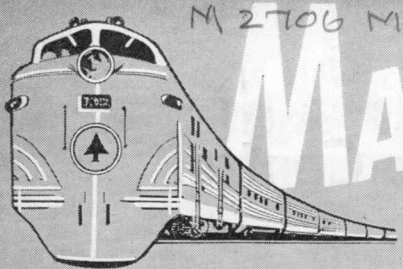


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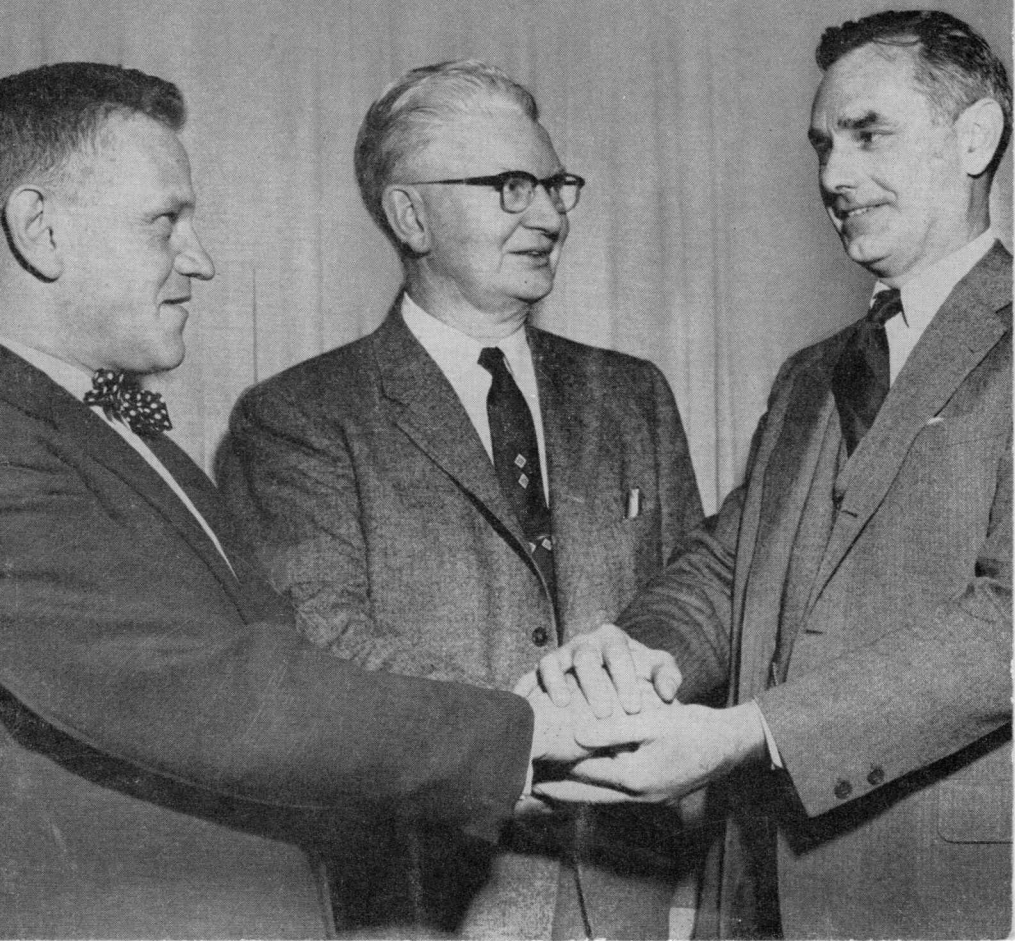


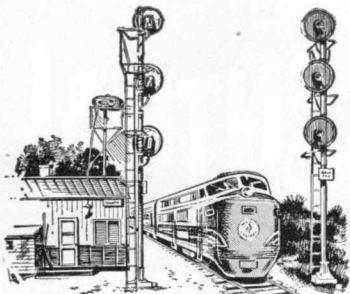
# MAINE CENTRAL

## RAILROAD MAGAZINE ...

MAY-JUNE 1958

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES





# Maine Central Railroad Magazine

Vol. XIV—No. 5

Joseph H. Cobb  
Editor

## THE COVER

Three men with clasped hands... a three-way handshake for a three-way accomplishment: the actual start of Maine's newest industry at Detroit. Fred Clough, left, Maine industrial development chief; W. D. Milsop, general manager of Eastern States Farmers' Exchange, and Maine Central President E. Spencer Miller provided visual proof of Miller's claim that the State of Maine and the Railroads of Maine can attract new plants, new payrolls and new business.

One result of the development at Detroit was the Bangor Daily News editorial reproduced on this page. For others, see page 7.



## TEAMWORK BRINGS JOBS TO MAINE

(An Editorial from the Bangor Daily News)

Better news for Maine than anything done at the third special session of the 98th Legislature was the ground-breaking at Detroit for a \$750,000 fertilizer plant of the Eastern States Farmers Exchange of West Springfield, Mass.

For one thing it means Maine is to gain another modern industrial plant, the building of which will provide construction jobs. But over and above this is the fact that the new industry will create additional permanent jobs. This is what the state needs most, whether fighting a recession or furthering prosperity.

The fertilizer plant will employ 20 persons when it first goes into operation. Plans call for eventually having a labor force of 70. This is not large-scale employment, to be sure, but it's a boost to the Detroit area. And it should give fresh encouragement to other communities to go forth and do likewise—that is, attract new industry to their regions.

The value of teamwork was demonstrated in the successful Detroit development project. Officials of the state Department of Economic Development, the Maine Central Railroad and Detroit municipal officials worked hand in hand with site-seeking representatives of the Bay State concern. The latter undoubtedly were impressed and pleased by the cooperation shown by the state, the town and the railroad.

In the long run, this sort of constructive effort will count more than anything else in promoting the economic welfare of the state and its people.

Published Bi-Monthly by

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## Maine League--Railroads, Brotherhoods Join



**HEAD MAINE RAILROAD LEAGUE**—Elected to serve as officers of the Maine League of Railroad Men and Women were, seated, Harold D. Ulrich, general chairman, B.R.C., president; M. L. Charity, general chairman, B.L.F. & E., vice-president. Standing, from the left, Roy E. Baker, Maine Central General Manager, vice-president; Roy Plumley, B.A.R. Comptroller and Auditor, treasurer; and Hugh F. Flynn, vice general chairman, B.R.C., Maine Central, secretary.

The Maine League of Railroad Men and Women is becoming a large and powerful organization as this issue of the Maine Central Magazine goes to press.

All over Maine, railroaders are signing application blanks, and receiving membership cards in the new league, formed by labor and management of the Maine Central and the Bangor and Aroostook in April.

The new organization is an outgrowth of the efforts by Maine railroaders aimed at the defeat of proposed licence and registration fee increases in the March 10 referendum. Campaigning for "No" votes, the Railroad Brotherhoods and

managements of both roads were responsible for building public interest that resulted in a five-to-one landslide of votes against the fee increases.

In that March referendum, Maine railroad families showed that they

were a force to be dealt with . . . a bloc of some 25,000 votes that could stand solidly against any legislation or political campaign that would make it more difficult for the state's railroads to do business.

That's how it stood in early April, when it became apparent that organization was needed to keep the spirit responsible for the referendum victory alive. A new association appeared to be the answer . . . a group with officers, by-laws, membership, meetings and a purpose.

Thus, on April 23, the general chairmen and legislative agents of all the Railroad Brotherhoods joined the presidents and other officials of the Maine Central and the Bangor and Aroostook Railroads in Augusta.

Maine Central President E. Spencer Miller keynoted the session, declaring that "the time has come

when railroad management and railroad employees in Maine should join in a concerted effort to do something about the present unfair situation. We should acquaint the public with the fact that railroads today are still being forced to operate under outmoded regulatory laws.

