

MAINE CENTRAL

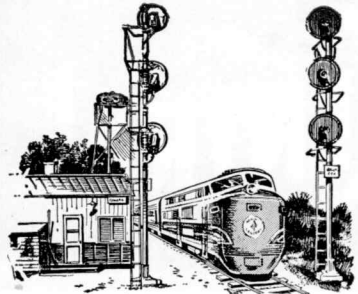
RAILROAD MAGAZINE ...

NOVEMBER — DECEMBER 1959



“Christmas Wish”

Maine Central Railroad Magazine



Vol. XIV—No. 14

Joseph H. Cobb
Editor

THE COVER

What better Christmas wish for Nicky, Stevie and Chris, wistful sons of Trainmaster and Mrs. A. N. Tupper, than a miniature train bearing the colors and herald of the Maine Central? But whether or not Santa delivers a train like this, we're betting Christmas will be a day to remember in the Tupper household.



AN ANNOUNCEMENT FROM THE EDITOR

For many years the employees' magazine has provided a satisfactory medium of communications between management and employees and between employees in one section of Maine Central territory and fellow employees working in other locations. Thought is now being given to improvement of communications and to institution of a different method of informing the Maine Central family of important causes and events in which we all have a common interest.

With this issue the magazine as such will cease to be published and an announcement will be made early in 1960 of new procedures better adapted to the purposes and objectives of Maine Central people.

— o —

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



A Christmas Message From the President

A new year is approaching, and as we look ahead with hopes and plans for improving our business and increasing our efficiency, we also look back on accomplishments that we have made in spite of the problems that surround the entire railroad industry.

Every member of the Maine Central family has played a part in our successes of the past year, and for that, I express my sincere gratitude.

May I also pass along my best personal wishes for the holiday season, and the hope that the new year will bring new happiness to all of you.

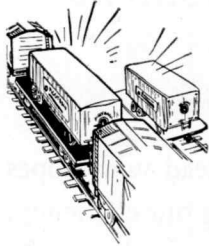
Spencer Miller

. M2706

96.0017

Piggyback's on the Move

Call it piggyback, trailer-on-flat-car traffic, TOFC or anything else. Hyphenate, separate, capitalize or even misspell the words—they still identify one of the brightest spots in the whole railroad transportation picture.



The figures tell their own story. In the week ended November 21, 1959, the railroads offering piggyback service reported a total of 8,906 cars loaded

with one more revenue highway trailers. This was an increase of 2,158 cars or 32.0 per cent above the corresponding week of 1958 and 3,980 cars or 80.8 per cent above the 1957 week.

Cumulative piggyback loadings for the first 47 weeks of 1959 totaled 375,401 for an increase of 126,963 cars or 51.1 per cent above the corresponding period of 1958, and 146,958 cars or 64.3 per cent above the corresponding period in 1957.

Piggyback was inaugurated by the Maine Central just a year ago, and since then, the service has seen slow, but steady growth, with interest and participation increasing at several shipping and receiving points. Maine Central traffic officials expect an even greater increase in TOFC movements in the year ahead.

For all the regulatory and burdensome problems that continue to plague the railroad industry, for all the ruggedness of present-day competition, piggyback has continued to spark optimism for the future.

Not that the service hasn't had its own growing pains—but grown it has. And its growth has been in all the essential directions — participants, traffic, area and equipment.

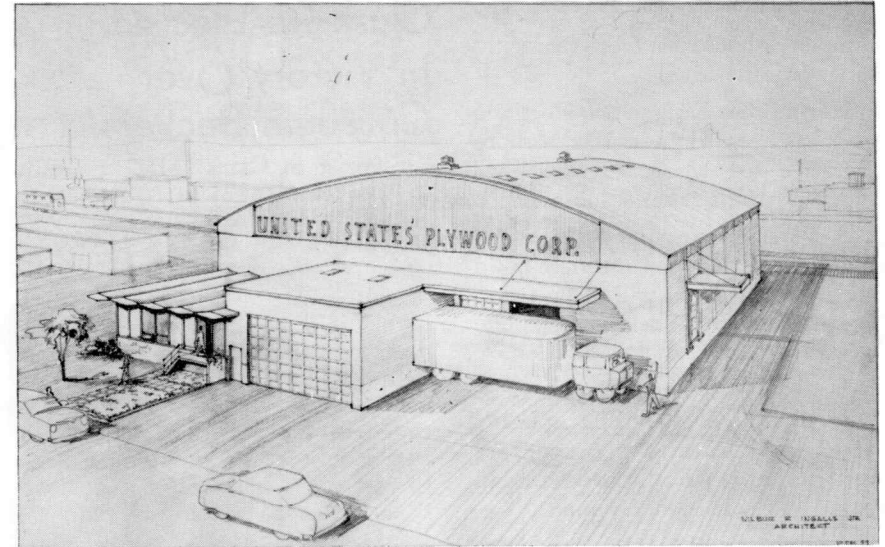
When the Association of American Railroads first began to tabulate piggyback statistics in late 1954, 17 railroads were engaged in this service, and loadings averaged about 2,000 cars per week. By comparison, the November 21, 1959, week's total of 8,906 flat cars loaded with trailers was based on reports from 50 railroads. Moreover, these loadings' figures consist only of cars originated and do not include cars received from connections.

As for the number of specially-equipped piggyback cars in service in the United States, the total at the end of September was 7,539—an increase of 2,956 cars, or 64.5 per cent, over the 4,583 in use a year earlier. And more piggyback cars have been ordered this year than in any previous year.

Types of commodities moved by piggyback are also on the upswing, along with studies toward further expansion of the service in this respect.

For instance, although piggyback has not as yet been used to any great extent for the transportation of agricultural commodities, the Agricultural Marketing Service of

(Continued on Page 9)



MOVING TO PORTLAND—An architect's sketch of the new facility now under construction for U. S. Plywood on Maine Central lines at Deering Junction, Portland. It is scheduled for completion early in April.

U.S. Plywood to Build Warehouse On-Line at Deering Junction

The world's largest plywood organization—U. S. Plywood—has announced that it will establish a warehouse and offices in Portland on the lines of the Maine Central Railroad.

Ground already has been broken at the Bishop Street site for construction of a 13,000 square foot warehouse and attached office building. Completion is scheduled for early in April, 1960.

Arnold S. Anderson, Medford, Mass., branch manager, said the new Portland warehouse will be the most modern of 123 similar buildings U. S. Plywood has constructed

throughout the nation for storage and handling of its many products. It will have a clear span of 110 feet with no intermediate supports.

The office, Anderson said, will be of contemporary design employing U. S. Plywood's newest products, Acrilux and Glasweld, extensively in its construction, and will have a unique boxbeam ceiling.

Anderson says his company has served Maine customers for many years with truck and carload deliveries, and that it now feels the economy of Maine is such that the

(Continued on Page 6)

(Continued from Page 5)

company should establish a facility in the Maine area.

Harold O. Keegan of Portland, who has been a resident sales representative for U. S. Plywood, will supervise the Portland sub-branch.

A Portland architect, Wilbur R. Ingalls, Jr., designed the new building in cooperation with Howard G. Germain, New York, U. S. Plywood's director of construction.

