



# MAINE CENTRAL

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

NOVEMBER-DECEMBER 1957



# Maine Central Railroad Magazine

Vol. XIV—No. 2

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Editor-in-Chief

William A. Wheeler  
Associate Editor Emeritus



## THE COVER

Happy youngsters on Christmas morning with a model train the center of their attention. No doubt Dad had set the train up and tested it on Christmas Eve—just to make sure it was in proper working order!

## FROM THE EDITOR

Unless all signs fail, the volume of Christmas mail this year will exceed that of any previous year. We are planning, here on Maine Central, to carry an expected 10% increase in mail volume this year over last year. Facilities of the railroad and the Post Office Department will be taxed as never before as a result of the increase.

Extra crews will augment our mail handlers all along the line and extra mail storage cars will operate on our trains. Peak load is looked for between the 19th and 23rd of December.

An idea of the volume of mail to come this season may be seen in the Post Office Department estimate of Christmas mail handled in 1956—which was in the neighborhood of 8½ pounds—letters and parcels—for every man, woman and child in the United States. On the average, each person in the country received approximately 33 pieces of mail during the Christmas season. The great bulk of this mail moved by rail.

And now, as we look forward to enjoying this Holiday season, the Staff of your Magazine wishes to extend the warmest of Christmas greetings and best wishes for the coming New Year to each of its readers and their families!

Published Bi-Monthly by

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

## Industrial Development---

BOSTON & MAINE  
HISTORICAL SOCIETY  
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NEW industries are being located along Maine Central lines—harbingers of new freight traffic for our Railroad! An extensive industrial park in the Bangor area and sale of land in Detroit to the Eastern States Farmers' Exchange have been announced in the past few weeks. Credit for inducing such business to this area must be given to our alert Real Estate-Industrial Department, under J. P. Scully, Manager. Constantly on the lookout for new industry and always ready to cooperate with prospective Maine Central customers, the department is an asset not only to our Railroad but to the industrial empire of the State of Maine.

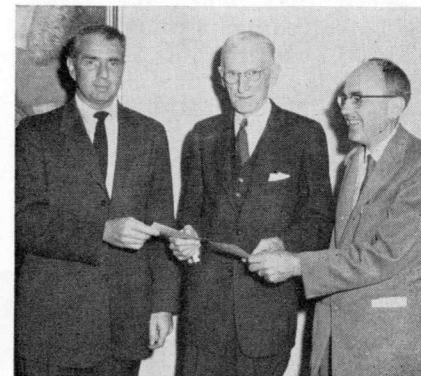
## Maine Central Active In New Queen City Project

The largest area immediately available for new industrial development in Northern New England has been established in Bangor. Maine Central, in October, announced purchase of some 50 acres of land from Bangor industrialists and is joining with them in active search for new enterprises to be located on a 260-acre plot alongside our main line tracks at the Bangor-Hermon boundary.

The area, 120 acres of which is already in use, will be known as The Queen City Commercial and Industrial Area. Located partly in Bangor and partly in Hermon, the area has ample power and water supply lines now available at its boundaries. It is 3 miles from Bangor City Hall.

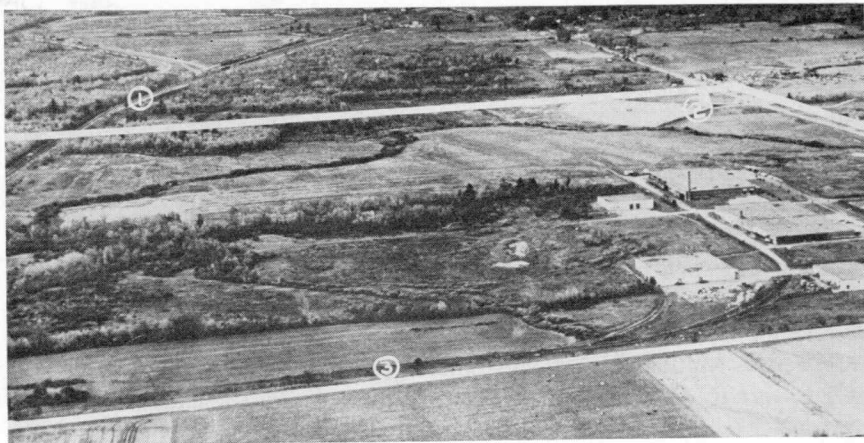
The purchase, which represents a substantial investment in the future of the new area by our Company, was from James F. White, as Treasurer of the Bangor Real

Estate Development Company, and from Sidney W. Epstein and Kenneth Kurson, local industrialists who also operate a chain of



J. P. Scully, Manager Industrial, Real Estate and Tax Department for Maine Central, (center) hands checks to Kenneth Kurson (left) of the Bangor Drive-In Theatres chain, and James F. White, treasurer of the Bangor Real Estate Development Company marking purchase of land by our Railroad in connection with establishment of new industrial park.

M2706 MEC 11. 1957 83,9556



Location on Bangor-Hermon boundary of the Queen City Commercial and Industrial Area. White lines in center and at bottom of aerial photo enclose boundaries of new 260-acre industrial park. (1) Maine Central main line, Portland-Bangor; (2) Bangor Drive-In Theatre; (3) railroad side tracks serving \$5,000,000 worth of industries already located on the site.

theatres, including the Bangor Drive-In.

Since 1945, when the vacant land involved had a value of about \$20,000, upwards of \$5,000,000 has already been put into active operation in the area, largely thru the efforts of White and his associates.

Our president, E. Spencer Miller, announced, following consummation of the purchase that "the land is ideally situated for the establishment of industrial railroad sidetracks, and for track layouts and parking area for any future truck-train freight service development."

In a joint statement, Miller, Epstein, White and Kurson said: "We believe establishment of The Queen City Commercial and Industrial Area will result in attracting to this section of Maine a considerable amount of new industry,

with resultant further development of the area it involves.

"We shall work together in exploiting the location as an ideal spot, particularly because of its location and easily worked terrain, for locating new industrial enterprises. Already we have some active interest of prospective tenants for the area and, if details can be worked out it is not unlikely that we shall shortly be able to make an announcement of at least one definite establishment of a new industry in the area. It will be intensively exploited both by the Maine Central's Industrial Development Department and by all of us who are involved in today's transactions.

"Provisions for ample financing of any construction projects located in the area have already been arranged."

## New Eastern States Farmers' Exchange Plant

Another new industry for Maine, which will eventually utilize a 180-acre area located about one-half mile from the center of Detroit, has been announced by W. D. Milsop, General Manager of the Eastern States Farmers' Exchange, with headquarters at West Springfield, Mass.

A completely new fertilizer manufacturing plant will be built on the land, which is situated about half way between Pittsfield and Newport. Construction of the initial building will start early in 1958, the announcement stated.

The plant will be located beside Maine Central's main line tracks on the Portland-Bangor route. Sidetracks will be constructed to serve the newly purchased area. Although details of construction are still to be developed, the first plant building will be approximately 300 x 150 feet in ground dimensions. It will be equipped with automatic conveyor systems and highly mechanized equipment in order to produce high-analysis granulated fertilizers at minimum costs.

The initial plant should be completed so that fertilizer deliveries can commence by January 1959.

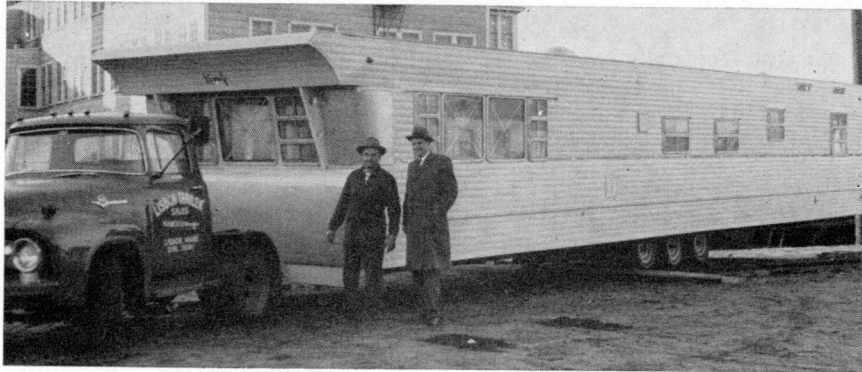
"The new plant", Milsop said, "will serve especially the rich agricultural area of Central Maine and Aroostook County. To a lesser degree it will serve Western Maine. Its actual output has not been determined, but it will add materially to tonnage distributed to farmer-members of the Eastern States Farmers' Exchange. During 1956 this nine-state cooperative distributed 150,000 tons of fertilizer and fertilizer material to its members".

Determination to establish the new Detroit plant followed several visits to Maine by officials of the Eastern States Farmers' Exchange. Assisting them in their surveys of various sites were officials of the Maine Central, headed by J. P. Scully, Manager, Industrial, Real Estate and Tax Department. Aerial surveys were made through the courtesy of the Department of Economic Development of the State of Maine.

This group selected 180-acre tract at Detroit. Left to right: C. G. Rivers, General Engineer; C. D. Smith, Manager of Traffic for Eastern States Farmers' Exchange; J. P. Scully, Manager Industrial, Real Estate and Tax Department; Fred S. Olmsted, Manager Fertilizer Distribution for Farmers' Exchange; and J. Raymond Myers of York, Pa., Manager Fertilizer Production for Eastern States Farmers' Exchange.



