



# MAINE CENTRAL

MAY 1957

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES





# Maine Central Railroad Magazine

Vol. XIII—No. 8

Richard M. Aylward  
Editor-in-Chief

William A. Wheeler  
Associate Editor Emeritus



## THE COVER

Even the once-a-month heavy mail load of our Magazine on its way to readers everywhere fails to dim the ever-present smile on the face of Asst. Mail Clerk John Murray. More details and photos of the railroading Murray family on pages 10 and 11.

## FROM THE EDITOR

### Something Missing

I've turned every page from front to back, and there is just one thing our Mag. lacks. Why no column from "Mrs. Mac"?

This jingle came to our desk a few days ago from a reader in Franklin, Maine, and by mail and by word-of-mouth the queries have literally poured in since our April Magazine reached reader's hands—where is the "Us Girls" page? Why didn't it appear this month?

Well, due to last month's issue being devoted almost exclusively to the Annual Report, some regular features were left out and "Us Girls" was one of them. You'll find it back again in this edition.

We're sure that Katherine McMulkin is as pleased as we are to know that her column is looked forward to each month by many of our readers and that it is missed by so many in its absence. Our thanks to all those who took the time to inquire; we appreciate your comments.

The 21st National Campaign to promote PERFECT SHIPPING every day reminds all railroaders handling our freight cars and locomotives to: Switch with Care—Give Clear Signals—Think—Use Skill—Stay Alert—It Pays!

Yes, it pays to reduce loss from damage to freight and thereby keep and make friends for the rail industry. Reducing losses directly strengthens the job future for all of us!

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## "NEW LOOK" FOR OUR WRECK CRANES

By ALDEN H. FINNIMORE, Asst. Shops Superintendent

*Editor's Note*—We have an interesting article, beginning on this page, from Waterville Shops explaining just one of the many jobs handled there during any given period of time. The job shows the versatility of the Shops forces and the heavy work capable of being handled there. It shows how one job can involve every department at the Shops before it is completed. Our thanks to Alden Finnimore for the article; photographic credits go to Perry A. Morse, camera enthusiast at the Shops.

Among the advantages being gained by each conversion are: substantial savings in fuel costs, elimination of a water supply car in each relief train, practically 100% availability (no delays to replenish water and fuel) and much lower maintenance expense.

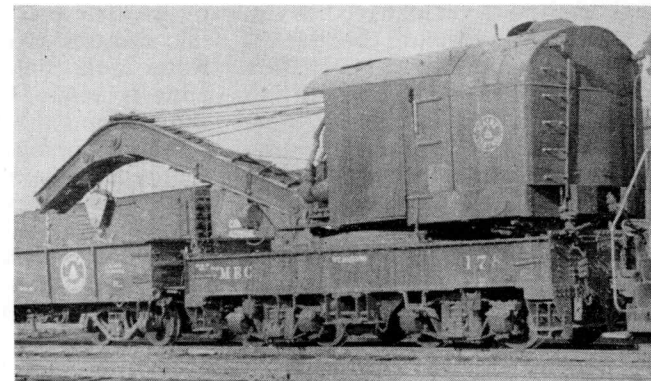
Of the four wreck cranes in service on our lines, No. 177 at Rumford, No. 178 at Bangor, No. 179 at Rigby and No. 180 at Waterville, work was completed on the Rigby crane several months ago, the Bangor one was completed in April and the Waterville equipment scheduled to be converted this fall.

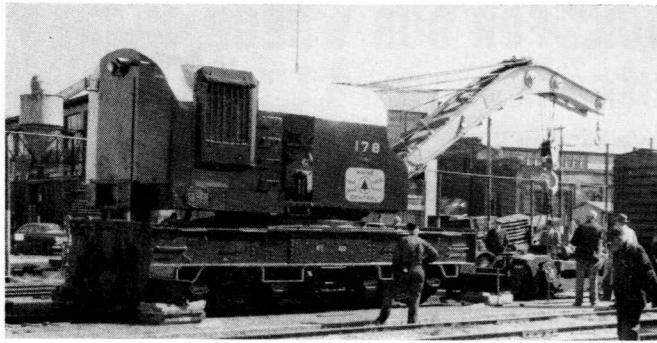
**C**ONVERSION of its wreck cranes from steam to diesel power was started by the Maine Central in 1956 and is in line with our Company's policy of making continual progress in modernization of facilities and equipment. At the same time, such repairs are being made to the equipment as are necessary to put it in first class operating condition.

The program for each crane calls for an expenditure of approximately \$20,000, and consists basically of five major steps:

1. Removal of all steam equipment.
2. Installation of one Caterpillar model D 326F diesel engine with torque convertor (automatic

Before . . . Bangor Wreck Crane No. 178 as it looked prior to start of transformation work.





After . . . Scarcely recognizable as the same piece of equipment, Crane No. 178 is tested at the Shops before going back into regular service.

transmission) unit plus controls and accessories.

3. Installation of a new six volt lighting system.

4. Construction of a new cab.

5. Required repairs to put crane in first class operating condition including interior and exterior painting.

All installation and repair work is being performed at the Shops with engineering assistance, as needed, being furnished by our Mechanical Engineer's office in Portland and by the Houghton-Arnold Co., Portland.

"Weighing-in" is the first step as the cranes arrive at the Shops to start their transformation, each being carefully weighed in its original condition. Weight records are essential as any weight changes resulting from the new installation would seriously affect its lifting capacity and balance. This must be compensated for and, actually, it has been found necessary to add somewhat over a thousand pounds of additional weight (ballast) to each machine as the diesel power unit is slightly lighter than the old steam equipment.

Almost one hundred tons of crane, after weighing, are placed

in the Passenger Shop for truck removal. Incidentally, this department happens to be one of the few in the shop where concrete floor pads are available upon which 100 tons may safely be lifted by the use of jacks. After the crane has been lifted to a height of about three feet, the original trucks are removed and it is then lowered onto temporary shop trucks.

Next, the crane goes to the Boiler Shop where the new installation, as well as the repair work, is carried out. At the same time, the original trucks receive a complete reconditioning in the Freight Shop.

In the Boiler Shop, the crane is stripped of all parts made obsolete by the new power unit. Primarily, this consists of removing the cab, water tank, coal bunker, the boiler and its related parts, the steam engines and the lighting system.

The stripping is followed by a thorough cleaning after which the crane is supported by blocking in a perfectly level position and is ready for repowering and repairing.

Before the new power unit can be installed, a firm and level foundation for it must be provided.

This consists of approximately sixty square feet of one inch plate laid over the original bed casting or frame and securely held in place by welding. A substantial amount of fitting and shaping must be done on the plate due to the irregular shape of the bed casting and to provide clearance for the various posts, braces, etc., encountered. While the plate is being fitted and before it is welded in place, the amount of additional weight or ballast required has been figured and this weight, comprised of steel scrap, placed in pockets provided in the bed casting. Several of these pockets are covered by the foundation plate when it is finally welded in place.

The next step is to locate and fasten the engine and torque converter unit to the original crane crankshaft, now used as the main driveshaft.

A complete new cab, necessary to provide proper clearances for the new equipment and desirable because it is now possible to change the design to provide additional weather protection for the operator and machinery, will also improve its appearance. The new cab is constructed entirely of metal with every consideration given to safety and convenience.

With the finishing of the cab, the installation of the new lighting system and completion of maintenance repairs, the crane is ready to be moved back to the Passenger Shop for the application of its trucks. It is held there for several days while all uncompleted work is finished and here it receives its final coat of green and gold paint.

Throughout the whole project,

every effort has been made to provide a safe machine to operate. An electric alarm system has been installed to allow ground to cab emergency signaling. Safety glass has been used in all windows. Handrails, grab irons and sill steps have been added or relocated as required and platform sizes have been increased wherever possible. Also, a thirty pound Ansul fire extinguisher has been placed so as to be readily accessible to either the operator or signal man.

And finally—two days of actual operation. During the first day all working parts are checked under operating conditions and adjustments or corrections are made. At least one load test is made under a maximum capacity rating, mainly to check engine and drive performance but also to prove that ballasting calculations have been correctly figured.

The second day of operation is given over primarily to instructing the regular operator in the proper care and handling of the new power unit as well as giving him a chance to get the "feel" of the machine, which is quite different than when operated by steam power.

