Our Old Town and Orono Stations and Train 92 were scenes of feverish activity recently as a group of 20 children ranging in ages from 4 to 6, descended on us en masse to score another "first" for the Maine Central. The children, whose parents are students and faculty members at the University of Maine, were members of the cooperative child study group there, and were taking their first lesson in transportation.

It was a history-making event for us, as the youngsters boarded 92 and held a formal class to learn "all about trains" between Old Town and Orono. According to Mrs. Charles L. Mason, teacher of advanced psychology at the University and leader of the group, it was also a new departure in teaching techniques.

Clutching their fares in chubby fists, the sturdy-legged youngsters stood on their pieces of tiny luggage to purchase tickets as Harold J. Foster, general passenger agent, explained the different types of tickets and then led them outside to check their miniature bundles and parcels in a thoroughly adult manner.

After Baggage man Frank C. Preble had distributed checks, Conductor John L. Taylor obligingly demonstrated the "highball" signal, and class was in session aboard the train.

As the youngsters oh-o-o-ed and ah-a-a-ed in unison and strained to be the first to have their tickets punched, James L. Moriarty, superintendent of the Eastern Division,
explained methods of collecting tickets and distributing seat checks.

One of the pupils, who notified your editor emphatically that he was Paul Joseph Flagg, "the 2nd!" was chosen to sit in the seat of the diesel cab with Engineer Walter W. Leavitt, and Leavitt jovially handed over his cap while the boy extended eager hands toward the controls.

The role of our railroad in this modern approach to education was important — teaching by practical demonstration — since five days' preparation, playing with model trains and examining railroad photographs, preceded the trip.

And, first impressions are important. However, as Dick Desmond, agent at Orono who arranged the trip, surveyed the excited faces and 20 hands waving goodbye, it was agreed we had made a hit.

Announcer-Interpreter
Scores Again

To the long list of courteous, attentive services rendered by Train Announcer Clifford H. Batchelder at Portland Union Station were added two more examples recently.

When a non-English speaking young girl was on the brink of tears after missing a train because she could not make herself understood, Batchelder comfortably assured her, and was able to make out "Lawrence." Notifying the trainmaster, he put her on the next train to Dover, with a note to the agent to see that she got the next local for Lawrence.

Peterson, 73, has been a carman for the Portland Terminal Company for 26 years.

Their day was a unique combination of a wedding reception for son Donald, and an anniversary party.

Today's marriage problems are somewhat different according to Mrs. Peterson, who has mothered nine children and can count 13 grandchildren and six great-grandchildren.

"I don't believe in having a large family in this day and age," she said, "It's too much of a struggle now."

History was made in the Willey House station of our Mountain Subdivision, Nov. 2, as voters of Hart's Location, N. H., gathered there to cast their ballots and to be the first town in the United States to report presidential election returns. At left, Section Foreman Joseph Burke marks his ballot beside an oil lamp in his living room, where the other townpeople gathered to vote.

VOTERS OF Hart's Location, N. H., arrive at our Willey House station on the Mountain Sub-Division Nov. 2, the polling place for the town which was the first in the country to report its presidential election returns. At left, Section Foreman Joseph Burke marks his ballot beside an oil lamp in his living room, where the other townpeople gathered to vote.

The Willey House station is the home of our section foreman, Joseph Burke. His wife, Alice, is town treasurer for Hart's Location. The townspeople, (two absentee ballots accounted for the total vote) gathered around the Burkes' dining room table at 7 a. m. and by kerosene lamp in the cold dawn, Town Clerk Douglas Macomber opened a cardboard box from the secretary of state's office at Concord, N. H., and took out the ballots.

The votes for president were in six minutes later and all ballots were marked and tabulated by 7:30 a.m.

John P. McCann, our section foreman at Sawyer's River, refused to vote, because he didn't want to "get all that publicity," the press services reported.

Energetic Mrs. Doris King, postmistress and tax collector, checked off
the names on the voting list. She is the wife of Peter King, our trackman at Carrigan. In 1941 the Kings bought the section house there and made it their home.

Describing the voting, a United Press feature story declared: "Burke, the host and second selectman, laid his (ballot) on the top of an unused stove and set to work with a pencil."

None tried to conceal their choice of candidates. "We don't care up here who sees that, we don't go in for all that booth stuff," one woman was quoted as saying.

Hart's Location townsmen challenged the two absentee ballots mailed in from New York by two persons who own a gasoline station in the community. Weren't registered voters, they decided.