## Extra Wide Trailer Arrives At Auburn



The largest Kropf house trailer ever shipped from the Company's plant at Elkhart, Indiana, arrived recently in Auburn, consigned to Lisbon Trailer Sales at Lisbon. Custom built and weighing 16,700 pounds, the trailer measured 12 feet wide (2 feet more than other trailers), 10½ feet high and 50 feet in overall length. Due to the extra width of the shipment, clearances were carefully watched by each railroad along the route the trailer followed. In our picture, Leo Rosen, at left, of Lisbon Trailer Sales, and C. B. "Larry" Jones, Asst. General Freight Agent for Maine Central, stand beside the trailer just before it was hauled from its flat car at Auburn.

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## Passenger Service Ends On Calais Branch

Twelve passengers left Bangor on Train 123 at 6:10 a.m., Saturday, November 23, signaling start of the last round trip of passenger train service on our Bangor-Calais branch line. Permission to discontinue passenger service at the score of stations along the 133 miles of track in Washington County was given recently by the Maine Public Utilities Commission.

In sharp contrast to the relatively small number of passengers using Trains 123 and 116 in recent years (fewer than the number of men in the train crew in many instances), the last trips saw a large turnout of persons anxious to ride

at least a short distance. Enroute as many as 40 passengers rode Train 123, 20 of them being aboard as the train pulled into Calais.

As Train 116 left Calais for the final time, 98 passengers were aboard; there were 45 local riders enroute; but only 4 persons were in the coaches as the train ended its journey in Bangor at 8:15 p.m.

Members of the train crew on the last day were: W. J. Cobb, Conductor; P. L. Boudreau, Baggage-master; J. K. McIver, Trainman; E. L. McKay, Engineer; and L. E. Ashford, Fireman.

General Manager R. E. Baker, in announcing cessation of the Calais Branch passenger service, said that Pullman reservations on the Maine Central's "State of Maine" overnight sleeping car

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train operating between Bangor and New York City "can be made by Washington County residents by calling freight agents at various stations along the branch. Arrangements have been made so that freight agents will handle requests for berths, roomettes or bedrooms by telegraph and notify the prospective passenger of the results".

"There will be no change in the presently operated freight service on the branch", Baker said.

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## Accounting Department Transfer Made

Centralization of Maine Central's Accounting Department in the General Offices at Portland was completed on December 2nd. On that date the Mechanical Stores and Payroll Accounting section, formerly at our Waterville Shops, commenced work in their new location.

The move, which puts all members of the department in the one location and provides for better efficiency of operation, brought about the transfer of seven employees from Waterville to Portland. They will continue to perform the same work as in the past. Now working in the General Offices are:

Machine Accounting  
Clyde W. Luce, Jr., Machine Operator

Auditor Disbursements Office  
William G. Woods, Material Disbursements Clerk  
Reginald A. Roy, Payroll Clerk

Richard G. Esty, Stores Accounting Clerk  
Richard D. Greene, Misc. Stores Clerk  
Reginald Libby, Pricing Clerk  
Richard I. Luce, Stores Clerk

Reasonable time off was granted to those transferred in order to assist them in seeking new living quarters.

Cessation of work at Waterville came on November 29 when final preparations for the move were made. The next day, a Saturday, all office equipment was moved to Portland in train service and placed in position for the start of work on Monday morning.

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## Can You Identify This Location?



Mystery Picture No. 31

It's not easy to fool our readers with a picture taken along Maine Central lines. Mystery Picture No. 30, October Magazine, showed Long Bridge No. 2 at Wiscasset

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on the Rockland Branch. It brought prompt responses from:

Walter Bird, Claim Agent; J. F. Stanford, Signal Engineer; Bob Perry, Redondo Beach, Calif.; Paul K. Niven, Editor of the Brunswick Record; retired Conductor C. D. Williamson of Jacksonville, Florida; Alfred Kinney, West Scarborough; M. W. Flynt, Magazine correspondent and Operator at Waterville Station, who says "to fully enjoy it you should try walking it in winter with the tide splashing on your legs".

William Coombs, Signal Maintainer, Portland; W. M. Cleaves, Brookline, Mass.; and Gilbert Fournier of Santa Barbara, Calif., who says the photo made him

hungry for a mess of steamed clams. "Fish, lobsters and clams from the Pacific are not as good quality as Atlantic species."

Retired Yard Conductor Virgil E. Nowell of Bangor, in identifying mystery photo No. 28 as the passenger storage tracks at Bangor Union Station, had this to say: "I never saw the tracks clear like this while I was conductor of the switcher during the last war. My problem was where I could find space to store the next car."

This month's new mystery picture takes us to a yard location way out at the end of the line. No more clues — we'll be anticipating your answers to this one!

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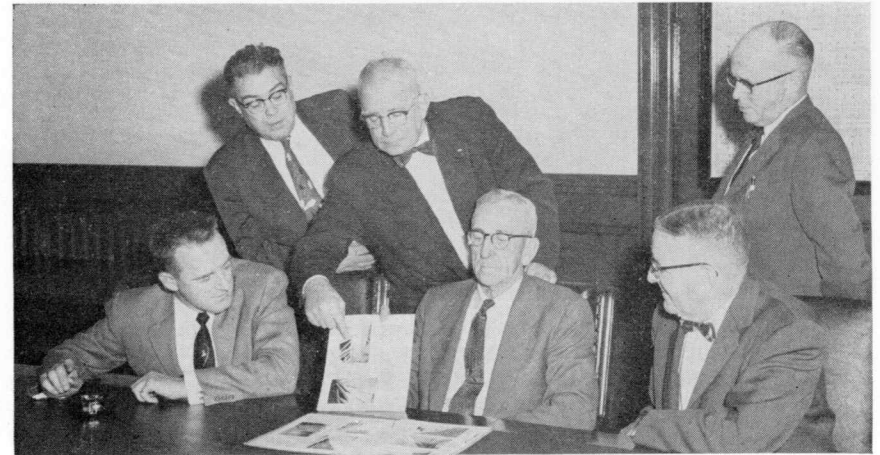
## Seventh Annual Ladies' Night



Members of the Trowel Club and their wives enjoyed the Club's annual Ladies' Night festivities on October 19 at Woodfords Congregational Church Parish House. Entertainment and dancing were features of the evening following a catered dinner. Among those present were, l. to r.: H. M. Budd, Asst. Treasurer; Mrs. Budd; S. S. Clark, Asst. to President; Mrs. Clark; Mrs. Foster; H. N. Foster, Comptroller and Treasurer; G. L. Wilson, Traveling Accountant and Club President; Mrs. Wilson; A. M. Knowles, General Counsel; Mrs. Knowles; Rev. J. Edward Elliot, Woodfords Congregational Church; and E. H. Winslow, retired Rules Examiner.

Not Over—

## FOUR MILES PER HOUR!



Discussing pictures of damage to lading due to rough car handling are, seated, l. to r.: General Chairmen M. L. Charity, H. F. Dodge and J. A. Hayes; standing, l. to r.: management representatives R. E. Baker, H. N. Tukey and W. E. Pierce.

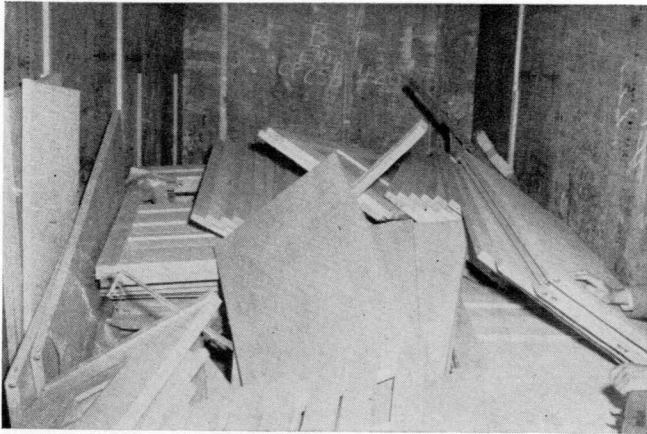
Actual Loss and Damage claims paid by us—all of us collectively as the Maine Central Railroad—reached the staggering total of \$77,129 for the first nine months of 1957! With three more months figures to be compiled, the total damage claims for this year seem bound to reach and perhaps exceed, the \$111,153 paid out for the complete year of 1956.

Such a financial loss to the railroad each year is serious. No one gains from it—either shipper or receiver, the railroad or its employees. To counteract this loss, a constant campaign is waged to reduce damage claims on the Maine Central. Meetings are held at various points along the line with employees involved in car handling; posters and bulletins are issued

frequently; motion pictures stress the problem; and meetings are held with representatives of other railroads and the New England Shippers Advisory Board to bring about cooperative plans and efforts.

Attention was focused recently on the seriousness of the problem and the need for careful car handling every day—indeed for every train move made—through a meeting of General Chairmen H. F. Dodge, Brotherhood of Locomotive Engineers; J. A. Hayes, Brotherhood of Railroad Trainmen; M. L. Charity, Brotherhood of Locomotive Firemen & Engine-men; H. N. Tukey, Freight Claim Agent; R. E. Baker, General Manager; and W. E. Pierce, Asst. General Manager.

