MEMBERS OF the Maine Central family at Eastport, important fish packing point on our lines are (1) Clerk Burt Culligan who started out at Calais and has four years' service (2) Victor R. Brown, clerk-operator, with 31 years' service including many years as agent at Perry (3) Clerk Mary Holmes who came to work for us last year (4) Bill Childs, freight checker, left, with more than 20 years' service, and Harold Duplisea, right, freight house foreman, with 29 years' service.

NEW PRODUCTS of the Bath Iron Works Corporation are the machines above shown in the Rigby yard after arrival on JR-2.

BIW Brings New Industry To Maine

By George P. McCallum, Editor

The Bath Iron Works Corporation, heritage-rich builder of ships and destroyers that are as much a part of naval tradition as the Navy itself, has brought an important new industry to Maine.

Faced at the war's end with a sharply curtailed shipbuilding program, BIW turned to a new line of heavy equipment—manufacture of crushing machines.

The Pennsylvania Crusher Company—"crusher of distinction"—in national industrial fields was purchased in its entirety by BIW. The complete line of crushing equipment ranges all the way from baby laboratory crushers weighing about 500 pounds, to giant, primary crushing machines capable of chewing up 1,000 tons of rock an hour fed to it by steam shovel.

Important to the Maine Central, to the state, and to the city of Bath, is the fact that whereas formerly contracts for manufacture of the Crushers were job-let throughout the Country, now the entire operation is conducted at the BIW yard and in its Harding Plant at West Bath.

Our railroad loaded the first Bath-built Pennsylvania late in 1947, and since then several hundred crushers have been shipped. It's meant more stable employment for Bath people and a new source of revenue for us. A steady flow of freight, both outgoing crushers and incoming castings, bearings, and steel stock, is being moved over our lines.

By far the leader in a highly competitive field, the "Pennsylvania" line includes eight standard types of crushers. As indicated in the examples to follow however, almost every installation is custom-tailored to meet the wide variety of industrial needs it serves.

Materials handled by the Pennsylvanias include bituminous coal, chemicals, plastics, cement rocks, limestone, gypsum, ores and gravels, to name a few. Coal crushing equipment—Hammermills, granulators, and Bradford breakers—lead in sales.

An illustration of the wide range of industrial needs served, finds one of the smallest Crushers in the labora-
er pioneered the engineering and selling field for its product. A reputation earned through an outstanding record of rugged performance coupled with new designs and progressive improvements soon made it a leader in the field. Pennsylvania was the first to switch from cast iron to steel-built crushers. They originated the "reversible"—two crushers in one—that with twin sets of working parts, ran in either direction and crushed twice as long, before replacement parts were necessary.

Now wholly owned by the Bath Iron Works, the Pennsylvania Crusher Company maintains its original name and has its home office in Philadelphia.

With the prestige and facilities of the Bath yards behind them, Pennsylvania hopes to lower production costs and expand its coverage of the crushing field. It already has gained exclusive eastern rights to a jaw-type crusher originated in California to meet an increasing demand in the field.

For BIW this vigorous, new subsidiary provides a stable peacetime production schedule, augmenting the regular shipbuilding program. For our railroad it's a new source of income which we welcome the privilege to serve.

Railroad Supervisors To Hold Ladies Night

The annual Ladies' Night of the Railroad Supervisors Club of Maine will be held Jan. 12 in the Lancey House, Pittsfield, it was announced this month by club officials.

All female employees of the Maine Central, Bangor & Aroostook, Canadian Pacific and Boston and Maine railroads are cordially invited to attend. An attempt will be made to send out individual notices, but club officials want all who wish to, to attend.

Charles H. Leard, in charge of the program, indicated an excellent dinner and entertainment would be followed by dancing.

Safety Is Everyone's Job

Appointed J. P. Scully, Portland, as Industrial, Real Estate and Tax Agent for the Maine Central Railroad, effective Dec. 1, has been announced by E. Spencer Miller, first vice president. Scully has been division engineer the past seven years. Simultaneously, two other promotions saw Raymond A. Jackson, assistant track supervisor, Lewiston, promoted to the division engineer's post, and Allen Hazen of Buxton moved up as assistant track supervisor.

Scully entered railroad service as a rodman in 1936, was promoted to instrumentman, and from 1938 to 1940 served as assistant track supervisor at Waterville. He returned to Portland in 1941 and was detached for service with the Maine Defense Commission on airport construction projects.