Hart's Location voters went down the line on other questions too. Eleven voted the straight Republican ticket for state officials and one, the straight Democratic ticket.

There was one question on which everyone held together however—the town went wet, nine to nothing.

Brakeman Awards Medals

Brakeman Emile J. Morin, South Portland, president of the Junior Consolidated Sportsmen's Club, was a speaker at a father and son night of the Westbrook Rod and Gun Club recently when he presented medals to two South Portland Boy Scouts who saved two youths from drowning last summer.

Morin, whose activities in behalf of Maine youth through the junior sports group is gaining regional recognition, also spoke at Bangor recently on formation of a new group there to be sponsored by the Bangor Police Department.

Free Enterprise — Why We Should Cherish It

The USA has slightly over 6 per cent of the world's population but we produce nearly 44 per cent of the world's goods.

As a result our people own a major share of things that represent some of the world's luxuries, such as: 92 per cent of all bathtubs; 85 per cent of the automobiles; 60 per cent of the world's life insurance policies; over half its telephones (54%); almost half of its radios (48%); and 46 per cent of its electric power.

The one thing that gave America this abundance of material comforts and conveniences is also the one outstanding distinction between the USA and other great nations—the American system of free competitive enterprise!

Among Those Retiring

RECEIVING GIFTS presented by Machinist Fred Gould, left, is Eddie Breton, right, retiring last month after 26 years a machinist helper at Waterville Shops. In background left to right, Machinist Ted Morey, Willie Pooler, Charlie Emery, with whom Breton worked the past 14 years, and Blacksmith Ralph Moore

John Craven, 70, of 37 Spruce Street, Portland, freight checker, after 49 years' service.

Herbert W. Leach, 63, agent at Kingman, after 44 years' service.

Harold C. Mills, 65, of West Pembroke, former carpenter in the B. & B. Department, after 31 years' service.

Earl L. Brown, 63, machinist in the Waterville Shops air brake room, on disability after 42 years' service.

Ernest E. Gould, 67, South Portland, former conductor on the Portland Division, after 37 years' service.

Alton R. Edwards, 55, East Sumner, former conductor on the Portland Division, after 26 years' service.

Harry E. Brown, 62, Harmony, trainman on the Portland Division, on disability after 38 years' service.

Alfred E. Rawstrom, 63, signal maintainer on the Portland division, because of disability, after 25 years' service.

David J. Varney, 63, of Lambert Lake, former maintenance of way man, after 37 years' service.

Wilbur N. Pooler, 45, welder in the Motive Power Department, Water-ville, on disability, after 25 years' service.

P. J. McGee, Bartlett, N. H., engine house employe, retired October 1. Pat has a good many years of service behind him, the last 30 or so in the Bartlett engine house. He worked on the Willey House section, and occupied the old Carrigan house, formerly railroad owned. His son was born there many years ago.

STUDENTS VISIT RIGBY

A group of 20 students from Gorham State Teachers College were taken on tour of Rigby Terminal recently by Foreman James Brice while Dens Two and Three of Cub Scouts from Thornton Heights Methodist Church, inspected the plant under supervision of General Foreman Coleman Welch.
Christmas will find America and the Maine Central family feasting at the full cup of democracy. Gifts and food will cost more, yes, a safe guess that Christmas trees will nestle a few more gifts at their base this year and the dinner table bear a few additional fixin's.

Consider for a moment the ancient spirit of Christmas—“Peace on Earth, Good Will Toward Men.”

Consider the differences between the satellite borders of Europe; the zones of Berlin; and Calais or Vanceboro.

Travelers again will be homeward bound this approaching holiday. Gifts and mail will be sent throughout the land and still, to our Army—representatives of democracy—in Europe and Japan. Let’s speed them on their way and remember that by the demonstration of our own unselfish spirit as individuals and as a Nation; our honest exchange of friendliness; we can assist in making the infectious spirit of America’s good living a “look and compare” message to the rest of the world—a basis indeed of lasting Peace on Earth, Good Will Toward Men.

To our reporters, readers and friends—
Merry Christmas everyone!

COME AGAIN

The following letter was received by M. A. Thomas, assistant general manager, from a Colorado man who completed an extensive tour of the country recently. It’s the kind of letter we like to pass on to those whose courteous service draws such praise.