Photographs dramatically illus-



Interior of a car of doors, one of the photos discussed at labor-management meeting on rough car handling, shows damage inflicted—bracing broken, doors thrown about, gouged and split. The lading was properly braced at the start of the trip.

trating actual damage to freight were studied by the group and the fact was stressed that damage is inflicted to freight by rough hand-

ling of cars in yards and at points of interchange.

Safe coupling speed is 4 miles per hour. Over that damage begins: a coupling speed of 6 miles per hour is  $2\frac{1}{4}$  times as damaging as a speed of 4 m.p.h.; a coupling speed of 10 m.p.h. is 6 times as damaging as a speed of 4 m.p.h. Coupling speeds must be kept to a maximum of 4 miles per hour—that was the message given our operating employees as the result of the labor-management meeting.

It's everybody's job to handle freight carefully and keep our customers!

**GAME TODAY AND EVERYDAY**

OVER SPEED IMPACTS  
VS  
GOOD CUSTOMER RELATIONS

**IMPACT**

ON THE GRIDIRON  
MEANS GAIN

IN COUPLING IT  
MEANS LOSS

OUR GOAL — **CAREFUL HANDLING**

Which team are YOU on?

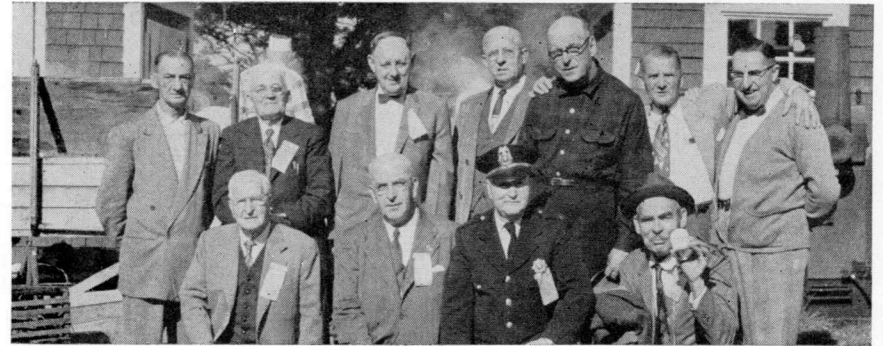
#### THE WATCHWORD

Safety is the watchword  
Of all good railroad men.  
It attends their every action,  
No matter where or when.

The switchman in the freight yard,  
The brakie on the switcher,  
The sectionman, the foreman,  
The man who runs the ditcher.

These and all the crewmen  
Who run the railroad trains  
Practice safety every hour,  
Because they use their brains.

## UNITED RAILROAD VETERANS CONVENTION



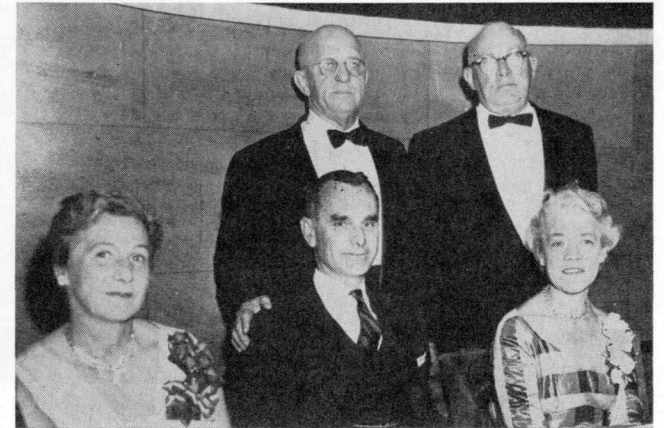
Having a grand time at the Peaks Island shore dinner were, kneeling, l. to r.: H. P. Wells, B. and M. R.R., Treasurer, United Veterans; B. P. Lyden; Lieutenant W. S. Murray, Maine Central police; J. A. Bourgeois, Louisville & Nashville R.R., 4th Vice President, United Veterans; standing, l. to r.: J. Gurney, J. J. Keating, F. E. Jordan, E. H. Winslow, J. E. Fay, J. D. Meehan, J. J. Burke.

WELL over 700 members of the United Association of Railroad Veterans enjoyed their 28th Annual Convention which was held in Portland October 11, 12, and 13. Host to the group was the Maine Association of Railroad Veterans.

E. H. "Gene" Winslow, retired Maine Central Rules Examiner and President of the United Association for the past year, was instrumental in having the convention held in Maine this year. The cooperation of all concerned in planning the three days of activities, plus excellent weather, combined to give the conventioners a business meeting, a banquet, a sail down Casco Bay and a shore dinner on Peaks Island, all in true Maine fashion.

Master of ceremonies for the Saturday banquet was A. M. Knowles, Maine Central's General Counsel. Principal speaker was the Honorable Margaret Chase Smith, United States Senator from Maine. Guest speaker for the evening was our President, E. Spencer Miller, who brought greetings and best wishes of the Maine Central to the Veterans.

Heading the list of those attending the United Veterans Convention banquet were, seated, l. to r.: Mrs. J. B. Downing; E. Spencer Miller, President, Maine Central; Hon. Margaret Chase Smith, United States Senator from Maine; standing, l. to r.: E. H. Winslow, President, United Veterans, J. B. Downing, N. Y., N.H. & H. R.R., 1st Vice President, United Veterans Association.





Engineer Pritchard ready to start his last run aboard Bangor bound Train No. 19, the Pine Tree, shown just before departure from Portland's Union Station.

*Among those*  
**RETIRING** ...

*John P. Pearl*, P. O. Box 183, North Vassalboro, Locomotive Engineer, Waterville.

*Harry D. McAllister*, R. D. No. 1, South China, Portland Division Locomotive Engineer.

*Daniel E. Cony*, of 44 Woodmont St., Portland, Portland Division Locomotive Engineer.

*Charles J. Bolduc*, P. O. Box 192, Bartlett, N. H., Locomotive Engineer, Beecher Falls, Vt.

*Percy L. Fernald*, of 11 Norfolk St., Bangor, Yardmaster at Bangor.

*Charles E. York*, of 71 School St., Veazie, a Carpenter at Bangor.

*Adolphe Bourque*, of 5 Hooper St., Portland, a Coach Cleaner at Portland.

*Clifford R. Card*, of 25 True St., Portland, Locomotive Engineer.

*Leslie Ernest Burnell*, of 26 Spruce St., Richmond, Telegrapher at Leeds Jct.

**DISABILITY ANNUITY**

*Joseph V. Murphy*, of 16 Tate St., Portland, Stationary Engineer-Portland Motive Power.

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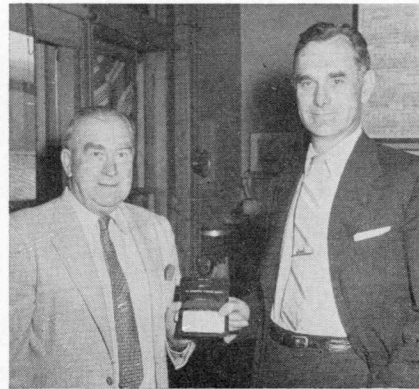
**Receive 50 Year Service Passes**

A letter of congratulations from our President, E. Spencer Miller, accompanied Fifty Years Service Passes presented recently to the following Maine Central veterans:

*Cecil G. Priest* of West Falmouth, Chief Train Dispatcher, who began his railroad career September 11, 1908.

*Harry D. McAllister* of South China, Locomotive Engineer, whose service began January 26, 1907.

*William A. Morse*, of Sullivan, Locomotive Engineer, who started with Maine Central on November 8, 1907.



President Miller hands Fifty Years Service Pass to Chief Dispatcher Priest.

**United Fund Campaigns A Success**



Accounting Department group receives pocket secretaries from R. E. Baker, General Manager (extreme left). Others are, l. to r., R. H. Gordon, Hazel Libby, M. Hawkes, Ernestine Miller, E. K. Goddard, P. Crawford, S. P. Ruth, E. Libby, F. A. Bither, Janet LaPlante, Ruth Kelley, W. Manning, 3rd, S. A. Watson, J. F. Gerity, R. Nurse, R. H. Grant, G. G. Wilson, V. C. Hawkes, H. N. Foster and B. E. Walls.

Final reports have been made on the United Fund Drives for 1957 and the results show a gratifying response by Maine Central employees.

The Greater Portland Fund gained a total of \$6,607 from our contributions — which amount comes very close to last year's total of \$6,605. Of the nearly 1,000 employees joining in this year's drive, 297 gave \$12.00 or more and were thus eligible to receive a pocket secretary as a token of appreciation from Maine Central management for their contribution. R. E. Baker, General Manager, personally handed the pocket secretaries to the group as they gathered in the General Office building.

At Waterville, with a quota of \$1,200 (quadrupled over last year), our Maine Central people

came through with flying colors and sent a total contribution to the United Fund there of \$1,439.50. Thirty-six employees, giving \$12.00 or more, were recipients of pocket secretaries.



First pocket secretary is presented by General Manager Baker to Elton H. Bagley, Trackman, Section E, Portland Terminal Co.