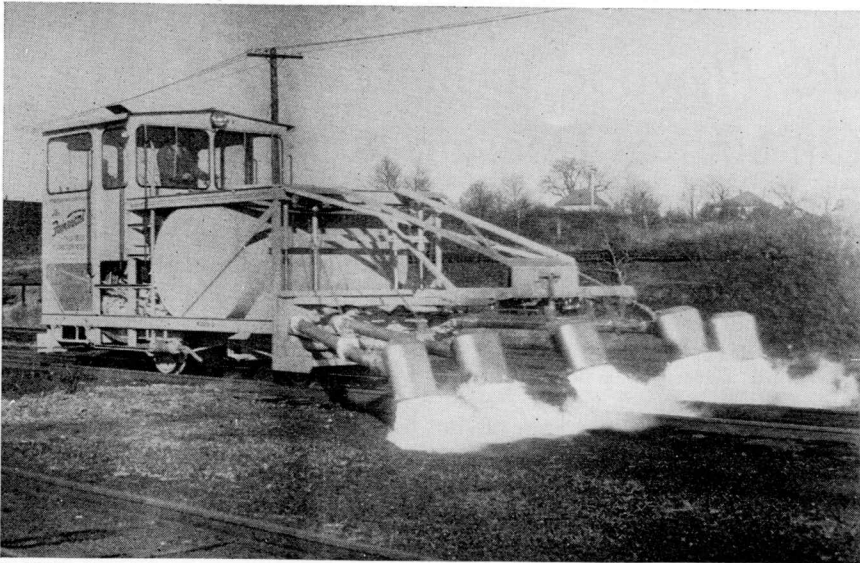
U. S. Plywood manufactures and markets adhesives, finishes, plastics, doors, architectural plywood, pre-finished plywood, fire-retardant paint and softwood plywood.

Clark Re-Elected In Victory Over Coliseum Backers

Sumner S. Clark, MeC assistant to the president, was re-elected to the Portland City Council Dec. 7 in Portland's largest local election turnout since 1923.

Voters who re-elected Clark also handed a decisive defeat to proponents of a multi-million-dollar coliseum for Portland. The referendum and election climaxed a year-long campaign during which Clark, as chairman of the Portland City Council, was a leader in the opposition to the coliseum question.

Weapon Against Winter



NEW SNOW MELTER—A Fairmont weed-burner will be pressed into service in Portland Terminal territory this winter to melt snow and ice. Already used for the season's first snowfall, the device is expected to ease winter operations in the Terminal.

10 Percent Boost Expected In MeC Christmas Mail Total

Thomas E. McMulkin, Maine Central supervisor of U. S. Mail traffic, expects this year's Christmas mail volume to break existing records by at least ten percent.

McMulkin bases his estimate on the average annual increase which he expects will add 2,500 feet to last year's total of 22,514. In terms of pouches, sacks or packages, that translates to an expected total figure of more than 400,000 pieces.

And, if you consider that each piece could be a pouch containing five or six hundred Christmas cards, the 1959 Christmas mail total could run to well over 240 million or their equivalent.

McMulkin says the Christmas mail rush period usually begins on the 7th of December and goes right through Christmas Eve, with the peak on 18th or 19th.

From the operations point of view, the Christmas mail rush is expected to add six storage mail or baggage cars to each train at the peak, including shipments to destinations within Maine Central territory and interline cars for Aroostook County and Canada.

So—take the advice of nearly everyone connected with the big job of moving the Christmas mail: Send those cards, letters and packages early.



BUSINESS RUSHING—Carleton Brown of Portland, a railway mail clerk, pulls another pouch aboard his RPO car at Augusta as the Christmas rush gets into high gear.

President Miller Active In 'Quoddy Power Plans

President E. Spencer Miller has been appointed by Governor Clinton A. Clauson as one of 19 Maine industrial, educational and civic leaders making up the Governor's Committee on Passamaquoddy Development. The Committee is headed by Sumner T. Pike of Lubec, former member of the U. S. Atomic Energy Commission and chairman of the Maine Public Utilities Commission.

A meeting of the Maine committee and a similar group from New Brunswick was held at Calais, Dec. 11, as one of the first moves toward realization of the long-awaited international tidal power project since the favorable report of a joint U. S.-Canada engineering survey.

The engineers reported to the International Joint Commission that the tide-harnessing project is economically sound and that expenditure of \$550 millions for its construction is justified.

In a statement that accompanied the appointment of the 19-member Maine committee, the Governor said: "My purpose is to have a non-partisan group of outstanding Maine people to help prepare the way for final acceptance of this brilliantly-conceived project which would mean so much to the future of our Nation's northeast and neighboring parts of Canada."

Mr. Miller—only railroad representative on the Maine Committee—has long been a solid backer of the 'Quoddy development, and dealt with its tremendous economic potential in a recent speech before the Maritime Provinces Board of Trade at St. John, N. B.

"We should bend every effort," he said, "to see that necessary governmental actions in Ottawa and Washington are forthcoming.

"Four times a day as many cubic feet of water per second pass through the inlets to this great Bay as flow in the Mississippi River in two weeks south of its confluence with the Arkansas, and of course the tidal flow is steady, not subject to drought, ice jams, silt formation and other impediments to hydro-electric development. The Rankin Rapids project, again a matter of common concern to Maine and New Brunswick, on the upper reaches of the St. John will flatten out the depressions in the power curve caused by the change of tide even with different basins involved.

"Fortunately studies made available in Ottawa and Washington indicate that any adverse effect upon the important herring industry will be minimal. The fish enter Passamaquoddy to a degree to feed but not to spawn. We have one matter in logistics which should at this time attract the thinking and the decision and the united effort of our people on both sides of the border and that is whether the power created by

Passamaquoddy should be thrown into the power grid of New England and the Maritimes or should be consumed in the Passamaquoddy area on both sides of the border.

"I submit that the latter would be by far the most desirable result for both countries and that a great deal of work which is being done should be expedited and more constructive leadership should be given to ascertaining what industries would be attracted to this location by the available power there.

"It is not fantastic to envision a population of fifty thousand people on both sides of the border at this point, creating in and of itself satellite industries and a market for the raw products of the Provinces which does not now exist. Such a development would reflect prosperity in towns and cities for hundreds of miles on each side of the border."

— o —

(Continued from Page 4)

the Department of Agriculture anticipates that this operation will be offered "more and more" for the movement of farm products. In a report on the 1960 transportation outlook, it declared that one of the advantages of piggyback service lies in the reduced freight handling costs, and this saving, plus the low basic rail cost and the reduction in pilferage and handling damage, more than justifies its operation.

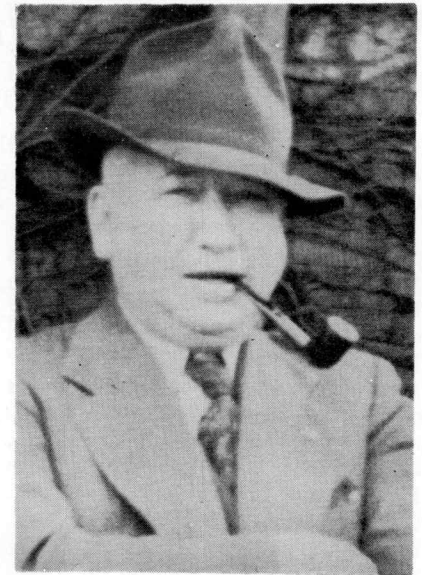
Obviously, piggyback is on the move—and moving toward an even brighter future.

Frederick J. Chitty Dies In Bay State

Frederick J. Chitty of Portland, a Boston and Maine-Maine Central employee for 43 years, died in Lenox, Mass., Nov. 28, during a visit at the home of his sister, Mrs. Charles A. Dix.

Mr. Chitty was head time-keeper at Portland under the consolidated operation of the two railroads from 1933 to 1950, transferring to Boston in the latter year and retiring in 1955. He then returned to Portland, where he resided at 188 State Street.

Mr. Chitty, 70, was born in Watervliet, N. Y., and was a graduate of Rensselaer Polytechnic Institute. He leaves his sister, Mrs. Dix, and a niece, Mrs. Robert J. Edwards, both of Lenox.



