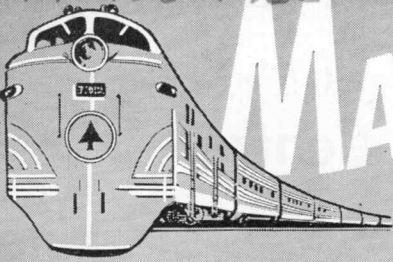


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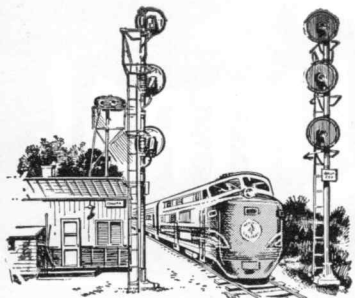


# MAINE CENTRAL

## RAILROAD MAGAZINE ..

NOVEMBER-DECEMBER 1958





# Maine Central Railroad Magazine

Vol. XIV—No. 8

Joseph H. Cobb  
Editor

## THE COVER

Christmas in a ca-  
boose?

Sure—maybe not with  
tinsel and lights, as our  
cover would indicate, but  
it's there just the same.

To Maine Central  
freight crews, as to all  
those who work on  
Christmas Eve, there's no  
denying the spirit of the  
greatest holiday.



Published  
Bi-Monthly by  
THE  
MAINE CENTRAL  
RAILROAD COMPANY  
222 St. John Street  
Portland, Maine

## A MESSAGE FROM THE PRESIDENT

Maine railroad executives have cooperated in taking four important steps as this issue of the Maine Central Magazine goes to press.

First, they have agreed to improve their inadequate earnings through participation in a program aimed at reform of the unfair state franchise tax.

Second, the Maine railroad presidents made up three-fifths of a five-railroad move to promote and insure better service for the shippers of New England.

Third—an immediate result of the second—the Maine railroads launched piggyback transport of truck trailers which already promises to be a well-taken, well-timed step in the direction of improved service to shippers and improved earnings to the carriers.

Fourth—again resulting from the second—Maine railroads and their operating Brotherhoods have cooperated in the scheduling and handling of a week day "highball" train that carries freight from Northern Aroostook to Boston on a next-morning basis.

The need for cooperation of this type was expressed in November at the meeting of the five New England railroad presidents. It is expected that other and more important results may follow.

Cooperation, and its results in terms of better, faster, more efficient and more profitable rail service, already is real.

During the holidays and early in the New Year, we will be engaged in these projects, all of which are designed to insure a better and happier future for all of us.

*Spencer Miller*



**PIGGYBACK CHRISTENING**—On hand as "Miss Maine of 1958" broke the bottle of Casco Bay and St. John river water to mark the start of piggyback service on the Maine Central and Bangor and Aroostook Railroads were, from the left, W. J. Strout, executive vice-president, Bangor and Aroostook Railroad; E. L. Newdick, Maine's commissioner of Agriculture; Terry Tripp of Lewiston, "Miss Maine"; E. Spencer Miller, president of the Maine Central; and Joseph C. Parker, president of the Milliken, Tomlinson Company, the state's pioneer piggyback shippers.

## MeC Begins Piggyback Service

A new and significant chapter in the history of Maine railroading opened in late November with the start of the Maine Central's long-planned piggyback service.

The first trailer — a Milliken, Tomlinson shipment bound from Portland to Presque Isle — was christened with water from Casco Bay and Aroostook's St. John river by pretty Terry Tripp of Lewiston, "Miss Maine of 1958."

On hand for the brief ceremony were Maine Central President E. Spencer Miller; Joseph C. Parker, president of Milliken, Tomlinson; E. L. Newdick, Maine's Commissioner of Agriculture; and W. J. Strout, executive vice president of the Bangor and Aroostook Railroad.

The Bangor and Aroostook also inaugurated piggyback service the

same day, loading a trailer of appliances from the Sears, Roebuck warehouse in Bangor for Presque Isle. Both trailers, the Maine Central—originated Milliken, Tomlinson shipment and the appliances from Bangor, reached Presque Isle on the same train. The Milliken, Tomlinson Company trailer returned to Portland by rail loaded with potatoes.

The christening in Portland marked the end of a long period of planning for piggyback on the Maine Central.

Active in the investigation and planning stages were General Manager R. E. Baker, H. M. Rainie, Vice President, Purchasing; R. C. Merrow, Freight Traffic Manager; F. H. Waring, Assistant General Freight Agent; Willard Pierce, Assistant General Manager; R. F. Dole, Mechanical Engineer; and J. D. Rourke, Superintendent of Car Maintenance.

Before the ceremony, President Miller explained to reporters that the Maine Central was inaugurating piggyback under the so-called plan 3, in which the trailer is owned by the shipper. He said both the Maine Central and the Bangor and Aroostook are planning to enter plans 1 and 2 to transport trailers owned by common and contact carriers and to transport trailers owned by the railroads.

Mr. Miller said: "It is our belief that these operations will combine the efficiencies and dependability of railroading with the flexibility of highway trucking to give shippers and the public a coordinated, superior service."

Two large Maine Central trailers already have been purchased, and three cars have been modified for piggyback service by the craftsmen at the Waterville shops.

Many Maine manufacturing or food distributing firms—especially those who operate their own highway trailers—have expressed interest in plan 3 piggybacking, as established in Maine by the two railroads.

## Railroaders Top U-Fund Quota

Generosity of Maine Central and Portland Terminal Company employees in Greater Portland swelled the 1958 United Fund gift total by \$9,579—nearly \$3,000 more than they pledged a year ago.

A total of 1,124 railroaders out of a possible 1,391 responded to the annual appeal, 538 of them qualifying for inscribed lighters by pledging more than 12 dollars.

The Maine Central-Portland Terminal total constituted 88.97 per cent of the total subscribed by the entire "public service Division Three" unit of the Greater Portland United Fund organization. This unit was made up of a dozen firms engaged in transportation of passengers or freight. The "Division Three" unit total was \$10,766.75.

Chief Engineer James W. Wiggins, who had served as company chairman for the campaign, presented President Miller with a framed placque which had been sent to the Maine Central in recognition of the accomplishment.

## Business-Education Day

# Teachers Visit Maine Central

A dozen Greater Portland high school teachers spent a day with the Maine Central in November during a city-wide observance of "Business-Education Day."

The Maine Central was one of more than 15 large firms who entertained more than 300 high school teachers in an attempt to give the educators an appreciation of the principles and problems under which present-day commerce is carried on.

The Maine Central guests included teachers from Portland, Deering, South Portland, Cheverus and Westbrook high schools. Their day-long tour opened with a stop in the Chief Dispatcher's office for a brief lecture and demonstration by Cecil Priest; a visit to machine accounting where manager Ralph Gordon put the Univac 120 and other machines through their paces; a trip through the Engineering Department conducted by Chief Engineer James W. Wiggins; and a look at the passenger phase of railroading as described by Passenger Traffic Manager Harold J. Foster at Union Station.

Lunch was served in the directors' room, after which the guests heard a brief resume by President Miller of the problems under which present-day railroads operate. He stressed that many of these problems stem from 20th Century operations under 19th Century regulations.