Jackson, a native of Portland, entered service as a rodman in 1938, was promoted to instrumentman, and from 1938 to 1940 served as assistant track supervisor at Waterville. He returned to Portland in 1941 and was detached for service with the Maine Defense Commission on airport construction projects.

Scully left the engineering department in 1942, Scully was promoted to division engineer of the Maine Central and Portland Terminal Company. Jackson, a native of Portland, entered service as a rodman in 1938, was promoted to instrumentman, and from 1938 to 1940 served as assistant track supervisor at Waterville. He returned to Portland in 1941 and was detached for service with the Maine Defense Commission on airport construction projects.

Scully entered military service in 1942 as a first lieutenant. He served with distinction with the 78th Infantry Division in the European Theater, participating in the Battle of the Bulge, Ardennes, and Rhine-land offensive. As a heavy weapons company commander and executive officer of the Second Battalion, 311th Infantry, he was given a battlefield promotion to major. He was awarded two Bronze Stars, three battle stars and earned the Presidential Unit Citation. Discharged in November,
1945, he was made assistant track supervisor at Lewiston and served as acting track supervisor on the Mountain Division the past Summer.

Hazen entered railroad service July 28, 1941 as a student supervisor at Vanceboro. He returned to Portland as an instrument man in 1942 and in 1944 was made an inspector on contract work.

Keep Cars Moving
Per Diem Rate Up

The attention of every employe having anything to do with the handling of freight cars is urgently called to the recent increase in per diem charges in a special bulletin issued by Assistant General Manager S. E. Miller.

The new ICC-approved rate increases the charges for use of foreign-owned cars from $1.50 to $1.75 a day.

This increase in our costs of doing business cannot be taken lightly. Those handling freight cars must make a serious effort to avoid delay to cars both loaded and empty. They must realize that every foreign owned car is costing $1.75 a day until it is delivered off the line.

As Miller's bulletin pointed out: "A few hours, or in many cases, a few minutes saved, will mean a car is delivered off line before 12 midnight, instead of 12:01 a.m. and on each car we save $1.75—all hundred such cases and we save $175."

Employes are urged to be particularly careful about accepting orders from, and placing cars to load, for industries which do not load Saturdays.

"It is essential, of course," Miller declared, "that such shippers have at least sufficient cars to enable them to start loading on Mondays, but no more, depending on cars which may be made available on Mondays for further supply.

All employes should constantly remind themselves that:

- Cars which are not placed promptly-
- Cars not switched out promptly after release-
- Cars which do not move in first proper train-
- Cars delayed on account of being weighed-
- Cars held awaiting proper billing-
- Cars set out for repairs—all increase our per diem expense.

Employes Attend Diesel Clinic

ATTENDING a diesel clinic at Portland recently were front row, left to right, Master Mechanic H. G. Hook, General Foreman Coleman F. Welch, Standing, R. J. Eliason, diesel supervisor; James H. Brice, diesel foreman; William A. Harrington, chief locomotive inspector.

Thirty-one Maine Central and Portland Terminal Company employes were guests of the Portland Tractor Company recently at a diesel clinic conducted by the American Bosch Corporation.

Carroll B. Lewis, Tractor Company service manager, invited the railroad men to attend along with the company's own service department employes.

An illustrated lecture on the Bosch fuel-injectors and pumps was presented by Henry Ortner, Jr., service engineer and chief instructor for the Corporation. A luncheon was served.

The Bridge That Was Built By Rail

Formal opening of the new $3,000,000 highway toll bridge at Augusta may be looked upon with pride by Maine Central employes, for it was literally "built" by railroad.

More than 100 carloads of bridge steel, weighing 3,300 tons went into the 2,100-foot long, cantilever type structure, and was consigned over our lines by the American Bridge Company.

The new bridge, arching 100 feet or more above the Kennebec River from Arsenal Street to Cony Square, is the largest single undertaking in the history of the Maine State Highway Commission. The Bath-Woolwich bridge which our railroad uses, is bigger, but it was built under supervision of a special authority set up by the State Legislature.

Standout feature of the steel carried over our lines was 25 carloads of girders, some of them 118 feet long. Two such girders occupied five flat-cars each and were shipped as one unit. Part of these shipments were unloaded at Waterville and carried back to Augusta overlaid due to their huge bulk.

Another highpoint of the bridge construction from a railroad viewpoint, was placing of two large trusses over our mainline near the Augusta freight house.

