Linwood E. Lamson, clerk in the engineering department, Portland, emerged as winner of top honors in the Maine Central Railroad Magazine Snapshot Contest this month by capturing first prize in both the Candid and Scenic classes.

Lamson’s expert technique and artistic eye for composition, gained for his entries the unanimous decision of the three judges on the first ballot. His two first prize money awards total $50. Lamson entered railroad service at Portland in 1943.

First prize of $25 in the Railroad class went to Trainman A. L. Wakefield, South Portland, for his unusual silhouette (opposite page) of an engineer at the controls on the Mountain Subdivision. He entered railroad service in 1941.

Only other two-place winner in the Contest was Mary E. Morse, clerk-typist in the engineering department, Portland, for his unusual silhouette (opposite page) of an engineer at the controls on the Mountain Subdivision. He entered railroad service in 1941.

Second prize in the Candid class went to Trainman John H. O’Connor, Cape Elizabeth, for his excellent Winter scene of two young Christmas carolers.

Second prize in the Railroad class was won by Perry A. Morse, machinist at the Waterville Shops, for his dramatic shot of a steam locomotive backlighted by the setting sun in the Waterville Yards entitled, “Power At Rest.” Perry entered railroad service in 1944. His pictures of shop activities are familiar to Magazine readers.

Winning prizes of $5 each for third prize were Olyn A. Darling, ticket clerk at Bangor, and J. “Pete” Ascher, trainman, of Chamberlain. Darling’s win was in the Scenic class, a murky portrait of a windswept tree entitled: “Approaching Fury.” Ascher won in the Railroad class with an action shot of No. 20 entering the east yard at Union Station.

In addition to the prize winners, five entries were selected from each class by the judges for Honorable Mention. They were:

Class I—Candid—C. B. Cressey, building superintendent, Portland; William L. Nickerson, freight handler, Bangor; Miss Elizabeth S. Thomson, agent, Bingham; Nelson S. Soule, operator, Freeport; and O’Connor.

Class II—Scenic—Dominique Fortin, trainman, Portland; Perry A. Morse, Mary E. Morse, Lamson and O’Connor.


Meeting at the Augusta House with Magazine Editor-in-Chief C. A. Somerville, Judges Gardner M. Roberts, Portland Press Herald-Evening

Checks to winners of cash prizes are being mailed, while winners of Honorable Mention will receive a letter of citation.

Many of the entries submitted, while not of prize winning caliber, are excellent for Magazine purposes. Contestants may see them published over a period of time in the Magazine.

Coaches Built Over For Work Equipment

Transformation of 18 wooden coaches purchased from the B&M into spacious and comfortable work equipment cars is underway at Waterville Shops under the supervision of Foreman Eddie Johnston.

Interior of the coaches must be stripped out, passenger service steel wheels removed and replaced with cast iron, new window glass set, and many other renovations made.

Three of the coaches will become cook cars with a cook's room, foreman's office, two "T" bunks, dining table, and cooking bench. A large water tank, refrigerator, heater stove and large cook stove will be installed.

Three others will be recreation cars with chairs and tables, while another will be refurbished with 12 lockers, six "T" bunks and partition for track supervisors office. The coaches will replace cars 1387, 1352, 1341, 1359, 730 and 1336.

Huge Lathe Installed at Waterville

By G. K. STEVENS
Waterville Shops Reporter

Installation of a monstrous 40-ton wheel lathe marked another progressive step toward increased efficiency through modern equipment recently at the Waterville Shops.

The lathe embodies several new and improved devices designed for greater accuracy in the cutting operation and will nearly halve the working time.

The machine will handle wheels from 28 to 50 inches in diameter and is especially efficient for work on diesel wheels.

It is anticipated that all deluxe passenger steel wheels and most of the freight wheels now will be handled by the huge lathe due to its rendering a more true tread.

Leading the time-saving improvements in handling are the hydraulically driven jaws on the face plates. Formerly, the jaw-lock bolts had to be hand tightened by wrench, where now a small wrench is inserted in a hydraulic pump and the four face plate jacks run out together—30 seconds work as compared to 10 minutes or more the old way. Completing this phase, the jaws are released quickly by a needle valve, eliminating the necessity of backing off the tail stock and running the jacks back by hand as formerly.

Another time-saver is that part of each face plate is removable. Diesel wheels can be turned without removing the bearing housing. Only the outside cover need be removed.

Push-button control speeds the tool carriage in and out. Each carriage has a turret head with four tools. By turning the turret easily, two roughing tools, a rough forming tool, and a finish tool may be applied to the tread successively.