The crane is now ready for service and in looking back over the work performed, we find that every single department at Water-ville Shop has contributed to its successful completion.

#### SLAP HAPPY

Doctor: "Do you smile at your troubles as I advised you?"

Patient: "Yes, and the boss warned me three times this week to wipe that silly grin off my face and go to work."

# Can You Identify This Location?

Mystery Picture No. 26



WE'RE back, after a layoff of one month, with a new series of mystery photos with which to try and stump our panel of experts—our readers.

So, here you are panel—can you give us the exact location shown in the above picture? Again we've deleted signs which would have been a complete give-away; we feel, however, that this is a familiar scene to many. Note the well-groomed main line tracks, a credit to our track crews for whom this should be an easy "mystery".

Back in our March issue, Mystery Picture No. 25 contained a sign board which reads in actuality—PITTSFIELD. So the scene was Pittsfield yard with the passenger station just out of sight around the curve in the background. It is the west end of our recently installed Centralized Traffic Control system between Pittsfield and Hermon.

Several members of our panel of experts have forwarded correct

identifications: Signal Engineer John F. Stanford, who has seen a great deal of the area in recent months while working on the C. T. C.; Preston S. Johnson of Concord, N. H.; retired Engineer Herbert W. Fogg; Clerk N. W. Monroe, Track Supervisor's Office, Waterville; and Road Brakeman Fred T. Hurley of Waterville, who says that Locomotive No. 961, shown in the picture, is hauling the Harmony to Waterville freight, the symbols being WE-2 and EW-1 for the round trip over the branch.

One further correct answer came in for Mystery Picture No. 24, which showed the engine house and refueling unit at Calais. Leighton Nickerson, of South Acton, Massachusetts, identified the location and also named Machinist Clayton H. Cameron.

All right, panel, please decide and then cast your ballots for our new and unknown location as shown above.

# Trowel Club Degree Team



Reactivated within the past several weeks, the Trowel Club Degree Team, composed of railroadmen belonging to the Masonic Order, has performed Degree work in the Portland area, the latest being at Cornerstone Lodge No. 216 in Portland. Left to right (front row): Wayfarer Maurice Hawkes, Senior Steward Cyril Michaud (Railway Mail Service), Senior Deacon Donald Sinclair, Candidate Warren Carkin, First Gate Carlton Baldwin, Junior Deacon John Dresser, Junior Steward Lester Woodbury, Fellowcraft Willard Derrah and Speaking Fellowcraft Chester Freeman.

Back row, l. to r.: Second Gate Milton Poore, Third Gate Kenneth Shannon (Canadian Pacific Railway), Marshal Earl Russell, Senior Warden Robert Woodill, Worshipful Master Gordon Williams, Chaplain Herman Scott, Junior Warden Archibald Knowles, Secretary Spurgeon Sullivan, Organist John Gooch (S. D. Warren Co.) and Fellowcraft Walter Emery.

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# Bowling Trophy To Portland

After being won for two years in succession by Bangor keglers, Maine Central's bowling trophy has been enthusiastically claimed by five men from Portland.

It was General Office Team A which took top honors, with a total of 2415 pins, over an eleven team field in the annual Railroad Championship Tournament held on March 16 at the Metro Bowl Alleys, Waterville. Their hard-earned trophy is now on display in the main corridor, second floor of the General Office building.

Team A from Rigby was second with 2403 and Bangor Team A

came in third with 2389 pins. The other teams and the order in which they finished were: Waterville B 2360, General Office B 2329, Waterville C 2322, Waterville A 2252, Rigby C 2243, General Office C 2208, Rigby B 2201 and Bangor B 2067.

Percy Coombs, General Office Team B, rolled the high single string of the tournament with 132. John Shaughnessey, Bangor Team A, bowled 534 for the high five string total of the day. Percy Coombs was a close second in this category with 533.



Winners for 1957 with their trophy and tournament totals are, l. to r.: Jerry Shea (497), Al Kennedy (422), Paul Crawford (484), Everett Spires (498) and Bud Bowlin (514).

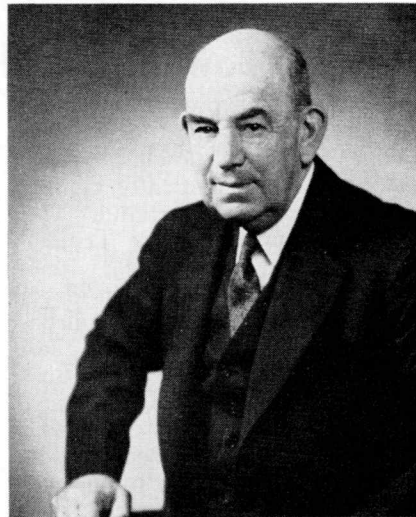
## K. T. Burr Elected Director

Stockholders of the Maine Central Railroad, at their annual meeting held in the General Offices on April 24th, added Kenneth T. Burr of Portland, Treasurer and General Manager of Bancroft & Martin Rolling Mills Company of South Portland, to the Board of Directors. At the same time the meeting unanimously reelected the other sixteen members of the board to another term.

President E. S. Miller, who presided at the meeting, told the stockholders that "the results from operations in the first three months of this year have produced a slightly better showing than in the comparable period of 1956."

The new director, a graduate of Bowdoin College in the Class of 1916, is also a director of the

National Bank of Commerce; Union Mutual Life Insurance Company; Associated Industries of Maine and a member of the Maine Advisory Board, Liberty Mutual Insurance Company.



Kenneth T. Burr

## Motor Cars To Get New Tops



Canopy top and other new equipment for Maine Central motor cars may be easily seen on this Signal Dept. car.

SECTION crews of the Maine Central will shortly commence to ride "under cover" on their daily inspection and maintenance trips over our Company's lines in the State of Maine.

A program has been started, according to an announcement issued late in April, to equip all rail motor cars of the Maine Central and Portland Terminal Company with canopy tops, windshields and other new equipment. Crews rid-

ing the cars have, in the past, had no such protection from the weather.

Under the plan aluminum tops; windshields, with two safety-glass windows; windshield wipers; and electric head lights and tail lamps are being installed on all the cars. The four-year plan involves equipping 200 rail motor cars with the new equipment, involving an estimated expenditure of \$40,000.

## Veterans Get Recreation Room

Keys to a new recreation room, given to the Maine Association of Railroad Veterans by our Company, were presented by President E. S. Miller to General Foreman Joe Meehan, representing the Association, on April 10.

First regular meeting place for the group since their organization was founded, the room is on the second floor of Portland's Union

Station and has been completely renovated by Maine Central crews. It provides members with a convenient meeting room and space for recreational activities.

The Veterans Association was founded in 1950 with seventeen charter members and now numbers close to 700 members. Eligibility for membership means being an active or retired railroader



Scene as President E. S. Miller (standing fourth from right) presented keys for new Veterans room to General Foreman Joe Meehan. Others in the group are—standing, left to right: retired Car Inspector Bart Lyden, Conductor Albert Atkins, Trainman Joe Pourier. Seated, from left: Car Cleaner Curtis Cogswell, Car Inspector Fred Johanson, Trainman John Keating, retired Rules Examiner "Gene" Winslow, Car Cleaner Adolf Bourque, Baggage & Mail Handler Frank Forest and Trainman Frank Prescott.

with 15 or more years of railroad service.

Present officers of the Association are: President John J. Burke, Grand Trunk Railroad; Vice President Howard Burnham, Boston and Maine; Secretary-Treasurer Bart Lyden, Portland Terminal Co.; and Chaplain John J. Keating, Maine Central. Dinner meetings are held on the 4th Sunday of each month, except July and August.

The Maine Association of Railroad Veterans will be hosts to the national convention of the United Association of Railroad Veterans in Portland, October 11, 12 and 13, 1957. "Gene" Winslow, of the local group, is President of the national organization for the current

year. About 400 delegates are expected at the convention.

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## Postal - Payroll - Police

"Hi Gang!"

This cheery greeting announces the arrival of one of the regular mail deliveries in the General Office Building by Assistant Mail Clerk John Murray.