3831 Perry St.
Denver 12, Colorado

Dear Mr. Thomas:

Last month I made a trip from Portland to Bangor on Train No. 11, The distance of my entire trip exceeded 5,009 miles, but this trip was the most interesting portion to me. I had never been in New England before, and the fall colors and perfect weather provided ideal conditions for my first view of Maine.

Returning to Portland a few days later, I rode one of your fine new coaches, and was impressed not only with their comfortable smooth-riding qualities, but also with the friendliness and courtesy of your crews. Whenever I make future trips to the east coast, I shall certainly try to include Maine in my Itinerary.

Sincerely,

R. H. KINDIG

THE COVER

O-o-o-p says Charles Brackett, age 14 months as he stretches a chubby fist in wide-eyed amazement at his first Christmas tree. The son of Mr. and Mrs. Joseph Brackett of Orono, where his Dad is a senior at the University of Maine, young Charles is named for his grand-father, agent at Winslow’s Mills for many years.

“THE BEST SAFETY DEVICE IS A CAREFUL PERSON”

Once more we have emerged from the period of “daylight saving”—a period which tries the patience of railroad men who must operate on standard time while their patrons’ watches are eastern.

But did you know that there was a time, some 70 years ago, when the railroads of this country operated on exactly 68 different standards of time?

That was the day when each community had its own “sun time” and cared little how its neighbors’ watches and clocks were set. In fact, in some cities, such as Kansas City, there was warfare among the jewelers as to what was, really, “sun time”; and their standards varied as much as 20 minutes in different parts of the city.

The railroads, as a rule, adopted the time-standard of the principal cities on their routes—which might or might not be the same as that of other cities on the same line. As a result, the time varied as the traveler passed from road to road; and a State-o-Mainer going to California had to set his watch some 20 times on the journey.

In some terminals where more than one railroad operated, separate clocks were used for each road. In the station at Buffalo there were three clocks—one on New York time for the N.Y.C.; one with Columbus, Ohio, time for the L.S. & M.S. operated, and the third on Buffalo time for the benefit of local citizens. In Pittsburgh there were no less than six different time standards for the arrival and departure of trains. It was the railroads—progressive then as now—which finally solved the problem and brought order out of chaos by in 1872 the American Railway Association—the parent of the present Association of American Railroads. It was a decade or more, however, before the organization—later termed the General Time Convention—succeeded in bringing about the adoption of Standard Time.

The railroads, in 1883, issued formal notice that at exactly noon on Sunday, November 18 of that year, all clocks and watches on all of the rail lines of the Country would be set according to Standard Time for the benefit of local citizens. It was the railroads—progressive then as now—which finally solved the problem and brought order out of chaos by in 1872 the American Railway Association—the parent of the present Association of American Railroads. It was a decade or more, however, before the organization—later termed the General Time Convention—succeeded in bringing about the adoption of Standard Time.

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“THE BEST SAFETY DEVICE IS A CAREFUL PERSON”

Bangor Once Was Out of Step

By WILLIAM A. WHEELER, Associate Editor (Emeritus)

The majority—but not Bangor, Maine.

You’ve heard of the fond mother, watching a parade pass, who declared “everybody’s out of step except Johnny.” On November 18, 1883, the entire country was out of step, except Bangor.

The mayor of that city refused to recognize the new time on the ground that it was unconstitutional. He declared that if the church bells were rung on the unholly railroad time, he would instruct the police to arrest the sextons. The City Council, however,
voted to adopt the new time; the Mayor promptly vetoed it. "No one," he wrote, "has the power to alter one of the immutable laws of God." The people of the little city were divided, and feeling ran high. The newspapers vigorously opposed the attempt of the railroads to impose their will on a free people. Some of the churches did ring their bells on the new time—and the sextons were not arrested. Other places of worship clung to "God's time."

But Bangor and its Mayor could not long hold out against progress; and as the trains regularly arrived and departed on standard time, little by little, and one after another, Bangor's watches and clocks were set to the new system.

The Nation was back in step with Bangor!

**McC. And B. & Ar. Share Bangor Bus Lot**

Joint bus facilities to accommodate buses of the Maine Central Transportation Company and the Bangor and Aroostook Railroad, leaving or receiving passengers at our Bangor railroad station, were opened to service last month.