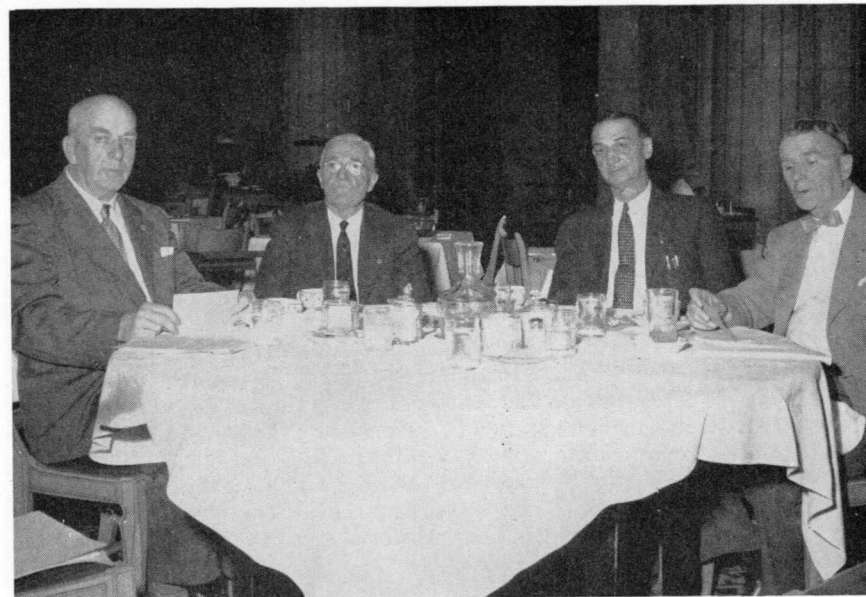
"We should actively support candidates for public office, regardless of party affiliations, who demonstrate they understand the present situation, and are prepared to help do something about adjusting it equitably."

Later, the group approved the proposal to form the League, and elected Harold D. Ulrich, general chairman of the Brotherhood of Railway Clerks, as its first president.

The league's purpose—as set forth in the by-laws adopted at the Augusta meeting—is "To support and/or sponsor, or to oppose such legis-



**LEAGUE EXECUTIVE COMMITTEE**—Named to the League Executive Committee were, from the left, G. W. Mullen, general chairman, B.R.T., Van Buren; Louis J. Rancourt, legislative representative, Brotherhood of Railway Express Clerks; Fred Parent, general chairman, B.L.E., Bangor; Sumner S. Clark, Assistant to the President, Maine Central; Howard L. Cousins, Jr., Assistant to the President, B.A.R.; and Joseph H. Cobb, Director of Public Relations, Maine Central.



**RAILROAD VETERANS AID DRIVE**—Leaders of a campaign to enroll members of the Maine Association of Railroad Veterans in the League are shown at a luncheon during which plans were made. From the left, Bart P. Lyden, secretary; John J. Keating; John W. Gurney and Joseph D. Meehan, Sr.

lation in Maine in which there exists an important mutual and common interest to the Railroads and the men and women who earn their living from them; to the end that there be instituted some degree of reform in the direction of eliminating unnecessary and hobbling railroad regulation and inequitable public subsidy of inherently less efficient and higher cost competitive agencies."

Right now, as this magazine reaches you, the membership of the Maine League of Railroad Men and Women is growing daily. Application blanks are being distributed by general chairmen of the Brotherhoods and by department heads of the MeC and the B.A.R., as well as to resident employees of other rail-

roads in Maine. All employees of these roads, active or retired, are eligible for membership, along with employees of the Railway Express Agency, Inc., and members of auxiliaries to the Railroad Brotherhoods.

Among the first to join in the effort were leaders of the Maine Association of Railroad Veterans, who have undertaken a drive to enroll about 600 of their members.

Dues are one dollar a year, to be sent with the completed application blank to the League treasurer, Roy Plumley of the Bangor and Aroostook Railroad, Bangor. Membership cards will be issued by the League secretary, Hugh F. Flynn of 19 Noyes street, South Portland, Vice Chairman of The Brotherhood of Railway Clerks, Maine Central.





By KATHRYN McMULKIN

Well, our beautiful month of May, along with the daffodils, violets and tulips certainly brought us some cold and rainy weather. I sorta feel robbed, but perhaps June, along with the roses, will bring us some nice warm sunshiny weather, and maybe—just maybe—lots and lots of Red Sox wins! I know those of you who are fortunate enough to have your Mother with you all remembered her on her particular day, and apropos of this may I tell you a sweet and true story? It seems, prior to Mothers' Day, one of our local broadcasting stations invited children to write a letter giving their reasons why their mother should be "Mother Of The Year". The eleven year old daughter of one of our Secretaries did just that. After the contest was over, her letter was sent to her Mother. It was so warm, sincere and genuine I felt you would like to read it—

"Dear Sirs: I feel my Mother should be the Mother Of The Year because she could have given up hope but she didn't. She just kept right on slaving for my family. Everything I wanted she gave me even if it was hard to get the money. I had plenty of operations and she kept my hope and faith up while she wondered if she had any. She came to the hospital to see me in Hurricane Carol and Hurricane Dianne. She will do anything for anybody. One time she gave a large amount of money to Red Cross. Even if she doesn't win, she means the world to me. Sincerely yours, Judy Therriault. My Mother's name is Mrs. Veatrice Therriault (Terrio)."

Well, what a commotion among the male sex, and even some of our own sex, the sack, chemise and trapeze dresses are causing, and for why? They are comfortable (most of them) good looking (to me, at least) and certainly fashion news. The way I see it, we always have enough of last year's clothes that we feel we must get some wear out of, so, if we are in the market for something new, why not get something really new. Don't you think? And don't let the male viewpoint worry you—they are "looking" anyway, and that's what counts.

Now, how would you like to be a Guest Writer for "Us Girls"? I think it is a wonderful idea, say, perhaps every other edition of our Magazine, to have YOU write the column. And "YOU" means, of course, the wives, sisters and Mothers of our male employees, as well as the girls actively employed. Won't you write me and say you would like to and I promise I will write you promptly what months will be allotted you, the number of words, etc. Now you do that. In the meantime, be happy, have fun, and I'll see you. Be sure to remember your Dad on his special day, and 'by for now.

## Ground Broken for New Industry

Ground along the Maine Central main line was broken early in May for one of the largest new industries to be attracted to Maine in recent years.

Officials of the Eastern States Farmers' Exchange, the Maine Central Railroad, the State of Maine and community leaders of Detroit and nearby Pittsfield joined to turn the first earth on the site of a new fertilizer plant. Eastern States representatives said the new plant will represent an investment of \$750,000.



**BREAK GROUND AT DETROIT**—Construction of the Eastern States Farmers' Exchange \$750,000 fertilizer plant began with ceremonial ground-breaking by, left to right, John P. Scully, Maine Central real estate and industrial development manager; Jonathan Davis, Eastern States vice president and building committee chairman; E. Spencer Miller, Maine Central President; and Wendall Bickford, Detroit first selectman. Looking on from the 'dozer is Joseph R. Cianchette, Pittsfield, excavation contractor.

A special Maine Central train brought the Eastern States officials to the Detroit site, the guests of Maine Central President E. Spencer Miller. President Miller, speaking at a luncheon in Pittsfield that followed the ground - breaking ceremony, called the decision of Eastern States to locate its new plant on the Maine

Central main line a "real expression of faith in the future of rail transportation."

The Maine Central executive said the decision of Eastern States to build at Detroit indicates that "Maine can, with the earnest and combined efforts of railroad and state officials, successfully attract



**SPEAKING AT PITTSFIELD**—A luncheon followed the ground-breaking ceremony, with brief remarks by officials of the State, the Eastern States Farmers' Exchange and the Maine Central. Above, as community leaders and the press, radio and TV corps listened, Maine Central President Miller called the decision to build the new fertilizer plant at Detroit a "real expression of faith in the future of rail transportation."

new employers to locate here."

Other luncheon speakers were William D. Milsop, Eastern States general manager, and Fred A. Clough, Maine Commissioner of Economic Development.

Construction of the new fertilizer plant began immediately, starting with excavation for the first building that will cover about an acre of the 180-acre Eastern States tract between the MeC main line and the Pittsfield-Newport highway. Other structures will provide some 33-hundred additional square feet of floor space for offices, locker rooms and maintenance facilities.