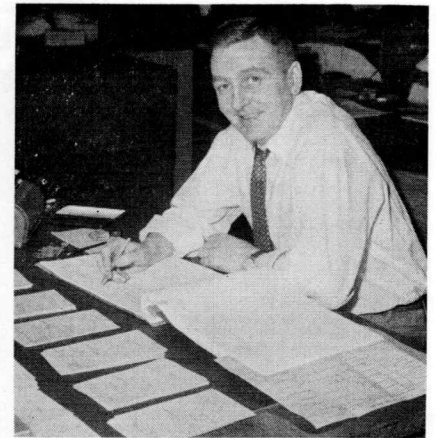
John is one of three members of the Murray family now employed by our Company, admittedly not an unusual situation among railroad families, but a fine record for three widely known and well liked men. They represent, as we have intimated above, the postal, pay-

roll and police departments of the railroad.

A familiar sight about Maine Central-Portland Terminal property in the Portland area, Lieutenant Walter Murray of the Special Agent's Department is assigned to protect freight being shipped over our lines and to assist in handling large groups of visitors or passengers and traffic on Company property; in short, wherever the men in the familiar blue uniforms are needed, chances are Lieut. Murray will be on hand.

With the Maine Central Police Department since August 30, 1930, Murray had previously been with the Portland Terminal Co., starting as a Trolleyman on Wharf No. 2 in 1911.

Joseph "Red" and John Murray have seen railroad service since their school days. In between lessons, but mostly on weekends, the boys worked as snow shovelers on the wharves. Work now done mechanically was done by hand then



Joseph "Red" Murray

and large gangs of men were hired to clear away the snow when ships were expected in the wintertime.

"Red" began regular work as a laborer at Wharf No. 1 in 1940. He transferred to the Mail Room, General Offices, late in 1941, handling work there until 1955. At that time, with establishment of Maine Central's independent Accounting Department, he became Payroll Clerk in the Auditor Disbursement's office, the position he now holds.

"Red's" military service consisted of a hitch in the Army from November 1942 to December 1945.

John's railroad service started early in 1942 as a Freight Handler in the Portland Freight House. Late that same year he entered the Army and served until February of 1946.

Returning to the railroad, he worked in various capacities for the Terminal Co. and railroad until 1955, at which time he took over his present job as Assistant Mail Clerk, General Offices.



Lieut. Walter Murray

## Round Table Groups Discuss Safety



Inadvertently, two years ago, when a series of pictures showing the various groups attending our Engineering Department's first round table meetings was printed in the Magazine, a photo of the Bartlett, N. H. group was omitted. To make up for that deficiency, herewith that group at this year's meeting at the Bartlett Hotel.

Safety problems, methods of handling work and work problems were the basis for discussions at the Third Annual series of Round Table meetings held by our Engineering Department during late March and early April.

Track foremen, track repairmen, machine operators and signal maintainers gathered in Portland, Brunswick, Bartlett, Auburn, Waterville, Mattawamkeag and

Machias to discuss the various aspects of their work with Safety Agent C. L. Quigley, track and signal supervisors and representatives from the Engineering Department, Portland. Chief Engineer J. W. Wiggins spoke to each of the groups during the meetings.

Lunch, as guests of the management, was enjoyed by all attending the Round Tables.

### Bouchard Succeeds Crocker At Bangor

J. Edmund Bouchard has been appointed as Trainmaster, Maine Central with headquarters at Bangor, effective May 1, according to an announcement issued recently by Superintendent R. W. Williams.

Bouchard was first employed by the railroad on April 7, 1918 as Station Assistant. He became a Telegrapher in September of 1918

and was promoted to Train Dispatcher at Bangor in March, 1924. He has held that job until his present appointment as Trainmaster.

A. W. Crocker, who had held the position of Trainmaster until his retirement, effective April 30, retains his status as Engineer for Maine Central. Due to age requirements, he stepped down from the Trainmaster's position.



By KATHRYN McMULKIN

You know something? I missed you all so very much last month I could hardly wait to visit with you again. Did you have a happy Easter? I do hope so. It was such a beautiful day, just made to order, and I'll bet each one of you was just a real living doll in that Easter Parade.

Isn't it something how we all get the urge, come this time of year, to get outdoors and start raking around, planting a few annuals here and there, deciding where those rose bushes will go, and who moved those garden tools from where we parked them last Fall? I love those May days that are a little prematurely warm, in fact a little on the hot side and you are just forced to take five and stretch out on the grass, listen to the music of the birds, watch that beautiful sky and just dream a little. It's good, and it's for you, because it is your world and you own it. If you have any troubles, and who doesn't, they seem farther away, and sometimes, unless, of course, they are troubles of the heart (that's what I call real trouble) they just vanish. Don't ever cheat yourself of this God-given luxury.

Does the name Richard Gonzales mean anything to you? He won the National Tennis Championship in 1948 and they called him "The Peck's bad boy of U. S. tennis". The reason? He tells it this way. He had always been a rebel, always wanted to play by his own rules and not by somebody else's. When he was fifteen years old he was ranked the best boy tennis player in Southern California. He quit high school, went into the Navy in 1945, and still rebelling, spent a week in the brig for going AWOL. When he left the Navy in 1947, his Dad told him to go back to school, get a job or get out. He got out. At the age of nineteen, without an invitation, he entered the Southern California tennis championships and reached the quarter-finals, and later, for sundry reasons, was expelled from amateur tennis. One day a good friend said to him—"Pancho, on the court you insist your opponent follow the rule book. So do you and that's the only way tennis can be played. But don't you think rules are just as important for LIVING?" Gradually he came to realize how foolish he had been trying to prove he was above the rules. NOBODY IS. Then started his period of co-operation with the officials, his suspension was dropped, he was invited to participate in better tournaments, his game improved and finally he became National Champion. As he puts it—"This would not have happened if I had not learned that "playing the game" first means playing ball with your fellow man.

Remember Mothers' Day! 'By for now. Be good.



Chester M. Overlock, of 135 Holmes St., Rockland, Portland Division Locomotive Engineer.

John H. Smith, R.F.D. 1, South Gray, Laborer-Stores Dept., Deering Jct.

Joseph A. Gardner, 17 Burtis St., Portsmouth, Va., Crossingtender at Auburn.

Thomas H. Ellis, P.O. Box 588, Mexico, Maine, Carman at Rumford.

Henry M. Wright, of Mattawamkeag, Station Agent at Mattawamkeag.

Clifton B. Rice, of 95 Scamman St., South Portland, Portland Terminal Co. Yard Clerk.

Winnifred A. Strout, Box 49, Mitchell Road, Cape Elizabeth, Telephone Operator at Portland General Offices.

Frank L. Bean, of 74 State St., Gorham, Car Inspector at Portland.

Vernon E. Saunders, of 176 Clark St., Portland, Machinist Helper at Rigby.

Byron R. Low, of 49 Herford Ave., South Portland, Locomotive Engineer at Rigby.

Ralph W. Hooper, of 39 Columbia Road, Waterville, Locomotive Engineer.

Clifford E. Seekins, R.F.D. No. 3, Cumberland Center, Portland Division Conductor.

John H. Gaddis, of 193 North St., Calais, Enginehouse Laborer at Calais.

George Curtis, signal foreman, has been a busy man this past month or so. Between keeping his work up on his section and keeping an eye on the proceedings of Legislature at Augusta, he is on the go most of the time.

Agent Leslie Soule has moved back to Waldoboro, where he owns a home, and is traveling to and from work after spending the winter in an apartment at Gardiner.

At last Olin Gordon, Baggage man, has got his car looking like new again, after having two accidents this winter, one damaging the front end and the other damaging the rear end.

Albert Allarie, section foreman, has been cutting bushes and doing his spring cleaning this past month, getting ready to install new ties as soon as the weather permits.

Fred Pickens, signalman, would like information on how to start an automobile when the temperature is below freezing. He claims that he has had more than his share of getting pushed this winter. We wonder if maybe a new set of points, spark plugs and maybe a new coil would help.

Sympathy is extended to Trackman Edward Newton and his wife, in the passing of Mrs. Newton's father recently.

Alec Perras extra track crew is at Gardiner lifting the track on the Cobbossee branch over Main Ave. which is being rebuilt by the State.

### Farmington Branch

By ANN NEWCOMB

Forty one pupils of the Wilton primary school went from Wilton to Farmington and return, to visit the county seat and for many of them their first train ride.