The bus terminal was provided by restricting to use of buses only, the parking lot at the westerly end of Washington Street. By removing the greater part of an iron fence and narrow grass plot between the lot and the street, and by lowering the sidewalk to street level buses are enabled to enter and leave the lot with a minimum of interference with street traffic. Buses enter the lot only from the eastward moving line of traffic, and by swinging in a wide right turn to the station entrance and continue the eastward moving line of traffic upon leaving the lot.

Considerable parking space is available on the west side of the lot, bordering Kenduskeag Stream, to accommodate buses laying over temporarily. The two adjoining parking lots are unaffected by the change, the central area being available to use of train patrons and the easterly area being given over to taxis.

Coincide with the change the Bangor and Aroostook closed its up-town bus office and our station ticket office now handles B. and Ar. bus tickets.

**The Yankee Trader**

By Mary E. Morse

Will give dog a good home in country. Desire a puppy that will grow into a large dog suitable for children's companionship, such as Shepherd, Collie, etc. D-2

**THE GAUNTLET IS DOWN!**

A bowling league representing nearly all departments of the Waterville Shops has been formed with 10, five-man teams participating.

Machinist Abbott McKenney, league chairman, is challenging teams at Portland and Bangor to play-offs for the championship of the Maine Central System.

A banquet and prizes for the winners is planned for the end of the season. Team managers are asked to contact McKenney at the Waterville Shops.

**By Edith W. MacGibbon, Vivian R. Eberle, Julia Roper and Lillian G. Small.**

Mr. and Mrs. Herbert (Winnie) Strout, telephone operator, spent the Thanksgiving Holidays in Baltimore, Md.

We are sorry that Miss Alice Warren, relief operator, has been very ill at her home and we hope to see her soon. Mollie Flaherty is substituting.

Mrs. Adelaide Osgood, who has been out since April, expects to return to work December 1.

Mrs. Julia Roper spent the Thanksgiving Holidays with her sister and family, at Camden.

John E. Ober, who came to the Maine Central, from the Bangor and Aroostook, as an operator in August, has recently passed his examinations and qualified as a train dispatcher.

Another new family added to the force in "WIR" office, Portland, is Operator H. H. Kenyon, who came from the Central Vermont, with Mrs. Kenyon, and small daughter, Roxy, are residing at 111 St. John St.

Sympathy is extended to Trainmaster Willard E. Pierce, Portland, in the death of his father. Mr. Pierce (senior) was agent on the Eastern, and Portland Divisions, and retired in February 1928.

Miss Mary O'Connor, clerk in the master mechanic's office, Portland, spent Thanksgiving Holiday at her brother's home, Dr. O'Connor, New Haven, Conn.

For the first time in the engineering department who were fortunate in attending the Bowdoin-Maine football game were Principal Assistant Engineer C. A. Pluney and Head Clerk "Pete" Connary. Of course they had an added interest—Judith Plumly and Joseph Connary being students at the University of Maine.

Clerk Mary E. Morse, engineering department, who made midnight "DAD" at the Engine House, will swap for larger warm sweater or a raincoat. Betty Witham, Ticket Clerk, spent the Thanksgiving Holiday at her brother's home, Dr. O'Connor, New Haven, Conn.

**The Family Grapevine**

**By John J. Keating**

The train and engine crews of the Portland Division extend their sympathy to Mrs. Clarence Webber, wife of Conductor Webb, who died Nov. 3, at his home, 572 Riverside Street.

Trainman C. L. N. McPherson of Trains 12 and 19 is off duty on account of illness.
Conductor C. F. Pierce, formerly of Trains 11, 16, 23 and 14, has bid off the position on Trains 52 and 57.

Conductor Glen Morrell, formerly assistant conductor on Trains 11, 16, 23 and 14, has bid off the position's conductor on Trains 52 and 57.

"One Man's Family" are united again. The train crew is again busied off by Father Harold Card, Conductor G. C. Morrell, head brakeman, and Flagman J. J. Keating.

Spare Board Conductor Leonard King, Flagman E. R. Clark, and two friends from Massachusetts, and Leonard's oldest son, hunted around Machias River, Washington County. Bagged a nice doe.

The train crews and engine crews of the Portland Division extend their sympathy to the relatives of Thomas Maney, retired Portland Division, and a sister. Miss Alice Maney.

Flagman Sherman Wood, with Station Baggagepsi Napoleon Sanders of Bangor, spent two days hunting around Holden, but got not even a rabbit.

Conductor "Scotty" Chandler has been pinch-hitting for the Bartlett pusher while he has been on a hunting trip.