A short spur track was built by our engineering department to enable the American Bridge Company's crane to operate in the area. The crane was distinguished by an unusually long boom. Between trains on a Sunday, the ungainly machine rumbled out onto the main line. A massive truss, already laid out and assembled parallel to our main line, was picked up and placed in position connecting the

AMERICAN BRIDGE COMPANY engineers are shown placing two trusses on the south approach of the new Augusta Bridge. In the picture at right, our freight house is visible in center background.
mainland abutment on the Augusta side with the first concrete support­ing pier. A second truss followed the first with the same apparently ef­fortless ease. Actually, however, much skill and engineering know-how were required for the operation. The new bridge is expected to elimi­nate a serious traffic bottleneck through the capital city.

Fares Are Less Not More!

All railroad fares on the three major New England railroads are not being increased. That is a truth which we as employees must under­stand, and must put over to the public to dispel a prevalent belief that all fares have gone up.

Coach fares actually have been re­duced 25 per cent if the customer pur­chases a round-trip ticket and completes the trip within a calendar day.

Fares in chair cars are now 10 per cent cheaper than formerly under a new form of round trip ticket that is good for any trip within 30 days.

New Diesels

Welcome addition to our railroad’s battle for increased efficiency and re­duced operating costs, was the ar­rival last month of six new Alco­ diesels switching locomotives.

The 100-ton, 660 horsepower switchers represent the latest design, and because of their increased horse­power (60 more), they also may be utilized in light freight service.

Four of the switchers, numbered 957 through 960, were put into service by the Maine Central. 957 is assigned to Bangor; 958 works the Calais-Woodland job; 959 operates on the Brunswick-Lewiston Lower; and 960 is assigned to Waterville.

Two switchers, 1007-1008, were pur­chased by the Portland Terminal Company.

The new diesels have an over-all length of 44 and one-half feet, weigh 199,600 pounds loaded, have a fuel capacity of 635 gallons and a tractive effort of 50,000 pounds at 25 per cent adhesion.

Many Shops Employes

Candidates For City Posts

By G. K. STEVENS

Waterville Shops Reporter

Railroad men represent the largest percentage of candidates in the forth­coming Waterville city elections.

Democratic aspirants listed by Machinist John Larracey, chairman of the Ward One committee, include En­gine House Dispatcher Erwin Carter, candidate for alderman; Machinist Alden Finnemore, for the City Council; Plumbing Foreman Harold Mil­ton, for the School Board; Clerk Charles Wolman, for the Council; Clerk Bill Woods for the School Board; Clerk Ralph Barton, for the Council.

Republican candidates for the City Council include Carmen James Ill and Glen McCrorison.

These men are displaying a healthy attitude by their interest in civic af­fairs.

Carman

Whittles For Fun

Carrying on the Maine tradition for expert whittlin’, is Carman Helper Man­ley Dixon of the Waterville Shops.

A Navy veteran of World War II, Dixon entered Maine Central service about three years ago, and his many obj­ects, whittled by hand as a hobby, would win the praise of an expert.

Dixon started out in high school manual training on his hobby and has spent many hours of his spare time with his jackknife and a block of native white pine.

Although difficult to single out the best of his work, certainly the largest object is a beautiful pirate’s chest, painstakingly worked out, complete to simulated brass banding and studding, the entire chest is authentically antiqued with hand-made worm holes.

A wooden chain, whittled from a block of white pine feet long, took 164 hours of work to complete and now with every link and the final hook perfectly joined, stretches ten feet in length.

What might have been his most arduous task, yet one of his best speci­mens, is a mug, shown in the fore­ground of the picture above, carved from “hornbeam” wood. Its hand rubbed finish and grain are beautiful, but the wood itself is extremely hard and difficult to carve.

Other interesting items brought to life under the Dixon knife include several birds, authentic to the last de­tail of painted plumage. In the photograph, the graceful bird at left is a robin, while a blue jay perches cockily in the crotch of an apple tree at center. Its base is carved in the shape of an elephant’s head. At right is an oriole and a sparrow set on a base of rare stone Dixon collected while overseas.

New Coach Service

A new coach service between Bos­ton and Van Buren, Me., was intro­duced by our railroad in cooperation with the Bangor and Aroostook last month.

One of our new de luxe coaches leaves Boston on the Kennebec and is transferred at Bangor to the B&Ar’s fast Aroostook Flyer for the through trip to Van Buren. Stops in North­ern Maine are made at Derby, Millinocket, Oakfield, Presque Isle and Caribou. The service is offered daily in both directions during the week.