A special passenger train on April 13th carried 675 children from Farmington, Wilton and Livermore Falls to the Shriners Circus at Lewiston.

Section crews on the branch have been busy burning grass and cleaning up and are now putting in their allotment of ties.

Understand that Clerk Stanley Pike, Chisholm yard, will return to work soon after a few weeks off due to illness.



Granddaughters of Mail Messenger Abner Stickney are Suzan and Brenda Stickney.

Spare Clerk Fletcher of Danville relieved Pike at the yard.

George Diamond, sectionman in the Livermore Falls crew, is vacationing in Florida for a few weeks with his daughter Grace and son in law "Babe" Jacques.

Understand that Bennie Black is filling in as sectionman in Livermore crew while George is off.

Fernald Hammond has taken over the job as welder helper with L. P. Butler, working out of Rumford.

Harry Russell, Nut Runner and helper Alton Buck, Jr. have started their spring work and are now at Leeds Centre.

### Rumford

By ROY RIDEOUT

Leon Thomas, machinist at Rumford, returned to work this month after a long illness. M. Johnson, former ticket agent at Rumford, called on the Freight house staff recently. Good to see Johnny again.

Roy Butler, welder, has been in Rumford the past few weeks welding rails.

Yardmen in the Rumford area who have taken their vacations recently are E. L. Palmer and W. L. Ayer, both conductors in the Rumford Yard.

Pat St. Pierre has bid off the Conductors job on the swing crew. Good to see Pat back in Rumford after being away from Rumford for about 5 years.

The following letter was received by the Rumford Staff and we were asked to pass it along to the Railroad family:

We are deeply grateful to the Maine Central Railroad employees who were so wonderful to us both during our illness. We appreciate the lovely radio, Sunbeam Coffee maker—also the Christmas tree laden with gifts at Christmas time. The many cards and visits at the hospital meant a great deal to us both, and the



Left to right: Ron Newcomb, son of clerk R. M. Newcomb, Livermore Falls, Ranie Landry (a young friend) and E. E. Newcomb, Agent at Wilton after a Saturday forenoon in the Maine woods and a bag of six snow shoe rabbits.



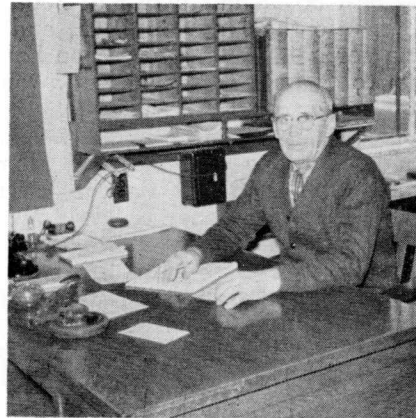
### Gardiner

By F. CLYDE COOPER

#### EDITOR'S NOTE—

We welcome a new reporter to our Magazine's staff this month—F. Clyde Cooper, Cashier at Gardiner. His Maine Central service started on April 24, 1922, as a freight handler at Winthrop. He became clerk at Winthrop in 1923, transferring to Gardiner as Cashier in February of 1950.

Word has been received from former agent Dave Cameron, who has spent the winter in St. Petersburg, Fla. He reports that he has been enjoying the Florida sun this winter and will be seeing us sometime in May.



F. CLYDE COOPER



kindness shown by the Maine Central Railroad employees, will ever be remembered. Signed Leon and Thelma Thomas.

We understand that Thelma Thomas will be out for at least 6 weeks more. We all hope that she will be back before the six weeks are up.

#### RUMFORD YARD CLERK

In all kinds of weather, snow, sleet or rain, Poor ol' Yard Clerk still checks the train. Sunny and warm, good for funning and fishing. Still walking the Yard, a thinking and wishing. A thinking and wishing, oh what's the use, Here comes the train, box cars and cabooses. There's cars for "the mill", clay, lime, wood and all. Cars for "the hill", I'd better get on the ball. In come the cars, rack, coal and gondola, Then check them out again full of paper and pulp with good little Lola. It's up to the Freight Office in my old green Chevy, With reports and placement cards, the load sure seems heavy.

Cars are all spotted, checking done too, Phone then starts ringing—Charlie yells "Roy it's for you." It's "our girl Betty" up at the Freight, "What have you been doing all day Roy, the train late?"

M. C. Ellis

#### Waterville Station

By ELAINE KERVIN and M. W. FLYNT

Alfred Gowen, Section Foreman at Burnham Jct., is a pretty good fisherman—he caught a three pound salmon recently in Sheepscot Lake. New car owners are: Ticket Clerk Ruth Brochu, proud possessor of a 1957 Dodge Coronet complete with push button driving. Another proud possessor is Elden McPherson, Trackman, Sec. 49 Newport, who has a 1957 Ford Ranchero. Machine Operator Stub Murphy has traded his Dodge for a newer Buick. Trackman Arthur Haskell, Waterville, has a '57 Chevy.

A recent visitor at the Waterville Station was our Editor-In-Chief, Mr. Richard Aylward, whom we were very glad to see.

Robert Phelps passed away recently after a long illness. We wish to express our sympathy to William and Marilyn Bird and her family.

Section Foreman Foster Cowan of Newport Jct. has a pedigreed Irish Setter who recently presented him with a litter of fifteen pups.

General Agent Basil Higgins and Mrs. Higgins had a surprise visit recently when their daughter and husband and six children dropped in from Limestone.

Baggageman "Duke" Dutille and Mrs. Dutille are the proud grandparents of a baby boy born to Lt. and Mrs. Vincent Ryan of Bangor on April 16th.

Trackman Charles Cowan underwent surgery recently and is now convalescing at his home. Hope you get well soon, Chic.

Stenographer Beverly Cook is quite a handyman around the house! She was seen recently helping her husband take the storm windows off.

Section Foreman A. M. Fletcher of Hermon Pond is off sick and Early Doody is Acting Foreman.

Maurice Thorne was ill recently.

WTVL Radio Station staged a big Easter Egg Hunt the day before Easter. It was reported that R. A. Coulombre and family were out at 5:30 A.M. looking for Easter eggs!



Only 10 weeks old—Theresa B. Flannery sits on her father's lap in their home on Bassett Road, Winslow.

R. A. Beaulieu's Extra Crew commenced work April 1st at Newport.

Elaine Kervin spent the Easter weekend in New York City seeing the sights and the Easter Parade.

Mrs. Ralph Snow underwent surgery recently at the Thayer Hospital but is progressing nicely.

We are indebted to Mr. Albert Althenn, Supervisory Shipper, Scott Paper Co. who noticed and reported pulpwood dropping from a car in a moving train. His action made it possible to prevent a possible accident.

Yard Conductor A. R. Genest is again working after being ill and hospitalized for several weeks.

#### Augusta

By E. E. WALKER

Conductor Marshall Pratt is back on the road switcher. We are all glad to see him.

Baggage Master Harvey Wilder is the proud owner of a new aluminum outboard motor boat.

Clerk Athie "Spider" Bryant is in training for the spider season. She says she doesn't dislike them if they are over five miles away.

Retired Baggage and Mailman Melvin Frost was a recent visitor in the office. Mel says he is enjoying his retirement and looks hale and hearty.

Wonder who it was got home from work early on a recent morning, backed his new Chevy truck around and got mired? His Better Half had to walk to the bus. Ask Baggage and Mailman Bill Bryant, he might know.

#### Rockland

By F. L. CARSLLEY

Back from a grand vacation at St. Petersburg, Fla. so will try to get some news.

While in St. Petersburg I saw the following members of the Maine Central Family: Retired Agents D. L. Cameron from Gardiner and Carl Haynes from Winthrop; Harvey Ellis and Mrs. Ellis from Skowhegan; Retired Conductors Carl Pierce, Bill Cowley; Retired Billing Clerk Ivy Brackett; Agent Pomleau of Newcastle and

our Freight Claim Agent H. N. Tukey. I hope you all had a fine time in the Sunny South.

Operator M. H. Bowie from Bartlett, N. H. covered the General Agent's job at Rockland for three months.

Freight Checker Fred Snowman and Mrs. Snowman are on vacation and motoring to Roanoke, Va.