Frederick J. Chitty



NO TRAFFIC JAM—Just more than 500 Volkswagens awaiting unloading at Yard 8 in Portland after a rail ride from Halifax, N. S. The pint-size cars—all colors and styles—had been diverted to Halifax by an eastcoast dock strike.

Toward Better Service

'North Star' Schedule Resumed; New Special-Purpose Cars In Use

The second season for the "North Star", a high-ball freight train that cuts a full day of transit time from the normal haul between Aroostook County and Boston, began in early December.

Used chiefly by potato and newsprint shippers, the fast train puts freight from northern Maine into Boston in about 17 hours, giving overnight service from Aroostook to New England's largest city.

The "North Star" is the product of cooperative efforts of the managements, operating departments and operating brotherhoods of the Bangor and Aroostook, Maine Central and Boston and Maine Railroads, and is scheduled throughout the potato shipping season on weekdays.

The 1959-60 "North Star" schedule has been advanced to insure a 3:30 a.m., next-morning arrival



in Boston. The train originates in Caribou, and after stops in Presque Isle, Mars Hill and Houlton, it is non-stop to Boston except at railroad junction points.

President Miller has called the "North Star" a concrete example

"of what can be done through cooperative measures to improve service. It is a monument to the decision of the New England railroads to cooperate fully and provide the best rail service we can."

The Maine Central also is moving toward improved freight service on its own. Since late November, two industrial shippers have begun to use special equipment provided by Maine Central in an effort to help them cut costs or to ship their freight more efficiently. The story of one of these firms, and how the Maine Central has helped it establish what amounts to a clothespin pipeline from Mattawamkeag to Thompson's Point, Portland, appears on pages 12 and 13 of this issue.

In addition, ten specially insulated boxcars have been completed at the Waterville Shops and already are in service for the Eastern Fine Paper and Pulp Division of Standard Packaging at Lincoln. The cars are being used between Lincoln and Sheldon Springs, Vt., for freeze-free handling of woodpulp.

A total of 20 more insulated woodpulp cars are scheduled to go into service early next summer between Shawmut and Fairfield in a Keyes Fibre Company woodpulp movement. Designed for transporting shredded or "crumb" pulp, these cars will have a lining of polyethylene and hatches through which the pulp will be blown.

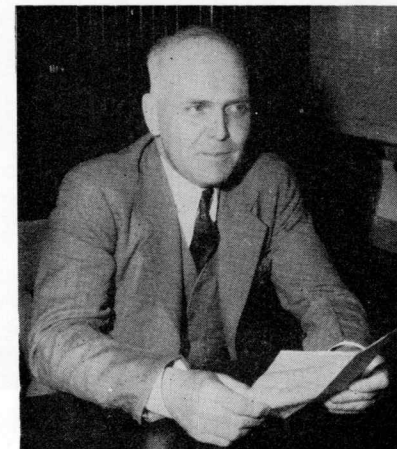
Special cars also are on the way for use by the U. S. Gypsum Co., at Livermore Falls. They will be new equipment—flatcars with bulkheads—now being built by the Chicago Freight Car Parts Co., with a late-December delivery date.

Lewis M. Lentz Dies In Portland

Lewis M. Lentz, Maine Central signal supervisor and veteran of more than 43 years in the railroad signal field, died at his Portland home Oct. 24.

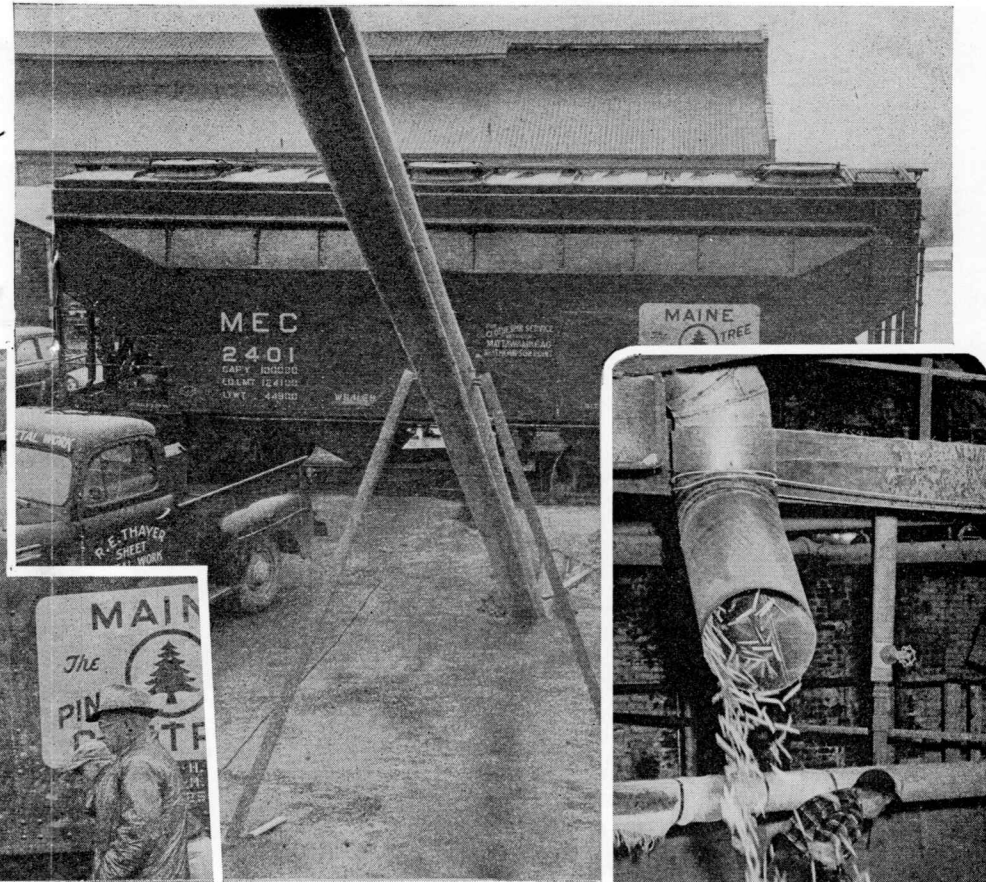
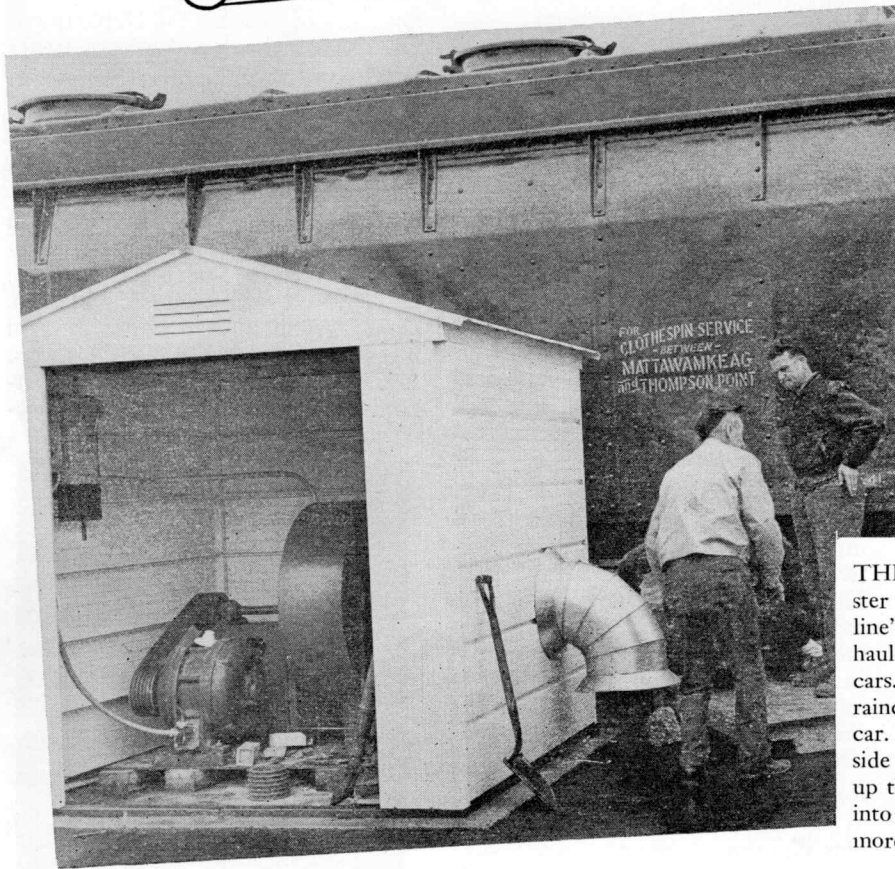
Mr. Lentz was born in Woburn, Mass., in 1900 and started his railroad career with the Boston & Maine. He started in the Stores Division of the Signal Department and later transferred to Construction and Maintenance, where he spent most of his time in various capacities.

