track crane operator Gerald Buck has been a patient at the Sisters, and also at the Veterans Hospital in Togus for a throat ailment. Recent reports are that Bucky is receiving treatments at a Boston Hospital.

A steam leak in the Accounting office caused considerable moisture inconvenience one day recently.

Sympathy is extended to Driver Elton 'Tiny' Gibbs, whose father died recently.

Carman Gerald Akley has a new Dodge. Shock troops for the Firemen and Oilers for the coming term are Eddie Gurski, Vic Buck and Reggie Ellis. Archie Smith is still gaulieter.

Machinist Bill Chase has a new Rambler sedan.

Clerk Ralston Armstrong has been a recent surgical patient at the Thayer for a double hernia operation.

Mrs. Beulah Ames of Fairfield, widow of Carman Bill Ames died at a local hospital recently.

Painter Bill Mingo suffered a painful injury recently when he slipped and fell on the ice, breaking a rib and cracking another. Bill was on the shelf for more than two weeks.

Chief Clerk Herman Rines has been a recent patient at the Thayer for a minor heart condition.

Helen Richardson Thyng has been substituting in the Main Office covering Glorious LaLiberty's stenog position.

Sympathy is extended to Paint Helper Ariel Lord whose brother died recently at a Bangor Hospital.

Carman Cliff Bernier, for several years car inspector at the H. & W., has applied for his retirement. Carman Harvey McCaslin is covering the job at present. Bernier started with the Company in 1912.

Carman Helper Joe Bouchard has recently been 'sot up' and Clarence Basford has been recalled as helper to the Freight shop.

Settling a minor jurisdictional hassle the new Fitted Bearing machine has been removed from the Car Department and installed in the Wheel Room. Machinist Helper Charlie Derocher is the present operator.

Clerk and Mrs. Dick Fecteau and Laborer and Mrs. Bob Sweet have been in Boston attending the Ice Follies.

Mrs. Reginald Ellis, wife of tractor Driver Reggie, has been a recent surgical patient at a local hospital for acute appendicitis. While there she was the recipient of a nice bouquet of roses with an appropriate card signed by Arthur, Phil, and Al, all in the Carrier Pigeon flock. She was understandably thrilled until she and Reggie found that the boys had charged the flowers to Reg, at a local greenhouse.

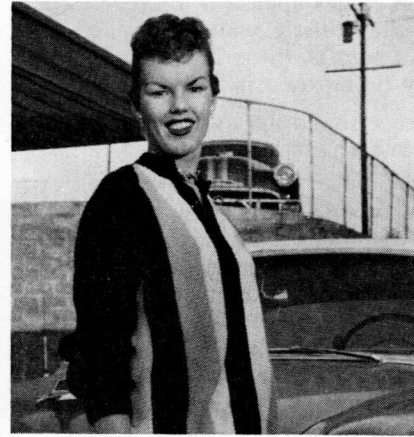
Machinist Everett Pollard has returned after long illness and has found a nest on the Air Brake job formerly held by Ralph Barton.

Coming to the conclusion that he can't take it all with him, (and if he can't, he ain't goin') Inspector Bert Jewett has finally broken down and bought a TV.

Furloughed Apprentice Arthur Campbell has been recalled and is working in the Firemen and Oilers gang.

Lewiston

By LILLIAN G. WHITE



This charming young lady is Mary Dulac, age 17, of Los Angeles, Calif., niece of Crossingtender and Mrs. Albert Dulac. She attended John Marshall High School in Los Angeles and at the present time is receptionist at Farmers Bros. Coffee Co. in that city.

Operator Joe Robert has bid off 1st trick (temporary) while Operator Bob Curran is out sick.

Relief Operator Roger Jalbert has bid off Richmond (temporary).

Mr. Maurice Sanborn, former correspondent at Gardiner, has recently been transferred to Lewiston as Agent of the Railway Express.

On-Hand Clerk Charles Spencer of the Railway Express is back to work after an absence of three weeks due to sickness. Glad to see you back Charlie.

Mrs. Guy Myrand, wife of Cashier Guy Myrand, and mother of Rate & Revision Clerk John Myrand and Yardman Daniel Myrand, died Feb. 13 after a long illness. Sympathy is extended to all members of the family.

The Ice Fishing Season is here again, And if you don't believe me just ask some of the men.