Conductor Frank Pitman has bid off trains 377 and 378, the Beecher Falls local. Engineman and Mrs. Dewey of Waterville spent a few days in Brooklyn, New York, visiting their son and daughter.

Conductor Millard Goff has bid off Train RN1 and NR 2 on the Rockland Branch. Conductor 'Hank' Harradon has bid off the First Portland Extra.

Spare Board Conductor 'Bill' Gallison has returned from a vacation visiting Denver, Colo., Chicago, and all the principal cities of the west.

Conductor Glenn Morrell, on a hunting trip with Conductor Card at Rigdon, bagged a beautiful 12-point buck weighing 260 pounds. James Jenkins, Conductor Card's son-in-law, was the party.

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from Memorial Hospital. We understand she is getting along nicely.}

Bob Jones, welder, and Helper Fred Stewart, are in Bartlett for the Winter, after a long Summer up North with the teleweld outfit. About 20 miles of track between Lamoineburg and St. John were strip-welded on the low joints. Also about 10 miles between Hirrain and Fryeburg.

The boys on the trains say that the track is much smoother.

Henry Neale, trackman, is getting along well with his new home. By a lot of hard work, he beat Red Man Winter to it. Trainman G. F. Neale has gone hunting. We doubt if the wild creatures show much alarm at this.

Lewiston

By LILLIAN G. WHITE AND JOSEPH P. McMBROR

Despite adverse weather conditions Santa Claus made his very triumphant return to Lewiston via Maine Central Railroad at 9:30 A.M., Nov. 29, arriving from the North Pole on 214. The track at Lewiston Station resembled “Santa Claus Lane” with several thousand joyous youngsters and excited parents awaiting the arrival of the elderly gentleman with the white whickers, and as 214 pulled into the station, the highpitched cries of the children reached a crescendo that could be heard down town as far as Peak’s Department Store where Santa is making his 1948 headquarters.

From the station Santa rode a float down Bates Street to Pine, down Pine to Lisbon and up Lisbon Street to Peak’s.

On Thanksgiving Day, Crossing Tender Charles S. Snell will have been employed by the Maine Central Railroad for thirty years’ service. Congratulations to you, Mr. Snell, for your loyalty and good work over this period.

Assistant Track Supervisor Ray Jackson, president of the Red Sox Marching & Chowder Club, wishes to announce the appointment of Signal Maintainer Jim Cobb as Vice President of this organization, replacing Ticket Clerk Roger Frenaux who is, despite rumors to the contrary, definitely a Braves rooter. In view of his belief that the Braves play in a minor league Prexy Jackson does not wish any Braves Rooters in his organization.

First, second, and third Trick Telegrapher Emile Dumont is on vacation, being replaced by Operator Paul Farrell. Second trick Operator Oscar Johnson of Lewiston has relieved Arent Herrick of New Gloucester who is enjoying short day trips during his vacation.

Lois F. Brean, daughter of Track Supervisor L. F. Brean, has again made the Dean’s List at Barnard College of Columbia University. Miss Brean is now in her senior year at Barnard and is majoring in Journalism.

MILESTONE in the lives of Piper and Mrs. Ai Cochran, Oakdale, was reached Nov. 24 when they observed their 45th wedding anniversary. Shown with them is granddaughter Susan Gilman, 4.

Crossing Tender Arthur W. Peach is spending his vacation on a hunting trip.

WATERVILLE SHOPS

By G. K. STEVENS

Carmen Doug Bitman is the newest member of the “One that Didn’t Get Away” Club. He has paid his dues and Painter Henry Pooler, club president, is looking for new members.

Painter Charles “The Parson” Lawry has attended the Maine Council of Churches in Auburn and The Methodist Ministerial Conference at Augusta recently.

Laborer John A. Murphy has been inducted into the Army.

Clerk Arnold Dow has been developing latent instincts as a coon hunter. The hound runs them down and Arnold tackles them bare handed. Clerk Carroll Stevens has tagged a nice buck.

Welder Harold Varnes has been on vacation but was unsuccessful at hunting, although his youngest boy tagged a deer.

Laborer Roland Knights has returned to work after recovering his honorable discharge from the Navy.

Tractor Driver Walter Marson has been on vacation and Walter McCaslin was the substitute driver.

Carman Clarence Butlerbaugh is at the Lahey Clinic in Boston.

Lorber Richard Sack, who has been ill a long time, has returned to work.