He was appointed Signal Supervisor on the Maine Central Railroad in 1945 and held this position until the time of his death. A member of Woburn Lodge AF & AM., he leaves a wife and six children, eight grandchildren and several nieces and nephews. One of his sons, Philip C., is employed by the Portland Terminal Company as an electrician.



Lewis M. Lentz

"CLOTHESPIN PIPELINE"



THE OPERATION AT THOMPSON'S POINT—The Forster Manufacturing Company-Maine Central clothespin "pipeline" ends at Thompson's Point after the pin woods have been hauled from Mattawamkeag in the MeC's new covered hopper cars. At left, Maine Central draftsman Laurence Sparrow, in raincoat, watches as preparations are made to unload the first car. The electrically-driven blower is housed in the small trackside building. Above, the pin woods are blown from the car up this pipe to the roof of the assembly plant and then cascade into bins as shown at right. The pin woods then flow through more pipes to the assembly machines on the floor below.



The unloading "pipeline" starts here

. . . . and ends here



CHRISTMAS GIFT FOR RAILROADER—An appropriate gift for Fred Wilson, clerk, Auditor Disbursements, was this hand-hooked Maine Central Railroad rug, fashioned by Wilson's mother-in-law, Mrs. Marcia Long, at left. It is one of some 20 rugs Mrs. Long has hooked in pursuit of a highly appreciated hobby.

Rail Credit Union Meeting Set

The Railroad Workers' Credit Union of Maine, Inc., will hold its annual stockholders' meeting Monday, Jan. 25, 1960, at the General Office Building, Portland.

Vacancies on the board will be filled, and officers and committees elected for the ensuing year.

The directors already have declared a 5% annual dividend on share accounts as of Jan. 1, 1960.

Officers have indicated that the Credit Union will end 1959 with a substantial increase in share accounts, guaranty fund and undivided earnings.

The officers are Harold J. Foster, president and manager; Clifford R. Ball, vice president; Hugh F. Flynn, treasurer; Mrs. Mary Ann Berry, assistant manager; Willard B. Cooney, Fred L. Harris and Alice McLaughlin, members of the supervisory committee.

Directors, in addition to the above, are John F. Bevan, Bangor; Parker L. Brooks, Roland F. Chaisson and Stephen J. Conley, Jr., Portland; Chester L. Shepherd, Old Town, Archibald E. Smith, Fairfield; Merrill B. Stanley, Portland; and Patrick J. Tracy and Francis S. Rowe, South Portland.

Clerks Plan 8th Joint Installation

The ninth annual joint installation of officers for the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees will be held Saturday evening, Jan. 23, at the Eastland Hotel, Portland.

The program will include a social hour, dinner, installation ceremony and dancing.

Members of a committee planning the event include A. F. Chapman, Jr., chairman; Mrs. Sally Hasson, treasurer; Mrs. Ernestine Miller, secretary; James Bruni, Mrs. Frances LaRose, Andrew Blackwood and John J. O'Donnell. Mrs. Barbara Gain and Mrs. Marie O'Connell will serve as hostesses.

Hugh F. Flynn, Vice General Chairman, Brotherhood of Railway Clerks, will serve as master of ceremonies, and special guests will include General Chairman and Mrs. Harold D. Ulrich of Medford, Mass. and General Chairman, Express Division, and Mrs. George Hurley of Boston.

— o —



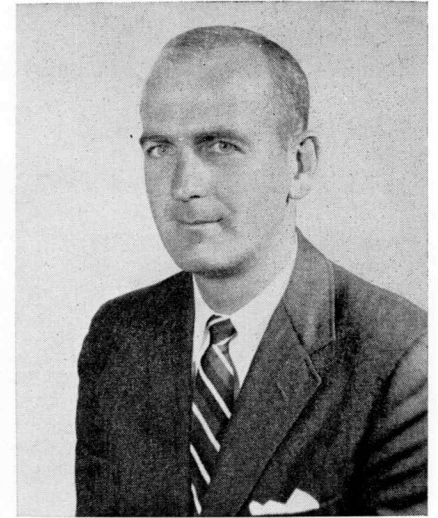
Louis S. Bailey, Locomotive Engineer, Portland, 48 years.

Harold M. Card, Portland Division Conductor, 48 years.

Edward W. Coffin, Yard Conductor, Portland, 50 years.

Alcide Coulombe, Fire Tender, Brunswick, 40 years.

Carroll Dodge, Section Foreman, Leeds Jct., 40 years.



ON LAHEY CLINIC STAFF—Dr. Robert Crozier, son of Maine Central Engineer and Mrs. Joseph B. Crozier and nephew of Maine Central Engineer James Fay, is now serving as a staff physician at the famed Lahey Clinic in Boston. Dr. Crozier, a summer section crewman while at Bowdoin College, was later graduated from the Georgetown University Medical School. His specialty is gastroenterology. Dr. and Mrs. Crozier and their young son reside in Boston.

H. W. Drinkwater, Chief Clerk, Freight Claims Dept., Portland, 45 years.

John J. Goggin, Carman, Bangor, 37 years.

Clyde A. Hayward, Crossing Tender, Brewer.

Raymond H. James, Trackman, Brewer Jct., 38 years.

P. J. Kilmartin, Yard Clerk, Portland, 48 years.

Hugh D. MacLean, B&B Carpenter, Fairfield, 26 years.

Bradford A. McLellan, Delivery Clerk, Bangor, 48 years.

J. F. McNealus, Yardmaster, Portland, 49 years.

Thurlow D. Poland, Machinist, Rigby, 37 years.

Charles N. Pratt, Diesel Shovel Operator, Waterville, 43 years.

Arno B. Shea, Agent, Franklin, 42 years.

Benjamin F. Thomas, Red Cap, Portland, 21 years.

Warren A. Trask, Conductor, Bangor, 47 years.

Frank S. Webster, Agent, Leeds Jct., 48 years.

Martin H. Welch, Car Inspector, So. Portland, 41 years.

August T. Johansen, Carpenter, Portland, 16 years.

— o —

Deaths

Rodney L. Allen, retired trackman, in Portland, September 14.

Eugene M. Annett, machinist, Sebago Lake, Oct. 20.

Ambrose E. Arnold, retired machinist, in Waterville, Sept. 15.

Anna M. Barnes, retired office cleaner, in Portland.

Henry J. Bourgea, retired conductor, in Mexico, Me., Sept. 27.

Walter J. Bowie, retired section foreman, in Portland, Oct. 8.

Asa W. Bradford, locomotive engineer, in Augusta, Nov. 18.

George W. Costain, retired track foreman, in Brewer, Sept. 23.