Chief Clerk Lillian McCurdy is now on vacation and going to California via New Orleans, La. and returning the northern route from Seattle, Washington, taking in all the sights enroute.

Relief Clerk Harold Fletcher from Danville is covering the Chief Clerk's job.

#### Danville Junction

By PAUL N. FARRELL

Some fellows have all the luck! Signal maintainer Robert D. King caught 4 nice brook trout this week. I tried to find out where his favorite spot is but Bob won't tell. Think I'll follow him next time.

Edgar H. Russell, our former 3rd Trick Opr., paid us a visit the other day. Edgar is now working a swing job at Royal Jct.

Roger J. Jalbert is back on his old job, Relief No. 16. Roger is planning to do some landscaping around his home this spring. So if you see him walking along with a pick and shovel, he's looking for small maples. Keep an eye on your front lawn!!!

Opr. Donald K. Stack has bid off 3rd trick temporary.

Paid a visit to Ernest F. Redmun, our agent, this week. "Red" sends his regards to all and wishes to thank those who sent him a card.



Michael, 30 months and Linda 20 months, children of your reporter, had a grand time helping their daddy sell Christmas trees.

#### Waterville Shops

By 'STEVE'

Visiting with us recently was retired Carman Ed Stearnes who has been pensioned for some 8 years. Ed is 76 and looks and feels fine.

Retired Machinist Jordan 'Hank' McCulley has returned home after treatment for stomach ulcers at Togus.

Painter Don Gerald narrowly averted a serious

fire at his home in Albion recently. A bad chimney fire was apparently put out when the roof started blazing. Prompt action by neighbors forming a bucket brigade saved the house but it was necessary to install a new roof.

The Foreman of the Passenger Room has been a recent visitor in Portland on a joint inspection of the 522 which has been returned to the Maine Central from the B&M.

Carrier Pigeon Reny Jacques has a new Chevye sedan.

Retired Piper Helper Bob Murphy has recently returned to his home on Western Ave. from Togus. Bob is pretty well 'crippled up' and would appreciate visits from the Shop boys.

Robert Phelps, hostler at the Engine House for several years, died recently from a heart condition. Among survivors is a daughter, Mrs. Marilyn Bird, a stenographer at the Waterville Freight House.

Paint Storekeeper Ralph and Mrs. Giroux have been in Arrostook recently, called there by the funeral of a cousin of Mrs. Giroux.

Broom mechanic Eddie Kent has returned from a sojourn in California.

Paint Helper Ariel Lord, one of our most vociferous and staunch defenders of the rights of Labor, has been at the Osteopathic Hospital for a week's check on his Department of Interior.

Stark tragedy stalked the inner sanctum of the Passenger Room recently when a large quarter inch steam pipe burst with a terrific sss-s-s-sss. Pipers Sturtevant and Brown raced madly for the First Aid Stretcher but in vain. Nubert Esterbrooks happened to be present at the time and heroically rescued the foreman with a 'Firemans Carry', the direct result of his Boy Scout Training. Ego damage resulted to the permanent occupant but physical damage to the office was mainly water. It couldn't have happened to a nicer place as the ever present hot air dried the office out in jig time. Esterbrooks has been awarded a leather medal with two tin stars.

Mrs. Cecil Niles, wife of Millman Cy, has been visiting their son William, a Lieutenant in the Air Force in Houston, Texas. A high lite of the trip was a visit to the fabulous Shamrock hotel in Houston.

Mobil-crane operator Harold Slaney has been a recent patient at the Sisters Hospital.

Tool-room attendant Joe Banks has returned from a two months vacation in Florida.

Carman Wang Emery has returned to the Freight room after recovery from an operation.

Supt. George P. Silva and Storekeeper George Stinchfield have been recent business visitors at the General Office.

A potential railroader was born to Machinist Helper and Mrs. Charlie Derocher, at the Thayer Hospital April 2. His name is Eric, and he tipped the beam at 9 lbs. 7 1/2 ozs.

Car inspector Roland Dorval is laid up with an injured knee.

Carman and Mrs. Rudy Ware have been visiting relatives and friends in Hartford, Conn.

Clerk Charlie Wolman has been a recent patient at the Thayer.

Former Assistant Supt. and Mrs. Wilbur Lunt have returned from an extended visit to Mobile, Alabama.

Electrician Helper Albert Charron has been in a Boston Clinic for a check-up.

Watchman Millard Murray has been a surgical patient in a local hospital for a carbuncle on his leg.



Nancy, age 18, Senior at Besse High School in Albion. As this is written she is in Washington, D. C. with the Senior class on the annual class trip. Daughter of Paint Helper and Mrs. W. A. Fletcher.

Foreman Lou Ifill, gentleman farmer and amateur lumberjack, was harvesting his tree farm recently. He stooped to get his chain saw and a large limb broke from a tree above him, hitting Ifill across the back causing injuries severe enough to put him to bed for a week.

Foreman 'Silent' Chick Pooler, while doing a bit of major wood butchering at his home, slipped from a second story floor stringer and crashed thru the bed room ceiling below.

Roger Willette, son of Machinist and Mrs. Victor Willette, has returned from Korea and has received his discharge from the Army.



### Rigby Engine House

By ALBERT B. WETMORE

The month of May is one of the months most sacred in the hearts of all of us, because of Mothers' Day, whether she be living or dead. The following poem, dedicated to mothers is submitted by Laborer Arthur Thompson:

#### MOTHER'S DAY

If time, it could be turned backward,  
Twenty years or more,  
And to have my gray-haired mother  
To meet me at the door.

It would be a sweet reunion  
That words could never tell.  
With a kiss I would caress her,  
And my eyes with tears would fill.

How sad the years have been to me  
Since she was called away.  
I know she is ever near me  
As I kneel down to pray.

It's many years since she left us,  
But in memory she'll always be,  
In that place beyond the sunset,  
She is waiting there for me.

Of the men more recently hired in our department (since last Fall), mostly in the laborers field, many have advanced to the Machinist Helpers craft: Richard Adjutant, 2nd Trick; Harold Belfontaine, 2nd Trick; Robert Casey, 3rd Trick; Ray Holmes, 3rd Trick; Albert Stiveltti, 2nd Trick; William Van Twis-tern, 2nd Trick; David Greenlaw, 2nd Trick; Kenneth Gillis, Albert McCann and Walter Grant have entered the Mechanics field. The job in the Stores Department vacated by Albert Carey was bid in by Clerk Arthur Mills.

Carpenter and Painter Herbert Sampson has changed cars. He now has a 1954 Century Buick. Machinist Edwin Temm has a new "Chevie" of 1956 vintage.

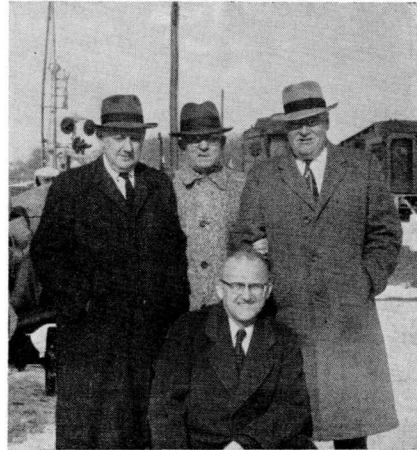
Bruce Larrabee, young son of Machinist James Larrabee, is doing quite a job at learning the art of the percussion instruments, especially the drums, which he likes. His mother however insists that Bruce do his practicing out in the garage as some times the din gets nerve racking. At a later date he hopes to be good enough to be a member of the Scarborough School Band.

Former Machinist Helper, William Quinn retired, visited the shop during the month and chatted with a few of his old friends.

Mrs. Charles Lombard, wife of retired Painter Charles Lombard, recently contributed some very good recipes of home cooking in one of our local newspapers.

Machinist Helper Vernon Saunders has decided to take his pension after a very serious consideration concerning his health, which has not been too good after a heart attack about a year ago.

Carpenter "Dude" Babbage received an injury while working at Wharf No. 3. It was, however, not serious enough to keep him from his duties and after a few days was as fit as ever.



These distinguished gentlemen at Union Station are, 1. to r.: Fred E. Jordan, Eugene Winslow, John H. McNally and, in front, Edward S. Runnells.

Machinist and Mrs. Theodore Cote started on the 18th for a three weeks vacation in North Carolina visiting their daughter Elizabeth and family at Seven Pines.