A vacation consists of 2 weeks which are 2 short, after which you are 2 tired 2 return 2 work and 2 broke not 2.
Tribute to Hiram Agent

The following letter to the Editor appeared recently in a Portland paper: "On Aug. 16 last, after the evening train departed, the Hiram railroad station was closed. With this closing came the retirement of Frank McLaughlin, the agent for 43 years. He has taken his pension and retired to the little white house across the street from the station. Mr. McLaughlin fulfilled every tradition of his calling, a gentleman, soft spoken and accommodating far beyond the call of duty. The Maine Central Railroad and the town of Hiram had a great asset in his presence. During his long service he has seen Hiram boys go away to two great wars. In this last war his son, Russell, was one of those who returned, flag draped in the car next to the engine. We will miss Mr. McLaughlin, the rattle of the telegraph and his patient answers to our many questions. Our best wishes to him and to Mrs. McLaughlin.

West Falmouth

Lovel B. Sawyer

Yuletide Thought

Man can now fly faster than sound and unleash the most destructive force the world has ever known but when you think of it this time of year man is still a rank amateur compared to animals. Look at the feat Donner and Blitzen and those other gallant reindeer perform each year, getting that jolly little gentleman in the red suit down every chimney in the universe and happiness into the hearts of children by Christmas morning.

Class I: railroads installed 1,577 new locomotives in the first ten months of 1949, the greatest number for any corresponding period since 1923, according to the Association of American Railroads. These included 1,552 diesel and 55 steam. New locomotives installed in the same period of 1948 totaled 1,159.

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H. R. Cummings Retires

Harold R. Cummings, for the past 15 years head of the Maine Central's real estate and industrial department, retired Nov. 30 after 47 years of service.

Cummings was honored at an informal gathering at the General Offices when E. Spencer Miller, first vice president, presented him with a watch and gold chain and knife on behalf of 45 officials and fellow employees. A luncheon at the Cumberland Club, Portland, followed.

Cummings started his service in 1902 as a rodman in the engineering department, became an assistant engineer in 1905, and special engineer in 1919. In 1934 he was appointed real estate and tax agent of the Maine Central system and added the title of industrial agent in 1941 when the industrial and real estate departments were combined.

Carl C. Haynes, long-time agent at Winthrop, retired this month after 45 years of service. The popular agent was noted throughout the system for the immaculate interior of his station and office.

Haynes entered railroad service in 1904 as a store agent at West Falmouth, served at Lewiston and Rockland, and became agent at Northern Maine Junction in 1906. He was promoted to general agent there in 1923, served as general agent at Presque Isle in 1931 and at Lewiston in 1932.

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Bowling 'Round
The System

Team Three with 22 wins against 10 losses currently leads the six-team Portland Terminal Company bowling league. Members include Francis Haldane, Roy Hanes, Herbie Piston, Bill Mizul and Roy Tibbetts.

From Tatarezik, a last year's system tournament competitor, holds the high average of 103. If they can maintain the pace, the Apprentices may be the team to defend the Division champs, he declared, "we feel our bowling superiority as evidenced by our enviable position as System champs." If any of the outlying points would care to arrange some pre-tournament practice games we at the Shops might be interested in bowling.

The Kennebecs, capturing early season control and form, led the General Offices Bowling League this month with a 21-7 record. Team members are Merrill Stanley, Pat Carroll, Bill Brownell and Warren Spire.

The Apprentices, Woody Gillcash's "Forgotten Men," are the hottest team in the Waterville Bowling league. Formed from odd men left things in the Waterville Bowling "Forgotten Men," are the hottest team in the Waterville Shops Bowling League this month.

The high average with a 97. of 145 and is pushing closely for the team, has the high individual string of 122 and Don Priest, league. Formed from odd men left thing in the Waterville Bowling "Forgotten Men," are the hottest team in the Waterville Shops Bowling League this month.

"Forgotten Men," are the hottest team in the Waterville Bowling "Forgotten Men," are the hottest team in the Waterville Shops Bowling League this month.

The high average of 100.2 and the high five-string total. The Kennebecs, captured early season control and form, led the General Offices Bowling League this month with a 21-7 record. Team members are Merrill Stanley, Pat Carroll, Bill Brownell and Warren Spire.

Dick Harrington currently holds the individual high average of 100 in a see-saw battle from week to week with Spire. Both were competitors in the system tournament last year.

Spires also holds the high individual string of 134, thus far, and the high three-string total of 395.