Eastern States officials said that so far as possible, materials for fertilizer production will come from Maine sources. Limestone will come

from Rockland and nitrogen from Searsport. Phosphate from Florida and potash from New Mexico also will be used in the process, scheduled to be in full swing by late this year.

The Eastern States spokesmen said the plant will be among the largest of its type in the state, equipped with the most modern machinery and techniques.

Selection of the Detroit plant followed several months' negotiations between Eastern States officials and John P. Scully, manager of the Maine Central's Real Estate and Industrial Development department. The Maine Department of Economic Development provided aerial photos of the area in question.

## Among those RETIRED ...

**Joseph F. Dumas**, baggageman at Waterville, 41 years.

**Martin J. Coyne**, yard conductor, Rigby, 43 years.

**Ovila J. Beaudry**, foreman at St. Johnsburg, 36 years.

**Walter E. Foss**, locomotive engineer, Lewiston, 47 years.

**Harvey L. Gatcomb**, crossing tender, Ellsworth, six years.

**James E. Woods**, crossing tender, Brewer, 35 years.

**Leroy W. Patterson**, janitor, Bangor, 26 years.

**Ola E. Henson**, locomotive engineer, Lancaster, N. H., 47 years.

**Alonzo M. Gray**, telegraph operator, Vanceboro, 10 years.

**Leroy L. Webster**, carman, Waterville, 40 years.

**Charles L. Toothaker**, locomotive engineer, Waterville, 46 years.

**Iver C. Nielson**, locomotive engineer, Portland, 41 years.

**Elmer O. Brill**, section foreman, Twin Mountain, 45 years.

**Henry A. Bradford**, crossing tender, Bangor, 15 years.

**Burt Pullen**, Agent, Calais, 42 years.

**Henry M. White**, conductor, Bangor, 39 years.

**Alfred Mercier**, crossing tender, Auburn, 12 years.

**Patrick P. Conley**, yard conductor, Rigby, 40 years.

**Alfred L. Spencer**, trainman, Portland, 42 years.

**Carlo L. Meader**, conductor, Portland.

**Leslie E. Moody**, locomotive engineer, Portland, 46 years.

## General Office Team Cops Bowling Trophy

Maine Central General Office Bowling Team No. 1 topped eighteen other MC & PTCO. teams in May to retain the Directors' Trophy, with a record total of 2654 for five string match.

Waterville Team No. 1 was second with 2495, while Bangor Team No. 1 with 2434 nosed out Rigby Team No. 5 by 8 pins for third place.

Lennie Forest led the ninety bowlers with a record high five strings, bowling 138, 118, 108, 162, and 93 for a 619 total. His 162 in the fourth string, which is another record, had eight straight spares. Besides Forest, the General Office Team consisted of Paul Crawford, 541; Jerry Shea, 514; Herb Whitmore, 509; and Jimmy Deane, 471.

Winners of trophies were Forest for high five strings and Jerry Shea for second high single, with 133 in his first string.

Other high bowlers were, Don Priest, Waterville, 550; L. Warren, Bangor, 522; Bob Bowlin, Bangor, 519; Don Perkins, Rigby, 514; C. Durocher, Waterville, 513; Beckwith, Rigby, 509; Snow, Waterville, 507; and Ladd, Waterville, 506.

The General Office were hosts this year and committee members Bob Brewster, Jerry Shea, and Lillian Grenier did an excellent job of running the tournament. Next year's roll-off will be held at Bangor. (See pictures, page 13).

You're only young once . . . after that you've got to think up some other excuse.

## MeC Aids Bangor's New Water Project

More than 14 miles of pipe—475 carloads—will have been delivered to the Bangor Water District siding in Holden by summer's end, and soon afterward, the Queen City's drinking water will be a point of community pride. It has not always been so.

And the Maine Central Railroad, which has had a stake in Bangor for many years, also has a stake in the new water supply from Flood's Pond in Otis. The MeC not only has a civic interest, but a summer-long job keeping the heavy pipe arriving at Holden to keep pace with the men who are laying the

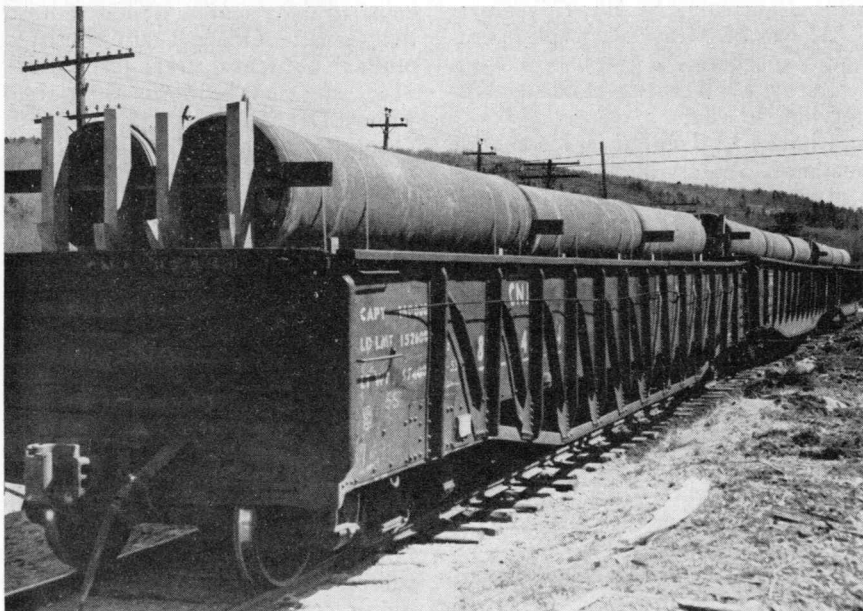
16-foot sections from Flood's pond to Eddington Bend, and under the Penobscot to Bangor.

To the MeC, it means three cars daily, shipped from the manufacturer in Wharton, N.J., via the C.N.J., the New Haven and the Boston and Maine. In addition will be some 15 cars of steel to be used in building construction.

Here are the statistics:

The pipe is made of steel and concrete with an outside diameter of 34 inches. Each 16-foot section weighs 6,656 pounds. Total weight of the 475-car shipment: 34,000,000 lbs.

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EN ROUTE TO BANGOR—Some of the first carloads of pipe for Bangor's new water system are shown on the way north. These cars are the beginning of a summer-long shipment that will total some 14 miles of pipe. The new system will take water from Flood's Pond, in Otis, to Bangor.

## Credit Union Loan Plan Aids Widow



CANCELLED NOTE—Mrs. Edna Dexter, widow of Leslie J. Dexter, received the first cancelled May 1 note under a new insured loan plan instituted May 1 by the Railroad Workers' Credit Union of Maine, Inc., from Mrs. Mary Ann Berry, left, Assistant Manager.

An insured loan plan placed in effect by the Railroad Workers' Credit Union of Maine, Inc., May 1 has worked out exactly as designed for the widow of a Maine Central employee.

Mrs. Edna Dexter was the first to benefit under the plan which guarantees that outstanding credit union balances be paid off by insurance in the event of the borrower's death.

Arrangements for similar coverage of all R.W.C.U. loans were completed with The Union Mutual Life Insurance Co. only three weeks before the death of Leslie J. Dexter, general offices maintenance man.

Mrs. Dexter was given her husband's credit union note—marked paid in full—a few days later.

### SERVICE PINS AND LIGHTERS

Any employee of the Maine Central who has passed the 25-year mark in service is entitled to wear one of the gold service pins which the Management supplies for 25-year and 50-year employees. If you are a 25-year or a 50-year employee and haven't received your pin, just write to The Editor and one will be sent you.

Similarly the Public Relations Department has, for free distribution, window decals of the Maine Central insignia. These are suitable for the rear windows of automobiles or other places where decals can be used.

In response to several inquiries of late—"Yes, we still have a supply of the Maine Central Zippo Lighters. No, they are NOT free. If you want one, send \$2.55 and a lighter will be sent you, pronto!"