Roy Francis Hanes, one of our old time Mechanics, died at Lewiston.

Foreman Frederick Lombard is a grandparent for the first time—a grandson, Stephen William, was born to his daughter-in-law Mrs. Frederick Lombard, Jr.

The death of one of our former Boilermaker Helpers Thomas Caufield.

Our Safety Board now reads an even 300 days as of April 20th. It is interesting to break this figure down into actual man hours of work. With approximately 137 employees on 8 hour shifts there is a daily total of 1096 man hours, or 328,800 hours for the entire period of 300 days, all without a lost time accident.

Spring clean-up around the shop has been started. The walls are being white-washed and other chores performed, such as raking up around the outside premises.

### Portland Freight Office And Freight House

By MARJORIE J. MULKERN and ALICE A. McLAUGHLIN

Freight Checker and Mrs. William J. Mizula are receiving congratulations on the birth of their first grandchild, at Bangor, Me., recently. (We expect to have a picture later)

We extend best wishes for a speedy recovery to the wife of Loader and Caller Coleman J. Mulkern, who was a recent patient at the Mercy Hospital, for observation. Glad to report that no surgery was required.

Loader and Caller Patrick A. and Stenographer Marjorie J. Mulkern spent the holiday weekend in Boston. They took in the second game between the Red Sox and the Yankees.

Our sympathy is extended to the wife of Freight Clerk Edwin C. Noyes due to the recent death of her father.

Demurrage Clerk Daniel H. Sullivan has been enjoying his annual leave.

Driving very lovely, attractive new cars are Claims Inspector Wendell M. MacDowell and Waybill Machine Operator Iva V. Baizley. Congratulations, folks, and happy driving.

Also, best wishes to our Timekeeper's wife, Mrs. Willard B. Cooney, who is also on the sick list. Get well soon, Mildred.

We are looking forward to the annual turkey dinner at the Winslow Grange, sponsored by the Railroad Veterans' Club, which will take place Sunday, April 28. A very nice meeting was held at the Manger Hotel, in Boston, last month, when a goodly number attended. A most interesting talk was given by one of the members of the Railroad Retirement office.

Our sympathy is extended to the family of former Stores Clerk Albert Cary, who died recently.

Mr. and Mrs. Thomas E. Dillon were recent visitors in Boston, where their son, Thomas E. Jr., was a patient at the Massachusetts General Hospital. Although he has returned to his home in Beverly, Mass., he is gaining nicely. We all send him our best wishes. Tom Senior is Head Clerk in the Inward Department.

Congratulations and best wishes for a happy married life to Mr. and Mrs. William E. Anderson (Mrs. who was Olive Norris whom we

all look forward with pleasure to seeing at the annual Correspondents' meeting). They were married March 1.

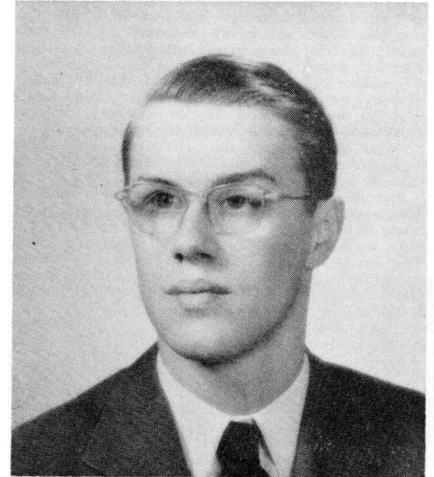


By ERNESTINE V. MILLER, DORIS THOMAS, MARY E. MORSE and VAUN E. DOLE

Miss Vaun E. Dole, Stenographer in the Executive Department, has recently become engaged to James O. Born, Engineer of Structures, Engineering Dept., and they are planning to be married in May.

Edward Stewart recently took his two weeks training at Great Lakes Training Station. He also combined business with pleasure during his week's business trip at General Railway Signal Company, Rochester, N. Y. by taking his wife, and two daughters, Laura and Carolyn, who visited their families in Shortsville, N. Y. while Eddie was attending school.

Edward Davis, B&B Supervisor, is painting his house during his vacation.



Charles G. Rivers, Jr., son of General Engineer and Mrs. Charles G. Rivers, has been named salutatorian of this year's graduation class at Cape Elizabeth High School. His average for the 4 years is 90.2. He is a track letterman, likes target shooting, is editor of the high school Caper Copy, a member of this year's play cast and a member of the Washington Club. He was also a member of the 1956 debating team, an alternate in the Spear Contest and was elected to the National Honor Society.

Changes in the Assistant Comptroller's Department are as follows: The temporary position held by Theresa Slattery has been abolished, so that she "bumped" Ernestine Miller off the bookkeeper's job on traffic and miscellaneous accounts. Mrs. Miller in turn displaced

Hazel Libby on the insurance and miscellaneous payroll deduction job, thus causing Gladys Dole to be furloughed on the personnel records job.

There has been a bit of good-natured rivalry in the General Offices to see who would be the first signer for the proposed new group life insurance plan. The honor apparently goes to George Lowell, Portland Terminal bookkeeper, with Mary Tabbut of Car Accounting and Statistics running him a close second.

"The early bird gets the worm,"—so they say, and that may be true of Ralph Jellerson, Personnel Records Office, who planned his vacation the week after Easter to get in some fishing and general lazing around, cleaning up his home property, etc. Eleanor Frates of the same office enjoyed the week before Easter, shopping in Boston and taking various short trips.

Our Long weekend—three whole days off and what'll it be?—A trip, a show, or watch TV—We snooped around to find the news, and here's the result from the Disbursements crew: Louise Scannell going to Massachusetts to visit friends; Al Chapman just returned from visiting in Upton, Mass.; Fred Jordan going to Auburn to visit his brother and family; Paul Landry is going to get 'burned up'—(that is, his land); Dottie Smith won't be going anywhere until they deliver the new black and white Chevy they have ordered; Edith Goodwin and Margy Sterling are going to spend the weekend cooking as both have brand new gas stoves; members of the golf team are going to brush up on their game; Myrtle Neilson will attend the Red Sox-Yankees game (in person or TV, Myrtle?)

Speaking of stoves, Ernestine Miller has a 'spanky' new 'frosting pink' electric stove—beautiful to look at and as for cooking, it does everything but buy the groceries!

"Lou" Davis of the Disbursements Office is again a patient at Mercy Hospital. Best of luck to him and a speedy recovery.

Bob Rounds was pleasantly surprised (and we do mean surprised) when he returned from lunch one day to find his desk adorned by a huge birthday cake, and lots of cards and jokes. The candles on the cake numbered 72, but we don't believe that Bob's years are that many. Congratulations and best wishes for many more birthdays.

When Ray Harrington took a trip home to Ellsworth lately, he left most of his hair there—as evidenced by the new crew cut he's sporting.

Continued from last month: Leonard Sanborn now brings his lunch in a shopping bag. No comment.

A True Story—In the land of Unowhere, just around the Conner (Clarence) of Hollywood (Dottie) and Vine, a couple were strolling by the light of the silvery (Margery Sterling) moon, when a Gallant (Joe) gentleman from Bowdoin (Madeline) College stopped them. He wanted to know when they were going to make the Rounds (Bob). They told him before there would be any goings or Cummings (Harold), they would need some Carter's, (Gordon) Little Liver Pills. Then they could start their dinner with Welch's (Bill) grape juice or some Libby's (Red) pineapple juice. They figured it would only cost a few Coynes (Chick and Jack) and along with their meal, maybe Arthur Murray (Red) could teach them dancing in a hurry. They planned to meet at the church with the Spires (Sam), along with the newsman, John Cameron (Francis) Swazey, who would be late on account of having to go to the Laundry (Paul). The news-Hawk (Kippy) will be watching to

see what happens and should there be a Scannell (Louise) we'll get Judge Chapman (Al) to see that the Good Win (Edith), and that will make for us all a happy Fourth of July.

Martha True, Stenographer, Freight Claims has just returned from one week of her vacation.



By JOHN J. KEATING

Sympathy is extended to Daniel Smith on the death of his wife, March 16, at Hampden. Mr. Smith is employed with the Car Department at Bangor.