ELM CITY CHALLENGES AGAIN
Amiable Abbott McKenney, chairman of the Waterville Shops Bowling League, issued a fly challenge to other Railroad keglers this month. "While we modestly admit our bowling superiority as evidenced by our enviable position as System champs," he declared, "we feel that we should share some of our experience and talent with the 'Bush Leaguers.' If any of the outlying points would care to arrange some pre-tournament practice games we at the Shops will be glad to cooperate."

NEW SAFETY RECORD of a full year and more without a reportable accident was set by employes of the Bangor Engine House last month. Not to be outdone by their Rigby competitors, both motive power departments now are striving for a second safe year. At left, left to right, are Clifford L. Quigley, safety and fire prevention agent, and R. O. O'Connell, general foreman. At right, left to right, Charles H. Beard, chief clerk, and James L. Moriarty, superintendent of the Eastern Division.

Conductor "Andy" Caldwell of the Northern Maine Junction switcher was a patient at the Eastern Maine General Hospital.

Sympathy is extended to the family of Locomotive Engineer Harry Corbett, who died Oct. 17. Harry hauled passenger and freight trains over the Mec for many years.

Engineman Wilbur Stratten, of the Eastern Division, has been on the sick list for a long period. The Hiramdale Sporting Lodge situated at Madison was issued a sly challenge to other Railroad keglers this month. "While we modestly admit our bowling superiority as evidenced by our enviable position as System champs," he declared, "we feel that we should share some of our experience and talent with the 'Bush Leaguers.' If any of the outlying points would care to arrange some pre-tournament practice games we at the Shops will be glad to cooperate."

Sorry to hear of the death of Retired Railway Express Agent Tom, who for many years was located in Portland.

Conductor Karl O'Brien of Rockland was a patient at the Portland Union Station. A few partridges and a nice buck. He bagged a bear, two raccoons, a fox and an owl.

The one and only "Tate" Cummings at Portland Union Station drove Hugh Kennedy's car out to Santa Barbara, Calif., where Hugh figures to make a permanent address. Sorry, we will miss you a lot, J. J. K.

Conductor Cobb of the Eastern Division was a patient at the Eastern Maine General Hospital.

Engineman "Jim" Norton of Bangor paid a visit to friends at Augusta the last of October.

Railway Express Messenger "Jim" Leighton returned from a month's vacation at Richardson Lake and Round Pond. He bagged a bear, two raccoons, a fox and an owl, and a few partridges and a nice buck.

The one and only "Tate" Cummings at Portland Union Station drove Hugh Kennedy's car out to Santa Barbara, Calif., where Hugh figures to make a permanent address. Sorry, we will miss you a lot, J. J. K.

One of the members of our craft, who resides at East Auburn, did a little blasting job in his back yard. After the smoke and rocks cleared, nine broken windows and a carport had a two-months' job requiring the house.

The Hiramdale Sporting Lodge situated at Madison was issued a sly challenge to other Railroad keglers this month. The members have worked very hard to have it ready for the hunting season.
Pat said, "All right lady, get on the train."
"Oh no, I am not going, we just want to mail a letter." Pat collected twenty cents and gave the lady a ticket.

Fireman Rankin Anderson and a party did some hunting around Mattawamkeag. Howard Hall, baggagemaster on Trains 52 and 57, had his vacation the first of November in time for hunting.

Eugeniee Joe Peterson of Bangor has been very busy this Fall. He is building a dividing wall of rocks in his back yard. Incidentally, his supply of material is gathered from the shores of the Penobscot River.


Retired Conductor D. H. Farnham of Brunswick visited Portland and recently. Dean is looking and feeling just grand.

Conductor Irving Nebowc, of the Eastern Division, has been confined to his home by illness. Hurry back, Irving.

Car Inspector Fred Porter of the Portland Terminal brought home a nice doe from South Lagrange.

Engineman "Chet" Davis, a patient at the Sisters' Hospital at Waterville, is home now. Also Retired Engineman "Honey" Horneyeck is home after a long period of illness at the General Hospital.

Mrs. J. E. McGahay, widow of J. E. McGahay, has returned home after an operation at the General Hospital.

Retired Towerman Alfred Gilmour and Mrs. Gilmour of Hewes Road, South Portland, visited their daughter and her family at East Braintree, Mass., over Thanksgiving.

Mrs. J. E. McKay, they eat too much!"

Among those who went hunting on their vacations were Leading Carman Gorham Gatchell, Machinist H. M. Holmes, Loader Henry S. Durney, Head Callboy Arthur Tardif and Crossing-tender Arthur Peach.

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IN A MOOD for relaxing is Assistant Passenger Foreman William D. Ots, Waterville Shops, a 23-year veteran with the Maine Central.