Lester M. Davis, carman, in Fairfield, Nov. 19.

Katherine E. Duff, retired stenographer, in Portland, Nov. 4.

Mary E. Flint, retired clerk, in No. Stratford, N. H., Oct. 17.

E. L. French, retired section foreman, in Winthrop, Sept. 16.

Harold M. Goodwin, retired locomotive foreman, in Millbridge, Oct. 8.

James J. Hasson, retired head clerk, in So. Portland, Sept. 14.

Edward P. Hickson, retired locomotive engineer.

Harley E. Hopkins, painter's helper, in Winslow, Dec. 4.

Alphonse J. LaFlamme, retired yard conductor, in Waterville, Sept. 8.

Harold A. Libby, retired engine house foreman, in Calais, Oct. 27.

Charles A. Lodge, retired trackman, in California, Sept. 13.

Patrick McDonough, retired baggage and mail handler, in Togus, November 5.

Ralph O. McGarry, general foreman, engine house, in Bangor, Nov. 16.

F. T. McGonagle, retired yard conductor, in Portland, Oct. 18.

Warren H. Miller, retired car inspector, in No. Vassalboro, Sept. 15.

Leslie E. Moody, retired locomotive engineer, in Falmouth, Sept. 11.

Alfred E. Murray, retired locomotive engineer, in Lewiston, Sept. 21.

George R. Niles, carman, in Waterville, Oct. 29.

Patrick H. Ryle, retired clerk, in Lewiston, Sept. 2, 1959.

Henry C. Soule, retired watchman, in Fairfield, Sept. 7.

John A. Stewart, retired signalman, in Ellsworth, Sept. 24.

William A. Stewart, retired carman, in Kittery, Sept. 23.

Spoffard L. Thompson, retired locomotive engineer, in Portland, Oct. 16.



30 YEARS AGO IN THE DRAFTING ROOM—Taking Maine Central memories back a few years is this picture made in the drafting room at Portland in 1928. Left to right, John C. Corcoran, still on the job; John H. Marks, deceased; Horace Hayward, retired; and Harold W. Shepard, deceased.

Scott Appointed To Signal Post

Frank A. Scott, a member of the Maine Central Signal Department for the past 21 years, has been named to succeed the late Lewis M. Lentz as signal supervisor.

Scott was born in Portland in 1918, and has graduated from Portland high school in 1935. He is married to the former Catherine E. Joyce, and has one daughter. Scott joined the Maine Central Railroad in 1938 in the Signal Department as a helper, and held various positions in Signal Maintenance and Construction. He has been Inspector of Signal Construction.

He served in Military Rail Service Branch of the Army Transportation Corps during World War 2 in the Pacific area.

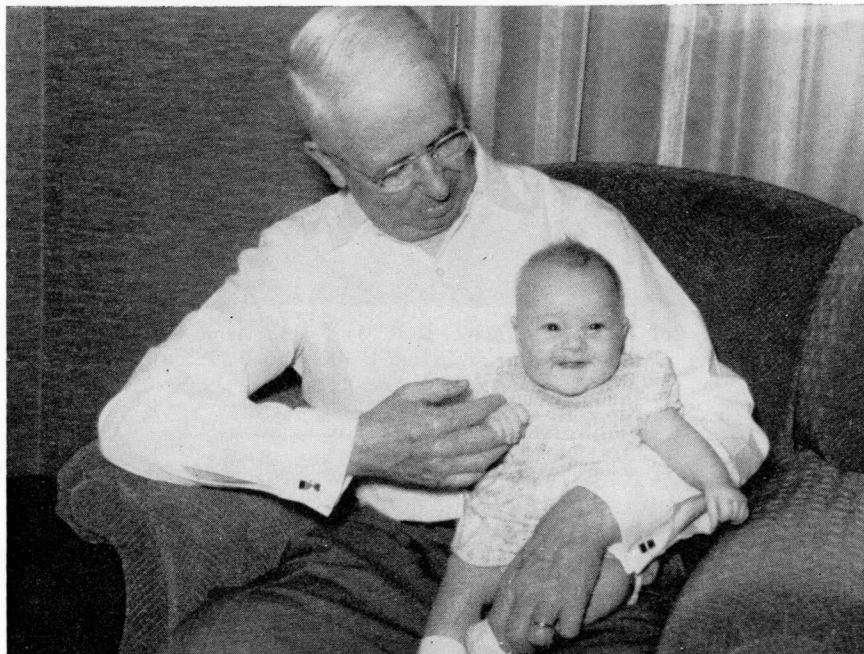
Drinkwater Retires, Bennett Appointed

Harold W. Drinkwater, chief clerk to the freight claim agent, Portland, retired in December after 45 years of Maine Central Service.

Drinkwater joined the Maine Central in February, 1914, as a clerk in the Freight Claims office. He was appointed leading clerk in 1932, and chief clerk in March, 1953.

H. N. Tukey, freight claim agent, has announced the appointment of Earle F. Bennett to replace Mr. Drinkwater as chief clerk. Bennett, a resident of Scarborough, has served as a clerk in the department since entering Maine Central service in 1949.

THE FAMILY Grapevine



PETE AND THE 'QUEEN'—Pete Connary, chief clerk, Engineering Department, currently ill at home, gets some curative encouragement from granddaughter Patricia Anne Clark, undisputed "Queen" of the Connary-Clark family. Her folks are Robert B. and Joan Connary Clark of Manchester, Conn.

GENERAL Offices

By ERNESTINE V. MILLER, DORIS THOMAS and AL KENNEDY

Sam Ruth and Bob Nurse of Car Accounting and Statistics bagged a buck and a doe respectively on their hunting trip at Sam's camp on the Airline road beyond Bangor.

Machine Accounting has had its share of hunting luck, too—Charles Clark, Grover Clukey and Marion (Perkie) Perkins each shot a deer this season.

Eugene Trueworthy, scoutmaster for Troop 20, has completed the Wood Chip Course, and now is one of two to hold this honor in the City of Portland. On the weekend of Oct. 24 he took his troop to Bates Cabins in Raymond where they camped out.

Barbara Gain reports that her sister, Mrs. Pat Bathras, gave birth to a daughter, Karen Lee, Nov. 15.

Machine Accounting is donating \$50 to the Bruce Roberts Christmas Fund for needy children.

Lillian Grenier of Machine Accounting is undergoing surgery at Maine Medical Center. She will be away from her desk until the first of the year.

Barbara Gain and husband Leo spent a recent weekend at Orono, attending University of Maine homecoming activities.

Ruth Watson is sporting a new white Impala Chevrolet. She and her husband, Ned, used this car for their vacation to tour the mountains of New York, Pennsylvania, and along the St. Lawrence.

Another new car owner is Blair Walls, supervisor employees group insurance, who has a 1960 Ford Country Squire Station Wagon.

Dick Goodie, clerk, Auditor Revenue, sure does know how to go hunting, and was one of the first to bag a deer.

Bill Hayward has traded automobiles after dickering with every dealer on Forest Avenue.

L. B. "Pete" Connary is off sick. We all wish him a speedy recovery.

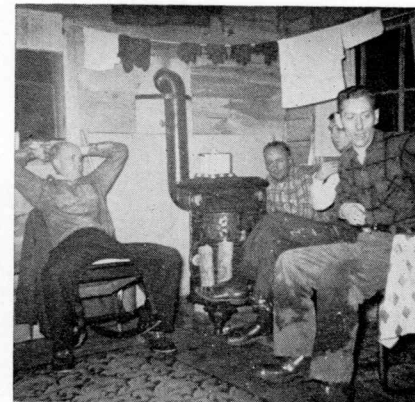
Charlie McCarthy took his vacation during Thanksgiving week and spent a few days with his brother in Massachusetts.