Other features include a "one-shot" oiling system that sends oil through all parts of the machine merely by pushing a small lever, and an air lock that holds the tail stock in position. The latter formerly was hand tightened with a wrench.

Like an iceberg, nearly half of the huge lathe is below floor level. A hole approximately 12 feet deep, 40 feet long and 20 feet wide was excavated by power shovel in the wheel room. Two feet of gravel and 60 cubic yards of cement were poured to form a foundation for the machine.

The herculean task of unloading the huge machine and installing it on its base was performed by Wheel Room Foreman Ray Snow and Machinist Alden Finnemore under the personal supervision of Superintendent Frank H. Bennett. Machinist Charles Whitney operates the lathe.
Bowlers Form Leagues, Eye Directors' Trophy

UP FOR BID is this object possessively esconced in a beautiful cabinet above and behind the desk of its guardian, F. H. Bennett, shops superintendent. It's a trophy, two high men from the tourney team in their ranks. Other teams in the Waterville League are Electricians, Painters, Passenger Room, Freight Room, Tip Track and Yard Crew.

At Portland the combined Maine Central-B&M league at the General Offices have eight teams in competition. The league again is under management of Jim Finley, captain of last year's tournament team.

At Rigby Manager Roy Tibbetts reports organization of a strong league. The Terminal Company boys have had a covetous eye on the Trophy since last year's competition.

Two Tenders Into One
For Snow Melting

NEW ADDITION to the snow melting forces is this special tender under construction at Waterville by Boilermaker Tommy Simpson, right, and his crew. Tommy has a record of 86 years with the company.

Another foe of Winter snows will join our attack forces this year with conversion of two Santa Fe type tenders for snow melting service.

Completed except for installation of steam pipes at Waterville is a tender made from cutting two tenders in half and welding them together back to back.

While the overall length is no greater by the operation, it makes it possible to have a draw bar at each end. Coal pits are removed and a coil installed in the bottom, connected to a maze of steam pipes. Two, six-inch drain valves are installed on each side to handle its 12,000 gallon capacity.

The new melting tender will join those in use by 701-702 at Rigby and will permit two tenders to be hooked together for greater melting capacity. Picked up by a conveyor, much like a potato digger machine, the snow is dropped into the tender manhole and, striking the hot steam, is quickly vaporized. The 701-702, only Hudson-type locomotives owned by the Maine Central, were converted to snow melters for their high steam pressure—240 pounds to the square inch.

The new tender was made from the combined tenders of Santa Fe's 653-657, scrapped last Spring after faithful service on the Rigby-Bangor and return runs.

The Maine Central-operated Steamer Norumbega, running from Mt. Desert Ferry to Bar Harbor, was the subject of a feature story. Captain Joe Norton and Pilot Rod Sadder were celebrating their 29th year with the company and Chief Mate Lewis Foss had just completed 26 years' service.

Charlie Leard, Bangor, penned for the Magazine a by-lined story with the battering title: "Beautiful Biddy Bobs Into Bangor on Brake Beam Deadheading Beneath Baggage Car!!" Seems a rooster escaped from a shipping crate at North Station and rode the express—No. 71—into Bangor.

Charlie wrote that: "Some of the boys in the station took him into the baggage room, gave him a good rub down, a hot drink of checkerberry and a big feed of hasty pudding and milk and it is reported that some employee had sliced chicken for his Sunday dinner."

WIGGIN'S WONDERS

Eastern Division employees sipping the following excerpt from the "50 Years Ago" column of the Ellsworth American gleefully expressed belief Ellsworth Agent C. D. Wiggin has had a profitable sideline to these many years. It read: "Working Night and Day. The busiest and mightiest little thing that ever was made is Doctor King's New Life Pills. Every pill is a sugar-coated globule of health, that changes weakness into strength, listlessness into energy, brain-fag into mental power. They're wonderful in building up the health. Only 25c per box. C. D. Wiggin."

Agent Wiggin reports all of his "90 years" have been with the Maine Central, that he never took a pill in his life, much less sold them, but that a namesake did operate a drugstore in Ellsworth when he first came there years ago.
WHO'S IN THE MIDDLE?

This month the Portland Terminal Company will undertake a $40,000 project for better highway crossing protection. This large sum is being expended to provide safety protection for a hazard created by others. It is in addition to the thousands of dollars spent annually by our railroad to maintain our own steel "highways"—our roadbed—over which our trains run.

We do not have any taxpayers helping us. We help them by paying real taxes—taxes that are used for their schools, their town facilities—in fact, that go to maintain highways that our competitors ruthlessly pound into ruin.

No comparable situation has existed in the economic history of business.