Mrs. Leon Cookson, wife of Lamont's Brother, is a patient at the Sisters for surgery.

MUSICIAN-POET of the Waterville Shops is Laborer Ralph Brown of the Oil House. A noon hour vocalist for the boys on certain occasions, he now is becoming proficient on the violin.

Machinist Helper Sam Desveaux has been nominated for center watch. Machinist Helper Merton Brann comes over a second grandchild.

Tractor Driver Thomas Hassan and Miss Dorothy Palmer of Augusta were married last Saturday at Oakland. Tom is the son of Mechanic Ralph Hassan at the oil house.

Carman Helper Eddie "Stumpy" King, Jr., was one of the lucky deer hunters. Machinist Don Rines has ambitions to become the air brake room rat exterminator, as long as the rat doesn't jump at him first.

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from each of Deering Junction to the terminal limit on both main lines. This track has also been newly ballasted. The result of this work should be a good smooth ride.

Trackman Nelson Coe has returned from a hunting trip. No deer.

 Clerk Arthur Stack had his usual luck on a short hunting trip and brought back a spike horn buck.

 Clerk Typist Margaret H. Deale and her husband have returned from their hunting camp at Weailey with a spike horn buck.

Signalman Dave King has restricted his cigar smoking to only six cigars a day.

Sectionman Linwood Decker has transferred to the Fabyan; C. J. Bolduc, engineer, Leon. The conveyor feed is 515 feet long and can set 17 watermelons and cantaloupes in his grandfather's patch at Stroudwater this Summer. It was the green-thumbed youngster's first try at gardening.

Operator Rocco Risbara, Deering Junction, who raised a crop of watermelons and cantaloupes in his grandfather's patch at Stroudwater this Summer. It was the green-thumbed youngster's first try at gardening.

New Pulp Stacker built this Fall by the Great Northern Paper Company at Madison is 60 feet high and has storage capacity for 5,000-6,000 cords.

Operator Carkin has gone to Whitefield to relieve Agent Stillings. Agent Burnell has been deer hunting. To date we have not heard of his luck. As there was no shouting.

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Mr. and Mrs. Henry Fearon have announced the engagement of their daughter, Pauline, to Lee Delehanty. Pauline is a ticket seller at our Lewiston Terminal. Delehanty is employed by the Central Maine Power Company. No date has been set for the wedding.

We offer our congratulations and best wishes.

By LUCILLE BRIDGE

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By P. D. ADAMS

By O. H. BEEDWOOR

We have on vacation at present: Joe Burke, foreman, Willey House; Pete King, trackman, Careigan; Bruce Clemens, trackman, Crawford Notch; R. R. Gardner, trackman, Sawyer's River; Dwight Darforth, foreman, Franklin; Arnold Keeneon, trackman, Sawyer's River; John McCann, foreman, Sawyer's River; C. J. Boldue, enginer, H. C. Amason, engineer, Leon Sanborn, car inspector. Most of them are after the elusive deer, but only Rensson has one up to date.

Leighton Washburn, engine house laborer, went out and shot a good big bear recently. Pete Koella, foreman, aviary, had a bear and a lynx. This adds up to five or six bear shot around here this Fall.

Operator Carbin has gone to Whitefield to relieve Agent Stillings. Agent Burnell is back at Glen.

By M. E. GIBBONS

Edward Hendricksen, son of the dispatcher, became lost while hunting in Hathorn bog, six miles north of East Millinocket. He left his car parked on the side of the road and started to hunt early in the morning and had arranged to meet at 9 a.m. at their car parked on the side of the road and started to hunt early in the morning and had arranged to meet at 9 a.m. at their car parked on the

DEERING JUNCTION

By TOM ROCHE

Teleweld has completed welding rails from each of Deering Junction to the terminal. We are pleased to report that Mary Mary, wife of Enginehouse Laborer W. P. Moody, has returned from the hospital and is feeling well.

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MOUNTAIN SUBDIVISION

Bartlett, N. H.

By O. H. BEEDWOOD

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Grindstone Road. She waited at the car until noon then hitch-hiked back to get help. A posse of 20 men searched throughout one day until nightfall. Young Hendrickson spent the day in the woods and emerged none the worse for having gone through such an ordeal.

Conductor Gilbert Karnes and Mrs. Karnes recently celebrated their 47th wedding anniversary at a party at their home in Brewer. They received many gifts including money, also many cards. Among those attending were retired Yard Clerk K. A. Lewis and Mrs. Lewis.