By KATHRYN McMULKIN

Did you have a pleasant Thanksgiving? I do hope so. And now, it's Christmas! The day we all celebrate the Birthday of the Infant Saviour. It is a Season of magic—you have noticed it and so have I—the mellowness of people—kindness and charity prevailing everywhere—the only rules seem to be those the heart dictates. Somehow you have the keenest awareness of your many blessings and you want to share your happiness and good fortune with others less fortunate, and you do.



Kathryn McMulkin

I particularly love Christmas Eve, perhaps because of the memories that go with it, as it was very "special" with us at home. All preparations were completed by late afternoon the day before, the tree was trimmed, the presents looked so pretty beneath it and we were allowed to open one before we had our Christmas Eve supper. I always wished so hard that Mama would open my gift to her first, especially if it was my turn to give her the "diamond ring." You see, as children, we were given one dollar for our shopping, and as there were six of us in the family, ten cents was the maximum cost of each gift, as we had paper and ribbon and tags to buy too. All our shopping was done at Woolworth's, and of course, in those days ten cents bought a lot. We took turns each year in buying Mama a diamond ring, a pearl necklace, a large bottle of "perfume", etc. and the year it was my turn to buy the "diamond" was perfect bliss. As we grew older, we went to Midnight Mass with our special "Christmas Morning Breakfast" following. Now, there is no common "home"—we are all in our separate homes, which are, of course, equally dear, but I never fail on Christmas Eve to find the time, alone, to look back and whisper a word of thanks for all that has been, and is now, mine, and to those who made it possible.

Right now I know you are in the midst of shopping, gift wrapping, addressing your greeting cards, decorating your homes and all the numerous and diverse activities that fall to you and which you do so willingly in order that your loved ones may have the best Christmas possible—but don't let yourselves get so tired that you will miss the real beauty of the Day and the true spirit of Christmas. One more word—let's all do at least one charitable act and lock it away in our hearts, telling no one about it, and come Christmas Morning we will all have the Peace and Joy that only this particular Day can give.

To you and yours then—a Very Happy Christmas followed by the Happiest of New Years!

## Golden Wedding Anniversary

A milestone in the lives of Train Announcer (Portland Union Station) and Mrs. Clifford H. Bachelder was passed on October 16—their 50th wedding anniversary. The couple were guests of honor at a reception held at the home of Mrs. Bachelder's niece, Mrs. June Hanson of Westbrook.

The Bachelders had been married for three years when "Batch", as he is known to one and all, began his railroad career as a steam hose coupler at Portland Union Station. During the intervening years he has been Parcel Room Agent, Information Bureau Attendant and Baggage and Mail

Handler, prior to becoming Train Announcer early in 1936.



Mr. and Mrs. for 50 years—Clifford H. Bachelder with his wife in their home on Park Ave., Portland.



### Waterville Station

By ELAINE KERVIN and M. W. FLYNT

Maurice Thorne spent a week's vacation in Boston, St. Anne de Beaupre and visiting his son Robert and bride in Trenton, New Jersey.

Fred Sautter and his family visited friends in Vermont on their vacation. The big question around the office was "Who kept the horse?" We do have a suggestion to make to Fred as to who could keep the horse when he is away in the future: Freight Office Stenog. Bev Cook lives just a short distance away and we are sure she'd be glad to help out!

Ralph Snow was on vacation for a week and did a little hunting but to no avail.

The Clerks had a delicious ham supper at the American Legion recently. A very good time was had by all. Committee for the event was:

Bill Monroe, Chairman, Dick Fecteau and Margery Armstrong. Dick was the Chef and a good one too. P.S. I'm ready for the next party!

Trackman Tim Doyon is off sick after being injured in a local automobile accident.

Henry Aliberti, former B&B Supervisor, dropped into the office recently.

Leo St. Pierre spent a week's vacation hunting but with no success. For some peculiar reason he refused to tell this reporter where he was going hunting, but someone made a slip of the tongue and his whereabouts was discovered!

There have been several men hunting. Some have spent their vacation and others have hunted on Saturdays. Not too many have been successful. Among those who did shoot a deer were Trackman Charles Mills, Plumber James MacGregor and Section Foreman Elliott Vintner.

Among those who were not as fortunate were: Leading Plumber Harold Milton, Trackman Tom Barnes, Laurent Veilleux, Charlie Luxie, Joe Doyon, Bill Boivin, Machine Operator E. E. Murphy, Section Foremen Emery Morin and Ed Veilleux. Charlie Luxie did see a Mama moose and a baby moose on one of his hunting expeditions.



Maurice Thorne saw the most beautiful buck he had ever seen one Friday. The next morning Section Foreman Foster Cowan took his eleven year old son hunting and his son shot this beautiful 8 point buck. Foster got a deer also.

Motor Patrolman L. W. Tapley hasn't had much luck with deer. The first time he saw one he had no rifle. The second time he saw one he fired but missed.

Section Foreman C. F. Crockett has been on vacation.

We wish to extend our sympathy to: Section Foreman Joe Haskell on the death of his father-in-law; Wally Antworth on the death of his father-in-law in Florida; Mr. and Mrs. John Abbott, retired Chief Clerk in the Accounting Department, on the death of his mother, Mrs. Margaret Abbott. Mrs. Abbott's funeral was held on her 104th birthday.

We were pleased to meet Cal Cameron, columnist for a syndicate of newspapers in Mass. and New Hampshire. He also writes for the Portland Evening Express under the New England Scene. Mr. Cameron is going to write a story or series of stories on old steam locomotives in this part of the country and our "470" at Waterville Station will be in the story.

Archie W. Taylor, age 79, died in Freeport, Maine, October 12 after a long illness. He had been employed by the Maine Central for many years as brakeman and conductor and was on Trains 23 and 42 for much of his service. He was a member of the O. R. C. and a 32 degree Mason.

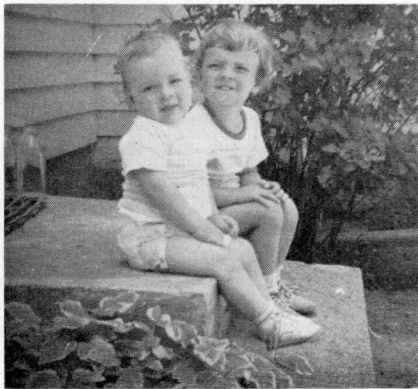
## Gardiner

By F. CLYDE COOPER

Signal Maintainer Geo. Curtis and Mrs. Curtis made a flying trip to Arizona over the week end of Oct. 6th, bringing back Mrs. Curtis' father who is not able to travel alone.

Agent Leslie Soule is having a weeks vacation and is visiting his daughter in Washington, D.C. Spare Operator Lazette is working in his place.

Section foreman Albert Allarie has returned from a weeks vacation. He says he did nothing exciting—just rested, as he is done with vacationing until next year.

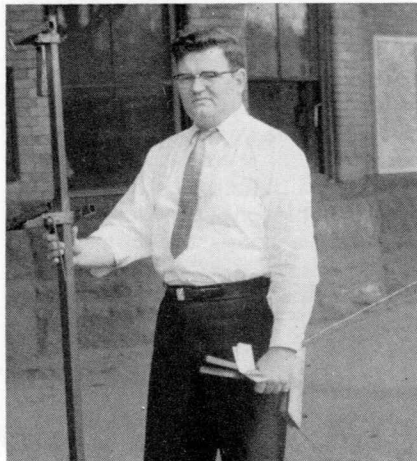


These cute children are Julia and Anita, daughters of Mr. and Mrs. Fred Pickens of Gardiner. Their father is signal helper with headquarters at Gardiner.

## Brunswick-Bath

By R. S. THING

**Editor's Note**—May we introduce to our readers a new correspondent for the Magazine—Robert S. Thing, first trick Clerk-Telegrapher at Brunswick. Thing started his railroad career in February of 1944 as a tower operator for the Portland Terminal Co. Later that same year he became Clerk-Telegrapher at Newport Jct. and, was at Tower MD in Hermon when that facility went into operation in 1956. He took over his present post in July, this year. Welcome to the ranks Robert!



Robert S. Thing

Assistant Signal Maintainer Frank Coffin has returned from hunting trip in the Dead River area with a nice buck to show for his efforts. Baggage master Arlo Parker chose New Vinard for his vacation-hunting trip of two weeks. Parker built a house trailer last summer and took it along on the trip to serve as living quarters. He reports that it was very comfortable. Although he didn't get a deer, he was not skunked. He brought back a weasel to prove that he didn't spend all of his vacation in the trailer. Two others in his party did get deer though. Parker will probably get one before the season ends.

Freight Clerk John Callan is to be congratulated on his recent marriage to Betty Newell of Bath. They spent their honeymoon touring New England in a new convertible.

General Agent John L. McGee is on vacation this week and we understand that he intended to enjoy it hunting and camping.

Spare Operator Alcide Bois is the proud father of a baby girl "Mary Margaret".

Your reporter and family have recently purchased a home on the River Road in Brunswick and have moved in and are getting settled.

Second trick operator Henry Preble and his wife went to McAdam, New Brunswick, on their vacation where Henry took pictures of C. P. Steam motive power.

## Rockland

By F. L. CARSLY

Sectionman Robert Bonney wants to thank all those who made the donation for him while off sick; it was a great help and much appreciated.

Retired Engineer T. M. Saunders died October 16th. Our sympathy to Mrs. Saunders.