A recent issue of Trains magazine pointed out that to construct a mile of bare railroad today would cost $42,000—that's with no signals, no telephone or telegraph, no wayside signs or structures. And you would have to pay today's real estate prices for a mile long strip of land, 60 to 100 or more feet in width.

In California actual studies showed that taxpayers there paid 22.2 percent more to construct highways for heavy trucks and buses than would have been required for ordinary lightweight vehicles.

What a paradox. Here is the taxpayer-motorist having railroad money spent to insure his safety; railroads built and maintained to keep heavy inter-city freight on its own steel highways. If any considerable part of it was diverted to public highway what would become of him?

Yet his money continues to be spent to help speed these behemoths over his roads in direct competition with the railroad.

One might well ask too, what is to become of us if this inequity is allowed to continue?

BOWLERS WANTED

A new bowling season opens throughout the Maine Central system this month. As the teams progress, first half league winners are announced, high men and smooth-working combinations emerge, the stimulus of the all-system bowling tournament for possession of the Maine Central Director's Trophy looms on the horizon.

It was our first tournament last year. We think anyone that participated will agree it was a hang-up time. Plenty of good bowling, joking and comradeship.

We'd like to see more teams entered this year. The Mountain boys should get in on this and show their stuff. Lewiston used to have a team — how about it? Rockland, Rumford, Farmington—railroaders everyone—let's make it as tough as possible to win that Trophy.

Services of the Magazine are at your disposal. Anyone interested please let us know right away.

THE COVER

We like to think no sight in the Country compares to Fall painting Nature's canvas on our beautiful White Mountains. Thousands are attracted to the brilliant spectacle annually and certainly there's no better way to have viewed it than on our Mountain Sub-division. Here, amateur photographer Roger Flint of Bridgton, Me., caught one of our small type, C-class engines heading 163 with Locomotive Engineer L. D. Benson and Fireman J. E. Pellerin up, passing for mail with Mt. Willard as a backdrop.
SECOND AND THIRD PRIZE WINNERS in the Magazine Snapshot Contest. (1) Christmas Carolers, second prize in the Candid Class by Trainman John H. O'Connor, Cape Elizabeth. (2) Thundersome Beauty, second prize in the Scenic Class by Mary E. Morse, Portland. (3) Approaching Fury, third prize in the Scenic Class by Olyn A. Darling, Bangor. (4) Power At Rest, second prize in the Railroad Class, by Perry A. Morse, Waterville. (5) No. 20 Entering Union Station, third prize in the Railroad Class by Pete Ascher, Jr., Chamberlain. (6) Ready and Waiting, third prize in the Candid Class by Mary E. Morse, Portland.
Our reporter O. R. "Bud" Burdwood, agent at Bartlett, has completed 33 years of service with the Maine Central covering a variety of assignments. He began as agent-operator at White Rock Station in 1916, served in World War I, went to Sawyer’s River in 1921, has been on duty at Tower 4, Portland and Tower B, Waterville.

As he expressed it: "after 20 years of working nights," he assumed his present position in 1946. Here’s his column.

We are pleased to see A. S. Dodge back on the job here, and looking very well. R. A. Jackson, who handled the job for several weeks, has returned to Lewiston. Sorry to see Jackson leave us; he made many friends up here. It was observed, incidently, that he had some mild interest in the affairs of the Railroad Club.

Announcing the birth of a daughter, Dianne Anita, to Trainman and Mrs. D. A. Dugald, Congratulations.

Dudley. We are pleased to see A. S. Dodge back to work after being off duty over a month following surgery in a Bangor hospital. Mrs. Atkins, wife of Conductor Allie Atkins of Rockland, was a patient at the Knox Hospital. At this writing she is home and doing fine.

Bill Monahan, baggagemaster on relief passenger train, Lancaster, N. H. and other points on his vacation. Pulman Conductor Hopkins and Railway Express Messenger Jim Leighton attended the Howdoin’Tufts football game at Medford, Mass. Jim is now hunting and fishing at Lake Richardson for a month.

Conductor on 23-48, is back to work after being off for 10 weeks. Sympathy is extended to Mrs. H. J. Corbett and family in the death of Enginemann Harry J. Corbett, Oct. 17.

Frank Cunningham, clerk in the Maine Central station restaurant at Vanzecove for over 30 years, was in Chalis hospital for a checkup.

Anyone wishing a nice kitten should contact Norman Pollick, train announcer at Portland Union Station.

Wishing tender at Bartlett, C. B. Langill has taken over a crossing job at North Conway, displacing J. L. Meserve, who went to Richmond, Me.

Engine-house man Dave Whitcher has shown up with a good looking auto.

Agent Joe Crepeau of Franconia is on vacation present, his place being filled by W. H. Burrell.