Clerk R. L. Spaulding has been on vacation and we understand he got a deer. A. W. Crocker also is off on a hunting trip and we hope he gets one this year. It has been reported that a deer has been seen hanging outside his cabin at Tomahawk.

Miss Jean D. Newman, daughter of Mr. and Mrs. Lloyd F. Newman of Houlton, became the bride of Wayne E. Grass, operator and Mrs. Lloyd F. Newman of Houlton, became the bride of Wayne E. Grass, operator of the Bangor and Aroostook Railroad at the age of 25.

Retired Conductor William Malone, now 78, has been released from the Eastern Maine General Hospital where it was found necessary to remove one of his eyes.

Sgt. Howard F. Furrow, son of Relief Foreman and Mrs. Furrow, fleet from Germany and arrived home Oct 17. Young Furrow has been stationed with the 36 Fighter Group which was the only jet fighter group in Germany. During the war he served in England, France and Belgium with the 391st "Black Death" Bomber Group and he was awarded six battle participation stars and Presidential Unit Citation. He is to report to Lowery Field, Col., Dec. 2, as armament instructor.

MARINE CORPS RECRUIT DEPOT, PARRIS ISLAND, S.C., Oct. 12

James E. Cahill, son of Eastern Division Engineer and Mrs. E. C. Cahill, Bangor, was a stellar performer on the Second Battalion Football Team in the "Recon" Bowl play-off last Fall. Cahill was a member of the John Baptist High School football team during his four years at that school. Besides lettering in football for three years, he won two letters in basketball and one in baseball. He enlisted in the Marine Corps on August 24, 1948, in Portland, Maine, for a three-year period.
Rigby Yard

By GEORGE MARCROFT

The boys with the candlesticks have organized a league. The team's name is taken by Roy Tibbets of the engine house leading the league at this writing. Other members of the league are Roy Haynes and Halgren from the engine house; Masza of the yard department; and "Farmer" Piston of the yard department. Roy Tibbets is also leading the league with high average and high batting average of 145. Jerry Flaherty of the store department has second Aoral 35. Wait until these boys get hot.

"Pete" Grimmer, fiddler, an electrician, is a surgical patient at the Maine Eye and Ear Infirmary. "Pete" had his left leg amputated on Oct. 7. Mrs. Fellew, drop him a card. One swell guy!

Herbie Jenkins, conductor of the North Berwick local, was rushed to the Maine General Hospital on Nov. 16 a doe weighing about 125 pounds. Walter Pettingill, swing car distributor and clerk, Per Diem Bureau, has taken rifle and horse head for Calais. Who knows? We may get some of those delicious deer steaks yet.

Some of the boys at Rigby travel hundreds of miles to get a shot at a deer, but on Nov. 16 a doe weighing about 125 pounds trotted down in back of the yard office at Rigby and took rifle right hand and ended up with a broken neck on a fence on Wilson Street, Thornton Heights.

Mrs. Fay Marcroft, wife of Roy Marcroft, paid a visit to her mother-in-law, Mrs. Marcroft, who is stationed there. Mrs. Collins, was former­ly Mary Flanagan, employed in the Freight Office.

We extend our sympathy to the family of Peter J. Conley, former freight handler, who died recently.

Mrs. and Mr. Ernest Cooper recently spent a hunting trip in the vicinity of Portland. Mrs. Cooper is employed in the Freight Office.

Assistant Delivery Clerk Henry J. Kenny and wife have returned from a pleasant trip to Williamsport, Pa., who is stationed in Pittsburgh, Pa.

We extend our best wishes for a speedy recovery to the wife of James H. Crangle, loader and caller, who has been ill.

Recent visitors at the freight office were Walter W. Sawyer, Sr., and Martin J. Coyne, retired freight handlers. Both are enjoying the best of health.

We extend our sympathy to Richard D. Britton, freight clerk and caller, on the recent death of his mother.

John T. Curran, loader and caller, and wife, are returning from a pleasantly extended tour of California and report a most enjoyable time.

Forest C. Hoar, freight checker, was on a hunting trip to Washington County recently and reports a most enjoyable time. We are all pleased to hear that Me­chanic Ray Jackson, trackman on the Machinists, is gaining nicely after her recent operation. We regret to hear of the illness of Mrs. Ala Dible, who was employed as freight clerk and Free House force during absence of Eugene Foss.

Richard Gardner, formerly of the Dennys­ville crew last month in Washington Junction section last month, and Floyd White of Wiscasset, who has been employed in the Machinists crew during absence of Eugene Foss.