## Up the Hill for the Last Time



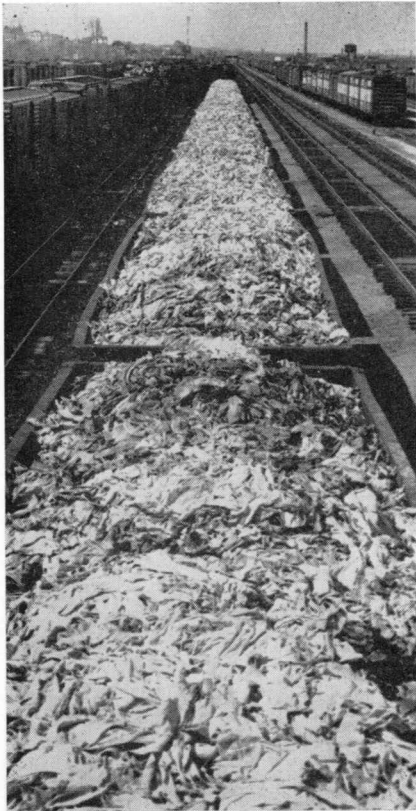
**Final Run for 162** — The far-famed Mountain Division passenger service ended with the change to Daylight Saving Time in late April. The last train, with six cars instead of the customary two, pulled out of Union Station loaded with rail fans and old-timers who wanted to see

the sights of the scenic journey once more. Two Mountain Division veterans, Conductor A. J. Parent of Lancaster, N. H., and Engineer Herbert C. Amadon of Scarborough, were on duty for the final run through the Notch.

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**AT BOWLING TOURNEY**—High point man Lennie Forest, TOP PHOTO, shows his trophy to two of the senior members of the MeC Bowling delegation, Ben Whitney, left, and Pasquale Caruso, both of Bangor. The winning general offices team, from the left in LOWER PHOTO, Paul Crawford, Jimmy Dean, Gerry Shea, Herbert Wetmore and Lennie Forest.



OLD PRODUCT, NEW USE—Leather trimmings, dumped for the past three years in a gravel pit at Hartland, now have proved of value as a base for certain types of fertilizer. Here's ten carloads at Rigby en route to Norfolk, Va.

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## 50-Year Passes

John F. Johnson, chief clerk, PT Company.

Christopher Allanach, Sr., section foreman, Canton.

James C. Cust, conductor, Bangor.

Charles A. Anderson, freight cashier, PT Company.

## Gravel Pit Yields Valuable Product

If you've been watching the freights for the past few days, you may be wondering about those gondolas full of a white, ragged material that bears little resemblance to anything else you've seen aboard a Maine Central car.

It's a new export from Maine, and what's more, it may soon be an import as well, but in the form of bigger and better oranges, lemons and grapefruit, or possibly in the form of a better cigar, cigaret, or a richer after-dinner pipeful of tobacco.

Stranger than its appearance—or its use—is its source.

The material is leather trimmings from the Hartland Tanning Co. It's been dumped for the past three years in a gravel pit . . . about 10,000 tons in all. Now it's been found that far from useless, it makes a fine base for certain types of fertilizer, and it's headed for Norfolk, Virginia.

In all, some 300 cars will be loaded from the gravel pit, and afterward, loading of trimmings will continue from current tannery operations.

Gold in them thar hills? Nope . . . but there's at least one Maine gravel pit that's a gold mine.

### SECOND GRADER'S SPRING SONNET

Spring is here.  
Grass is here.  
Sweet peas is here.  
Tulips is here.  
Wow, what a garden!

## Got A Minute?

If you have, there's no better way to spend it than to write a letter to your Senator or Congressman, urging support of legislation presently pending in Congress designed to help the nation's railroads.

If you do, you won't be alone. Railroaders all over the country are doing just that these days, showing the lawmakers they're interested . . . helping their elected representatives to help the railroad industry and its thousands of employees.

Your senators and congressmen represent YOU in Washington, but they can't act in your best interests unless they know your attitudes and needs.

So . . . write today. Help yourself to a better deal tomorrow.

Address your letter to any of the following:

Senator Margaret Chase Smith

Senator Frederick G. Payne

Congressman Robert Hale

Congressman Clifford G. McIntyre

Congressman Frank M. Coffin

Washington, D.C.

## Deaths

Charles E. Mahoney, retired crossing tender, Rockland, April 13.

Walter A. Eldridge, retired watchman, Portland, April 25.

Joseph F. Clement, retired trackman, Orono, March 25.

Albert J. Galloupe, retired section foreman, Hallowell, April 16.

Fred W. Clifford, retired trainman, Portland, May 13.

John A. McCarthy, retired laborer, Lewiston, April 11.

Ernest M. Merrow, retired clerk at Fryeburg, April.

Fred W. Clifford, retired brakeman, Portland, May 13.

## \$2,000 for Lewiston

The Maine Central Railroad has helped Lewiston toward its \$200,000 goal in the current industrial development bond campaign.

John P. Scully, McC Real Estate and Industrial Development Manager, presented a check for \$2,000 to Gardner L. Brown, Lewiston Development Corporation director.

In a statement, Scully congratulated the Lewiston planners for taking a step in the direction of an improved local economy, and termed the drive "another example of what can be done by local development groups that take full advantage of rail transportation facilities."



# THE FAMILY Grapevine

## GENERAL Offices

By ERNESTINE V. MILLER, DORIS THOMAS, and AL KENNEDY  
It was nice to see Horace Woodbury, former comptroller, in the general office on a recent visit. He is looking fit as a fiddle, and was one of the real early birds to play golf at Old Orchard Beach this season.

Sympathy is extended to the family of Leo R. Coyle, former chief clerk in the accounting department, who died April 11.

Marie O'Connell of Machine Accounting attended a formal dance at Portland County Club, given by the Maine Medical Center.

If anyone wants to learn how to play pinochle, come up to the Auditor Disbursements Office during lunch hour and watch the experts play.

Speaking of games, the cribbage game every noon in the Car Accounting and Statistics Office gets pretty exciting, too. We understand Ralph Jellerson and Merrill Stanley, Cliff Clifford and Jerry Shea all play a real good game.

Richard Esty, import from Waterville, is recuperating nicely from a recent operation.

Raymond Harrington was honored on his birthday by his office associates with the gift of a cake and other presents.

"Willie" Brownell left a lot of good will when he visited Montreal on one of his joint facility trips. He wants to make a repeat visit, so he can learn more French?

Another new father in the Disbursements Office—Reg Roy, recently transferred from Waterville. The baby's name is Debra. Reg had the whole office on the hot seat until the little girl's arrival, but to make up for our anxiety, we received candy and cigars. Now Reg is looking for a rent to bring his family into from Waterville—anyone know of a good one?

"Lou" Davis is very glad that April is gone. For the past two years April has been his unlucky month, as he has landed in the hospital for a long sick leave, but this year he broke the jinx.

Margaret and Jack Coyne are looking very tanned and rested after a sojourn in Florida.

The shopping area in Boston took a licking when Dorothy Smith, Katherine Donahue, and Barbara Arey invaded the stores and came home loaded with packages.

Fred Wilson took an early vacation to get his lawn in shape and his outside work done before the hot weather.

Ralph (Red) Libby, Head Clerk in the Disbursements Office, was recently elected President of the Sunset Park Association—a social gathering of the neighborhood.



**GOLD PASS**—Charles A. Anderson, left, Portland Terminal Company freight cashier, started his 50th year with the Company in May. His gold pass was presented by General Freight Agent Roy W. Matthews.

Bill Welch's youngest daughter, Joan, graduated from Deaconess Hospital in Boston in May, and became a "Mrs." the following week.

Leonard Sanborn finally broke down and changed cars. His is now a two-car family—couldn't even trade in the old one!

Robert Innes took his vacation in cool May to visit his two sons in the Midwest.

Fred Jordan plans to attend a Townsend Meeting in Cedar Rapids, Iowa, during June.

Mrs. Olive Anderson, public relations department secretary, has begun an extended leave of absence because of illness. Mrs. Bettina M. Conohan is substituting.

We are glad to report that Ruth Provencher of the Auditor Revenues Office is gaining steadily after an operation.

If awards were given out for "The Most Consistently Pleasing Male Personality of the Year" in the General Office, Joe Gallant of the Disbursements Office would win it hands down, with that big infectious grin he always wears.