Retired Clerk-Telegrapher Ernest Buswell died November 16th. He worked here at the Ticket Office for 22 years and retired June 1, 1954 after 37 years service. Our sympathy to Mrs. Buswell.

Section Foreman Earl Miller, Machinist Joe Clough and Car Cleaner F. A. Montgomery are on vacation looking for that deer.

Clerk-Operator Leo Companga who was on the Swing Job has bid off the Agent's job at Whitefield.

Retired Clerk Ivy Brackett and Mrs. Brackett have gone to St. Petersburg, Fla. for the winter months.

## Waterville Shops

By STEVE

Assistant Supt. Alden Finnimore, Foreman Laurence Campbell and A. L. Johnson were recent visitors at the New England Railroad Club in Boston. Their wives accompanied them on the trip.

Laborer Walter Marson has a new Studebaker Scotsman.

Twin boys were recently born to Watchman and Mrs. Stoddard Stevens at a local hospital. The new arrivals increase their children to 12.

Carman Carl Fisher is laid up with broken bones in his foot.

The recent drive for the Community Chest for the Waterville area was subscribed 100% by the Shop's employees.

Watchman and Mrs. Roland Higgins have recently celebrated their 30th wedding anniversary.

Machinist Charlie Averill is sporting a new Fiat sedan.

Carman Sam Merrow has been laid up and hospitalized with a hand injury, losing the ends of a couple of fingers.

Reported deer getters have been Carman Norman Thompson, Helper Ralph Fletcher, and Foreman Karl Lamont.

Tractor Driver Eddie Gurski has been hospitalized with pneumonia.

Clerk John St. Peter of the Freight Room has a new Dodge sedan.

After parking his car on the main street in Clinton Village Sheetmetal worker Guy Patterson, upon alighting from the car, was nearly run down by a doe deer. Not having his trusty Sheriff's six shooter, the doe escaped.

Sympathy is extended Foreman Karl P. Lamont whose mother died recently in Portland. Machine Apprentice Wade Richardson was recently taken his third step.

Retired Painter Cleophas Frappier died at the Sisters hospital, November 20th. Frappier has been retired for about 7 years.

After reports from Foreman Laurence Campbell, we believe that there is a definite need for a new do-it-yourself kit. It would contain a portable door knob, an electric light switch and Kleenex tissues. We understand that Assistant Supt. A. H. Finnimore would purchase the first of these kits and possibly some of the new tranquilizer pills should be included for hotel employees. This kit would only be for use of out of town travelers.

## Yarmouth

H. W. Curtis, 34 Gilman St., Yarmouth, has asked that the following notice appear in the Magazine:

"Herewith I wish to express my sincere thanks and gratitude to the many friends and co-workers for their kind wishes and visits to me, also for the generous gift of money given to me during my illness. Best wishes to all of you."

## Lewiston

By LILLIAN G. WHITE



This picture was taken at Stratford Center, P.Q. during the town's centennial celebration last August 17 and 18. Truck Driver and Mrs. Aime Roy (pictured here) won first prize as the best dressed couple of olden days.

Congratulations to Rate Clerk and Mrs. John Myrand on the birth of a son, Peter Guy, born Oct. 25 at St. Mary's Hospital.

Checker Arthur Tardiff is on 3 weeks vacation. Henry White is substituting.

Yard Conductor and Mrs. Leyon Traynor, Sr. are the proud grandparents of a new grandson, Timothy Wayne, born Oct. 26 to Mr. and Mrs. Leyon Traynor, Jr. Timothy is the 7th grandchild of the Traynor's.

A new daughter, Eileen Marie McMorrow, was born to Car Clerk and Mrs. Joseph McMorrow, on Oct. 19 at St. Mary's Hospital, weight 9 lbs. 13 oz. She is the fourth daughter and tenth child of Mr. and Mrs. McMorrow.

Any rumors to the effect that Claim Clerk Howard Ham offered to wash Car Clerk Joe McMorrow's beach wagon are false, erroneous, and without base. Mr. Ham has been heard discussing the matter with Rate Clerk John Myrand, but to date Joe's car is still carrying half of the No Name Pond Road on it. If Mr. Ham is still interested in washing same he should contact Joe immediately.

## Augusta

By E. E. WALKER

General Agent H. J. Thing has returned to work following a bout with the "Flu" bug. He was relieved by R. R. Bishop.

Cashier Horace Rodrigue was a lucky hunter,

bagging a nice doe on the last day of his vacation.

Baggage Master Harvey L. Wilder accompanied by his wife visited his brother in Texas while on vacation. He went by car and reports a fine trip.

Freight Handler Leland S. Hopkins was a "Flu" victim, but has now returned to work.

Owners of nearby Roller-Rinks are putting reinforcements under all their buildings. Clerk Athie "Chubby" Bryant has the roller skating craze, and is making weekly visits to the various rinks. It is understood she spends much time picking herself up.

Relief Baggage and Mailman Conrad Mason has returned from a motor trip to California, taken while on vacation.

MERRY CHRISTMAS AND BEST NEW YEAR WISHES TO ALL.



By JOHN J. KEATING

The Maine Association of Railroad Veterans held their first fall meeting September 22d at Edna's Cafe, Thompson's Point. Next meeting—nomination of officers.

Engineman and Mrs. Arnold Baker made a trip to California to attend a convention of the BLE. They plan to visit at Long Beach.

Miss Mildred Roache, R.N., daughter of Chief Clerk, Deering Junction supply depot, made a visit to Dad and Mom. She is connected with the U. S. Veterans hospital in Boston.

Sympathy is extended to Conductor John McIntyre and his family on the death of his father at Rumbold.

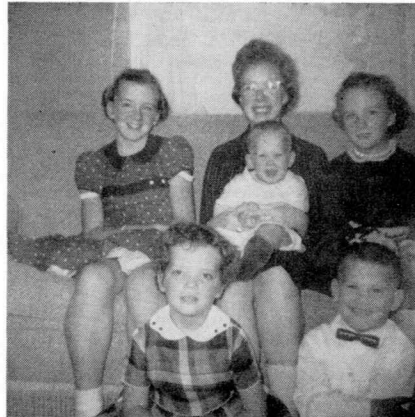
Retired Conductor C. D. Williamson, now residing at Jacksonville, Florida, was a visitor in Portland in September.

Retired Conductor Archie Butler was a patient at the Farmington Hospital with a back ailment.

This is a good one; friend of mine thought he had lost his wrist watch, notified police, and five hours later, removing his coat to wash his hands, found the watch on his arm, above the elbow!



These youngsters, left to right, are: Margaret, Susan, and Peter, the children of Mr. and Mrs. Cannell, Keswick Road, So. Portland. Grandparents are Mr. and Mrs. John Gurney.



Grandchildren of your correspondent are: left to right, Janice Keating, daughter of John J. Jr.; Linda Atherton, daughter of Arthur and Dorothy (Keating) Atherton; Joyce (bottom left) and Jacquelin, both daughters of John J. Jr.; Robert and Thomas, sons of Donald Keating; Thomas, being held by Linda.

Conductor Harold Card celebrated his sixty-eighth birthday, October 5th. We will be waiting for you, brother, to join the ranks of the Vets.

P. T. Engineman Robert Forbes has completed his 12th trip to the West Coast. He visited many places in California and also stopped in So. Dakota. Had a wonderful time.

Russell Proctor, Glen Morrell, John J. Keating, Jr., with their wives, did a little hunting at Bigelow. Same luck: no soap.

Mrs. Blanche Hincks, wife of the late Engineman Mavnard Hincks, was a patient at the Maine Medical Center for observation.

Retired P. T. Conductor "Dick" Kelly was a patient at the Maine Medical Center for observation.

We want to thank President E. Spencer Miller for his kindness in issuing the ball point pens to all members of the United Association of Railroad Veterans during their October Convention in Portland.

Retired Conductor Carl Pierce was called for jury duty in September.

Our death rate for September was very high, sorry to say. Engineman E. G. Sherman, Harry Pettingill, Seth Smith, Jack Morgan, George Bradford, Aguste Goozy, Mrs. Harris Strout, mother of retired Superintendent, and Mrs. Donald Hachey, wife of the late conductor Donald, and mother of Conductor John Hachey. Our deepest sympathy to all the relatives and families of the above.

Conductor Clyde Caswell was a patient at Maine Medical Center for surgery and retired Conductor Blaine "Barney" Hall was at the Orthopedic Hospital for surgery.

Sympathy is extended to Mr. and Mrs. Haley on the death of their little daughter, four months old. Incidentally Mrs. Haley is the daughter of Conductor Edward Gallagher.

Sympathy is extended to the family of Mrs. Haggett, who died in October. Mrs. Haggett was the widow of the late conductor "Pop" Haggett.

Mr. and Mrs. John Gurney, retired clerk of the Portland Terminal Co., celebrated their Fiftieth wedding anniversary, November 27. Many, many more, to you, Margeret and John.

George Kimball, jeep operator at Portland, has taken the pension after thirty seven years service at Union Station. He will reside at Petersburg, Va.