A stop at Tower X, and a lecture on signals by Signal Engineer J. F. Stanford followed lunch, after which the group journeyed to Rigby, some by the unique Hi-rail car and others by conventional automobile. H. G. Hook, Superintendent of Locomo-



TEACHERS ON TOUR—A highlight of Business-Education Day for the Maine Central's teacher guests was a ride on a locomotive at Rigby.

tive Maintenance, had arranged a brief ride in the cab of a Diesel for the teachers, after which M. F. "Bucky" O'Brien explained the facts of freight-train make-up and car handling.

Another jaunt by rail and highway took the teachers to the Portland Terminal Co. freight house,



where general agent L. W. Matthews demonstrated the centralized checking facility, and how less-than-carload freight is unloaded and handled.

Executive Assistant Frank A. Murphy led the group to Portland Terminal Wharf No. 1, and explained the procedure of unloading a Swedish ship which had brought a cargo of baled woodpulp to Portland.

An extra dividend—an invitation to come aboard the Swedish freighter for a look-around—concluded the "Business-Education Day" program.

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### Stanley Honored



Raymond A. Stanley, Leading Signal Maintainer, Portland Terminal Company, resigned in November after 35 years of service.

Fellow workers and friends honored Mr. Stanley at a surprise supper party, presenting him a television set and box of his favorite cigars.

Attending were the following signal department employees:

J. W. Hayward, K. C. Poore, E. S. Barter, J. L. Chase, J. H. Rand, C. E. Chamberlain, L. M. Lentz, W. H. Coombs, E. L. Kennedy, F. A. Scott, L. E. Harding and S. Sullivan.

### C. Harold Mayo Dies in Brewer

Crew Dispatcher-Clerk C. Harold Mayo, a veteran of 45 year's Maine Central service, died at his home in Brewer Nov. 22.

Mr. Mayo began his railroad career as a helper at Thompson's Point, leaving for business college and later returning to work as a Clerk.

He leaves a daughter, Miss Louise Mayo of Brewer; a son, Everett, also of Brewer; and a brother, "Howie" of Bangor.

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### Railway Clerks' Brotherhood Plans Eighth Installation

More than 300 members and guests are expected to attend the eighth annual joint installation of the Portland lodges of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees Saturday evening, Jan. 24, at the Eastland Hotel.

The installation will be preceded by a social hour at 5 p.m. and a banquet at 6. A dance will follow the installation ceremonies.

Al Chapman, Auditor Disbursements office, is serving as chairman, and has asked that reservations be made as early as possible.

#### Take Heart, Good Friends

Don't worry if your job is small  
And your rewards are few;  
Remember the sturdy oak  
Was once a nut like you.

## League Endorses Tax Program

The executive committee of the Maine League of Railroad Men and Women has endorsed a program aimed by Maine's major railroads at a reduction in the unfair and crippling state franchise tax.



Ulrich  
League executive committee.

The action came in a meeting at Portland Nov. 5. Present were Harold D. Ulrich, president of the League; Louis Rancourt, Sumner S. Clark, Fred Parent, Joseph H. Cobb and George W. Mullen, members of the

The league executive committee also noted, before taking its action endorsing the program, that local and state taxes paid by the Maine Central to the state of Maine amount to \$1,135 per mile. In New Hampshire, the McC. pays about half of that on a per-mile basis, and in Vermont, less than a third.

President Ulrich said "the railroad-sponsored tax relief program is exactly the kind of thing the Maine League of Railroad Men and Women can support and promote for the betterment of conditions throughout the railroad industry."

A booklet explaining the proposed amendment, what it would do and why it is necessary to the continued profitable operation of Maine's railroads has been mailed to the membership.

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### League Contest Rules Announced; \$250 in Prizes

President Harold D. Ulrich of the Maine League of Railroad Men and Women has announced a new contest — a contest designed for League members only, and a contest with cash prizes.

Best of all, it will be an easy contest to win — all you have to do is recall what you said after you said: "That's a heck of a way to run a railroad .... It I were running it, I'd...."

The unanimous vote to endorse the program came after the proposed amendment to the present Maine statute was explained, and after League President Ulrich had declared it well within the purposes of the League.

Maine's railroads now pay a minimum of 3¼ per cent of their gross receipts to the state for the privilege of operating. This tax is levied without regard to the railroads' ability to pay, or to their rate of return on investment.

The railroads are not asking to have the tax abolished, but merely to change this law so that the amount of their tax is keyed directly to their rate of return on investment, in effect putting the tax on a sliding scale. The amendment also calls for a minimum payment of one per cent of gross income.

In 1957 this plan would have saved \$1,125,000 for the railroads operating in Maine.

Of course, when you get to the point of putting it on paper, it may be difficult to remember exactly what you said, but if you can, it may be worth a cash prize of \$100.

Actually, it's a suggestion contest, aimed at gaining constructive thoughts as to how the railroad situation may be improved.

Each member of the league has received details of the contest, but here are the high points:

All you have to do is to make a suggestion on "My Idea of How Railroads Can Get More Traffic." You may send as many ideas as you like, all entries must be postmarked before January 31, 1959.

Write on one side of the paper, with one suggestion in each letter. Mail to Joseph H. Cobb, 222 St. John Street, Portland.

The suggestions will be judged on originality and practicality, and no entries will be returned.

Here's how the prizes line up:

- First prize .....\$100
- Second prize .... \$50
- Third prize ..... \$25
- Fourth prize .... \$25
- Fifth prize ..... \$15
- Sixth prize ..... \$15
- Seventh prize .... \$10
- Eighth prize .... \$10

So — Get your entry started soon — the only time extra cash is more welcome than before Christmas is after Christmas.

— o —



Patrick J. Thornton, Clerk at Portland, 47 years.

John P. Hynes, switchtender, Bangor, 44 years.

Joseph W. Ramsdell, baggage-master, Cherryfield, 42 years.

Thomas Berube, crossing tender, Portland, 47 years.

Kenneth H. Goodwin, trackman, Waterville, 14 years.

William C. Mingo, painter, Waterville, 38 years.

Edgar W. Carter, trackman, Richmond, 35 years.

Harold E. Rankin, laborer, Bangor, 36 years.

Edward L. Cobb, yard clerk, Portland, 42 years.

Henry J. Brien, carman, Portland, 47 years.

Walter P. Bass, machinist, Portland, 22 years.

C. S. Bills, yard conductor, Portland, 40 years.

Heber A. Smith, machinist, 36 years.

R. A. Stanley, leading signalman, Portland, 48 years.

William H. Peace, machinist's helper, Waterville, 14 years.

Edward St. Cyr, lampman, Portland, 32 years.

Leonard J. Rogerson, laborer, Bangor, 41 years.

Tyson L. Veysey, trackman, Danforth, 15 years.

John Plikitis, trackman, Rumford, 9 years.

Frederick S. Goldworthy, Baggage and Mail Handler, Portland, 43 years.

Heber A. Smith, Machinist, Bartlett, N. H., 36 years.

Alfred M. Wilbur, Shovel Engineer, Waterville, 33 years.

Charles V. Soper, Trackman, Bucksport, 15 years.

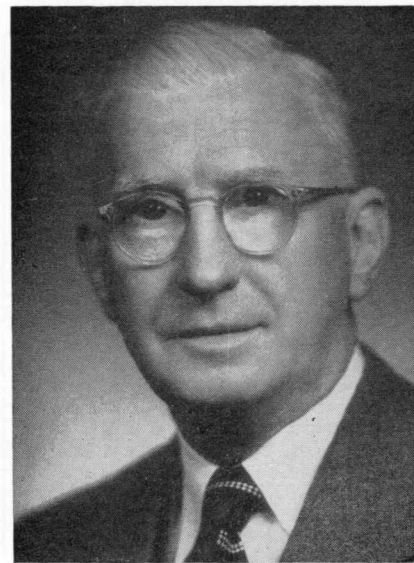
## Dinner Honors Frank A. Murphy

The old question, "Who threw the overalls in Mrs. Murphy's chowder?" was answered in no uncertain terms Dec. 11 during a testimonial at the Eastland Hotel in Portland.