Painter Helper Pop Danforth has been laid up with broken arches.

Sympathy is extended to Carman Roland Dorval whose wife died recently. She had been sick for more than two years.

Millman and Mrs. Merle Beverage have been visiting their son Robert and wife in Bangor. Robert is studying at the U. of M. for his master’s degree.

Car Apprentice Newman Tabor is serving a hitch in the cabinet shop.

Electrician Albert Nelson is building a garage at his home on High Street.

Steel Room Broomer Archie Gullifer reports seeing several dandilion blossoms on Nov. 15. Looks like a warm winter as several of the migratory birds are still in this vicinity.

Carman Win Reynolds has returned to the fold after substituting as car inspector at Lewiston.

Lorber Helper Joe Banks, Sr., has been at the Thayer Hospital for treatment.

A Fall entry in the stock derby by Brenda Jane, who was born Nov. 5, weighing eight pounds. She is the daughter of Laborer and Mrs. Sumner Holt of Bangor. Painter Foreman and Mrs. Emilie B. Hall observed their 45th wedding anniversary Nov. 11.

Transfer Table Operator Tom Underwood spent his vacation at Springfield, Me. and in Massachusetts. Carmen Helper Joe Banks officiated on the table in Tom’s absence.

Millman Ernest Crocker invited Millman Eddie King, Laborer Edgar Stanley, Helper Phil Goos, Millman Gerard Gosselin, Car¬
Mr. Karl Lament: Foreman and Mrs. George Hustus: Foreman and Mrs. James Ifill; Assistant Superintendent. Nov. 1) were Carman and Mrs. Stanhope. Carman and Mrs. Stanley hospitalized as the result of a fall down the steps.

The moose was surprised to find a group but was so excited he forgot to check out his game.

Machinist Helper Cecil Carmichael has been visiting relatives in Houlton.

Machinist Helper Don Priest whose brother was killed in a hunting accident.

Blacksmith Helper Sylva Janelle has been at the Lakeside Clinic for observation and treatment.

While returning on the train from a business trip in Bangor recently, Superintendent F. H. Bennett felt some one tap him on the shoulder. It was his son. Commander Fred D. Bennett, USN, chief chaplain at the Great Lakes Naval Hospital in Illinois, The Commander had come east for a military funeral on a short pass and neither father or son were aware of each other's presence till they met on the train.

A Stork Derby entrant is seven-pound, four-ounce Richard Rudolph, who was born North, to Carman Helper and Mrs. Rudolph Ware.

Carman Bernard Peabody has been on vacation and has spent some good time in a big wood in Waterville and surrounding towns. Carman Sid Brown, Jr., is building a garage.

Electricians Frank Grover and Lloyd Blake enjoy Fall of leisure. Carman Stanley Dorval is a patient at Sisters' Hospital.

Electrician Johnnie Patterson is building a new home on Central Avenue, Waterville.

Electrician Freddie Spares, and Machinists Harry Fournier and Phil Severson have been at Lake Moxie. Phil got a buck.

Machinist Sid Hamlin has had the unusual experience of short wave radio conversation with former Machine Apprentice Carl, his son, who is in the Army at Anchorage, Alaska. The hook up and conversation was arranged by our well-known local radio ham, Millman Ernest Crocker.

Machinist Helper Kenneth Hibbard is building a home in Vassalboro.

Machinist Apprentice John McKell is serving a hitch in the air brake shop.

Machinist Helper Sam Desnoeux was in Old Town attending the Assumption Society meeting.

Carman Basil Thompson has been appointed to the Safety Committee replacing Carman Jimmy Hill, resigned.

Successful hunters include: Piper Charlie King; Boilermaker Helper Leo Pooler; Machine Apprentice Ernest Niles, a buck; Painter Bill Mingo, a deer and a fox respectively at Whitefield; Wheel Room Foreman Charlie Averill, a doe; Machine Apprentice Ernest Niles, a buck; Palater Bill Mingus, a deer and a fox at Amherst; Rollermaker Helper Leo Grearley, a buck at Jefferson.

MARRIAGE ANNOUNCED, Machinist and Mrs. Ralph S. Niles; Foreman and Mrs. E. Winston Pooler; Foreman and Mrs. Justin Bussell. Lone wolves attending were Painter Charles Lawry, Piper Percy Grant, and Electrician John B. Grant.

Machinist Helper Cecil Carmichael has been visiting relatives in Houlton.