Marion Faibisy of the Payroll Deductions Office and her son John attended the Ringling Brothers Circus in Boston in May. Edith and "Mac" MacGibbon of the Engineering Department also attended the circus, and came back with detailed descriptions of most of the major events.

Mrs. Anna Barnes, retired Matron, is now residing in Gastonia, N. C.

Harrison Elliott, Clerk, Freight Claims, took an early spring vacation and toured the State of Kentucky, especially the great horse farms and Churchill Downs. Harry says the grass is not as blue as he thought it was going to be.

Robert Grant, Freight Claims, and his wife Thelma recently spent a week at Miami Beach. Roscoe F. Woodrow and Mrs. Woodrow celebrated their 50th wedding anniversary April 17. Many congratulations.

Mr. and Mrs. Ken Brann had a visit from the stock April 19, leaving them a boy named Mark Leslie. This makes one of each for the Branns.

Mr. and Mrs. Charles G. Rivers attended "Parents Week-end" May 10 and 11 at M.I.T., where their son Charles is a freshman.

Mr. and Mrs. J. F. Stanford recently drove to Columbia, S.C., to visit their son Davis, a student at Maxcy College, University of S.C. "Wild Bill" Hayward of the drafting room, made his annual fishing trip to Dry Mills and as usual came home empty-handed.

Ray Jackson is a little worried about the Red Sox, but he says they'll come through.

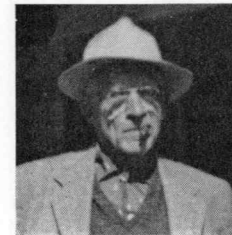
Jim Born spent a portion of his vacation at Port Hueneme, Calif., attending a Navy school as part of his Naval Reserve Training. On the return, he and Mrs. Born stopped off at Salt Lake City and Denver where they visited friends and relatives.

Mr. and Mrs. "Al" Kennedy recently went on a 1400-mile trip with their new Volkswagen, visiting friends in Pennsylvania and Virginia and taking in the sights at Washington, D.C. . . P.S. average miles per gallon 32.4.

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Mr. Joseph H. Cobb, Editor  
M.C.R.R. Magazine  
222 St. John St., Portland, Maine  
Dear Sir:

I notice picture of retired conductor, Mr. Carl Pierce, taken while in St. Petersburg, Fla. (this in March-April number of magazine).

Just behind him, man with *bat* and overcoat, is my husband, Mr. Leon W. Merritt, retired Ticket Agent, Portland Union Station. Quite a coincidence!



I am enclosing a snapshot of Mr. Merritt taken in almost the same spot, as he came out of a stand where we got a delicious large glass of orange juice daily before our breakfast.

You can see that this was a day an overcoat was not needed, but the slipon sweater was not uncomfortable. Also notice the cigar which all his associates will remember was not an unusual feature of his "make-up".

I was formerly employed as Secretary to both Messrs. Barrows and Decker,

Yours truly,  
Mrs. Leon W. Merritt

## Friends Honor Alfred Spencer

A party in honor of Mr. Alfred L. Spencer, who has retired from the Maine Central Railroad after 42 years of service as conductor and brakeman, was held Sunday, May 18, at his cottage at Highland Lake, Maine. Mr. Spencer was presented with a camera. Present were Mr. and Mrs. Bernie Milton, Bangor; Mrs. Lena Werkins, Atlanta, Georgia; Mr. and Mrs. Donald Doane, Sr., and daughter Madeleine, of Highland Lake; Mr. and Mrs. Donald Doane, Jr., and family of Scarborough; Mr. and Mrs. Donald Criby and family, South Portland; Mrs. Albertine Bartlett, Portland; and Mrs. Patricia Ryder, South Portland.



### Brunswick-Bath

By ROBERT S. THING

Wendell Lewis, Operator, Bath, has recently purchased a 19-foot motor boat and is busy scraping and painting in anticipation of an enjoyable summer cruising on Sheepscot Bay.

Your reporter and family, also boating fans, are busy getting their 32 foot auxiliary sloop "VENTURE", ready for the water at Boothbay Harbor. We hope some of our railroad friends will take a sail with us this summer.

Cliff Varney, Agent at Wiscasset, recently joined the Kennebec River Power Squadron. Cliff is looking for a larger boat and will probably be on the water before the summer is over.

Arlo Parker, Baggage Master at Brunswick, is spending all his spare time building a new porch on his house. He complains that the weather is against him, and that it rains everytime he starts working.

George St. Pierre, Track repairman, has been off sick the past two months.

Caleb Mitchell, Equipment Maintainer, recently attended a Masonic meeting at Portsmouth, N. H., when a degree team of Royal Canadian Mounted Police performed the work. Caleb says it was well worth the trip.

## BRT Auxiliary Meets at Edna's

The sixtieth annual anniversary banquet of the Ladies Auxiliary to the Brotherhood of Railroad Trainmen was held Saturday, April 19, at Edna's Restaurant, Thompson's Point. Chairman was the owner, Mrs. Edna Cote.

Special guests were C. P. Lennon, President of B.R.T. Lodge No. 417, and Mrs. Lennen; James R. Hayes, General Chairman of the Trainmen, and Mrs. Hayes, a past president of the Auxiliary.

Mrs. Adelaide Kimball, a sixty-year member of the Auxiliary, was honored by receiving the floral centerpiece from the head table. Other ladies receiving mention for their length of membership were Mrs. Florence Biladeau, 43 years; Gladys King, 39 years; Minnie Clark, 20 years. A birthday cake, with red, white, and green trimmings, was a feature of the evening, and spontaneous entertainment was presented by various members.

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### Rigby Engine House

By ALBERT B. WETMORE

The vacation period has started at the engine house. Although still early, at least three of our men have seen fit to enjoy some time off. They were Machinist Helpers William Brume and Dustin Greenlaw, "Dusty" and Laborer Estes Jenks, took a fishing trip to Washington County.

Two new car owners appeared on the scene during the last two months: Laborer Martin Conley, a new Buick, and Electrician Ray Ryder, a Chevrolet.

Machinist Helper Walter Anderson has returned to work after a sick leave of six weeks. Machinist Martin A. Stratton's son has won a scholarship at Colby College, and after Army Service, he will continue his education.

Visitors at the shop during the month were former Machinists Frank "Cliff" Bolton, and



**BACKYARD BARBECUE** — Mrs. Shaw and grand-daughter Elaine Foley pose beside the new fireplace and rock garden just completed by Rigby Machinist Arthur Shaw.

Henry "Hank" Johnson, both are retired.

Laborer Thomas Conley has announced that he and Eilene Riley have set August 16 for their marriage.

Foreman and Mrs. Fred Lombard visited their son's home in Philadelphia recently for a joint birthday of grandmother and grandson.

A floral tribute was sent to the funeral of Mrs. Felix Belfontaine, sister of Machinist Helper Maurice Gardner.

Laborer Edward Whalen, stores department, was hospitalized for a short time.

Laborer Lawrence Gantiner is on sick leave. The death of one of our well-known employees, John McCarthy, retired, has occurred at a Lewiston hospital.

Electrician John Malia was recently injured while cutting brush, and small trees along the railroad right-of-way. The axe he was using glanced, and cut deeply into his leg.

Foreman Charles was visited by his mother and father for a short while.

Laborer "Pat" Conley made the headlines in our local newspaper sports section. It showed "Pat" instructing the small fry in boxing at one of our local boys' clubs.

Mrs. Nellie Weeks, 101 years old died on Patriot's Day after a short illness. She was the mother of Machinist George Weeks.

Car Department Clerk and Mrs. Elmer Rounds are in Denmark. They will remain there for some time, and visit other places in Europe, probably the World's Fair at Brussels, Belgium. Denmark is Mrs. Rounds native country.

Machinist Helper Fred Bustin is a patient at the Osteopathic hospital.

Laborer Albert Meade was in the hospital for a short time.

In spite of the backward Spring weather a few of us Rigby farmers have succeeded in getting peas in the ground and growing.