Sure and t'was Murphy himself.

Murphy himself—Executive Assistant Frank A. Murphy, that is—who will retire Dec. 31 after 50 years of service with the Maine Central, was honored by his friends and associates from all over the East.

The testimonial included an address by E. Spencer Miller, president of the Maine Central, a monologue by Bill Gonyer of Brewer, well-known French-dialect storyteller; a closed-circuit television stunt featuring Frank Gill, Traffic Manager, Oxford Paper Co.; Patrick J. Mullaney, Vice President, Traffic, Boston and Maine Railroad Co., Capt. F. X. Landry, Manager, Jarka Corporation; and Larry Geraghty of WCSH-TV.



Murphy

### John P. Scully To Succeed Murphy In Executive Post

E. Spencer Miller, President, has appointed John P. Scully, Maine Central Real Estate and Industrial Development Manager, to succeed Murphy as Executive Assistant. He will assume Murphy's duties in addition to his own.

Scully was first employed by the Maine Central as a rodman with the Engineering Department, and was promoted to the post of Division Engineer of the Portland Terminal Co., and the Maine Central Railroad Co.

He served as General Agent at Lewiston-Auburn, heading the Lewiston operations of the Maine Central Operating, Mechanical and Traffic Departments.

Scully is a past president of the Lewiston Chamber of Commerce, a former officer of the Lewiston Rotary Club, and is presently serving as a member of the Advisory Board of the Maine Department of Economic Development.

He resides at 59 State street.

The program also included a drawing for door prizes, all of them won by Murphy himself.

The gifts included a purse of money and an embossed souvenir scrapbook containing business cards of his hundreds of well-wishers and candid photographs made during the testimonial. A bouquet of roses was sent to Mrs. Murphy at their Homestead Avenue residence.

Murphy joined the Maine Central in 1908 as baggagemaster at

(Continued on Page 14)



LAST RUN INTO RIGBY—Engineer Benjamin V. McCracken of Brewer waves from the cab as he guides his train into Rigby for the last time. A veteran of more than 54 years of railroad service, McCracken steps into retirement with more time for visiting his children and grandchildren, and also for his outdoor hobbies.

## Deaths

Emil J. Carrier, retired trackman, in Lewiston, Oct. 10.

James Curran, retired watchman, in Portland, Oct. 24.

William M. Hetherington, retired crossing tender, in Hallowell, Oct. 6.

Merrill J. Dimock, retired baggage and mail handler, in Rockaway Beach, N. Y., Nov. 6.

Lawrence P. Nielson, locomotive engineer, in Portland, Oct. 23.

Andrew W. Murphy, retired freight handler, in Portland, Oct. 18.

William E. Stearns, retired conductor, in Portland, Oct. 8.

Rosaire Paquette, retired trackman, in Augusta, Sept. 5.

Harry L. Plummer, retired clerk, in Portland, Nov. 23.

Andrew J. Olsen, retired locomotive engineer, in Portland, Nov. 25.

Forrest S. Peavey, retired locomotive engineer, in Bangor, Oct. 28.

Wallace E. Coulter, retired stationary fireman, in Vanceboro, Nov. 1.

C. Harold Mayo, crew dispatcher-clerk, in Brewer, Nov. 22.

Irvin E. Carrier, retired locomotive engineer, in South Portland, November 30.

### 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!"

## Completion of Shops Changes Near

An extensive modernization program has been in process at Waterville Shops and a real face-lifting operation is nearing completion.

The re-location of various locomotive and car equipment maintenance operations has been accomplished including those of passenger and freight car repair areas. Passenger car repair facilities have been moved to a section of the paint shop (together with tin and pipe shops). Freight car repair facilities now occupy the area previously used for passenger car work. In both of these areas working conditions are substantially improved with the re-location of machines and machine tools, new cement floors replacing wooden floors in the various sections and improved lighting.

The principal underlying consideration for these changes was to provide centralized facilities for a store-room for storage of materials required for all of this repair work. Previously, our stock of maintenance materials was distributed in several places throughout the shop buildings at Waterville making the operation of delivery of material to the shop for passenger and freight car repairs a slow and cumbersome process.

The section of the shop previously occupied as a freight car repair shop was turned over to the Stores so that all materials at Waterville could be centralized at this one location with a spacious office for Stores' clerks and a complete re-conditioning of the area. The store-room is now so located that material can be furnished to the locomotive and wheel shops as well as passenger and freight car shops on a more ef-

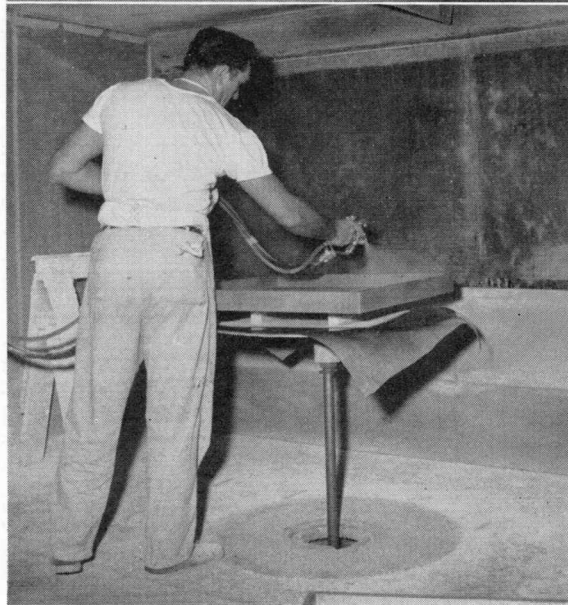
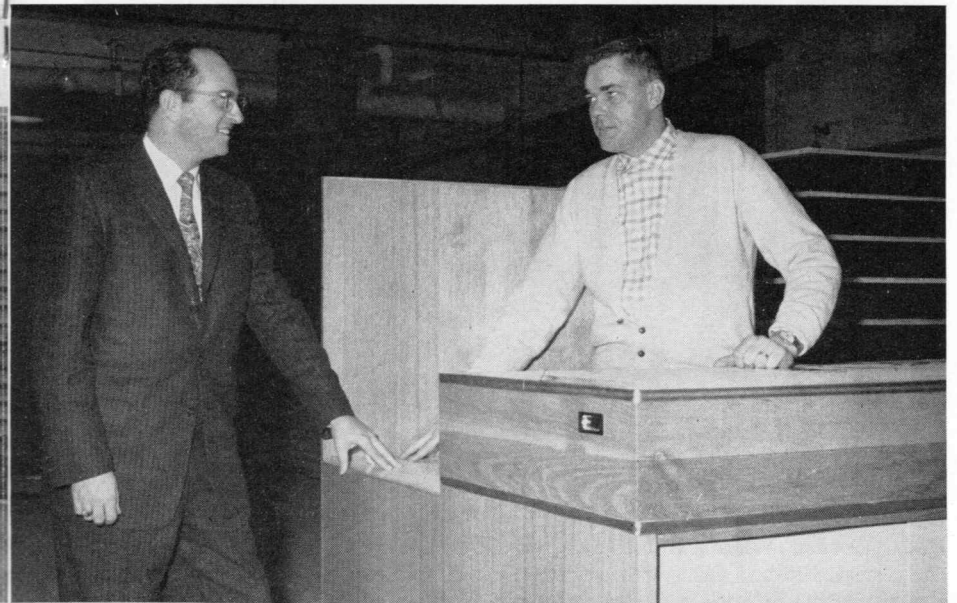
ficient and businesslike basis. The Stores have really been given the focal point in the shop layout serving all sections with a minimum of effort which without a doubt will result in not only some direct savings, but also a considerable amount of indirect savings in time consumed for obtaining material.