The Annual Engineering Department Hunting Safari recently took place in the wilds of Maine, having the same luck as last year, returning home empty-handed. Those on the Safari were: Phil (Sour Dough) Farley, Eddie Stewart, who spent most of the time eating; Bill Hayward, Fire Tender; Larry Harding, dishwasher; Ken Brann, tracking expert; and Al Kennedy, chief cook.

Earl Bean (of the mail room) and Mrs. Bean observed their 33rd wedding anniversary Oct. 31.

Winnie Strout, former telephone operator, has moved to Fort Pierce, Fla.

Mrs. Alice Gallant, telephone operator, has just returned from a trip by air to Miami, Fla.



NIMRODS AT REST—Members of the annual Engineering Department "Safari" to Lovell are shown near the close of another unproductive day afield at the camp of Al Kennedy. From the left, Phil Farley, Bill Heyward, Ed Stuart and Larry Harding. Ken Brann snapped the shutter.

Rigby Engine House

By ALBERT B. WETMORE

The deer hunting season found many Engine House workers afield, some with success, others out for fresh air and exercise.

Laborer and Spare Boilermaker Charles Jackson was the first one to announce the bagging of a medium-size doe in late October, at Jackman. There was about 6 inches of snow on the ground in that area, and it made fine tracking. Former Boilermaker Leroy Barney was with him at the time.

Machinist Helper William Brume was the next in line, having shot a nice buck deer in Washington County.

George Beckwith of the Bridge & Building crew also shot a deer, even with the handicap of a broken arm from which he was recuperating.

Machinist Eugene Annett died on Oct. 20. A floral tribute was sent by the engine house employees. "Gene" was a charter member of Machinist local No. 525, as well as holding offices throughout the years.

Extensive changes are being made in the heating system at the plant before the final demolition of the first two sections of the engine house. Steamfitter William Grace and crew are doing the job.

Machinist Robert McKinney has turned in his Studebaker for a 1960 Ford.

Local No. 525 opens its winter series of meetings, as well as all other crafts. Election of officers for the ensuing year is on the schedule.

Laborer Edward Thorne is back on the job after a heart attack.

Theodore Cote, Jr., son of Machinist and Mrs. Theodore Cote, is a member of the famed Westbrook high school band, chosen by audition to be one of the five leading high school bands to participate in the Macy's Department Store parade in New York City on Thanksgiving Day. It was televised nationally. Public subscription of over \$3800 defrayed expen-



BAGS 'BIGGEST BUCK'—Earl F. Bennett, chief clerk, Freight Claims, Portland, shot this 264-pound buck after only two and a half hours of hunting on opening day at Lovell. Its weight qualified Bennett for Maine's "Biggest Buck Club" membership.

ses for the trip. The S. D. Warren Paper Company picked up the \$500 check for the Thanksgiving Day banquet at the Hotel Clinton in New York City. Young "Ted" is a trumpeter in the band.

Fireman "Ray" Forbus was stricken with a heart attack while covering a job at Rumford. Thinking it might be a case of indigestion he drove in his car to Portland after doing his tour of duty. He is doing very well at this writing, but will be confined for quite a period of time.

We were all sorry at the engine house to hear of the death of General Foreman Ralph McGarry with whom we have worked during his positions in various capacities. A floral tribute was sent from the shop fund.

Henry Steves, Store Department clerk, met with a serious accident in transit, when his car hit a telephone pole after he had blacked out on account of an ailment.

Car Department Clerk Elmer Rounds has gone European, buying a Renault.

Carman Carl Carter has traded for a 1955 Chrysler, Windsor.

Machinist Ralph McKelvey and Mrs. McKelvey recently spent a week-end at Bath, N. H., near Littleton, visiting relatives.

The shop crane is having an engine overhaul by Machinists "Ted" Cote and "Fred" Johnson.

Machinist Thurlow Poland has retired from service.

Portland Freight Office and Freight House

By MARJORIE J. MULKERN

A tour through the Blue Ridge Parkway was among the highlights of the United Association of Railroad Veterans Convention in Roanoke, Va., Oct. 23-25 attended by representatives of many railroads.

A number of Portland members were present including retired conductors John J. Keating and wife and Howard Burnham and wife, engineer James Fay and wife, retired engineer Robert Lewis, leader, loader and caller Philip H. Robinson, retired carman Bart Lyden (secretary of Portland Lodge), Grand Trunk head clerk John Burke, engineer and Mrs. Guy Sawtelle, stenographer Marjorie J. and husband, leader, loader and caller Patrick Mulhern, yard clerk Edward G. Wade, engineer David J. White, retired assistant general foreman Patrick L. Halloran and wife; Mrs. Anna Myatt, widow of former Portland Terminal employe, Mrs. Minnie Stallard, widow of Boston and Maine car accountant, former Boston and Maine clerk Herbert G. Wills, as well as many other Boston and Maine employes and their wives.

There were 19 buses in the tour which was sponsored by the Norfolk and Western Railroad. We all hope to be able to attend the convention next year in Buffalo, N. Y.

On the return trip, staying in New York City for a few days were Mr. and Mrs. Keating, Mr. and Mrs. Fay, Mr. and Mrs. Burnham, Mr. and Mrs. Mulhern and Robert Lewis. At the close of the convention, John Burke, Philip Robinson and David White left for an extended tour of the Pacific Coast.

We extend our sympathy to Mrs. Fay Marcroft in the recent death of her cousin, Miss Madeline M. Collor.

We hear that radio checker Clayton F. Hoar

was not lucky on his recent hunting trip. Better luck next time, Clayt.

Your correspondent has been on her annual vacation.

We are pleased to welcome back Mrs. Frances K. LaRose, who has been absent due to illness.

Leader, loader and caller Patrick Mulhern was one of the group of World War One veterans, who paraded on Veterans' Day, Nov 11.

Best regards for a speedy recovery are extended to former head clerk (Rigby) Al C. Fewry, a patient at Togus.

Also, best wishes for a rapid recovery to head clerk Charles M. Talbot of the Rigby Per Diem Bureau.

We do not want to forget to extend very best wishes to revision clerk Richard Talbot and wife, who were married recently.

Revision clerk James B. Keegan has resumed his duties after his annual extended tour to the Pacific Coast. Not having seen him since his return, we have no details on trip, but understand he was intending to fly to Hawaii at the same time.

A recent guest at the Freight Office and Freight House was retired watchman George Coffin, looking as sprightly as ever.



By NORM MASSENGALE

Many members and their wives from Maine and Massachusetts attended the National Convention of Railroad Veterans at Roanoke, Va., late in October.

Among them were the E. H. Winslows, the James Fays, the Howard Burnhams, the Patrick Mulherns, the John J. Keatings, the George Bournes, and daughter, Harriet; the Guy Sawtelles, Bart Lyden, John J. Burke, Mr. Robinson, Robert Lewis, the Kings, Mrs. Anna Myatt, Mrs. William Stallard, Herbert Wells, Palmer Wilde, the Edward Wades, the Landrys, Herbert Cheney and Harry White.

The New England Association, B. of R. T., held its convention at Hartford, Connecticut on the week end of Oct. 24. Quite a few from Maine went down including Mr. and Mrs. Ernest Biladeau, and Mr. and Mrs. George Larsen. Rained all the time they were there.

Sympathy is extended to retired Conductor John Casey on the death of his wife late in October.