By JOHN J. KEATING

A going-away party was held for Maine Association Railroad Veterans President and Mrs. John J. Burke, at the Lafayette Hotel, Tuesday, May 6. They are making a trip to the west coast. Attending were Mr. and Mrs. J. E. Fay, Mr. and Mrs. J. D. Meehan, Mr. and Mrs. George Bourne, Mr. and Mrs. Howard Burnham, Mr. and Mrs. Percy Sears, Mr. and Mrs. Gene Winslow, Mr. and Mrs. John Gurney, Bart Lyden, Mr. and Mrs. Louis Davis, Mr. and Mrs. John J. Keating, and So. Portland Chief of Police and Mrs. Frank R. Whitten.

Mrs. Morin, Mother of Trainman Emile Morin, celebrated her 79th birthday May 10. Her three sons had a little party for their mother.

Mrs. S. C. Skillings, wife of retired Conductor Skillings, celebrated her birthday May 10th, at her son's home in Bucksport.

Mrs. Ernest Biladeau, wife of Conductor Biladeau, celebrated her birthday April 25th.

B&M. Conductor "Timmy" Neville and Mrs. Neville spent a month in St. Petersburg, Florida.

Retired Conductor Elmer Marston has returned from Greenville, South Carolina, where he spent the winter visiting his son and family. On his return, he purchased a new car. On

the same day, Conductor Petrie also purchased a new car and from the same dealer.

On their return from St. Petersburg, Mrs. Carl Pierce, wife of retired Conductor Pierce, was hospitalized, for medical observation in Boston.

Sympathy is extended to the family of Mrs. Leslie, who died in April. She was the youngest daughter of retired Conductor, Harry White, and a sister of Mrs. Clifford Seekins, Cumberland Center.

Sympathy is extended to Conductor Hardy, on the death of his mother.

Mrs. Sears wife of retired Canadian National Conductor Percy Sears, has broken her collar bone.

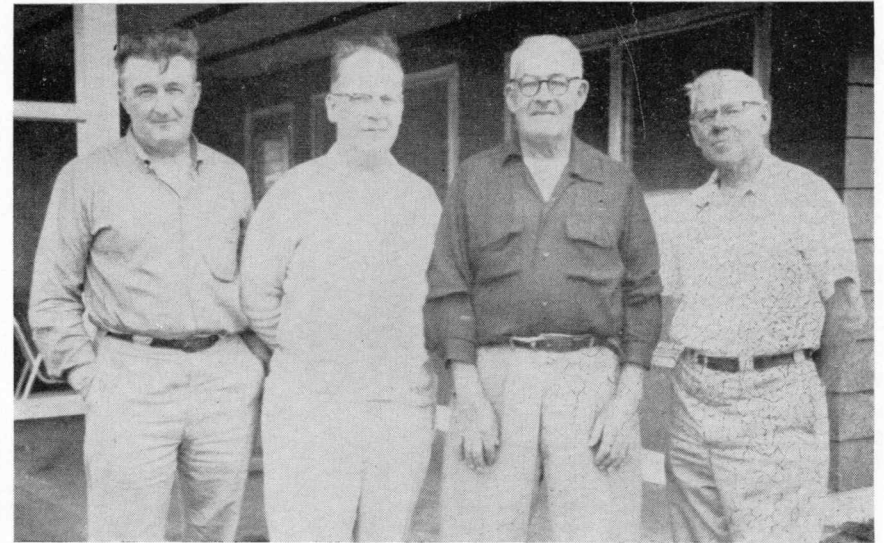
Engineman Pitt Moores was a surgical patient at the Maine Medical Center.

Mr. and Mrs. John J. Burke of the Canadian National made a trip to the West Coast in Mid-May.

Sympathy is extended to the family of Percy Ryan, who for many years was a Baggage Master on the New Haven Railroad. He died in a Bangor Hospital.

The Maine Association of Railroad Veterans held their April Meeting at the Grange Hall in East Fairfield, Sunday, April 27, with 200 on hand for a turkey and chicken dinner. About 60 members from Portland attended.

Frank Forest, retired baggage and mail handler at Portland Union Station, and Mrs. Forest celebrated their 50th wedding anniversary April 28. Retired Engineman and Mrs. George Bourne, of the B&M celebrated their 50th wedding anniversary, June 16. Our congratulations to both couples.



**REUNION IN FLORIDA**—Two Maine Central veterans and two colleagues from the Boston and Maine joined in Sarasota to recall the older days. From the left, in front of Fred Larkin's home in Sarasota, are M. W. Cook, car inspector; C. Cate, retired from the B & M; Larkin, retired MeC yard conductor; and A. C. Dunham, retired from the B & M.



**50-YEAR PASS**—John F. Johnson, right, began his 50th year in the service of the Portland Terminal Company and the Maine Central Railroad in May. M. F. "Bucky" O'Brien, assistant superintendent at Rigby, presented his 50-year pass.

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### Portland Freight Office and Freight House

By MARJORIE J. MULKERN

Leader Loader and Caller Patrick A. and Stenographer Marjorie J. Mulhern were among those who attended the very nice annual get-together of the Railroad Veterans Club at Waterville, April 27, which was held at Fairfield Grange.

Stenographer Cora L. Bisson and husband Leo, accompanied by her mother, Mrs. Larrivee, spent an enjoyable two weeks' vacation at Daytona Beach, with Cora's brother. Mrs. Larrivee remained for a longer stay.

It was no April Fool on April 1, when John J. McFarland III, son of John J. and Barbara McFarland, put in his appearance. Grandparents are John J. McFarland, Sr., and Mr. and Mrs. Walter F. Boyle, all of Portland, and great-grandfather Walter Boyle, from Boston. (The happy grandfather, Walter F. Boyle, is Foreman in the Maintenance of Way Department, Cumberland Mills) Congratulations to all you nice people.

We are pleased to report that Head Clerk George Marcroft, Superintendent's Office, is gaining nicely after his recently suffered illness. Wife Fay L. is M.I.T. clerk in the Freight Office.

We welcome back Loader and Caller George C. Purdy after his long illness. He and his wife also attended the dinner at Waterville.

We express our sympathy to Leader Loader and Caller Kingsley R. Welch in the recent death of his wife.

Donald P. Whitney, Clinton D. Kane, Sr., and Horace E. Frost attended a meeting at the Hotel Manger, Boston, recently in connection with union work.

Congratulations to Mr. and Mrs. William Johnson, who were married Saturday, April 26. The bride's the former Iva V. Baizley, Waybill Machine Operator at the Freight Office, and the bride groom, a teacher at Butler School, Portland. They will reside at 325 Spring Street,

Portland. They motored to Washington, D.C., on their honeymoon.

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### Bartlett, N. H.

By O. R. BURDWOOD

Too much late Spring and not enough Summer these days. The scientists should arrange to move Canada farther North and get rid of those cold, wet fronts.

We rode to Crawford Notch on No. 162 the last trip they made—and that's that.

Robert Lane, section foreman at St. Johnsbury, is in the hospital for surgery.

Retired engineer Charlie Bolduc has returned from a Winter down South, and with a nice new Dodge for good measure.

Jim Sickels, flagman on the helpers, has placed two new tires on his car and is now ready for both long and short hauls. Anywhere in the States, he says.

Section foreman Herb Burke of North Conway is off sick at present.

George Hamlin, former mail clerk on these lines and a resident of Bartlett, died recently. All of the old-timers and many of the younger ones will remember him well.

Mrs. George Flynn and children visited her parents, Operator A. E. Garon and Mrs. Garon recently.

O. J. Beaudry, former section foreman at St. Johnsbury, has retired under disability. He had been foreman there since 1950. First entered the service in 1922, with Frank Brilliant's spare crew.

Car Inspector H. E. Mackay will shortly be elevated to full rank as a Ridge-Runner Bartlett lodge.

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### Augusta

By E. E. WALKER

Clerk Athleen Bryant has returned to work after a visit to the Augusta General Hospital for surgery. Glad to see you back "Athie."

Cashier Horace Rodrigue was a recent fisherman in the Dead River region. This time the excuse was "too high water."

First Trick Clerk Telegrapher R. R. Bishop, who has been off sick, has returned to work. He was relieved by Spare Telegrapher Erwin.