A further consideration which helped to justify the expenditure of more than \$100,000. involved in these changes was the addition to Waterville Shop Stores of all of the Maintenance of Way, Bridge and Building, and Signal materials previously located at Deering Junction Stores. The so-called "back yard" at Waterville which in the past has been used principally as a scrap dock has been reconditioned, leveled, with complete re-arrangement of tracks to provide storage and handling area for all Maintenance of Way materials including frogs, switches and other track accessories as well as Signal material and Bridge and Building lumber. The scrap dock has been re-located and concentrated in a smaller section together with re-location of the wash track where car interiors are upgraded by cleaning and washing. If you haven't had occasion to visit Waterville Shop recently and particularly this "back yard", you will find the retired car bodies used for material storage and restrooms now missing and in their place, a trim, neat building which was previously

(Continued on Page 15)



# With MeC Shippers . . . .



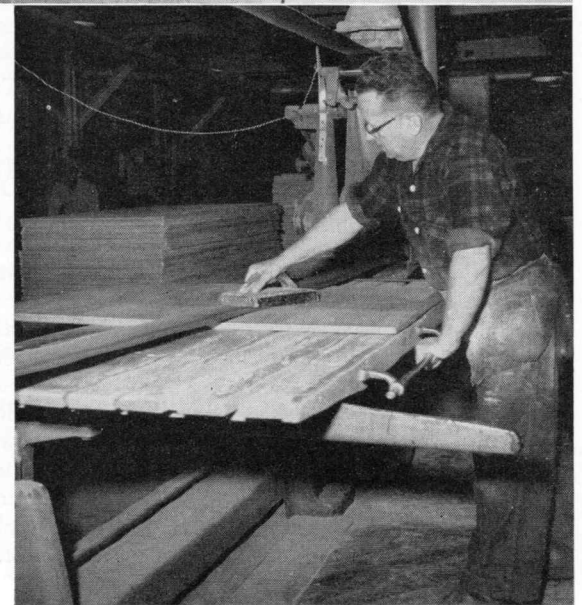
There's no way of telling for sure, but it's a safe bet this season that a million Christmas presents will pass over store counters made by one of Lewiston's oldest industries and one of the Maine Central's best customers.

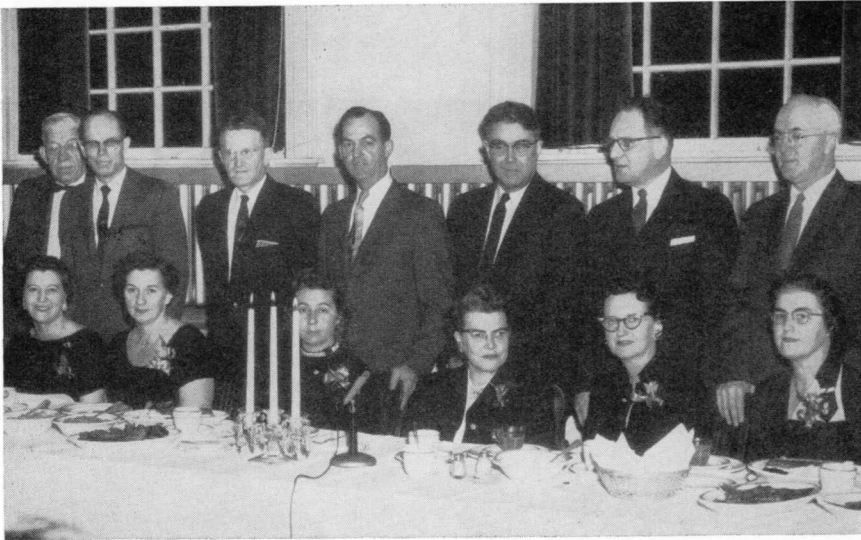
Lewiston's W. H. Gammon, Inc., has been making W. T. Grant counters since the day in 1909 when Mr. Grant himself was in Lewiston, setting up the fourth W. T. Grant store.

He hired a Lewiston carpenter, W. H. Gammon, to build the counters he needed. That was 50 years ago next month, and the W. H. Gammon Co., is still making counters for W. T. Grant.

The firm has expanded—with the addition of work for the J. J. Newberry Company—to a production area of 100,000 square feet.

Raw material for the Grant and Newberry counters is fir plywood, delivered at the Lewiston plant by the Maine Central. Donald Jumper, son of MeC Freight House foreman Fred O. Jumper, unloads a car in the photo at upper left. The counters are cut and assembled, then finished as Raymond Abbot is doing in the photo at left. Sanding has been done with the use of a high-speed belt sander operated by Ernest Pelletier at right. The operation is directed by a grandson of the founder, William G. Lindquist, in top right photo, talking with Lewiston General Agent R. L. Achorn, and by Frederick C. Whitten.





AT TROWEL CLUB'S LADIES' NIGHT—Members of the Trowel Club, a railroad-Masonic organization, held their 8th Annual Ladies' Night in Portland December 6. At head table were, back row, left to right, Spurgeon Sullivan, Horace Budd, Gordon Wilson, Donald Sinclair, Roy E. Baker, Archibald Knowles and the Rev. J. Edward Eliot, pastor of the Woodfords Congregational Church, where the affair was held. Seated, left to right, Mrs. Budd, Mrs. Wilson, Mrs. Sinclair, Mrs. Baker, Mrs. Knowles and Mrs. Elliot.

(Continued from Page 9)

Calais, his native city. His climb through the railroad ranks has been steady. He had been cashier at Calais for six years when he enlisted for World War One service.

He re-joined the Company on his return, and in 1921 was appointed Cashier at Skowhegan. Three years later he became traveling freight agent with headquarters in Calais.

In succeeding years, he served as general agent at Presque Isle, Bangor, and in New York City before promotion to the post of Assistant General Freight Agent in 1935.

He was named Assistant to the Vice President, Traffic, in 1948,

Freight Traffic Manager in 1953, and Executive Assistant in 1956.

Robert L. Travis, Traffic Manager, S. D. Warren, Co., served as chairman of the planning committee, and as toastmaster at the testimonial. He was assisted by John P. Scully, Roy E. Baker, Irvin Kelley, Tom Maloney, R. C. Merrow, Thomas Morris, Charles Reagan, Les Wentworth, Ted Whiting, Ted Grover, Bob True and Frank Willard, as well as committees representing industry, water commerce, the Maine Traffic club, the Propeller Club and the Greater Portland Chamber of Commerce.

(Continued from Page 11)

the station building at Fairfield, Maine. This building accommodates the foreman's office and rest-rooms.

The concentration of our Stores at Waterville means that materials required by the Engineering and Mechanical Departments for proper railroad operation are now centralized geographically for more efficient distribution to the point of use and will permit a better and prompter handling and delivery.