Operator W. C. Carkin is holding forth at Glen while operator is at Franconia.

Signalman A. R. Mallett is tinkering with a TV set. Being pretty handy with such things, we expect to see him get results soon, although we are perhaps too far from Boston for really good results.

Engineer Emerson, better known as Tarzan, is having his P. T. plane checked over and redished at the Conway Valley Airport. We saw it the other day, and it is looking very nice indeed. You will hear more about this plane and ’Old Tarzan’ soon.

Section Foreman Douglas MacDonald is on his vacation.

Operator H. C. Burdwood has bid off the third trick, temporary here at Bartlett, Operator M. C. Michaud going to Colebrook.

We regret to learn of the sudden death of Mrs. Richard C. Nealley, wife of track man, of Bartlett.

Bill Tucci and wife, left, and their four months old son, John, Jr., right.

Oquossoc to fish and rest at one of Gene Vaughan’s camps, where there are no “aches or pains.” He has returned to work and next issue will be on his job with attentive eyes and ears.

James A. Hayes is back from vacation. He and Mrs. Hayes motored through the White Mountains into Vermont and returned through Massachusetts, visiting at Lynn and Nahant. They also took a trip to Wiscasset and Farmington to visit the fair.

Wallace F. Gleason, conductor, and Mrs. Gleason visited their son and daughter at Ashbury Park, N. J., and Philadelphia on their vacation.

W. W. Caldwell, conductor on the North ern Maine switcher, has been off duty over eight weeks. He is convalescing at his home at Forest following a surgical operation in a Bangor hospital.

Engineer Walter Tapley of Waterville, has been a patient at the Sister’s Hospital for a checkup.

At this writing Bill Prescott is a patient there.

Dick Morehouse has been off duty several weeks. He is very ill at Mercy Hospital.

Retired Conductor Nick Huston and Mrs. Huston of Portsmouth, N. H., celebrated their 40th wedding anniversary Sunday, Oct. 9. The couple visited Mrs. Huston’s brother at Calais, Barney Hall, retired conductor, and wife, have returned to their home in East Hiram after spending a summer at their cottage at Pequawket Lake.

Mrs. Atkins, wife of Conductor Allie Atkins of Rockland, was a patient at the Knox Hospital. At this writing she is home and doing fine.

Agent J. M. Estes just returned from his two weeks’ vacation. He and his wife travelled to Rangeley, Moosehead and Mattawamkeag where they visited old friends.

Agent B. J. Stiosa of Clinton with Mrs. Stiosa and her sister Mrs. Rice, of Braden ton, Fla., took a trip to Rangeley recently. Reports wonderful trip and scenery through to Rangeley, but poor roads from Easton down through the Dead River water reservoir project.

Stanley Thrasher worked second trick operator at Rockland a few days recently. It was Operator Thrasher’s first job incidentally. He is going to Bingham to relieve the agent there.

Operator P. L. Overfield worked second trick at Clinton while the job was up for bid.

Operator A. W. Brown bid off second trick at Clinton leaving the Clinton swing job open for bids. Brownie covered Agent J. M. Estes’ job while he was on his vacation and Operator K. A. Gray covered Brownie’s swing job at Clinton.

The section crew finished mainline surfacing on the Clinton section and are now helping finish surfacing on the Burnham Jct. section. W. W. Hall was laid off Cowan’s crew Oct. 5th for the winter.

With the deer hunting season opening today next month’s reading should be more interesting... Operator L. K. Chipman bid off swing job No. 12 at Pittsfield and Newport Junction and bought a house in Pittsfield. Operator A. M. McIgown bid off swing job No. 14, Pittsfield-Newport and Henderson Pond. Operator A. M. Gray bid off Mattawammek-Vanecohe swing job.

By GEORGE LARSEN

Johnnie Keating, regular reporter of this column and the “Winchill” of the Monitor, is enjoying a well-deserved (?) vacation this month.

Clyde Canwell and Sherman Wood were visitors to Narragansett Park to watch the ponies Sept. 20. C. L. Quigley, safety agent, and A. L. Spencer, baggagemaster on 23-28, motored to Lake Champlain, up Grand Isle to Roosy’s Point, back through New York state stopping at Lake Placid and the Adirondack railroad trestle to Hyde Park. They also called on Ted Collins in Greenfield, Mass., former assistant roadmaster of the MCRR.

Bill Cobb, baggagemaster on 93 and 8, is back after being off duty over a month following surgery in a Bangor hospital.

G. E. Dauphinee has bid in the swing job on 23-92 and 93-8. As in Calais hospital for a checkup.

H. and other points on his vacation. The section crew finished mainline surfacing on the Clinton section and are now helping finish surfacing on the Burnham Jct. section. W. W. Hall was laid off Cowan’s crew Oct. 5th for the winter.