Conductor Marshall Pratt of the road switcher lost his barn by fire recently. Quick work by "Marsh" and his family and the Winthrop Fire Department saved the house with very little damage.

### Bangor Mechanical Dept.

By FRANK E. WARE

Announcement has been made of the engagement of Miss Ellen I. Duddy, daughter of Mrs. Bernard H. Duddy and the late Mr. Duddy, to Dr. Lawrence Philip Chase, son of Mr. and Mrs. Philip Chase of West Harwick, Mass.

Miss Duddy makes her home with her sister and Brother-in-law, Mr. and Mrs. Fred Landbeck at Western Springs, Ill. She is a graduate of John Baptist high school, Bangor, and of Sisters Hospital School of Nursing in Waterville. She is now a nurse at a Berwin, Ill., Hospital.

Dr. Chase graduated from Harwick high school, attended Boston College and graduated from Tuft's College and Loyola University School of Dentistry. He is presently interning at the Veteran's Administration hospital at Hines, Ill.

Miss Duddy's father was Hostler Bernard "Harry", Duddy at the Bangor Engine House until his death last Fall.

Machinist Jan Steenblick has been taking quite a riding on his efforts to raise a goatee and moustache.

There are quite a few new cars around the engine house this spring. Among those who have traded this year are Machinist Arthur Hutchinson, Electrician John Tower, Machinist Kemp Johnson, Machinist Helper Ted Drew, Electrician Harold Hughes has just returned from Detroit with a Desoto.

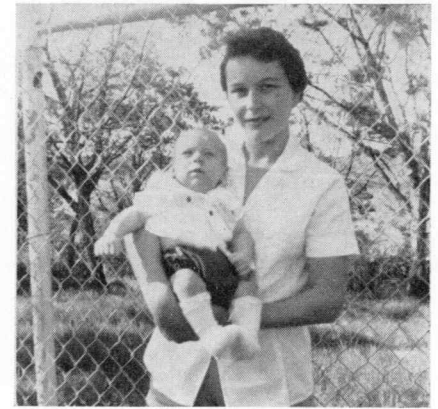
Congratulations to Electrician and Mrs. Paul P. Vance on the birth of a son, Phillip Henry, at the Eastern Maine General Hospital May 1.

Helmar, "Pal Lorraine" Carlson, former machinist at the Bangor Engine House, now retired, made us a short visit the other night. Pal is looking fine and seems to be really enjoying life at his new home in Fort Lauderdale, Fla.

Miss Barbara Haskell and Miss Margaret Becker have been selected co-validictorians for the class of 1958 at Hermon high school. Miss Haskell is the daughter of Engineer and Mrs.



Among the early spring Bridals was that of Miss Paula F. Blake, daughter of Engine House Laborer and Mrs. James E. Blake, to Mr. Cornelius A. Noddin, Jr., son of Mr. and Mrs. Cornelius Noddin of Bangor.



Daniel James Tate, grandson of Engine House Laborer and Mrs. James E. Blake, is posing with his mother, Mrs. Donna Tate, the former Miss Donna Blake, and also the daughter of Bangor Engine House Laborer and Mrs. James E. Blake.

Lewis Haskell. She has participated in dramatics, public speaking and girls basket-ball. She has been a member of the Safety Council, Future Homemakers of America and the National Honor Society. She plans to attend Husson College this fall.

I met retired Fireman Derrard DeGrasse at Union Station the other day. He is now living in Norwich, Conn. and was in Maine for a short visit with friends and relatives in Bangor, Lambert Lake and Vanceboro.

The March-April magazine's deadline was the first that I have failed to make in the three years I have been reporting. Judging by the comment I received, I feel that the time and work necessary for the family Grapevine is well worth while, and want to thank all those that called my attention to the fact that I missed the issue.

So, if you will just keep the scandal and gossip, coming my way, I'll see it is written up for the magazine.

### Waterville Station

By ELAINE KERVIN and M. W. FLYNT

Station wagons seem to be in vogue in our area. Trainmaster A. N. Tupper traded recently for a 1958. The little Tupper's really enjoyed it on a trip to Jaffrey, New Hampshire.

Maurice Thorne, Ralph Snow and Ray Coulombre attended the New England Railroad Club Annual Banquet May 15.

Clerk Ruth Brochu has returned to the Freight Office after sick leave. Marjorie Armstrong substituted in her place.

Among entrants in the Belgrade Lakes Fishing Derby were Bill Monroe, A. N. Tupper and Leo J. St. Pierre. No luck either!

There has been quite a bit of excitement with all the new machines arriving. Previous to their arrival Ray Coulombre travelled to Ludington, Michigan; Milwaukee, Wisconsin and Fairmont, Minnesota to supervise the loading.



Bill Monroe drove a delegation from the Canadian Legion to the Maine State Convention held in Rochester, N. H., May 18.

Mr. and Mrs. Maurice Thorne flew from New York to Bermuda for a week's vacation and had a wonderful time. Maurice came back with quite a tan.

Mr. and Mrs. Fred Sautter and family vacationed in Vermont and New Jersey.

Section Foreman Bill Varney of Winslow and Foster Cowan of Newport have returned to work from sick leave. Trackmen Archie Bickford of Sec. 44, Waterville, and B. R. Bryant of Sec. 51, Etna, have also returned.

On the sick list at present are M. R. Holt, Trackman, Sec. 50, E. Newport, and K. H. Goodwin, Trackman, Sec. 44, Waterville.

Conductor J. L. Plummer has returned to work after surgery at Thayer Hospital. Glad to see you back, Jim.

Operator Clair Crandlemire enjoyed two weeks vacation with a visit to Quebec City.

A large group of grade school children from Oakland Schools recently visited the terminal facilities here.

Many older employees will regret to learn of the death of Richard Palmer, a former M. C. telegrapher.

Baggage L. A. Ambrose's summer camp at Belgrade was badly damaged by fire May 3. Prompt action of engine crew on B-11 in notifying Waterville yard office by radio undoubtedly prevented the loss of several nearby camps.



**EASTER PARADERS**—All prettied up for Easter were Ann, left, and Judy Coulombre, daughters of Mr. and Mrs. Ray Coulombre. They could be twins, but Ann is 10 and Judy, 8.

## WATERVILLE Shops

By STEVE

From 'scooping' the Major busted his back. It left his temper nervous and fretty. The bucksaw, chickens and shoveling snow Will still have to be done by Betty! Electrician Parker Hall fell recently and has been hospitalized with a broken wrist.

Painter Bill Mingo has been hospitalized for surgery at the Sisters'. The 'Mink' had a toe removed from each foot.

Electrician Fred Gaunce, operator of the steel room crane, is a surgical patient at the Sisters'.

Laborer Reginald 'Truman' Haworth has applied for pension as of May 16th. He has worked for the Maine Central for some dozen years.

Paint Helper Don Gerald has been in the sick bay with a broken toe caused by a motor part falling on his foot.

Painter Helpers Merle Otis and Bill Fletcher have been recalled to the paint shop by recent sick leaves.

The paint shop in recent years has had somewhat of a problem about heat in cold weather. Foreman Laurence H. Campbell, in an exclusive interview for this column said: "It now appears that all heating problems in the paint shop, for the next 74 months at least, are about to be solved. We have been reliably informed that a high pressure Ambulatory Hot Air Blower will be moved into this building in the near future. We understand that this blower has considerable age but it is still rated at 110% efficiency". That rating doesn't augur too well for the summer months unless some fool-proof way can be found to shut it up.

Much activity is going on, cleaning up and moving scrap and salvage material on the "Hill" preparatory to arrival of the Deering stores department.