Our Stores Department has the job of providing material to the using departments when and where it is wanted and our new improved Stores' layout at Waterville Shop should provide better service than we previously have had. All in all, it is more efficient, less expensive and actually a more streamlined arrangement and according to H. M. Rainie, Vice President of Purchases and Stores, and R. E. Baker, General Manager, the benefits are already becoming apparent.

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## **S. S. Clark Named Council Chairman; Hugh Flynn Elected**

Sumner S. Clark, Assistant to the President of the Maine Central, has been elected chairman of the Portland City Council, succeeding Dr. Perley J. Lessard in the post of Portland's informal "mayor." Clark has served as a member of the council for two years.

Only a few days before, Hugh F. Flynn of the Car Stores Department,

## ***New fast Freight "The North Star" To Be Scheduled***

A new fast freight that will clip a full day from the normal transit time between Aroostook County and Boston will be placed in service by the Maine Central, the Bangor and Aroostook and the Boston and Maine December 15.

Called "The North Star," the new train will leave Aroostook points on weekday afternoons and arrive in Boston at 5 a.m. the following day.

Scheduling of the new train was made possible through the cooperation of the three railroads with the full assistance of the Operating Railroad Brotherhoods, and is viewed by officials of the railroads involved as one of the first results of a meeting of New England Railroad presidents at Portland in November. Inter-railroad cooperation was the theme of that meeting.

The new train will load at four Aroostook points, and except at railroad junctions, no stops will be made.

Rigby, was named to the South Portland City Council as the result of an election victory over two opponents. Flynn, Assistant General Chairman of the Brotherhood of Railway Clerks, Freight Handlers and Station Employees, also serves as secretary of the Maine League of Railroad Men and Women.



# THE FAMILY Grapevine



BY ERNESTINE V. MILLER

Ruth Watson of Machine Accounting has moved into her new home on James Street, Portland.

Maurice Hawkes, assistant manager of Machine Accounting, is now living in his new home at Pride's Corner.

Sally Peasley and Germaine Deschenes are taking a leave of absence to await the stork's arrival.

A new member of the Clyde Luce home is a black and white Boston Terrier named "Frisky,"—and we hear he lives up to his name.

Congratulations to Mr. and Mrs. Edward Hunter on the birth of a son, Edward Jr., in October—Mrs. Hunter is a former stenographer in the Executive Department.

Best wishes are also sent to Mr. and Mrs. Ralph Walker, on the arrival of Theresa Susan, October 21, 1958, at Webber Hospital, Biddeford, weighing in at 8 lbs. 8 ozs. Mrs. Walker, the former Florence Hume, is employed in the Stores Department.

Mrs. Shirley Wilson of the Treasurer's De-

partment and her husband, William, have built a breezeway and garage at their home on Warwick Street, Portland.

Gordon G. Williams, cashier, has been appointed to the planning board in Windham, with additional duties as program chairman of the Windham Kiwanis Club.

Charles Clark of Machine Accounting bagged his deer the first day he went out—how about some venison, Charlie?

## Engineering Department

Congratulations to Mr. and Mrs. J. Emmons Lancaster, Jr., upon the birth of a new daughter, Nancy Elizabeth, Oct. 6.

Among the "lucky" hunters this fall are Bill Hayward and his Uncle "Hod" Hayward who recently retired from the Engineering Dept.

Ray Jackson and Bob Brewster attended University of Maine Homecoming, Nov. 1.

Engineering Dept. fall vacationers include Edna Crimmins, Charlie MacCarthy, Larry Harding and Frank Watts.

Cpl. Phillip Eliason, U.S.M.C., son of Alice Eliason, is home on leave from California.

An Engineering Dept. hunting safari recently invaded the Maine woods. That's all. No deer, no names.

J. Emmons Lancaster has been named Chairman of the 470 Division, American Railroad Enthusiasts. He also serves as a national vice president and director.



OFFICE PARTY FOR TOM DONLAN—Thomas E. Donlan, Chief Clerk, Freight Traffic Department, was guest of honor at a department party late in November on his retirement after 50 years of MeC service. His co-workers joined him for the picture.

# Train Crews

BY JOHN J. KEATING

Retired Conductor and Mrs. Thomas Locke were recent visitors in Portland. They reside at Lakeland, Florida.

P. T. Baggage and Mail handler Coolidge and Mrs. Coolidge are proud parents of a new son, Keven Patrick.

Retired Conductor Batley made a five-day visit recently at Hyannis, Mass.

From retired Conductor Clayton Williamson who resides at Jacksonville, Florida, your correspondent received a group of snapshots, some as far back as 1908, including pictures of Conductor Harry Smith, John Mace, Frank McDonald, George Plaisted, George Dudley; Enginemen Jack Haynes, Obie Buck, Irving Grant; Conductors Sewell Ham, Bill Edevean, Newell Perkins, Clayton Williamson, Fairfield Collins, Phil Smith, Jim Bruns, "Tip" Foster, Phil Allen; and Retired Portland Division, Superintendent Harry Strout.

The Maine Association of Railroad Veterans met Sept. 28 at Ednas Cafe, Thompson's Point, after a two months' vacation. About 85 members attended. Your Correspondent was elected Delegate to the United Veterans convention in Boston, Oct. 3-4-5.

Retired Conductor Mel Furbush and Engineman Walter Foss have closed their camps at Kennebago for the winter.

Happy to see Retired Conductor Carl Pierce and Conductor Wayland Bennett attending the Maine Association of Railroad Veterans meeting, September 28, at Ednas Cafe, Thompson's Point. Carl won the door prize.

Sympathy is extended to Train Announcer Batchelder and Mrs. Batchelder on the death of Mrs. Batchelder's sister.

Sympathy is extended to the sister and other members of the family of Retired Conductor Joseph Cote, who died at Rumford, Oct. 7.

Conductor Caswell has been a patient at the Osteopathic Hospital.

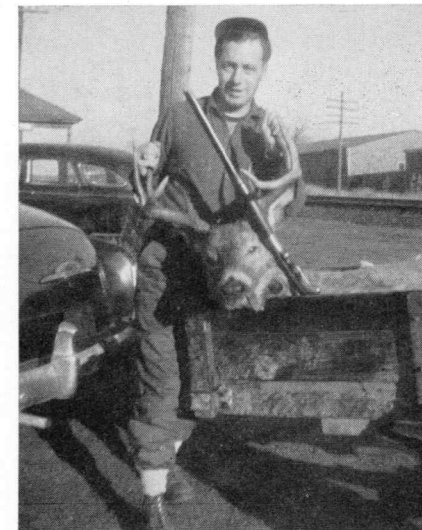
The United Association of Railroad Veterans held its annual convention at the Sheraton Plaza Hotel, Boston, October 3-4-5. Your Correspondent had been elected as delegate from the Maine Association. Friday was devoted to registration. Saturday's program included sight seeing by busses, and a banquet at 6:30. Sunday was spent at Edaville, So. Carver, Mass., where the Railroad Shrine is located.

In the museum, were all kinds of antique automobiles, fire trucks and hand tubs, locomotive headlights, bells, old timetables, and silverware from private cars.

In the yard were old locomotives, some from coal mines and logging camps, a two horse street car, still in operation, the pride of the B. & M. and MeC., the old 6000, our silver train, and Past B. & M. President French's private car, 777.