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Along those on the sick list are or have been: Chief Clerk Herman Rines suffered a rather infantile accident recently but it wasn't serious enough to result in much lost time. Recently won in the Bond affair include Sweeper Harry McCaul, Machinist George McCasland at Bangor, Machinist Stan Young, Painter Chester Craig, Clerk Arthur Grondahl and classifier Fred Sweeten. Among the winners is H. Russell's crew who have rolled up an impressive safety record for the year. Oldest capacity machine in the shop is the 35 hp engine which was built in 1905 and is still kicking with great vigor.

Machinist Perry Morse and Helper Charlie Frosch have agreed to give a farewell dinner for Fireman Paul Pooler, former millroom broom, is returning to work after surgery at the Sisters. Former Machinist John Faas has returned to work after a prolonged illness.

Paul Pooler, former millroom broom, is still confined to his home but is reported coming along fine.

Millman Eddie King spent his vacation recently. He certainly enjoys flying his new camp on Halloween.

Dorothy Lord, R. N., has been a recent visitor in Woodstock and Fredericton, N. B. Former Machinist John Faas has reopened his garage in Benton and is doing business with a big auger.

Earl Cote, shop supervisor at Billerica, was a recent visitor at the Shops. Stenographer Shirley Maroney finds nature interesting and the beauty of Jackman interesting. We guess that it is human nature.

The Uphoisterers are pleased to note that Helper Manley Wentworth has finally gone to work.

Engine House Clerk Erwin Carter spent his vacation attending the Eastern States Exposition in Springfield, Mass., and also has been conducting television experiments at Viove, and has a new camera for the pumping systems.

Transfer Table Operator and Mrs. Tom Underwood and Painter Warren Underwood spent a recent week end in Grand Falls, N. S.

Former Ray Snow has placed a second trick in the wheel room, coaching a Machine Perry Morse and Helper Charlie Roberts.

Basil Trask, Jr. made a solo flight in his airplane from Old Town to Waterville, Maine recently. He certainly enjoys flying and is anxious to learn more about how to operate the plane.

A. Beekford, trackman, called on his daughter Dorothy Trask for coffee last week end. Gene Young traded cars this past month and now has a few that are very much to his taste.

Jerry Roberts has purchased a new car. He hasn't offered any of us a ride as yet, we are all looking forward to it.

Elwood, retired baggage man from Waterville, says he enjoys the magazine very much. He states that he sends his copy to a friend in California, who went to work on the Maine Central away back in 1900.

Dave King has called a meeting of the Duffers Club this month. It is rumored that they are going to settle the steel strike, if possible.

Retired Railway Express Agent Russell Taylor called at the office last week.

Augusta

BY ELLIS E. WALKER

Clerk Telegrapher, Harry F. Lowellow is a surgical patient at Maine General Hospital, Portland, Me. All hope for a speedy recovery.

Work on the new bridge here is nearing completion and is expected to be open for traffic around Thanksgiving. The American Bridge Co. is shipping their equipment out and the Snapoak grass is being worked on the completion deck.

Sister Vera Hutchinson has taken the first relief job at ticket office.}

Spare Operator Richard Lowellow is relieving Harry Lowellow 2nd trick at ticket office. Bag and Mail man Shirley Driscoll has had vacation relieved by Ed Grady.

Clerk Telegrapher Don Reynolds who has been on sick leave has returned from a visit to Mattawamkeag and expects to return to work shortly.

Crossing Tender James Chase formerly of Skowhegan and F. E. Sweet formerly of Richmond have taken an important position at this station.

Crossing Tender James Chase is off for a few days result of leg injury relieved by Kenneth Fisher.

Waterville Shops

BY G. K. STEVENS

Attention Malcolm Billington and the Rigby Engine Home Crew. While you boys have rolled up an impressive safety record as shown by the recent Magazine Cover, Waterville Engineers syrup. The Dougherty and his crew are on their 395th day with a clean accident slate. Would suggest that you boys roll up the same record this month in his column and we'll carry him out in the Waterville Record comparison. We don't have a doubt in the world but that Waterville will be the winner. H. Russell's crew is still rolling along.

Machinist Don Russell has a new auto. He is an enthusiast of the high horse. He joined with Piper Louie Butler in a house-warming at his new camp on Halloween.

HANG OUT TO DRY is this litter of seven Boston plopes, all housed in the new, light and airy. They are now housed in the new, light and airy. They are all looking forward to it.
Former Laborer Armand Metevier now has a regular clerkship as stock book man in the locomotive store.