Fishermen, fishermen, fishermen, Some have luck and some have none, But whichever it may be, Here are some of the stories as told to me.

Yardman Charles Laflamme caught a 23 inch brown trout last Sunday at South Pond, Lockes Mills.

Several of the boys have been smelting at Bowdoinham, Dresden and Bath and understand their luck has been fairly good to date, yet they say "The best is yet to come."

Clerk-Typist Monique Levesque, Engineering Dept., is also one of our ice fishing enthusiasts with very good luck as well.

Truck Driver Aime Roy has been quite successful. Last week-end he caught a 3½ pound pickerel at Lake Sabattus.

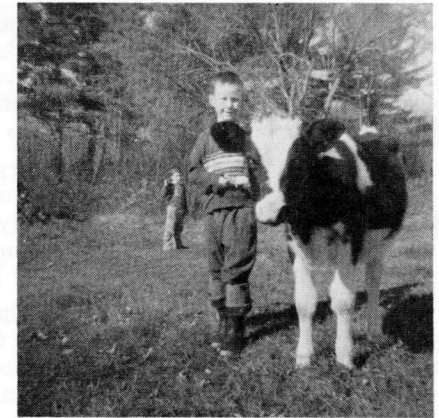
From our office Post
Joe McMorrow

Our Billing Clerk is a lad named Stan. You look at him and think "quite a man." The girls all think he's quite a guy, But can't figure out the reason why, He won't settle down to a normal life And take unto himself a wife.

Engineer L. S. Bailey, Lewiston 1st switcher, and his wife enjoyed a January vacation in California, traveling by train. As he says, "I could go on talking about our trip for hours and hours" but space won't allow it here.

In Los Angeles they visited Grauman's Chinese Theater, saw Art Linkletter's House Party and Bing Crosby's T.V.; shows and ate at the world famous "Clifton's" restaurant. While in San Francisco they saw China Town, Telegraph Hill, Fisherman's Wharf (Maine lobsters, flown in, sell for as high as \$2.50 each!), the Golden Gate and Oakland Bay Bridges, plus many other attractions there. Disneyland, according to Bailey, is "at least a 10 hour show" and one should allow that long to see it, not 5 hours as they did.

They saw just 3 steam locomotives on the entire trip and those were at Terre Haute, Indiana.—New York Central engines No. 7974, 7975 and 7987.



Personality plus, that's Jimmy McMorrow, age 8 and Joe McMorow, age 7 (in background) with pet calf Pinky. Children of Car Clerk and Mrs. Joseph McMorrow.

Train In A Snowy Night

(Editorial from the Christian Science Monitor)

The sound of a train speeding through the night still seems portentous even in this age of propellers beating against the dark sky or jets shoving time behind them with a screech of haste. The airplane has brought everywhere so close to us that it often seems itself to be a thing of here, not there. But the train still heads to, or from, somewhere else.

So on an otherwise stilly, snowy night the distant roar of wheels on tracks, the whistle (or the horn that sometimes speaks a matter-of-fact, almost grunting language where once the whistle wailed, warned, exulted) — these sounds and memories of sounds glide in through a hillside window maybe just as a little boy or big one is falling asleep.

And then it is time rather than distance that rolls away. The sounds of a train in a quiet snowy night wake the same images, the same dreams in the unsleeping thought that they did a generation ago.

Does the hillside window overlook woods and fields sentried by great barns at respectable independent distances from each other? Then the song of the train is a song of the city, where streets are never dark and the headlines still banner a new fame from time to time. Does the window hang over some suburban valley or overlook city streets — often less bright than they are painted? Then the train leaves behind it a call to mountains and woodlands, to the lands of streams and lakes.

Either way, the train says there are still faraway places that it won't try to get you to in seven hours flat and nothing to show for the in-between. And through either window the rhythm of wheels on rails and the signals from the engineers' quarters run together in the half-awake thought like inspired brush strokes on a canvas.

Portrait: "Young man (sleeping) homeward bound." His head jogs gently against the shiny black windowpane of the coach. Group portrait: "Newcomers." A little family, children excited and laughing at the strange shapes passing in the night, parents smiling hopefully but diffidently at the prospect of a new life at the end of the tracks.

There are dozens of others. There are landscapes and seascapes, towers and factories, all the things that boys have gone out to look for and men have returned home to say they have found. That is what makes the whirling sound of a train in a snowy night something to have heard when young and something to remember.