A chicken dinner was served in the grove, and the guests enjoyed a ride on the narrow gauge railroad. Engines and cars were all from Maine.—the Bridgton and Harrison, Rangeley and Farmington, and Wiscasset and Quebec Railroads.

This, writes train service correspondent



GETS "BIGGEST BUCK" — Charles Chamberlain, Portland Terminal Co. Signal Maintainer, dropped this deer early in the season on Bear Mountain, North Turner. The buck woods dressed at 220 pounds, qualifying Chamberlain for Maine's "Biggest Bucks Club." The kill ended a four-year stretch of no venison for the Chamberlains.

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John J. Keating, is his last column as a member of the staff of the Maine Central Magazine.

As a retired employee, Mr. Keating says, he finds it difficult to stay in touch with the active train service scene.

We are grateful for his real contribution to the Magazine over the past years, and wish him well as he retires from his news gathering and writing chores.

THE EDITOR

## Rigby Engine House

BY ALBERT B. WETMORE

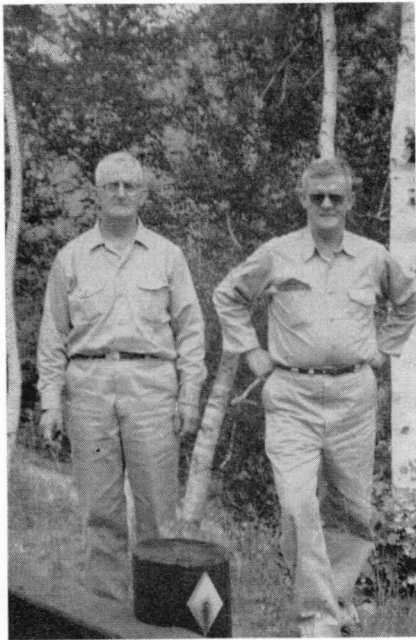
Laborer John MacVane has visited his son and family, accompanied by Mrs. MacVane. The son resides in New Mexico. John was very much impressed with the change in scenery.

Electrician Joseph Fountaine's mother died on Sept. 21. A mass card was sent to the funeral by the shop Welfare and Flower Fund.

Machinist Helper Anthony Grzyb tells me he was involved in a minor auto accident, in which his car was damaged about the rear bumper and fender.

Helper Raymond Holmes is back on the job after a bout with a bad cold which threatened pneumonia for a time.

Truck Driver Cafferty has purchased an automobile after not having one for quite a number of years.



## Lawrence P. Nielson, Veteran Engineer, Dies in Portland

Lawrence P. Nielson, in active Maine Central service for more than 56 years, died Oct. 23 in Portland.

Until three days before his death, and for the past 16 years, he had worked as a locomotive engineer on the Portland Terminal Co. Yard 7 switcher.

Mr. Nielson entered Maine Central service on July 28, 1902, as a fireman, and was promoted to Engineer on Dec. 22, 1907.

He leaves two daughters, Mrs. Villette M. Castner and Mrs. Laurretta M. Lawson, both of Portland.

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## Rockland

BY F. L. CARSLY

Among those on vacation are Signalman Andrew Staples, his Helper, H. E. Johnson, Section Foreman Earl Miller, Sectionman A. J. Mank, Engineer George Bean, Coach Cleaner Floyd Montgomery and Crossingtender Harold Walsh. Most of the boys have been chasing the white-tails, but at this writing no deer tags have been used.

Machinist and Mrs. J. A. Clough are hunting from their camp in Washington County for the month of November.

Machinist C. L. Sweet from Waterville is covering the machinist job at the engine house.

Chief Clerk Lillian McCurdy recently enjoyed a motor trip to Quebec City.

Billing Clerk and Mrs. Stanley Prescott recently spent a week of their vacation in Washington, D. C.

Car Inspector F. A. Anderson is back on the job after illness.

The following item was printed in a Massachusetts newspaper under the column of "The Inquiring Reporter.":

### A LUCKY DOG

From my hometown in Maine comes a heart-warming story about a crew of a Maine Central Railroad freight train and a little hunting dog. The dog was running along the track all wrapped up in the scent of a rabbit. He failed to see the train, the locomotive struck him cutting a deep gash in his head. The engineer brought his train to a halt, picked up the injured animal and brought it to the City of Rockland where he made arrangements for the dog to be taken to a veterinary. The lucky dog recovered.

This kind deed was done by the crew of RN-1 about a year ago.

## Lewiston

BY LILLIAN G. WHITE

Sympathy is extended to Conductor Archie Martin on recent death of his mother.

Second Trick Telegrapher-Clerk Gene Soychak is back to work after surgery and an absence of about three weeks.

Signalmen Bob King and Wilson McCray are the only known "Lucky Nimrods" who have bagged their deer so far this season.

Best wishes to Stan Libby on his new job. Stan was Clerk-Typist in Engineering Office and his job was recently abolished account reduction in force.

Mrs. Briery, who has been confined to Central Maine General Hospital for sometime, has been discharged and is showing signs of steady improvement. She is the wife of Chief Clerk Briery.

Freight House Foreman F. O. Jumper and Checker Arthur Tardiff have recently been on vacation. Henry White substituted.

Those on recent vacations were Baggage Master Johnny MacKinney, Porter Albert Oliver, Crossing-tenders L. E. Towle, C. V. Morin, G. Ansel Libby, D. A. Field, J. L. Roy and Ray Flynn.

W. L. Harris has assumed his new duties as Track Supervisor replacing Lloyd F. Breaun, retired.

## Augusta

BY ELLIS E. WALKER

Clerk Athie Bryant is now giving instructions on "Hula-Hooping." Anyone interested should contact her.

The many friends of the Rev. Gilbert Y. Taverner, formerly Baggage-master at this station, will be interested to learn he has recently accepted the Pastorate of a Methodist church in Brookline, Mass.

Cashier Horace Roderigue and Carleton Pratt, 13-year old son of Conductor Marshall Pratt, were two of our lucky hunters. Both connected for nice bucks. Horace was hunting in the nearby town of Washington and Carleton in Washington County.

Miss Martitia Walker, daughter of your scribe, and formerly spare clerk in freight office here, is now a student at Eastern Baptist Theological Seminary in Philadelphia. We anticipate seeing her over the holidays.

Trainman Leonard Luttrell is back on the road switcher after spending the summer elsewhere.



LADIES AT WORK—Miss Jeannette Emery, left, and Miss Pauline King keep the paper work flowing at a fast pace in the office of M. F. "Bucky" O'Brien, Assistant Superintendent at Rigby.

## Vanceboro

BY HARRY D. DAVIS

Retired engine house employee Wallace E. Coulter died Nov. 7 at home of his daughter, Mrs. Alice Nason, in McAdam, N. B. Services were held on Nov. 9 at the Methodist church with the Rev. Lance Bird officiating. Burial was in Vanceboro cemetery.

The following have been on vacations:—Clerk and Stenographer M. O. Blanchard; Clerks L. G. Gatcomb, W. M. Russell, L. J. Crandlemire; Baggage Master Ronald Howland and Yardman P. J. McIver.

The Paint crew, directed by M. R. Niles, has about finished its work here for the season and the property has been much improved.

High School Principal Donald H. Wescott, husband of Cashier Villa T. Wescott, has been a surgical patient at Eastern Maine General Hospital, Bangor.

Yardman Arlington R. Tracy has been awarded a full annuity on account of disability, effective October 1, 1958. His date of last service was Sept. 13, 1956. We all wish him well in retirement.