Blacksmith Foreman Owen Thompson has been in Boston for a medical examination. The new look in the General Office is a Stork Derby entrant.

Among those attending the Supervisor's meeting were the following employes of the Car Department, it was voted to affiliate with the Brotherhood of Railway Trainmen, and the following officers have been elected: H. E. Burnham, president; W. R. Bayne, vice-president; Clayton F. Lambert, treasurer; James L. Dion, financial secretary; Linwood J. Connor, recording secretary. Elected to the Local Board were Burnham, Chairman; Shirley C. Wheeler is substituting until her return.

The new face seen in the Car Department is Robert Dougherty.

Lena Golden, stenographer to the G. F. C. E., is on leave of absence and Shirley C. Wheeler is substituting until her return.

The following were those who came, who saw and brought home the Bacon: Arthur Holbrook, 175 lb. doe; K. Dauphinee, a 150 lb. doe; General Foreman L. J. Hartery, a 200 lb. buck.

Laborer Harold Johnson is off account of illness.

The following have been appointed to the safety committee at Union Station: Leroy Marsh, W. Arnold Rideout and Henry L. Badger.

Helper George J. Kelly has bid off a day job after working nights for seven years.

L. J. Hartery, Jr., is sporting a new green sedan.


Rumor has it that we are to have another basketball team this year. The last one did well, but finished in last place.

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Banger Motive Power
By CHARLES H. LEARD

Mrs. P. J. Byrnes, a prominent Bangor woman and her two widowed sisters, are three brothers, all locomotive engineers on the Maine Central, Edward W. Hickson, W. Arnold Rideout and Joseph C. Hickson, Mrs. Joseph Hickson and Mrs. Byrnes
turned her car into a passenger on the Maine Central Railroad.

Recently gleaned from the "75 Years Ago" column of a Bangor newspaper: "Be-"
Frank Hogan, general chairman of the general foreman R. O. McGarry and foreman B. and M. and Maine Central: Eugene Le- their annual banquet Oct. 29 at the Ritz Peninsula by automobile.

Robert, D. and B. Inspector Ted Hanson is busy on inspection of the new mill diesel fuel oil tank being constructed at Bangor.

Installation of about 60,000 heavy duty tle plates on the curves on the Calais Branch has been completed by Hamilton's and Perkins' crews assisted by numerous section crews along this busy branch of our railroad.

Motor Patrolmen Preston Farren, Leon Deaton, and Edward McCafferty have completed their annual motor car track inspection for this year.

Sickness still prevails in our office staff. Clerk M. O. Pine landed a 200-pound codfish at Chipman Hospital, St. Stephen, N. B. assistant died of illness. Clerk C. E. Beers has returned to work after a long illness. Assistant ALWAY CLERK, is married.

The Craig Bowling Team of Eastport, consisting of two brothers and three sisters, challenges any team in Maine, all members of one family. Contact J. A. Craig, Manager, MCRR, Eastport.

Bert Culligan, billing clerk, was away Nov. 19 for the funeral of his grandfather, Mr. Bertram Jackman, Calais.

Miss Mary Holmes has substituted in freight office during absence of Kathleen Cline on vacation.

Vanceboro

By HARRY D. DAVIS

Track Supervisor C. T. Davis has been using crew of Earl Hamilton in laying new 115-lb. steel on the south side of the station building and other miscellaneous jobs. We regret that Mrs. W. E. Beers, wife of our cashier, is a patient under treatment at Chipman Hospital, St. Stephen, N. B.

Fred Grass, carpenter helper, has returned to work through here.

Harry Gaddis of Woodland, Conductor R. J. Beal, and Section Foreman Alden Davis, have completed their annual motor car track inspection for this year.

Among the successful hunters on this di­

new drilled well to provide drinking water

Clifford M. Robertson of Maine Central employs here by getting the first deer. This is nothing new for Melvin. These brightest of former students, grandchildren of East­

Mr. H. W. Goddard and family, and Mr. Robert Bowden, son of Merrill Bowden, freight handler, has completed three years' service overseas in the Army Military Police and is now at Camp Kilmer, N. J. Robert is expected home within a few days.

Stanley Andrews, boatswain mate first class, Negro Coast Guard, is visiting his father, J. E. Andrews, Foreman of the Sea Street freight house.