Assistant General Foreman Merrill Dimock, Portland Union Station, while on vacation, visited his daughter, Mrs. Rodney Charles, who resides in Flushing, Long Island, New York.

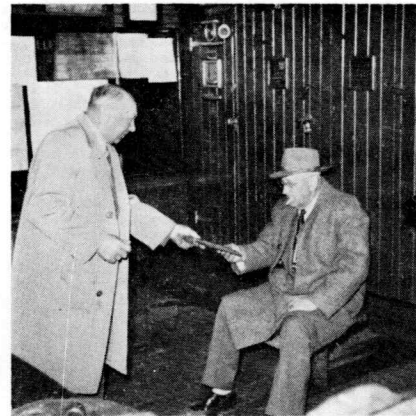
The genial night Station Master, Union Station, Perley Witham, has returned after an illness of three months.

Sympathy is extended to the family of George T. Marley, of Gardiner, who died March 29.



Mr. and Mrs. Harold Morrison of Portland have announced the engagement of their daughter, Miss Marion Louise Morrison, shown above, to Peter P. Maroon of Waterville. A June wedding is planned.

Miss Morrison attended Portland schools and is a graduate of Coburn Classical Institute. She is employed by the New England Tel. & Tel. Co. Mr. Maroon was graduated from Waterville High School and is a veteran of four years service with the U. S. Air Force. He was graduated from Coburn Classical Institute and is attending Portland Junior College.



Retired Car Inspector Frank Bean receiving a gift from fellow Inspector F. K. Johanson. Frank had thirty three years service with the Portland Terminal.

In 1943 George had Fifty Years service with the Maine Central Railroad as a Conductor.

Sympathy is extended to Retired Engineman William Maney of Bangor on the death of his sister, Alice Maney.

Miss Josephine Krawczyk, time keeper of the Maintenance of way, Portland Terminal, made a trip by auto to California, Mexico, Grand Canyon and Florida. She was accompanied by Mr. and Mrs. DeCelle of Portland.

Conductor and Mrs. Kenneth Nutting spent their vacation at Sarasota, Florida.

Engineman George Hibbard, at this writing, was a patient at the Eastern Maine General Hospital, Bangor, for a leg injury.

Sympathy is extended to the family of retired Boston and Maine Engineman Thomas Warren who died at Togus.

Telegraph Operator Cummings, of the Portland Terminal, is a patient at the Veterans Hospital at Togus.

Ticket Agent Fred McGee and the Mrs. are spending their vacation at Miami, Florida.



Bartlett, N. H.

By O. R. BURDWOOD

The Spring ice patrol is at it once more, with Percy Chandler and Pete Hersey covering.

Sorry to report the death of Raymond Glendinning former engine house man at Bartlett. He had worked a total of about 55 years for this Company, most of it at the engine house. He retired about 5 years ago and had enjoyed good health until recently.

We note that agent Leo Campagna has bid off from Steep Falls.

Agent Joe Boucher at Gilman has returned from a check-up at Hanover.

Section foreman R. R. Gardner of Bartlett is now a grandfather, and feeling rather old and decrepit. His daughter, Mrs. Benson Howard has presented them, with an 8 pound 10 ounce son named Robert B. Howard.

Operator M. H. Bowie is back on the Mountain beat once more, taking the place of agent W. O. Burdwood at Cornish.

Word has reached us of the death of Glenn Aldrich, of Colebrook section. He has worked for Peter's outfit several seasons lately.

Conductor David A. Dudley is seeing the end of a major overhauling job on his house. New bathroom, new kitchen, etc.; going to be mighty nice over there we say.

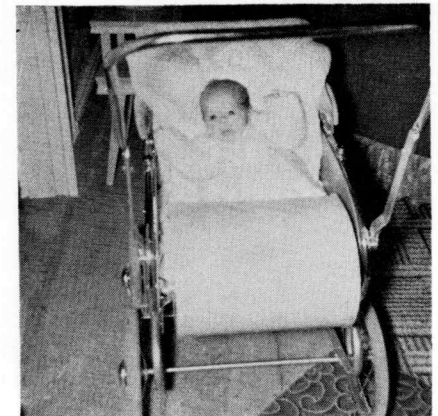
W. J. Paradis, section foreman at Conway Centre is out of the hospital but not at work. His place being taken by Jack Whitten, from North Concord.

We have been told of the death of an old timer in the service, Mr. Arthur Eastman of North Conway. He retired from the section forces about 20 years ago and has been living at North Conway since. He had reached the good old age of 87 years.

On April 7th, Mr. and Mrs. Buzzell P. Nealley celebrated their 50th wedding anniversary at home. Mr. Nealley worked about 46 years for this Company on the local section, retiring about 5 years ago. They held an 'Open House' and had many, many friends call to see them and wish them happiness. Understand there were more than 150 who signed the guest book. That is a lot of friends to have in a small town and plainly shows the good esteem folks around here have for them. Our best wishes to both.



East Holden



Marlene Marie, daughter of Mr. and Mrs. Robert McDonald of Bangor. Mrs. McDonald is the former Phyllis George, daughter of proud grandparents Trackman and Mrs. Kenneth George of East Holden.

## Engineering Dept.

By JOHN MINCHER

John A. Hafford has returned to his job as trackman in Bangor Yard Crew following two years service in the U. S. Army.

Wilfred Chaisson, Trackman at Bangor, has returned to work following absence since latter part of last year due to injury.

Oscar W. Brown, Section Foreman at Eastport, is off duty account of illness.

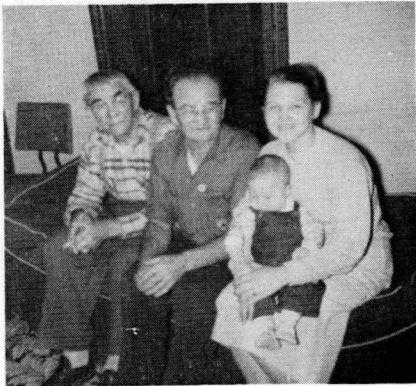


Displaying a good pickerel catch from near his camp on Caribou Lake, Lincoln, is Henry Corro, retired section foreman of Lincoln.

## Bangor Car Department

By C. A. JEFFERDS

Friends of Earle J. Honey, A. A. R. Checker, Bangor Car Dept. will be sorry to learn of his



A recent reunion party brought together four generations of Henry L. Badge, Coach Cleaner at Bangor Union Station, and his family. From the left are: Sherwin Badge, age 76, Henry L. Badge, age 52, Edith A. Gibbons, age 21 and Steven E. Gibbons, age 5 months.

sudden death April 12, 1957 at his cottage, Branch Pond. Funeral services were held April 15th in the Holden Congregational Church. Mr. Honey had been employed for the past 35 years in the Bangor Car Dept. He leaves a wife Ethel R., two sons, Kenneth and Earle J. Honey Jr., two grandchildren, his parents, Mr. and Mrs. Harry E. Honey, four brothers, four sisters and several nieces and nephews.

A new Crane, No. 178, has been added to the Bangor Relief Outfit. It is now a Diesel Unit, the old one being steam, and under the jurisdiction of General Foreman L. J. Hartery.

Have just heard from Mr. and Mrs. Percy Trafton of Eddington who have returned from Tampa, Fla. where they spent the winter.

A sure sign of spring and that summer is on the way: The City of Bangor Highway Dept. has opened up their Tar Tanks for tarring the streets on the river front.

Susie, the Mascot feline, has just given birth to four kittens; mother and family are doing fine. Susie has been our mascot at the Freight Repair Track for the last four years.

## Vanceboro

By H. D. DAVIS

Yardman and Mrs. Bernard H. King are receiving congratulations on the birth of a daughter, Andrea Joan, April 11th at Charlotte County Hospital, St. Stephen, N. B., weighing 7 lbs., 10 oz.

Operator A. M. Gray, who has been off since February account of illness recently returned from a trip to Lahey Clinic, Boston where he had a complete check up. Following this, he was sent to Deaconess hospital and was given treatment for about two weeks.

Retired Switchman, W. A. MacDonald is still confined at home with a persistent case of phlebitis.

We regret Customs Inspector Bertram E. Frost is confined to his house with illness. We are all wishing for his speedy return.

We also wish for a speedy recovery for Mrs. Walter Blanchard, wife of General Agent, who has been bitten hard by the "flu bug."