Gene MacDonald, Vanceboro High School, '58, and son of Retired Switchman and Mrs. W. A.

MacDonald, is now a student at Ricker Junior College, Houlton.

Mrs. Carrie Brown, mother of Engineman Linwood C. Brown, is ill at her home here. Her stepdaughter, Martha Johnson, R.N., of Berlin, N. H., has come to help care for her. All her friends hope for a rapid recovery.

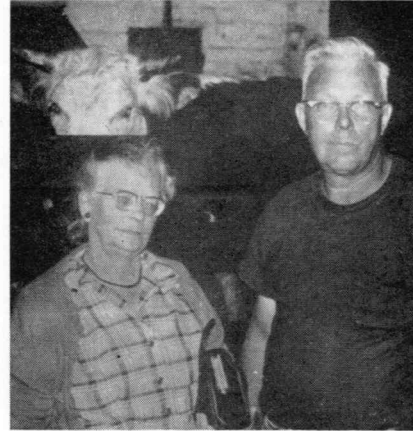
The following families have recently left Vanceboro to winter elsewhere: Retired Clerk and Mrs. C. P. Crandlemire for St. Petersburg, Fla.; and Deputy Collector of Customs, Retired, and Mrs. Arnold J. Dickinson for 31 Northport Avenue, Belfast.

Clerk R. E. Grant suffered a fall Nov. 2 at his home and has been unable to work since. His place is being filled by Spare Clerk C. S. Prescott.

General Agent W. L. Blanchard has got himself a nice deer—a six-point buck. Others equally lucky are Section Foreman John Little, Signal Maintainer Ralph Smart, his helper Joseph Conrad, Engineman Linwood Brown, Car Inspector Owen Clendenning, Painter Ralph Grant, Operator Daniel Shay and Engineman Vance Crandlemire.



AT GRAHAM TESTIMONIAL—Ralph E. Graham of Brewer, MeC Commercial Agent in Bangor, was honored Dec. 1 by friends and associates at a dinner in Orono. Graham is retiring after 36 years with the Maine Central. Left to right, above, are Warren S. Overlock, MeC Eastern Agent; Graham; Dr. Milton M. McGorrill, Bangor, toastmaster, and Mrs. Graham.



A HEREFORD FOR LEE WARD—Waterville Shops workers presented Machinist and Mrs. Lee Ward a registered Hereford calf on his retirement recently after more than 40 years of Maine Central service.



BY "STEVE"

Painter Chester Craig has been a recent patient at the Sisters hospital.

Millman Cecil Niles also has been ill. Laborer Eddie Gurski's Rambler was demolished recently when it overturned. No one was hurt.

Millman Clarence Blackman was recently caught by a saw and nearly lost a thumb. He was hospitalized.

Welder Joe King, who has been reported to be suffering a slight shock, is still away from the job.

Foreman Owen Thompson has been a recent patient at the Lahey Clinic, Boston.

Machinist Sid Hamlin has returned to work after a lengthy illness.

Foreman Ray Snow retired as of Nov. 21, after some 40 years of service. His duties will be carried on by Foreman Bill Chase.

## Waterville Station

BY ELAINE KERVIN and M. W. FLYNT

We wish to welcome our new Assistant Track Supervisor David C. Eldridge who formerly worked for the B&M. He is replacing Fred C. Sautter, Jr., who resigned to accept a position with Fairmont Railway Motors, Inc., New York. We all wish Fred lotta luck!

Mrs. Martha Luxie, wife of Trackman Charles Luxie, has been elected President of the Canadian Legion Auxiliary.

General Agent Higgins is a grandfather for the seventh time. His granddaughter was born in September in Fort Fairfield.

Dick Fecteau is the new Clerk in the Engineering Department, displacing Bill Monroe. Bill displaced in the Ticket Office. Mrs. Gloria LaLiberty displaced in the Freight Office.

Telegrapher Maurice Flynt spent a week's vacation hunting with Storekeeper George Stinchfield.

Bill Monroe spent the weekend hunting recently with some of the Portland Engineering employees—Al Kennedy, Larry Harding, Ken Brann and "Big" Bill Hayward at Al Kennedy's camp at Lovell Pond. The deer were more fortunate than the hunters!

Ray Coulombre and his family spent a recent weekend visiting relatives in Massachusetts.

Ralph Snow spent his week's vacation hunting with no luck. Jim MacGregor shot a big black bear on his vacation which had always been one of his ambitions. Plumber Harold Finnimore took two weeks' vacation for hunting. Prospective hunter Harold Milton spent his vacation on the sick list.

Section Foreman Cecil & Mrs. Crockett recently enjoyed a visit from their son Willard, who had just returned from a tour of duty around Cuba.

Dave Eldridge is attending a special school for a few days in Chicago with Mr. C. D. Prentice.

Ruthie Brochu has injured her hand in a car-door accident.

Several laid-off Trackmen were recalled to work on account the wreck November 1. Trainmaster A. N. Tupper was here because of the wreck and landed sick in the hospital.

Agent Basil Higgins also has been on the sick list.

Mr. and Mrs. Ralph Barton have moved into their newly purchased home on High Street. Shirley is a Stenographer at the Freight Office.

## Bangor Mechanical Dept.

By FRANK E. WARE

Ronald McGarry, son of General Foreman Ralph O. McGarry, has been elected president of the Student Council at Portland University, where he is completing his senior year at Law School. He has also served on the staff of "Law Review", a periodical of the school.

Ronald was graduated from John Bapst High School as Valedictorian in 1949. He entered the University of Maine the following year, majoring in History and Government. His studies were interrupted by two years in the U. S. Army, after which he returned to the University and completed his studies there in 1956. He entered Portland Law School the same fall.

Ronald is well known to railroad employees in this vicinity as he has worked in various capacities in the electrical and clerical fields here since graduating from high school. He is also well known in the sports field as a baseball player and manager in the twilight leagues as well as in school.

Boiler-maker Robert Erickson and Machinist Jan Steenblick each got a good-sized bear this year.



Congratulations to Mr. and Mrs. Robert Childs on the birth of a daughter, Tammy Jean, at the Ayer Hospital, Ayer, Mass., Sept. 27. Mrs. Childs is the former Miss Donna King, daughter of Machinist and Mrs. Belden R. King.

Engineer and Mrs. Leonard J. Grant left Nov. 13 for Florida for the winter.

Sympathy is extended to Machinist and Mrs. Harvey Hutchins on the death of their daughter, Mrs. Violet Pearl Williams, Oct. 27, at a local hospital.

Among those retiring this month is Stationary Fireman, Jeff Rogerson and Laborer Harry Rankin. Both men were presented a purse of money by their fellow employees at the Engine House.

A total of 31 pupils from Mrs. Madeline Shaw's room at the Fruit Street School visited the Engine House and the Freight yard and office on a field trip Oct. 31 in connection with their study of transportation.

They were met by General Agent Royce G. Wheeler and your reporter who conducted them through the house where the different types of locomotives were explained to them. They were taken to the Freight House where Mr. Wheeler explained the operations necessary to sort the freight and load it in to different cars for shipment.

Mrs. Shaw was assisted on this trip by three mothers, Mrs. Alfred Cariganon; Mrs. Charles Rich and Mrs. Wilber Hamm. Of the 31 pupils present 21 of them had never been on or near a train before.

Sympathy is extended to the family of Retired Engineer Forrest S. Peavy who passed away at a local hospital following a short illness on October 28th.