Motor Patrolmen Leon Denico and Pres­ton Putnam, both of the Dennysville crew, and Earl Dorf made their last track patrol trips for the year between Washington Junction and Calais, on Nov. 23.

Samuel Grass filled in as cook in Hamilton's crew last month while regular cook, Delis Carlow, was on vacation.

Trackman George Hall of Eastport has returned to work following illness.

Kenneth Leighton was cook in Perkins' crew last month during vacation of Cook Burlington Taylor.

Rigby Engine House

By A. B. WETMORE

The boys at the engine house were pleased to hear of Foreman Joe Dughe­rity's report on accidents at his point. We give a copy of this report in the "Ken" Stevens, and I shall publish my figures as I have been doing from month to month. However, we would suggest that figures for Waterville include the loco­motive crews on the house and house. It is not far to a point having only a few men, like Waterville En­gine, to a point having 150 men as we have at Rigby.

I knocked while on a recent hunting trip, made the mistake of putting salt in his coffee. We know at least that John is not troubled with having a sweet tooth.

The meeting held the early part of the month at the air-brake car at which Rich­ard and M. L. and M. N. described work­ing and trouble shooting on the diesel steam generators was a success. Attendance was large.

Machinist Guy Steves returned from a trip to Florida where he is planning to build a cottage on property he owns.

Electrician Raymond Ervin has returned from the California trip and report a most en­joyable time.

Retired Conductor "Les" Tucker drops by to month. However, we would suggest that figures for Waterville include the loco­motive crews on the house and house. It is not far to a point having only a few men, like Waterville En­gine, to a point having 150 men as we have at Rigby.

We regret to hear of the illness of Mrs. Irene Connolly, who is stationed there. Mrs. Collins, was former­ly Mary Flanagan, employed in the Freight Office.

We extend our sympathy to the family of Peter J. Conley, former freight handler, who died recently.

We extend our best wishes for a speedy recovery to the wife of James H. Crangle, loader and caller, and wife; Freight Checkers Paul Fournier and family; Connolly, Thomas J. Curran and wife; Bartley, J. Flynn, James E. Mals and wife; Mar­garet T. O'Donnell, Edward R. Stanton, Oliver C. Treglen and wife; and Janitor Harold Morrison and wife and daughter.

DISCUSSING extension of Track 41 at Rigby are Carleton A. Poorer, foreman of Union Station extra. They are also discussing the possibility of the possibility of the AC's having a station at the South Portland train station.

We are happy to report the progress of George R. Lowell, bookkeeper in the accounting department, who suffered an attack of polio recently. George is at the Maine General Hospital, and would be glad to see his friends any time now.

Edwin F. Farrar, clerk, Purchasing De­partment, has returned from a hunting trip. Better luck next time, Eddie.

Mary J. Plummer, stenographer in the Engineering Department, spent the holiday week end with her aunt in Baltimore.

Fred W. Jones, chainman in the Engi­neering Department, spent the holiday week end with his family in Miami. Fred has been married a short time.

Electrician Walter Emery made the head­lines last week when he got his deer the hard way, by running it down and doing considerable damage to the car. It was an eight-point buck reported to weigh about 260 pounds. Also, according to the Maine General Hospital, is convalescing at her home on Alba Street.

General Offices

General Foreman Coleman Welsh reports the death of his brother, John, who resided in Denver, N. H. A floral tribute was placed on the grave in the Evergreen Cemetery, Portland.

Mrs. Leslie Drew, wife of Machinist Les­lie Drew won a six-piece glass tea set at the annual Caldwell Post American Legion at Deering.

The Safety Board as of Nov. 18 record 444 days, a new record for the month without a bad scare. Both Ma­chinists Philip N. Sozzi, foreman, and Junior member L. J. Hoffman, had injuries, which, although not disabling, cause them considerable pain.

We are all pleased to hear that Me­chanic Ray Jackson, trackman on the Machinists, is gaining nicely after her recent operation. We regret to hear of the illness of Mrs.
Bad Business

The simplest way we know of showing that the cost of most everything else has gone up higher than railroad freight rates is to make this comparison:

Ten years ago railroad freight charges amounted to 8.5 per cent of the wholesale value of the goods transported. This year they amounted to only 6 per cent.

Why, then, has freight business fallen way off? Simply because you, as a taxpayer, are paying for the construction and maintenance of the "roadbeds" of railroads' growing competitor—the big trucks—thereby giving them a large rate advantage.