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Stanley Andrews, boatswain mate first class, Negro Coast Guard, is visiting his father, J. E. Andrews, Foreman of the Sea Street freight house.
Fort Meade, Md., before shipping to Casablanca was killed at Anzio beachhead Feb. 1, 1944.

Nov. 25 at the Tracy home. Pvt. Tracy has returned to her home after hospitalization at Boston.

Brewer are announcing the engagement of M. C. A.

We haven't seen the deer.

Mr. and Mrs. Maxime J. Soueie of South Portland.

Mrs. R. H. Crone, wife of the conductor, has returned from a vacation at Miami. Fla. Nice work if you can get it.

Harold Clark is covering the yardmaster's position, middle trick, yard eight, in place of "Chick" Miller who is hospitalized at the Maine Eye and Ear Infirmary.

Rigby Yard
By George Marchot
Yard clerks Seth Partridge and Francis Riley have returned to their duties after a hunting trip in the vicinity of Milford with Conductor Ieek Pogg of the MCR.

Walter Pettengill, interchange clerk, per diem bureau, has also returned to his duties after a couple of weeks on the beach at Miami, Fl. Nice work if you can get it.

Elinor, Nettimo, Italy, was held at the Tracy home. Pvt. Tracy has returned to her home after hospitalization at Boston.

A group of friends and neighbors recently gave a house-warming to Mr. and Mrs. Lawrence Maloney of Thornton Heights. "Larry" holds position of yard clerk in Portland, Yard Eight.

A life's ambition was realized by Machinist Walter Grant when he shot his first bear, a 220-pound black bear. To put a little humor into the trip Machinist Helper "Ernie" MacVane who accompanied Walter, during the excitement of the hunt is said to have kicked the bear after it was shot to see if it was dead. Shame on you "Ernie" for kicking a bear when he's down.

Foreman James Marasco received credit from Thomas McFarland who is a foreman of boilermakers on the Virginian Railroad.

Machinist Helper William Brune conceived an idea which has saved himself and others a lot of hard lifting in the installation of switches. He hit on the idea of the diesel switches. This was accomplished by hinging a platform to the hand brake-chain run so that it can be dropped. This enables the worker to get in close to the valve for easier lifting.

Electrician Fred Wade announces the birth of a child to his daughter, Mrs. H. B. Knight. An eight-pound, seven-ounce girl. Both are doing nicely.

Machinist Capozza, third trick, and Mrs. Capozza celebrated their 25th wedding anniversary at Albert home on Washington Avenue.

The first deer of the season was shot by Clerk John Welch. Other lucky deer hunters were Albert Noble, B and B crew shunting through the Duncan Yard; Engineer Eddie Hamlin; Machinist Linwood Swatte; Machinist Helper Herman Bishop; Machinist Roller and Bottlemaker Charlie Libby.

The biggest buck among MeC hunters. Any differences of opinion?

We have a new washing machine recently installed just outside the engine house. It is situated in the old one but in a more advantageous location and is connected with the sewer.

The standing of the bowling league for the first seven weeks of play shows the Terminal team to have 10 wins and 18 losses to its credit. Although this record is not too impressive, because they haven't hit their stride yet. However, the Terminal team has a fine bowler in "Bio" Tarzian, who has collected the high single string of 135 pins and the high three-string total of 335 pins.

Boilermaker George Rankin's son, Perry, visited the shop recently. He is a member of the Portland High School and was home on a short leave.

Boilermaker's Helper James Coleman is confined to his hospital for an operation. A fund was raised for him.
Railroad taxes are sending a million children to school

Railroad school taxes alone pay the costs of keeping a million children in school every year!

And other railroad taxes help to protect the health of communities, provide police and fire protection, build roads, airports, and waterways all over America.

An industry whose tax contribution amounts to more than one billion dollars a year is a vastly important factor in the economy of every state, and of thousands of towns and cities, by virtue of its tax payments alone.

But that's only part of the story! Railroads in 1948 spent three billion dollars for equipment, materials, and supplies, which were bought in five out of every six counties in the country. And the four and one half billion dollars which the railroads paid to their employees in wages helped make business better everywhere.

So it is easy to see that—over and above the essential transportation service they provide—railroads are home-town partners of each of the communities they serve. That's another reason why every American has a stake in strong and healthy railroads.

Listen to THE RAILROAD HOUR presenting the world's great musical comedies. Every Monday evening over the ABC network, 8-8:45 Eastern, Mountain, and Pacific Time; 7-7:45 Central Time.