Word was received recently of the death of Mr. Andrew M. Butterfield, brother of Miss Blanche Butterfield, Secretary to the General Foreman at the Engine House, at Bath. Mr. Butterfield was Chief Mechanical Engineer and a member of the board of directors of the



**LOOKING FORWARD TO CHRISTMAS**—The three daughters of Mr. and Mrs. John R. Hickson of Hampden—Carolyn, Kimberly and Karen—are just three members of the Maine Central's younger generation who are pretty bright-eyed these days over the prospect of Christmas morning. Their dad works in the Transportation Department, Bangor Union Station, and their maternal grandparents are Mr. and Mrs. C. H. Leard of Hampden. Gramp Leard was Chief Clerk of the Motive Power Department, Bangor, and correspondent for the Maine Central Magazine.



**GOLD PASSES FOR CALAIS VETERANS**—Daniel O. Campbell and Robert J. Gillis, both of whom have completed 50 years with the Maine Central, were presented Life Service Passes recently in Calais by Assistant Superintendent J. T. Robertson.

Hyde Windlass Company at Bath. In the early 1920's, he worked as a machinist at the Bangor Engine House and is well known here.

Mr. Butterfield is survived by a daughter, Mrs. Albert Coombs, of Pittsburgh, Pa. and a son Edward of Bath and two grandchildren. He is also survived by two sisters, Mrs. Bertha Palmer and Miss Blanche Butterfield both of Bangor.

### Bangor Yard

BY T. H. WARE

Congratulations go to third trick yard clerk and Mrs. Nelson Violette on the birth of a 5 lb. 11 oz. son. Mother and Baby are doing fine. Baby Violette is the grandson of third trick Yardmaster Joe Violette.

Switchtender John P. Hines retired Nov. 1, after 44 years of service. He was the Switchtender from 7 a.m. to 3 p.m. at Front Street in the Bangor Yard.

Hunting has been pretty good around this area. Charlie Adams, son of Engineer E. R. Adams, bagged an 8 point buck, but as yet we have not heard just how Dad Adams has made out in the woods.

Engineer W. E. Crocker has returned to work on the 7 a.m. to 3 p.m. Front St. Switcher after a few days at his camp at Tomah. He brought back a doe.

Conductor "Bud" Spaulding has bagged a nice 120 lb. buck.

Carman "Sparkey" Beaton shot a bobcat the other day.

We've heard that W. Davis missed a good shot at a deer at about 200 yards because he was not sure of his target and decided not to take a chance. If all hunters practiced such caution there might be less accidents during the hunting season.

Relief Conductor Bill Robinson has just traded

cars, and now has a real sharp looking 1955 Buick sedan.

We are glad to hear that Vic Bushey is home after a sojourn at the Eastern Maine General hospital.

L. E. Crocker has bid in the job as Flagman on the relief crew with Conductor L. A. Durant and Brakeman W. Davis.

### Bartlett, N. H.

BY O. R. BURDWOOD

Changes in stations and freight houses: Agent Warren at Fryeburg is enjoying his new quarters since he left the old station and went over to the new office in the freight house. He says it's very nice indeed. At Bartlett Dick Smith's crew is busy making over the west end of the freight house into offices for Mr. Dodge and the agent. We expect to move over there before Christmas sometime.

Peter's outfit is at Gilman working on a new 25-car turnout, located just east of the station. It will be ready for service soon.

Recent changes in section forces leave Pete Hersey on Bartlett section, his place at North Conway being filled by Gordon Rowe. Preston Burke has placed himself at Sawyer's River with Eddie Ainsworth going to Willey House. Percy Chandler is holding forth as foreman at North Conway in the absence of Herb Burke.

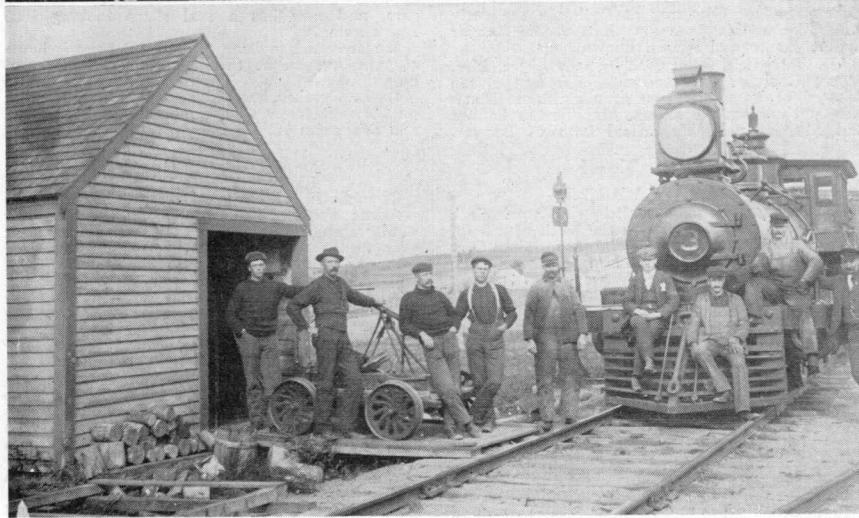
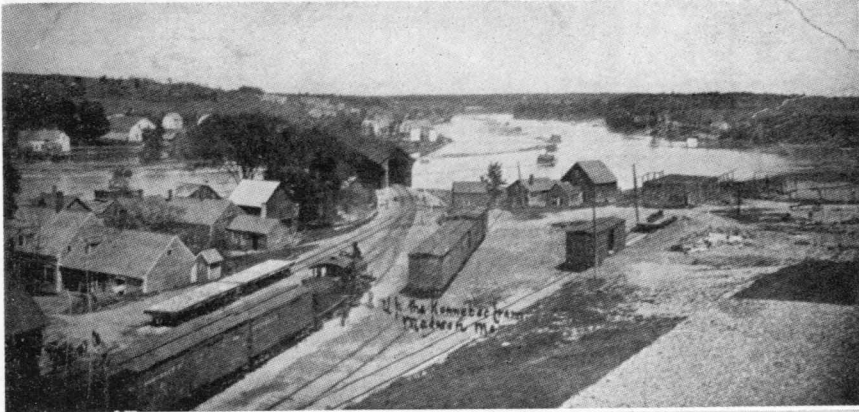
Pomeroy's stone crew has been working at Sawyer's River on a culvert and drainage job in conjunction with the State Highway department.

We hear one of our railroad boys had a narrow escape from being shot for a deer—he was crossing a stream when some idiot fired at him. Who ever thought that a man crossing a river had any appearance of a deer?

The oil-fired boiler at the engine house has been moved to Rumford, where it should do a good job for them.



# THE GOOD OLD DAYS...



BEFORE THE MAINE CENTRAL CAME TO CENTRAL MAINE—It was 1905—more than half a century ago—when the camera captured these scenes on the property of the Somerset Railway Company, one of several small lines destined to become the Maine Central as we know it today. The TOP PHOTO shows part of Madison, with the Kennebec stretching northward into the distance. The covered railroad bridge is in evidence. The LOWER PHOTO shows members of a freight crew as they passed the time of day at Solon with a section crew. From the left, P. E. Priest, C. M. Niles, E. E. Clark, H. S. Clark, Engineer Timothy Otis, Solon Agent W. H. Soper, head brakeman Fred Merrill, Fireman Charles McKeen and Conductor F. S. Merrill.