We learn with sincere regret that at this writing Yardman A. W. McIver is confined to his bed with illness.

For the past two weeks Clerks R. A. Grant and M. M. Beers have been enjoying the first vacations of the year.

406 Grand Central Ave.  
Tampa, Florida  
March 18, 1957

Friend Billie:—

I have just received my Maine Central Magazine and I see by it you and your wife have been in Florida this winter. I do wish you had looked me up and stopped by to see us as we have been in Tampa for the past four winters. It is only 20 miles from Tampa to St. Pete. We have been coming to Florida since 1938 and it seems like home to us now.

Do you remember Bill MacAllian who used to be a telegraph operator in Vanceboro? He and his wife have been here near us all winter but have now gone on to California.

How did you folks like Florida? We like it as we have such wonderful winters here. No snow to shovel. This is our ninth winter here in Florida, and we are leaving for home the first of April.

Leonard Grant, the engineer, has been here not far from us and came about three months

ago. We have been many places with them in their car. Leonard took us to a Maine picnic at the State Park and over 200 people, all from Maine were there. It was a grand day.

If you should see Harry Davis you can show him this letter. He might want an article for the next month's magazine.

How are things going in Vanceboro? It has been 20 years since I was retired, and don't see the place very often. I would be glad to hear from you at any time.

Most Sincerely,

Percy M. Trafton

Home Address:

East Eddington, Maine

## Bangor Mechanical Department

By F. E. WARE

Along with Spring, comes man's lust for changing cars. I have noticed quite a few new cars in the parking lot. Among those who have traded the old bus this year is Engine House Foreman E. O. Hatch; Engineer Lloyd Ashford; Stationary Fireman D. E. Lawrence; Laborer William Martin; Machinist E. P. "Bing" Crosby and Engineer Roland Jellison.

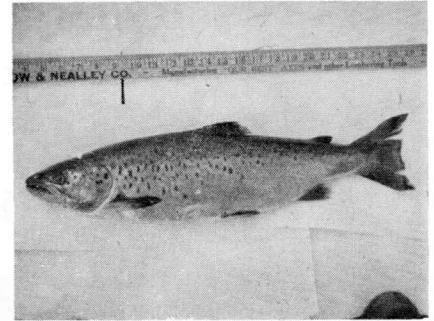
Machinist Hayward Kelley returned to work April 1st following a leg operation at the Eastern Maine General Hospital last month.

Engineer Jordan L. Kich is recuperating at home from an acute appendix operation at the E. M. G. Hospital on April 4th.

Received a nice article from Retired Chief Clerk Charles H. Leard, concerning Maine people returning home from Florida. Among those attending the final Maine Picnic which was held at Safety Harbor were many names connected with Railroadng.

Sympathy is extended in the death of Mrs. Mary E. Rankin, wife of Laborer Harry E. Rankin and mother of Laborer Edward H. Rankin, recently at a local hospital.

Engineer and Mrs. Leonard Grant have returned home after spending the winter at Largo, Florida.



Machinist Charles, "Beef" McInnis caught this 5 1/2 pound, 23 inch salmon Saturday, April 16th, at Green Lake.

Engineer and Mrs. Benjamin McCracken have returned home from their three month trip to Castro Valley, California. On their return trip, they spent some time with their daughter and son-in-law, Mr. and Mrs. George Wilhelm at Oak Park, Ill.

Engineer George Hibbard is at the Eastern Maine General Hospital where he is recuperating from a surgical operation.

Saturday afternoon, April 16th., at 2 o'clock at St. Mary's Catholic Church, Miss Mary Arlene O'Donnell, daughter of Machinist and Mrs. Paul F. O'Donnell became the bride of George Francis Roach, son of Hostler and Mrs. James Roach. The bride was charming in a light blue suit with white accessories. Her corsage was of yellow roses.

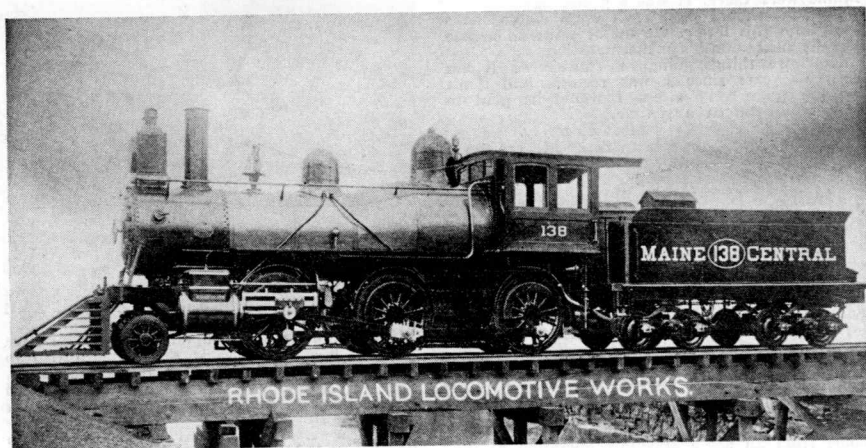
Both the bride and bridegroom attended St. Mary's Catholic school and John Baptist High School. Following the ceremony a reception was held at the home of the bride's parents. The newlyweds will reside at 11 Buck Street.



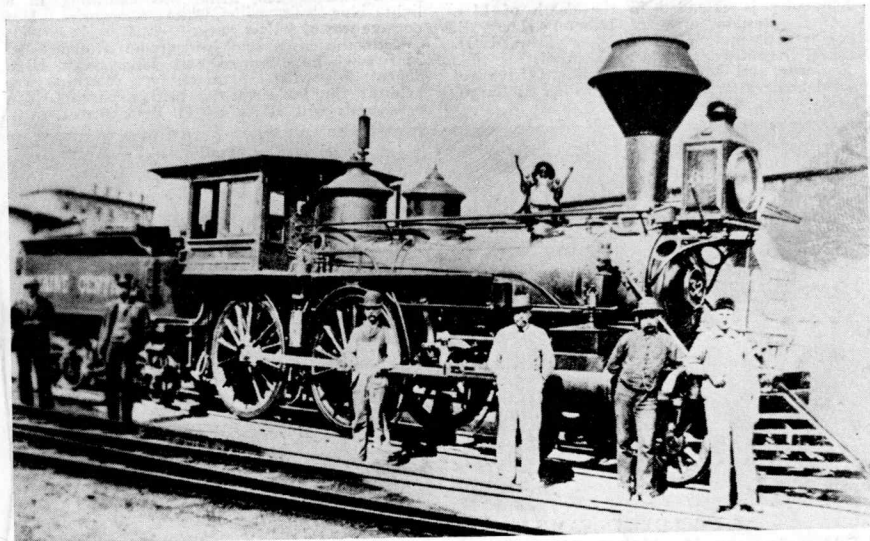
EMPLOYEE'S FAMILIES RECEIVE SALK VACCINE SHOTS

Friday afternoon, March 22nd., 251 employees and their families were vaccinated in the "OPERATION KILL POLIO" program by Dr. Wilfred S. Rambo and Dr. Michael A. Longo, Osteopathic physicians. Those receiving the shots waited their turns in a passenger coach and in the line that formed outside the car which the company had set on track 12 at Union Station. Assisting the Doctors in administering the vaccine were Mrs. Jennie Malone, R. N.; Mrs. Michael MacKenzie and Miss Lois Bean. Dr. Rambo and Dr. Longo and their assistants are doing this great deed wholly on a non-profit basis in their fight to lick this dread disease, POLIO.

## Railroad Memories



Locomotive No. 138 was built in 1891 and is shown at completion at the Rhode Island Locomotive Works, Providence. Statistics; driver diameter 4'6", weight of engine 109,430 lb., weight of tender 70,000 lb., cylinders 19" x 26". She was built for Mountain Division service and renumbered 240 in 1900. Picture loaned to the magazine by Harry Treat.



Maine Central No. 32 was built in 1864 by William Mason. Her drivers were 5' in diameter and cylinders were 15" x 22"; scrapping of the engine came in the year 1892. Location of the picture and names of the crew are unknown. Does anyone recognize any of them? Possibly someone will recall that building in the left background as an aid in locating this scene. Photo is from the collection of Harry Treat.