Clerk Leonard Boucher, Machinist John Larney and Carman Bing Crosby were having a fine time in Portland as participant in the Firemen's Parade recently.

Clerk and Mrs. Guy Wentworth and son Bob enjoyed a recent week end at Boothbay. Bush in still is in Anson Valley. Even the Crane Operator and Laborer Peanut Loubler went in pursuit of him.

Carman Henry Gleason's Plauto pony took a second blue ribbon recently at a horse show. The first was at Sidney Fair.

Checker, Lester Davis has recently installed an automatic oil burner in his furn.

Freight Clerk John St. Peter has been watching the ponies at Topsham Fair. Carmon who have been breaking in on the cars and trucks. Johnnie Abbott, head of the Accounting Department, has been on vacation watching the ponies run.

Carman Kenneth Hall has bid in the third place in the hunt for the season. Carman Roland Dorval has been in Rockland for a short time.

Assistant Superintendent Wilbur C. Lunt is scheduled for Waterville and the tentative schedule for Waterville is being made for attendance of about 150 members to a supper and get-together later in the evening. Assistant Superintendent Wilbur C. Lunt will have charge of the Waterville end and further information may be obtained from him. All who are members are urged to attend.

We wish to take this opportunity to say "Welcome Back" to Painter Walter Lee who has been out for more than four months with serious eye trouble.

Carman and Mrs. Jimmy Hill have been recent business visitors in Portland.

Sympathy is extended to Carman Helper Adju. Andlette whose mother died recently.

Foreman Eddie Johnston fell from the gable end of the now famous hunting camp at Kingsbury. After three days of rest plus much exploratory stretching and probing Eddie seems to be as good as ever.

Machinist Diarnon Sherrard is on vacation, as is Machinist Helper Maurice Roberts.

Special Apprentice Steve Sweet has a white enameled stove, complete with oil burner and water hot coil, for sale.

Machinist Charlie Derocher, while hunting for rabbits, shot a fox. Thinking he had a prize Charlie patiently skinned the fox and took the pelt to a fur dealer who refused to take the pelt for a gift.

Electrician Albert Nelson is laying new hardwood floors all through his house.

Electrician Frank Blair, now at Portland Union Station, has been a recent visitor.

Machinist Hansen Fowler has harvested some 500 bushels of potatoes this fall. He says that some of them were so large that he had to use a cat dog to roll them out of the ground.

Foreman Ralph Patterson has been a business visitor at Richmond.

Electricians Parker Hall and Johnnie Beech, with their wives, have been at their camp at Pleasant Pond.

Those famous pigs of Machinist Eldon Fish are now coming to work with him, in his lunch pail.

READY TO TAKE OFF is the cute little tyke, Judith Gregary of Bangor. She is the granddaughter of Carman and Mrs. Harry Patterson, Waterville.
after being off duty since the last part of June due to an unfortunate accident.

Dennysville Crew, is working in the East-Smith's Crew, died last month following a

and Mrs. Pasquale Caruso, entered the head Lake recently.

Eastern Maine General Hospital Oct. 13 for

second year's record.

by Driver W. L. Warren of Bangor.

Calais. Dennysville. East Machias, Machias R/A. Bowker has been appointed to cover

the trackman at Eastport.

Gilbert Leighton, former trackman on the Dennysville Crew, is working in the Eastport

Crew.

YOUR REPORTER

T. A. McDonald, has been

agent at Den­nysville since 1944. Prior
to that he was a spare
operator, dis­patcher at

Bangor and operator at Vanceboro.

He came to the Maine Central in 1943 after 15 years' service with the

Bangor and Aroostook. Here's his column.

Dennysville

By T. A. McDonald

A. O. Jones, foreman, and Gilbert C. Leighton, agent at Ayers Junction, have returned

from long vacations.

Gilbert Leighton, trackman, has displaced the trackman at Eastport.

Your correspondent has been away from the office for a week. Rain and cold weather

caused the engineer was not always trying to kiss the fireman.

Electrician R. B. Harding returned to work Oct. 13 following a long illness.

Engineer Frank B. Lobley, William Bis­hop as well as Night Foreman Harold R. Eames have been away for some time due to sickness.

Diesel Foreman George N. McCausland is perfectly content to remain in bucolic ob­serving where the pheasants pur­chased a new home in the suburbs of Hamp­den and claims the environs are delightful.

He knows a good town when he sees it.

Some of estate visitors claim we've kicked in the "Forest Primeval." Guess it is a fact

for Oct. 6 a 200-pound black bear was run afoot about one mile away from this office, in a thickly populated part of the city.

with his thoughtfulness of pensioned Machinist-W. "Rick" looks fine and is

engineer H. E. Colby of 1404 Dexter Ave.,

Warrington, Fla. "Rick" looks fine and is

just as jovial as ever.