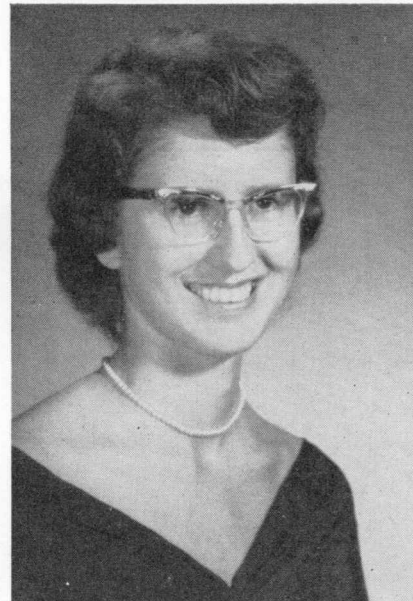
The stores department of the Shops has been moved from the main office building into quarters formerly used by the accounting department. Storekeeper George Stinchfield and newly appointed Traveling Storekeeper James Blethen, from Bangor, will occupy the original stores office.

Employees of the Shops were shocked by the sudden and unexpected deaths of Wilbur Lunt and Roy Brackett, recently. Lunt started here as a Machinist Apprentice and at his retirement was Assistant Superintendent. He had filled several responsible positions in the Mechanical Department during his career with the Maine Central of about 50 years. Brackett was employed in the Blacksmith Shop as a Blacksmith and a Helper and had worked here for some 18 years. Carman Joe Pellerin has been getting around with a broken toe resulting from metal dropped on his foot.

Sympathy is extended to Tractor Driver Al Dunton, whose mother died recently.

Laborer Arthur Campbell and Miss Diane Macklin were married recently in Waterville. Arthur is the son of Paint Foreman and Mrs. Laurence Campbell.

Present indications are that the Shops will shut down at close of work July 3 and reopen July 28 for the annual vacation period. Skeleton crews will work on the Riptrak and on some of the contemplated Department shifts.



Sylvia Reed, daughter of Electrician and Mrs. Kenneth Reed, June graduate of Fisher Junior College, Boston, majoring in a secretarial course.

Eddie Maillet, son of retired Carman and Mrs. Ed Maillet, recently was awarded top honors as a Future Apprentice in auto mechanics at Augusta.

Machinist Helper Bill Peace has recently applied for pension.

Robert Tilton, son of Electrician and Mrs. Lloyd Tilton, is Valedictorian of the Senior Class at Belgrade high school.

Carman Stanley Dorval has been laid up with a broken toe.

Mrs. Susie Grant, wife of retired Piper Percy Grant, died recently after a long illness. Among survivors is a son, John, machine shop Crane Operator.

Retired Machinist Charlie Emery has recently been hospitalized.

Carman Clarence Garfield has returned after 3 months in Florida.

Miss Marilyn Silva, daughter of Supt. and Mrs. George P. Silva, has been installed Worthy Advisor of Assembly 21, Order of the Rainbow for Girls.

Piper Dana Sturtevant has recently been hospitalized.

Laborers Archie Amith and Vic Buck attended a recent district convention of the Firemen and Oilers in Boston.

Carman Irving Emery has returned to the freight room after extended sick leave.

Carman Row Webster retired April 7 after some 41 years with the Company.

John Buckman, son of Blacksmith and Mrs. John Buckman recently won first prize in the State Apprenticeship contest for carpentry.

Mrs. Nettie Hall died May 16 at the home of her son, Electrician Parker Hall, in Fairfield.

She was the widow of former Paint Foreman Emile B. Hall.

Laborer Ralph Hassan is on extended sick leave.

## Vanceboro

By HARRY A. DAVIS

Retired Engine Hostler, Frederick F. Hilcey died at his home here Saturday, May 17th, after a long illness. His funeral was held from the Methodist church, Vanceboro, Tuesday, May 20th, with T. W. Blanchard officiating. Burial was in Vanceboro Cemetery.

The following have been on vacation: Clerks R. E. Grant, M. M. Beers, M. O. Pine, B. C. Nason and Chief Clerk H. D. Davis. The latter attended Grand Lodge of Masonic bodies in Portland, and visited his daughter and family, Mrs. J. E. Harper, Saugus, Mass.

Other vacationers include Yard Conductor D. P. McIver, who with Mrs. McIver, made motor trip to Hartford, Conn., to visit their daughter, Mrs. J. E. Cleary.

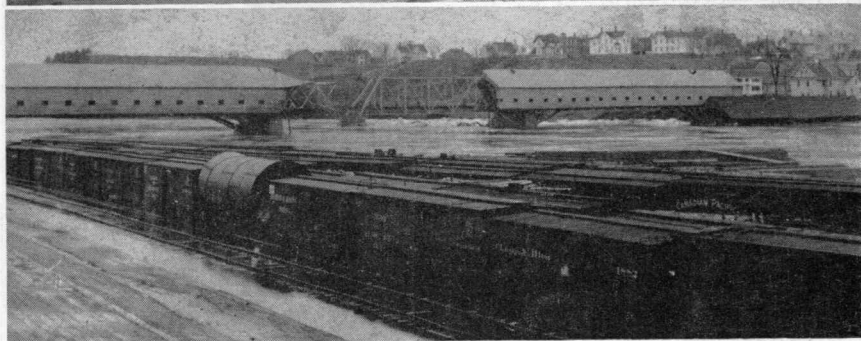
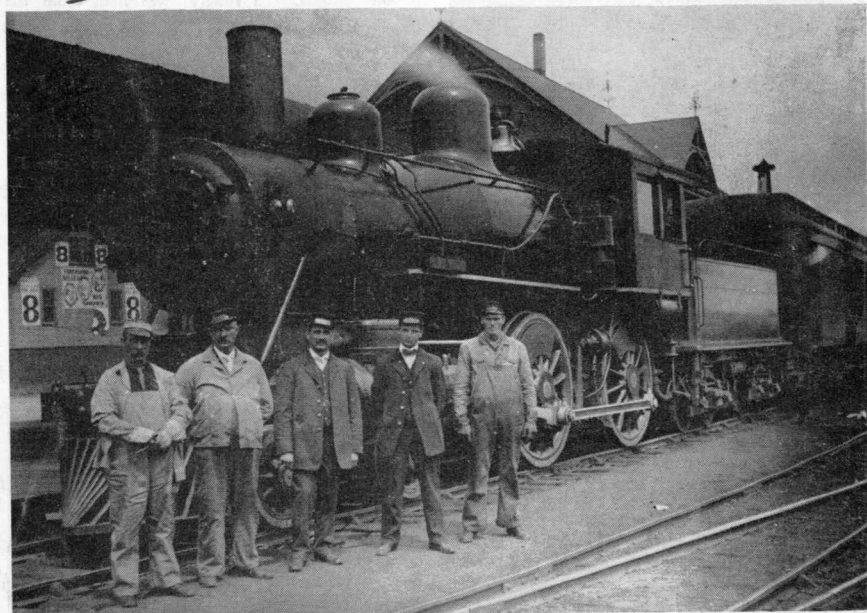
The following Railroad, Express and Customs family who have been spending the winter elsewhere have recently returned to their homes here: Retired Deputy Collector of Customs and Mrs. A. J. Dickinson from Belfast; Retired C. P. Express Agent and Mrs. M. W. Moore from Hudson, Mass; Retired Clerk and Mrs. C. P. Crandlemire from St. Petersburg, Fla.; Retired Car Inspector and Mrs. Peter J. O'Malley from Fredericton, N. B.

Retired Baggage-master and Mrs. F. H. Gattcomb have just purchased a new automobile.



**HONORED AT JONESPORT**—Mr. and Mrs. Ernest N. Smith, Sr., of Jonesport, observed their 50th wedding anniversary recently with open house, lots of guests, gifts and a three-tiered cake. Smith, now retired, was an MeC employee for 26 years . . . in the B and B department, and later as crossing tender at Ellsworth.

 THE *GOOD OLD DAYS...*



NEARLY HALF A CENTURY AGO—In 1910 the crew of Maine Central Engine No. 54 posed in front of their pride and joy, one of the eight locomotives that joined the Maine Central Power Pool shortly after construction in 1885. Left to right in TOP PHOTO, Engineman W. H. Hennessey, Baggage Master E. L. Risteen, Conductor Knight, Trainman Williamson, Fireman J. F. McCrum. The picture was made at Bath. LOWER PHOTO shows high water at Bangor, and repairs underway on the Bangor-Brewer bridge after a previous freshet. The year is 1902, and the beginning of the end for Bangor's historic covered bridge.