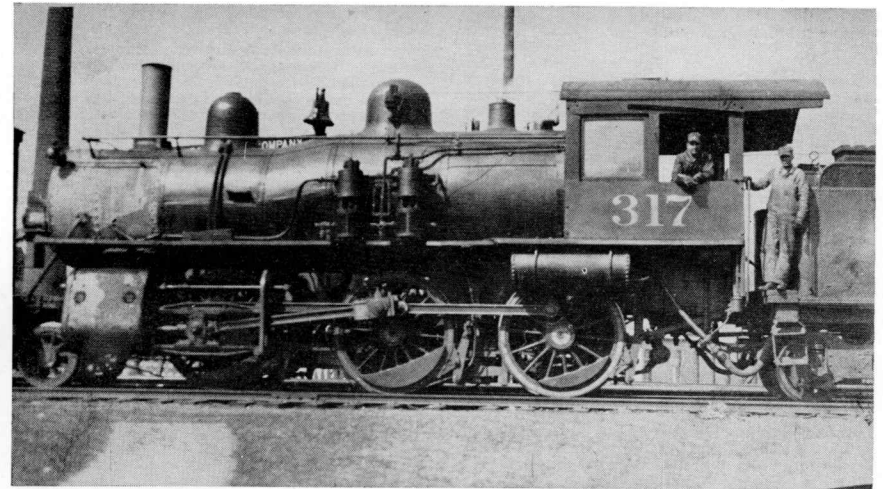
Word has been received from Rumford that retired Conductor Henry Bourgea died suddenly at his home in Mexico. We offer our condolences to his family.

Retired baggageman "Pat" McDonough, who worked at Union Station many years, died at Togus Nov. 6. We all offer our sympathy to his family.

Trainman Stan Mattatall took his family to Michigan by Pullman on his vacation this year.

Car inspector Darrell Brigham of Bangor shot a 500 pound bear near his camp outside of Bangor. He got a bobcat and a nice buck.

Trainman Malcolm McDonald got himself a 200 pound buck up Denmark way. He took Glen Morrell along to help drag it out.



RUMFORD YARD, 1920—The late Chief Dispatcher Clyde Watson snapped this picture 39 years ago in Rumford, when John A. Dunham was engineer and D. J. White was fireman of Maine Central locomotive 317. Watson was dispatcher at Rumford at the time.

Conductor Harold Card made his last run the last day of October. At this writing he is entertaining his old crew, the "one man's family," Glen Morrell and Jack Keating and their wives at his hunting camp at Bigelow. We all wish you many happy days of retirement, Harold, and good hunting and fishing.

Conductor Roy Garland had a group down to his camp at Aurora, including Conductor Marshall Pratt and "Barney" Cross, and Norton Pratt who just retired after many years on the power shovels for the MCRR. "Barney" was the only known one in the party to bring back a deer.

Retired Conductor "Joe" Poirier was around the other day to see the boys. He took a ride to Augusta and back just to keep his sea legs.

Agent Stanley Webster of Leeds Jct., has taken his pension and has resorted back to his farming there. He has been agent at Leeds Jct. many years and well known to us all. Miss the nice cream he used to sell to us fellows.

Car inspector "Bob" Mulhern and "Stan" Sampson have been out gunning for the white tails up to Buckfield and East Sumner. Had pretty good luck as "Sammy" grew up in that neck of the woods.

The old station at Bartlett burned flat a short while ago after it had undergone a complete renovating job by a ski club who had purchased it. Many residents of Bartlett who have been associated with the railroad in one way or another felt the loss greatly as it was a meeting place in former years. It was known as the old town hall of the mountains.

Revision clerk Jimmy Keegan at Rigby has just returned from a trip to Hawaii. He has now been in every state in the Union.

Seems Yard Conductor Rusty Connors of Rigby had a birthday a short while ago. Hilda

Shay of the Per Diem bureau baked him a nice cake. All gathered around to sing "Happy birthday" and to cut the cake. All had their hand out for a piece of cake, but as Rusty attempted to cut, all he could get was cardboard. A Dud.

Mrs. Clifford Ball has been confined to the Mercy Hospital for almost a month. She hopes to return home soon, and we all wish her a speedy recovery.

Conductors Roy Garland and Barney Cross dropped in on retired car inspector Roy Jellison who was at Northern Maine Junction many years. He has fixed up his old farm to which many of the boys used to go when they went gunning, and made it into a year round home. Roy took them out to his stable to see his "matched team." The team turned out to a large work horse and a very small pony.

"Bill" Mahaney of the Bangor and Aroostook Railroad at No. Me. Jct. retired the first part of November after spending many years getting the bills out for the Maine Central boys. We will all miss "Bill" and we all wish him many years of happy retirement.

Conductor Glen Morrell has traded cars and now has a newer and better Plymouth. Barney Cross traded for a brand new Plymouth after giving his old one a workout on the old camp roads a short while ago.

Was called a short while ago to be driven to Intervale by Trainmaster Tupper with train and engine crew for a special shine and press job off the B&M to go to Waumbek Jct and be met again by Mr. Tupper for a ride back. Everything went well until we used the motor car of "tiger" Huntington, section foreman of Lancaster. Got just out of the yard Limit of Waumbek toward Bailey's where Mr. Tupper was to pick us up, and the motor car broke down and from there we had to hoof it while

the section crew pushed it back to Waumbek where Mr. Charles Prentice was waiting for the second trip. While Jack McWilliams, Lenny Jaynes, Tubby Farrar, Dick Frank and myself trudged along thru the wilderness with bag and baggage, Mr. Prentice put the pressure on "Tiger" to get our only means of transportation in operation again. They finally got it repaired and picked us up and got to the crossing just as Mr. Tupper was about to give up and go to a phone. For once it was good to see an engine crew out hoofing it but after a nice hot meal and a couple of twelve cent cigars everything returned to normal and we returned home no worse for the ordeal.

Leonard Lutterell, trainman on the Augusta switcher, is taking his vacation and planning a trip to California.

Augusta

By E. E. WALKER

Freight Handler Wilbrod Audet was a recent week-end visitor in Connecticut. He was accompanied by his wife and son Bobby.

Cashier Horace Roderigue was a lucky hunter Armistice Day. He bagged a nice doe while hunting in the Washington area.

The sympathy of all is extended to Furloughed Clerk Athleen Bryant. Her father died recently after a long period of ill health.

Gen. Agent H. J. Thing took another week of his vacation this month. He states he was "campused" most of the time because of the weather.

Ticket Clerk Harold N. Brown was a recent visitor in Bar Harbor.

Miss Martitia Walker, daughter of your scribe, and formerly employed in the Freight Office summers, is home for the holidays from her teaching position in York.

Bangor Mechanical Department

By F. E. WARE

The Bangor Engine House was greatly saddened, Monday, November 16, by the death of our General Foreman, Ralph O. McGary.

Mr. McGary started his railroad career in 1912 at Portland as a laborer and advanced through the Machinist Craft to Chief Locomotive Inspector in 1936, holding that position until 1939 when he was promoted to General Foreman of the Bangor Engine House. The position he held at the time of his death, after nearly 50 years on the railroad.

There was a very good turnout from the Engine House at the Brewer Junior Chamber of Commerce hunter's breakfast this year. Civil Engineer Claude "Bud" Bowlin of the Engineering Department sure was a live wire with those tickets. Take it from one who was there, it was sure a great breakfast.

There have been a few deer shot this year by the boys here, but there have been a lot more shot around the lunch tables right here than in the woods.

Engineer and Mrs. Leonard Grant have left for their annual sojourn in Florida for the cold blustery months.

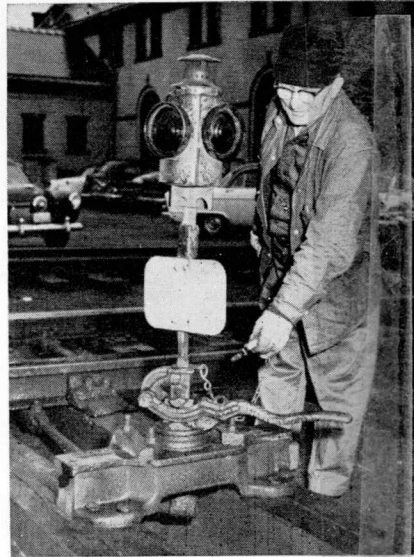
Retired Machinist Richard "Dick" Moran gets in to see us once in a while. Dick says that he is feeling fine and having a great time since his retirement.