Read where a locomotive builder was working on a device for a diesel whistle that would sound just as beautiful as it does in a peaceful

wall of the steam locomotive. The item

reflects America's reluctance to yield its ro­

mantic railroad past.

Engineer L. E. Sucy recently purchased a two apartment house on Main Street, Bang­or.

the office force will enjoy some good crab
apple jelly this winter, thanks to the thoughtfulness of pensioned Machinist-Engineer C. R. Bowker has been appointed to cover

Calais, Dennysville, East Machias, Machias second trick, and also second trick at Calais.

By-on Jones, trackman, section 183, is the proud owner of a new automobile.

J. L. Springle, agent at Ayers Junction, and family, took a two-week end to Moose­head Lake recently.

H. A. Watts, MEC bus driver between Dennysville and Eastport, is taking his an­nual vacation at his writing, being relished by Driver W. L. Warren of Bangor.

Bangor Motive Power

By Charles H. Leard

Safety Bulletin Board reads 345 days up to October 15. Finch and Backman says keep up the good work, boys, and we will soon have a year's record, which will strike out for the second year's record.

Miss Marlene Caruso, daughter of Hostler and Mrs. Hostler, and Miss Sylvia Caruso, entered the Eastern Maine General Hospital Oct. 13 for an appendectomy.

Friends of Arthur Tracy, 73, a retired carpenter of the B & M department, were

sorrow to learn of his death at Waterville, Oct. 4.

One of the boys asked me the other day if I knew why there were less train wrecks than automobile wrecks. He said it was be­cause the engineer was not always trying to kiss the fireman.

Joseph F. Petterson, son of Engineer and Mrs. L. E. Petterson, was married in the Congregational Church, Essex, Conn., Sept. 24.

The daughter of Capt. E. R. Durug, USN, and young Petterson will be remembered as the "Lone Mariner" who recently crossed the Atlantic in a small boat. A reception was held at Captain Durug's home in Bangor.

Charles J. Wilson and Mrs. Hutten at the first and annual convention of the Coast Guard League in Chicago.

CELEBRATING 50TH ANNIVERSARY of their marriage recently was retired engineer and wife, Mattawankeag. The couple were guests at a dinner party arranged by members of the family. "Clay" recently retired engineer, is employed at Mat­tawankeag in 1903. He retired in 1945. Son Clayton W. is a train dispatcher at Bangor

Bangor Car Department

By LENA GOLDEN

Harland J. Conners, carman, is strutting around these days as proud as a peacock.

Reason: twins, boy and girl, arrived at his home on Oct. 7, which makes him the father of nine children.

We observe that Roland E. Lancaster, carman in Bangor freight yard, is making his usual elaborate preparations for his an­nual rabbit hunt.

Carmen Ben Caldwell has just completed a new 60-foot trailer to house at his home and he is able to get practically all stations even as far south at Atlantica. Ga. Some of his pals have put up the ro­

ure of watching the World Series from his set.

The many friends of Chief Clerke Clarence A. Jeffers will be pleased to know that he has returned to Bangor after surgical treatment at the Bangor Osteopathic Hos­pital and now makes steady progress towards complete recovery. Lena Golden, stenog­rapher in the office of General Car Foreman Hartery, has been appointed acting chief cler­k until the return of Jeffers, and Mrs. Shirley C. Wheeler, substitute stenographer, has taken Miss Golden's position.

Donald E. Lambert, coach cleaner, and wife, have become students at Bangor Eve­ning School. Donald is studying woodwork­ing and his wife has become proficient as a seamstress.

Carman R. L. Quinlin, who is on Relief Job #1 at Northern Maine Jct., is enjoy­ing his annual vacation and is a position being filled by Elmar P. Johnson.

Coach Cleaner Clayton Lambert is sport­ing a new auto.

Vanceboro

By Harry D. Davis

Sympathy is extended to Section Foreman and Mrs. Beryar H. Pine on the death Octo­ber 6th at Calais hospital of their son Vaughn M. O. Pine and the wife of Trackman H. Little. We also wish to extend our sympathy to Mrs. Theodore Hanson and her son Louis, a former death machinist and father, retired Car Inspector Theodore H. Hanson, after a long illness. Louis is employed as the controller of local C. P. Express Co. Burial of both was in Vance­boro cemetery.

Retired Car Inspector T. W. Hanson, now a resident of Pittsfield, was recently called here on the death of his brother. Brother was his 93rd birthday Tuesday Oct. 18. Despite his years he is hale and hearty and appears much the same as when he was in car ser­vice here.