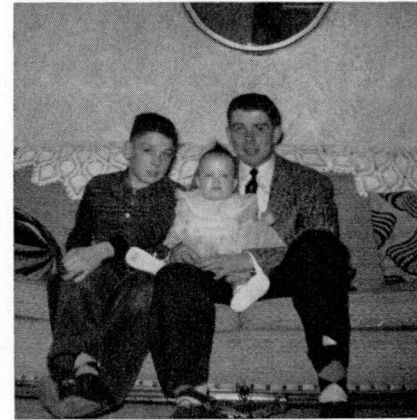
Conductor and Mrs. Herbert Howard made a visit to relatives at Albany, Georgia.

Retired Conductor and Mrs. Carl Pierce have left for St. Petersburg, Florida, to spend the winter.

Conductor Leonard King shot a nice buck while hunting at Kingfield.

EDITOR'S NOTE—The following paragraph was contributed by another Magazine Correspondent:

We understand that John Keating, Sr. is really quite a handy man around the house—he says he can fix anything that's broken. However, recently, the gas stove needed repairing, so while the service man was fixing the stove, Johnny asked him to service the refrigerator which had not been functioning very well. Johnny had tried and tried—in vain—to repair the refrigerator, but no luck. Reports are that Johnny's face was more than slightly red when all the repair man did was close the door of the refrigerator—and it has been running perfectly ever since!



The above children, left to right, are: Russell Biladeau, Rodney Richardson and Sally Biladeau, grandchildren of Conductor and Mrs. Ernest Biladeau.



Engineering Dept.

By JOHN MINCHER

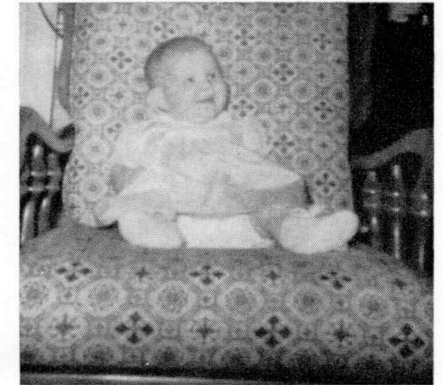
Woodrow D. Michaud, former Trackman at

Winn, has been awarded position as Section Foreman at Lincoln.

Donald R. Bowden, Section Foreman at Bucksport, has returned to work following long illness.

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

Clyde M. Nowell, Trackman at No. Maine Junction, has returned to work following illness.



This smiling Miss of four months is Margaret Ann, daughter of Mr. and Mrs. James Black of Hinsdale, N. H. Mrs. Black is the daughter of T. W. Dempsey, retired East Machias Station Agent. Margaret Ann's proud aunt is Sheila Dempsey, Clerk-Typist in the Bangor Engineering Dept. office.

Vanceboro

By H. D. DAVIS

The second trick operator at Vanceboro has finally been bid off temporarily by Operator Daniel J. Shay, who was assigned to the job commencing October 24th.

We welcome back to our family Clerk and Stenographer Mavis Blanchard who has been a surgical patient at Charlotte County Hospital. He returned to work as of Nov. 12th.

Vacations have been and are being enjoyed by Clerks L. G. Hatcomb, W. M. Russell, C. W. Beers, C. S. Prescott, L. J. Cramleire, Mavis Blanchard; Baggagemen Ralph Howland and Ronald Howland; Operators K. A. Gray, A. M. Gray, W. R. Gardner, R. J. McKinnon and Yardmen D. P. McIver, P. J. McIver.

Our Maine Central family is getting its share of deer this season. There is the usual quantity but they are pretty much on the move and won't wait for you to take a second shot—so all concerned will be governed accordingly.

Yard conductor K. C. McIver retired October 1st after forty years service and has since been the busiest man in seven cities. His friends and associates wish for him good health and many years of comfort in retirement.

Neil J. White, retired freight handler, died Nov. 12, 1957. His funeral services were held at the Methodist church, Vanceboro, on Friday, Nov. 15th with burial in Vanceboro Cemetery.

Second Trick Operator A. M. Gray is still a patient at Charlotte County Hospital, St. Step-

hen, N.B. with condition remaining about the same.

On October 29th our town was saddened by the sudden passing of Madeline, wife of Trainman C. J. Crandlemire. Funeral services were held at her late home on Thursday, Oct. 31st, burial being in Vanceboro Cemetery. Sympathy of the entire community is extended to the bereaved family.

## Bangor Car Department

By C. A. JEFFERDS

For the second time within a year the Barber Shop at Union Station here was broken into Oct. 5 or 6th and, according to Samuel Desposon, proprietor, value of the articles stolen was about \$274.50. Entrance was gained thru an unlocked window at the train shed end of the shop.

Those on vacation since the last issue: Carmen W. E. Batchelder, H. T. McLain, M. R. Grass, H. E. Burnham.

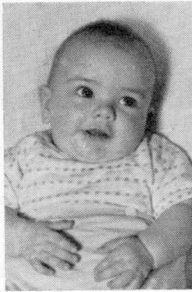
Byron C. Scott, yard conductor, has returned to duty after being off sick.

Mrs. J. H. Infill, wife of Asst. Car Foreman, has returned home after having attended the Braeca Philathea Class at St. Thomas, Ont. as a delegate and Vice-President of Maine.

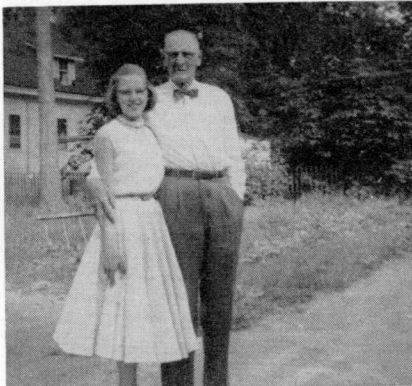
Carman D. E. Lambert and Mrs. Lambert are now settled in their new home which they recently purchased in Eddington.

A new car as well as a new home has been added to the possessions of Carman and Mrs. F. J. Stubbs. Best of luck to you both.

Master Phillip D. Conners, son of Carman and Mrs. L. D. Conners, Bangor, is now six months old. (See photo.)



Phillip D. Conners



Yard Conductor Byron C. Scott, Bangor, with his youngest daughter Nelda, age 14, a Freshman at Brewer High School. "Scotty" is the senior yard conductor on the Maine Central, having entered service in 1908.

## Bangor Mechanical

By F. E. WARE

Sympathy is extended to the family of Hostler Bernard H. Duddy, who died very suddenly Oct. 11th, at his home, 63 Sidney Street. Harry was born in Bangor, the son of the late John and Mary (O'Connell), Duddy, and has been employed by the railroad for 45 years. He was a Hostler at the Bangor Engine House. Surviving besides his widow, Mrs. Flora H. Duddy, are six daughters; Mrs. Lucille Landbeck of Weston Springs, Ill.; Mrs. Emile Muffici of New Rochelle, N.Y.; Miss Ellen Duddy of Hines Ill.; Mrs. Joan Rice of Old Town; Miss Dorothy J. and Miss Jane F. Duddy of Bangor, also four sons: Robert H. of Bangor; James R. of San Bernardino, Calif.; William of Chicago and Bernard of Belton, Miss.; two brothers, Francis of Bangor and William of Auburn and one sister, Mrs. Belle Saunders of Portland; eleven grand children and several nieces and nephews.

Stationary Fireman and Mrs. Earl Thumith left Oct. 10, by plane for Tristram, California, where they will spend the winter. Electrician Paul Vance and family, having sold their home recently on outer Essex Street, have taken an apartment on Norfolk Street for the winter. They are planning on building in the spring.

On October 30th, the employees at the Engine house gathered at 3:00 P.M. in the Air-brake room to honor their fellow employee, Laborer Arthur Ryan, and to present him with a small purse upon his retirement after 45 years with the Maine Central. Arthur started work Dec. 18, 1912 as the operator of the old Coal Digger that loaded the engines. When the new Coal shed was built, he was made foreman of the shed and upon the arrival of the Diesels, he was placed in charge of unloading the tank cars of diesel fuel, the job he held at the time of his retirement. We all join in wishing Arthur a long and pleasant retirement.

Congratulations to former Crew Dispatcher and Mrs. Milton Hartery on the birth of a daughter, Anne Marie, on Oct. 2nd, at the Eastern Maine General Hospital. Congratulations to Laborer and Mrs. Jack Perry on the birth of a daughter, Katherine Anne, on Oct. 16th, at the Eastern Maine General Hospital.

On Oct. 28th, Mrs. Shaw's fifth grade from the Fruit Street School visited the railroad on a field trip to aid them in their study of Transportation. They were taken on a tour of the freight Office and freight yard by Trainmaster Bouchard and Special Agent Breen. They were then taken to the Engine House for a tour of the House and an Engine by Electricians John F. Bevan and Shapleigh C. Allen.

Electrician Guy M. Hathaway returned Nov. 7th, from a 12 day trip to California where he visited his daughter, Mrs. Florence Dinsmore at Ridge Crest.

Engineer Robert Fenalson left Oct. 15th on a motor trip with his daughter and family to Englewood, Colorado. He also visited his son at Denver.

Mrs. Inez Farrell, wife of Engineman Everett Farrell and their daughter, Mrs. Ethel Ann Richards are very interested in science, especially in sky-watching for Satellite Missiles. These two ladies got up one morning about 4:30 in order to drive out to the country to see SPUTNICK No. 1. About 5:30 A.M. Everett received a call from the Mrs. that the car had stopped on them about two miles out. Everett, remembering

that he had forgotten to put gas in the car the night before, struck out to get them with the jeep. After breakfast, he suggested that they get some gas and go get the car, but the Mrs. told him she had filled the car herself, that she wasn't up to his tricks of getting out of gas on country roads. Perhaps Mrs. "SPUTNICK No. 1" Farrell and Mrs. SPUTNICK No. 2" Richards may have walked several miles at 5:30 A.M. to telephone for help but friend Everett had to pay the garage bill for his smug joke.