Retired Eastern Division Engineer Fred Gray has been in to see us a couple of times this

fall. Fred says he doesn't know whether he will spend the winter in Florida or not this year.

We understand that Retired Engineer William Maney had very good success this last summer with his garden, especially in the squash department. I'm sorry that I didn't get a picture of that one that weighed over 50 pounds, I don't know if this is a record, but at least there are a few holiday dinners in that one.

We all extend our best wishes, congratulations and co-operation to Engine House Foreman Charles Quimby who, as of December 1, is promoted to General Foreman at the Bangor Engine House to succeed the late Ralph O. McGary.



THAT DOES IT—Stanley M. Conners, Sr., puts back the pin after throwing a switch at Bangor Union Station.

Waterville Shops

By "STEVE"

Foreman Owen Thompson has returned after a lengthy illness and treatment at the Thayer Hospital, Waterville, and at the Lahey Clinic, Boston.

Watchman Al Stevens reports meeting a large cow moose face to face one night recently while making his rounds between the mill and the riptrak office.

Carman Junior Dow has returned to the hospital for further treatment and surgery after an appendectomy.

Checker Lester Davis died in a local hospital after a short illness Nov. 19. Davis, 74, had some 30 years service with the Maine Central.

Carman Leon Day, our caboose expediter, has been ailing somewhat and has recently been

discharged from the hospital. The Doctor recommended that he cut down on the smokes and take a little medicine "for his stomach's sake." Day went to an apothecary shop on Silver Street and wrote a prescription for a fifth of medicine. Upon reaching the sidewalk he apparently had a feeble spell as the medicine fell to the cement and broke the bottle. Day says "It couldn't have happened in a better place."

There is no truth in the rumor that a Freight Room supervisor is about to grow a beard, go to Cuba and become a revolutionary. He still prefers to be a chicken plucker.

Recently acquiring new cars have been Foreman Nubert Estabrook, Foreman Laurence Campbell and Lumber Inspector A. Cunningham.

Former Superintendent Frank Bennett is at home after a tough bout with a bronchial condition in a local hospital. He is still going strong.

Retirees visiting recently have been Joe Pelerin, Bill Mingo, Archie Mayo, Charlie Sibley, Roy Webster and Eddie Johnson.

Carman Glenn Bumps reports that on a recent trip to Newport with a well known Big Wheel, he couldn't be sure whether he was riding in a Dodge sedan or a windmill.

Assistant Superintendent Alden Finnimore and Paint Foreman Laurence Campbell attended a recent Railroad Club meeting in Boston. The checkreins accompanied them.

Electrician Helper Frank Grover has returned to work after illness.

Electrician Ken Reid has a new Rambler.

Transfer Table Operator Archie Smith is at home recovering from surgery performed at the Sisters' Hospital.

Bat Carstensen, our two-gun Sheriff, stared into the business end of a 30/30 rifle in the hands of a juvenile recently while attempting to serve a warrant on the boy's father.

Retired Carman Frank Nadeau died at his home in Fairfield Oct. 29.

A 10 pound 8 ounce boy has recently been born to Laborer and Mrs. Harold Slaney.

Employees were shocked Oct. 29 when Checker Tom Niles was stricken while at work. He died about 2 hours later in the hospital.

Bartlett, N. H.

By O. R. BURDWOOD

Best man among the local nimrods to date is Preston Burke, section man on the Sawyers River section, he has lugged home a deer and a bear. Many of the other boys have had good luck getting their deer.

A few weeks ago the old Bartlett station burned flat, and it was a hot one too. The building was owned by a Ski Club, and they had made extensive alterations within the building. That fire was the fourth time a station has burned in this town. We have never been able to get a photo of any of the first three places—it would be interesting to see what they looked like.

Business is very much on the go at Fryeburg these late months. Forest products accounts for the most of the increase. Understand that the new grain mill at Steep Falls is in progress; the shortage of steel held them up somewhat. One thing for sure: the more of these



WAITING FOR SANTA—Christmas will come none too soon for Roger, 11, and his sister Marilyn, 9, children of Mr. and Mrs. Bruce Clemons. Dad is section foreman at Sawyer's River.

large business concerns that decide they like to locate on this pike, the better we like it.

Mrs. Dwight Danforth, wife of section foreman at Fabyans, is feeling better.

Walter Bowie, veteran section foreman at Hiram, died in October. He went to work for this Company in 1906, and retired in June, 1950.

Car inspector E. M. Dinsmore starts his vacation now. He does not plan to do any great amount of running around—just going to take it easy.

Vanceboro

By HARRY D. DAVIS

Spare Yard Brakeman B. H. King is relieving Yardman P. J. McIver while he is on vacation. Following this, King contemplates moving his family to Bangor where he will be employed on the Yard Staff there.

Others taking vacations include Baggage-master Ronald E. Howland; Clerks L. G. Gattcomb, W. M. Russell; and Trackman B. E. Devoe.

Among those leaving our town for warmer climates from the McC family are Cashier Villa T. Wescott to Mobile, Ala.; Retired Clerk and Mrs. C. P. Cramlemyre to St. Petersburg, Fla.; Retired Express Agent and Mrs. Marvin W. Moore to Hudson, Mass. and Mrs. Peter J. O'Malley to Woodsville, N. H.

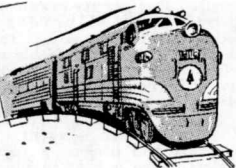
Sympathy is extended to Mrs. Eugene F. Bartlett on death of her husband, Nov. 19, at Orient. Mr. Bartlett was a former employee here as block signal maintainer, later going into service of United States Customs and employed as Inspector at port of Orient, maintaining a home here.

Nimrods getting their quota of deer here this season include General Agent W. L. Blanchard, Operator D. J. Shay, Clerk M. M. Beers, Trackmen R. E. Beers, W. L. Varney, Retired Block Signal Maintainer R. F. Ames, D. E. Vernon, Resident Agent of Pacific Customs Brokerage Co., M. T. Cropley of C.P.R., Immigration Officers R. E. Palmer, A. S. Kneeland and I. W. Greenleaf and Clerk W. M. Russell.

During October a new line of traffic moved through this terminal: 88 carloads of 6, total 528, Volkswagen automobiles and trucks, which had arrived by steamship at Halifax, N. S., and were moved by rail, Halifax, N. S. to Portland, Me.

On the Job

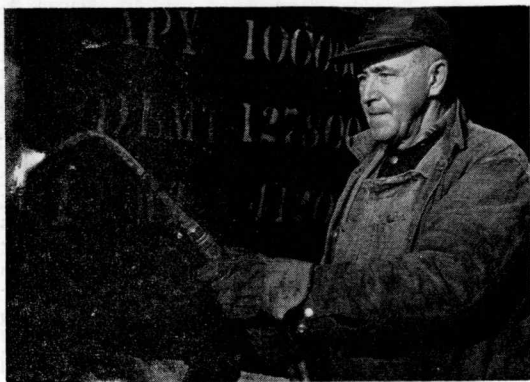
ALONG THE LINE



Mrs. Gloria Laliberty, clerk-stenographer, Waterville freight office.



Olyn Darling,
ticket clerk, Ban-
gor Union Station.



Wallace Russo, carman, Waterville Shops.



Howard White, crossing tender,
Augusta.