Local C. P. Express Agent and Mrs. C. W. Moore are enjoying their vacation of two weeks at Fort Myers, Fla. Mr. and Mrs. Moore, father of "C. W." is pinch hitting for him.

Those on vacation since last issue include Clerks R. G. Smith, C. E. Beers, Villa T. Wescott and Yard Brakeman A. R. Tracy.

Those enjoying vacations on Customs sta­tions include Deputy Collector in charge E. W. Nourse, and Mr. Dickinson, Inspectors D. C. Clark, B. E. Frost and F. McDermott.
General Agent W. L. Blanchard and Engine House Foreman A. M. Scott attended the supervisor's club meeting at Waterville, Oct. 13.

Diesel switcher 954 arrived here Oct. 15 for yard service.

Clerk M. E. Beers and Mrs. Beers and Mr. Beers, RN, wife of Trackman R. Beers, have just returned from Boston with Mr. W. Falls, Lambert Lake, father of Mrs. M. E. Beers, having accompanied Mr. Walls there for medical treatment. Mr. Walls is employed as brakeman on Bangor & Aroostook.

Janitor H. J. King is coming along nicely on the building of his new home on Brook Street. The weatherman is to be thanked for his help in progressing the work.

E. Cunningham, a familiar employee at station restaurant, has returned from duty for a short time due to illness. We learn he is much improved at this writing.

Immigrant Inspector E. Corbett and Mrs. Corbett, who have been on vacation managed to take in three of the world series games at Yankee Stadium and Ebbets Field.

Rigby Yard

Yard Conductor C. D. Soper has returned to his duties at the yard office after enjoying his annual vacation, visiting Montreal and various points in New York. His position was covered by Marty Conconman.

General Agent William P. Kelley and Assistant General Agent W. L. Blanchard and Employees will be out on the route.

Among those attending the Nelson Eddy concert recently at Portland, Beth and Larry Johnson and Mr. and Mrs. Henry Noyes, and "Bunny" and Betty Kenney, all employees of the freight office.

We hear that Hugh A. Seaver, superannuated watchman, is contemplating a trip to Ste. Anne de Beaupre, Quebec. We wish to extend our sympathy to Ivan LaBrecque, who has been seriously sick. He is much improved at this writing.

Our best wishes are extended to Ivan Labrecque, former mechanical device operator, and now employed in the Per Diem Bureau, Rigby, Land Tractor Company plant. They were gone to Connecticut with his family since October 12.

Machinist Helper William Brune won a set of pasta shades broken for six.

Machinist Helper Frank Tokarski is a busy man lately. He is doing quite a bit of repairs around home and putting in a new bathroom.

Mr. Smith a former employe of the railroad is now employed in the Bigelow-Sanford rug mills.

The safety board now reads 417 days on the 20th of October.

Machinist Helper Smith visited the shop recently to get information on the diesel work to be performed at Bartlett Engine House soon.

I received report of the death of the wife of Machinist Helper Alexander Wright on October 22. A funeral service was at the boys at the shop.

A series of diesel classes will soon be inaugurated. There will be motion picture shows and instruction on different tasks to be performed on the diesels, such as oil changes and various other jobs.

Several of the boys took advantage of the deer hunting season opening in the northern counties, and their successes were about the same as usual.

Secretary of the Bowling League formed of the different departments, has made a very unique chart to use in figuring out percentages both of individual players as well as teams.

Boilermakers Helper Rudy Phillips has gone to Connecticut with his family since furloughed to work in the Bigelow-Sanford rug mills.

"Eddie" Prater, one of the furloughed machinist helpers, is doing a little advertising stunt for station WMWT during his recent togetherness. The boys at the shop.

Boilermakers Helper George Rankin announces the wedding of his daughter Pauline to Private Ernest Clark, October 12.

Stores Department Clerk Joseph Malloy, secretary of the Bowling League formed of the different departments, has made a very unique chart to use in figuring out percentages both of individual players as well as teams.
FOUND IN THE ARCHIVES of Norridgewock Station was the old timer above. Location and crew unknown. The tender has "Somerset Ry" on it and it has been suggested it's somewhere between Oakland and Bingham. Below, left, forwarded by Trainman S. L. Ross, Lewiston, is Maine Central 133 4-4-0 type taken at Lewiston in 1907. Right, at Mt. Desert Ferry, year unknown with decorated engine 79. Crew left to right, Burr, engineer; Nate Speed, fireman; Snap Mishou, brakeman; Estabrook, conductor.

Forwarded by Retired Carman J. B. Brown, Brunswick, this unusual view of the Rumford roundhouse in 1892!