By ERNESTINE V. MILLER and MARY E. MORSE

Among railroaders seen either on the Mountain Division Train or at Fryeburg Fair one lovely Fall Saturday: Brotherhood of Railroad Trainmen General Chairman Jim Hayes and Florence; Bookkeeper Theresa Slattery and her mother; General Bookkeeper Erroll Libby, Mrs. Libby, and their two children; Frank Flynn and his missus, Peter Zaines, from the Auditor Revenues Department; Master Mechanic Harold Hook; part-time stenographer Alice Jenkins and her husband, R. Francis, of the Railway Express Agency; clerk Ernestine Miller and her husband, Stephen. "Molly" Theriault, her daughter, Judy, and Alice Allen of Mail Traffic went to Whitefield, New Hampshire, having lunch at the Scandinavian Inn there, and reporting the food and the gift shop 'out of this world.' Albert Wetmore Jr. (Portland Terminal electrician), his wife, and three children enjoyed a nice picnic lunch in Vermont. Many other people took advantage of the excursion rates to attend the Fryeburg Fair this year.

At the Fair Theresa Slattery won the quinnella and her mother picked the daily double. Stephen and Ernestine Miller came home with their arms full of kewpie dolls, plaster elephants, and piggy banks—the age and weight guessing man wasn't as good as he thought he was with them!

From the cashier's office, we learn that finally Gordon Williams' new house is now under construction—of course, the first day of digging the contractors struck ledge, making Gordon financially unhappy for a while,—however, building is progressing rapidly after so much trouble in getting started. John Dresser of the same office is another person buying a small car—he has just bought a blue and cream Hillman Station wagon, 1958 model. Shirley Wilson and her husband, Bill (Mail Transportation) have been in the process of painting their home since September—it should be a perfect job when finished!

On Saturday, October 26, Virginia Hayden of the Auditor Revenues Office married Keith Durrell Bartlett at the Chestnut Street Methodist Church in Portland. Mrs. Bartlett will continue to work in the same office while her husband is in service. Best of everything, "Ginny," Dick Goodie of the Passenger Revenues Office had a week's vacation after Armistice Day, going hunting at Green Lake near Ellsworth—all he brought back to show for his time and effort was the fact that he had 'almost shot a deer, but the deer jumped too fast.'

Machine Accounting reports that Virginia Lee has joined a poker club and seems to be having a great time. "Ginny" has also been visiting



Mrs. Kelsea, the former Irene Daignault, Auditor Revenues Office, married to Howard G. Kelsea, October 5, at North Stratford, New Hampshire. Doesn't all that beautiful green stuff look wonderful?

relatives in Dover, New Hampshire, but with all her 'tripping' around, she and her husband, Walter, took time out to fete Marion Adler on her birthday.

Joan Lessard, former machine operator and her husband spent a recent weekend with Anne and Dennis Despina, before possibly leaving for Florida for the winter.

Massachusetts was the site chosen by Mary Nugent for her vacation in October. Prior to leaving, we understand there was a birthday celebration for her—belated best wishes, Mary.

Room 112 had three winners in the daily office World Series pool—Marie O'Connell, Barbara Gain, and Mary Nugent. Sally Peasley picked the winning ticket for Mary—we wonder if Mary shared her winnings.

Additions to the Disbursements family: Peter Michael, son of "Kippy" and Phyllis Hawkes, born October 26 at Maine Medical Center, weighing in at 5 lbs. 14 oz.; and Francis Michaels, son of John and Peggy, born November 11, at Maine Medical Center, weight 6 lbs. 14 oz! Congratulations, to the happy parents.

Larry Reinsborough's boy, John, was elected President of Yarmouth 4-H Club.

Paul Landry was tendered a housewarming recently by some of his associates in the Disbursements Office, namely,—Louise Scannell, Fred Chitty, Al and Helen Chapman, Bob and Jan Clarke, John Michaels, and friends from Somerville, Mass., Wiscasset and Yarmouth.

Doty Smith was surprised on her birthday, when she returned from lunch to find her desk decorated with a pretty cake, cards, and gifts from her many friends.

Kay Donahue is sporting a brand new haircut—it's by a local hairdresser but the style is foreign,—to us, anyhow. Very becoming.

That handsome new gray Chevrolet Station Wagon parked on Valley Street belongs to Milt Chaplin—some stuff!

The annual Christmas party for the general office workers, their spouses, and friends, will be held Saturday, December 14, at the Ralph D. Caldwell Legion Post Home on Glenwood

Avenue. There will be a dinner, followed by music, dancing, and partying. Let's have everyone present!

Also let's not forget the seventh annual installation of officers of the Railway Clerks, Saturday, January 25, at the Eastland Hotel. Get your reservations in early, please. A social hour will start the event at 4:30, dinner at 6 P.M., installation of officers, then dancing to midnight.

We welcome Charles E. Jackson, as a new Draftsman, in the Engineering Dept! Charles is married to the former Irene Warner of Westbrook, has two children—Charles, Jr. 7, and Becky Ann, 1½, and is a graduate of Wentworth Institute, Boston. He is taking the place of Bud Bowlin, recently transferred to Bangor.

J. F. Stanford and Mrs. visited son David at the University of South Carolina one week-end recently, having a fine time.

Glad to hear Mrs. John Corcoran is out of the hospital and on the mend.

Congratulations are in order again! Mr. and Mrs. Larry Harding (former Viola Ryder) have a brand new baby daughter, Anne Christine, born Oct. 7th, making the Hardings a family of three children, to date.

Lin Lamson netted another \$25., Honorable Mention Award, on his photo of a frosty window in the finals of the Newspaper National Snapshot Contest judged at Explorers Hall, National Geographic Society, Washington, D.C. This makes a total of \$58. Lin received for this one picture! Guess there's gold in that there photography, if you have the know-how!

Pete Connary took two weeks of his vacation during the World Series, painting his house and watching the games.

Glad to see Bill Lampton, Lij Ryder and Harry Stetson haven't forgotten us.



## Bartlett, N. H.

By O. R. BURDWOOD

From what we hear the following hunters have fetched home a deer: Albert Henn, trackman; Preston Burke, trackman; R. C. Nealley, trackman and Eddie and Donald Ainsworth, trackmen.

We hear that Section Foreman E. O. Brill of Twin Mountain and Mrs. Brill were involved in a car accident recently. Both have been taken to Lancaster hospital.

Henry Nealley is now on the patrol job with Percy Chandler operating between Bartlett and Hiram.

New arrivals: To Trackman R. C. Nealley and Mrs. Nealley, a girl named Anna Marie.

And to Spare Operator George F. Peters and Mrs. Peters, a girl, named Barbara Jean. Congratulations to all.

Signalman E. N. Mallett shows up with a nice new G.M.C. truck, of the suburban type. He says it's the best he ever had. He has a lot of mileage to cover and can use a good vehicle.

We all extend our best wishes to retired agent Joe Boucher of Gilman. Joe was at Gilman for about 40 years and rated as one of the best agents on this pike. Understand he expects to

go South right away. Have a good time down there, Joe.

Evelyn and Ellen, twin daughters of Carman Leon Sanborn have entered a business college at Concord, N.H.

Rene Michaud, formerly agent at Whitefield, has bid off Gilman station and Whitefield has been bid off by Leo Campagna.

We hear that Engineer George Aldridge has returned home from a visit in a Portland hospital.

Trackman Freddie Cote enjoyed a trip to California where he visited his son. He reports a very good time, enjoying especially the airplane rides.



## Rigby Engine House

By ALBERT B. WETMORE

Among our guests during the past two months at the shop were a group of students from Cape Elizabeth School, Pond Cove area. Also a group of 4 or 5 dens of Cub Scouts from Kennebunk in November.

Since our last issue Carpenter's Helper Robert Malone has a new daughter.

Laborer Francis Duff died in early October and his death was followed by that of his mother about 10 days later. A floral tribute was sent to the funeral.

Isabelle McAllister, sister of Carpenter Allan Pollock died on October 7. Allan made the trip to Chipman, New Brunswick, to attend the funeral.

New cars appearing on the scene recently are as follows:—Carpenter Guy Briggs, a DeSoto; Fireman James Borden, a Mercury; Machinist Helper Joseph Cribby, a Ford truck; and Machinist Walter Anderson, a Nash Rambler.

Blacksmith Roland McPherson, Car Shop, was injured when struck by a piece of metal.

A former employee (during World War 2) Rose Finn, the wife of former Machinist John Finn, died recently.

Carpenters Helper Henry Beckwith suffered a heart attack on the job but is on the road to recovery.

I understand General Foreman Ralph McGarry (Bangor Enginehouse) is quite ill.

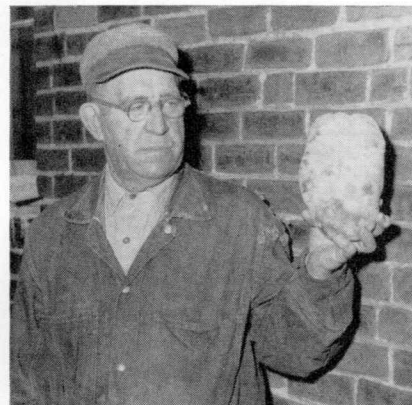
Machinist George Miller had the honor of having two grand children born on the same day. A girl and a boy born to his daughter, and to his son's wife.

Laborer Joseph Keough suffered a broken leg while on a hunting trip with friends. He walked over a precipice which he came upon suddenly. He broke the ankle on the same leg about a year ago.

Hostler Steve Brodie is in Florida for the winter months enjoying his vacation.

Electrician Carl Gilmore is recovering from a couple broken ribs. Didn't know they were broken for some time after the accident. When soreness persisted, he became concerned and had an examination which revealed the trouble.

Four deer have been shot by these members of our group to date: Helper Dustin Greenlaw, son of Laborer Arthur Thompson, Carpenter Herbert Sampson, and Dispatcher Frank Garland. A story of considerable interest goes with



A 3¾ pound potato is displayed by Charles H. Jackson, boilermaker at Rigby. The hefty spud, a Kennebec, was given Jackson who showed it to fellow workmen and your Magazine photographer.

"Frankie's" deer. He used a borrowed rifle, and while on his way to a secluded spot planning to make a practice shot, before going after deer in earnest, he sighted a deer and as the saying goes "He up and fired" and bagged a fine doe.

Mrs. Frederick E. Lombard, wife of Foreman Lombard, served on the committee for the First Parish Church Fair. This particular event has been in existence for over 100 years.

Our Shop Safety Board now reads 512 days without a lost time accident. The men at the shop are watching recording of the daily figures with much interest and have their fingers crossed hoping for at least a repeat of the old record of 736 days.

Machinist Helper Robert Casey was involved in quite an automobile accident which could have been more serious . . . having only smashed his new Ford up quite badly, but no serious personal injuries.

Former Machinist Patrick Theriault has a new "Chevy".

Mrs. Nellie Weeks, mother of Machinist George Weeks, celebrated her 101st birthday. Among other gifts was a congratulatory letter signed by President Eisenhower.

## FOREST FIRES

By ARTHUR THOMPSON

A carpet of leaves on the ground

Before the fall of snow.

A lighted match, a careless hand,

A little breeze to blow.

Soon a flame will quickly spread

Like the dash of a frightened steed,

Everything burned to a crisp

As a dried up tumble-weed.

You will see the track of a frightened buck

As he jumps by leaps and bounds,

To widen the space, of that desperate race

For some safety to be found.

In places of the upland grouse

That patiently watches her brood,

Many of the wild-life kind

May die for want of food.

## Portland Freight Office and Freight House

By MARJORIE J. MULKERN and ALICE McLAUGHLIN

Since our last contribution to the magazine, a good bit has happened, and we will try to furnish a little of it for our good readers. In the first place, your correspondent and husband, Patrick A. Mulken, Leader-Loader and Caller in the Freight House, had a most enjoyable trip to Atlantic City where the American Legion held its annual convention for 1957. A goodly crowd was in attendance and the trip was a very pretty one; we stopped off in New York and Boston on our return and got back "into the old schedule", Monday, Sept. 30.

Then, on October 11, 12, and 13, the railroad Veterans convention was held in Portland. We noted on the program among the names of the sponsors, that of our old friend, former Freight Checker, Dennis J. McCrosson and he was right there at all the events, renewing old friendships and making new ones. We also noted the name of Leader-Loader and Caller and Mrs. Dennis J. Shea, from our Freight House among the names of all who assisted to make the convention a great success. We had the pleasure of sitting at the same table with Mr. and Mrs. Patrick L. Halloran, Pat, a former freight house Freight Clerk, has been absent due to illness but has profited from his time off and now looks wonderful. Hope to see him back with us before too long.

We express our sympathy to the family of former Yard Conductor Joseph B. Gaynor, who died Oct. 31, at the home of his daughter, Mrs. Gaynor died Nov. 13, 1956; both of these fine people were always in attendance at the Railroad Veterans' meetings and get-togethers.

Congratulations to our nice Waybill Machine Operator, Iva B. Baizley, who is wearing a beautiful new diamond on the proper finger. No date has been set for the "big event", however, Iva tells us. Her fiance, William Johnson, is a teacher in the Butler School, in Portland. The best of everything to you nice "kids" from all of us.

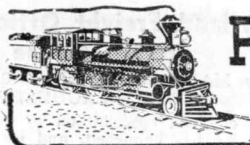
Also, sympathy is extended to Rate and Waybill Clerk James B. Keegan, whose brother Lawrence died very suddenly in Brooklyn, N.Y. recently.

The "Asian Flu" hasn't hit our crowd too hard, as yet, and do hope that it will stay away forever. Dannie Sullivan, Demurrage Clerk, was off for a spell, and Stenographer-Reporter Marjorie J. Mulken was absent a week due to the malady. Both are back to work again, however. Marine Clerk Florence P. Cooper tells us that her three grandchildren, Sandra, Jane and Dickie Rioux, had quite a seige with it, but are improving daily, we are glad to say.

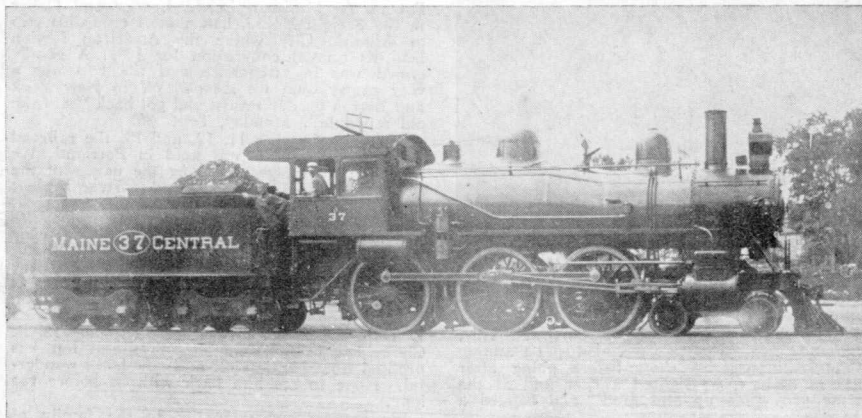
The "Welcome" mat was certainly out for Frances K. LaRose and Christine O. Heskett, both of whom were absent due to illness. We trust that Mary Kearns, who reported off sick, is gaining daily, too.

Head Clerk John R. Stanton and wife spent a portion of their annual leave in New York City; they planned to go to Florida, but due to illness in the family, were unable to do so.

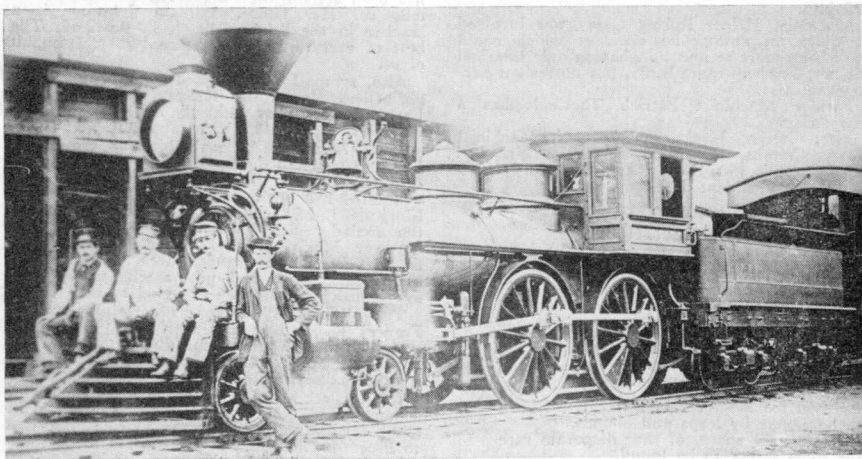
Loader and Caller William J. Mizula and wife were called to Bangor recently account of the death of their son-in-law's mother, Mrs. Edward Murray, wife of Judge. We extend our sympathy to them.



# RAILROAD *Memories...*



A rare photo indeed is this one of Maine Central locomotive No. 37, loaned to us by Harry Treat. No. 37 was built in 1899 by the Schenectady Locomotive Works and was the first engine to be outfitted with an air bell ringer. She was also the first passenger engine of her type that the Maine Central purchased, being built for heavy passenger train service between Portland and Bangor. Her cylinders were 19" (diameter) by 26" (stroke). Maine Central engines were renumbered in 1900 which resulted in No. 37 becoming No. 275 at that time and accounting for the fact that there are very few photos of her taken during the one year before the change in numbers.



Maine Central Locomotive No. 31 was built by William Mason in 1864. She had cylinders 15" (diameter) by 22" (stroke). Photo must have been taken after 1877 as her original name, the William D. Sewall, does not appear on the engine. Naming of locomotives was discontinued by the Maine Central during 1877, or possibly 1878. Names of the crew are unknown, according to Harry Treat who loaned this picture to the Magazine.

The last locomotive to be named by the Maine Central was the A. Sewall, No. 64, built in 1877; the next to be built was No. 65 in 1879.