Crossing Protection 
At Portland

INSTALLATION of new grade crossing protection at Congress Street, adjacent to Union Station, Portland, was underway last month. (1) Richard Darveau, signalman, works on a combination roadway and sidewalk gate with flasher signal at the southeast corner. (2) Adjustment of a standard flasher signal finds Signalman Larry Goodwin holding rope and J. E. Ralph, assistant to the field engineer, B&M, supervising.

Bangor Now a Diesel Facility

Bangor, scene of 113 years of railroading since the first steam locomotive in Maine operated there in 1836, has in little more than a year, seen nearly complete dieselization take over.

The transformation of this bustling terminus of our Eastern Division from a steam center to an efficient diesel maintenance point, is a distinct credit to our employes there.

From a peak of approximately 40 operating steam locomotives, all that remains is a Government Mickey, a small C-Class, and a Lima O. Men who a year ago had from 30 to 40 years of steam maintenance behind them, today are well trained diesel mechanics.

A glimpse of the 37-pit Bangor Engine House and surroundings illustrates the progression from 1,000 gallon diesel fuel storage tank for our old 901, to a new 500,000 gallon tank complete with pump house. Other new outside facilities include a dispensing stand with two outlets for fuel, water outlets for generators and cooling water, and the latest type, 10-ton capacity, sand tower.

The interior of the engine house portrays even more vividly the major changes necessary to provide diesel servicing. In the machine shop three locomotive pits were floored over, obsolete machinery scrapped, and new machinery consolidated, so that now more than two-thirds of the space is devoted to a diesel parts storeroom. The entire area is enclosed with steel grille and a small office occupies one corner.

The fourth section of the roundhouse has been set apart for diesel repair. Here seven pits were floored with concrete, improved lighting added, and upright, movable platforms built for easy accessibility to the 'innards of the quiet giants.'

Outstanding feature of the changeover there was installation of 15, gravity type, roof "jacks." These are the inverted funnel-like objects under which a steam locomotive stack formerly was placed to carry off the smoke. In the case of the diesels, two or three jacks had to be installed in a section for the one needed previously. The jacks are topped on the outside by louved metal elbows with a "rudder" so that the wind constantly keeps them moving, drawing off the powerful exhaust fumes.
THAT COAL WAS NEVER LIKE THIS is illustrated by the neat, modern, fuel storage facilities at High Head in the Bangor yard. The tank capacity is 500,000 gallons.

Other items added, peculiar to diesel operation include a king-sized "hot plate." Actually it is a large metal grate capable of "cooking" 25 or more 50-gallon drums of oil at a time. Lubrication oil for the diesels must be heated to about 70 degrees before it can be pumped into the engine and the "hot plate" does the trick.

A set of parts cleaning tanks and filters occupy one of the old engine house pits. Parts are dropped into big tanks filled with a cleaning agent and hot water. Since it is connected to a sewer for drainage, all the oil is filtered out through a Gail oil separator so that no oil passes through which could pollute the Bangor harbor water.

"Progressive maintenance" is the keynote of the new Bangor diesel installation. No one waits until something is wrong with a locomotive before it is repaired. In the foreman's office is a unique slide rule. Enclosed in plate glass is a large chart listing mileages where locomotive overhaul is necessary. Across the chart perpendicularly is moved a slide listing the repairs necessary at the given mileage. Thus, a foreman say, for engine 672, notes that it has reached 48,000 miles. Moving the slide to that mileage, shows the work by numerals that must be performed. Tally sheets assigned to each engine and kept in book form by a clerk, have corresponding numbers for all probable repairs. The foreman checks the tally sheet off and the work is underway.

At Bangor, all running repairs for the F-3 Class engines and Alco road switchers, can be made. Engines are rebuilt, pistons, liners, and heads removed. In two tricks a steam generator can be removed as a unit and completely overhauled.

The Queen City employees are particularly proud of, and have been commended for, their cleaning prowess. This is an especially important factor in diesels. An oil leak can play hob with an engine room interior.

But the real secret of this smooth transition from steam to diesel is the engine house employees themselves. All the foremen have attended either the Electro Motive Division School at LaGrange, Ill., or the Alco School at Schenectady, N. Y.

St. Peter: "How did you get here?"
Latest Arrival: "Flu!"

These Cars Use Their Own Highways

Seven Types of Freight Cars

What individual hasn't at some time in his life, watched in fascination as a great freight thundered by? Watched, and counted the cars, noting the far away lines, and the contents of flats and gondolas.

The Maine Central has approximately 4,300 freight cars in service for the multitude of merchandise consigned by shippers and to receivers along our lines.

Of the nine recognized types of boxcars, our railroad has seven in service, excluding automobile and furniture cars.

As would be expected, the greatest number, 2,457, are general service boxcars numbered 4248 through 9094. A great rebuilding project has been underway on these cars during the Summer and Fall with from 40 a month, to 88 a month (in December) passing through the Waterville Shops to emerge as preferred lading cars in top condition.

With paper one of our three most important sources of revenue, it's natural that the balance of our boxcars are used to serve that industry.

We have 40 cars in the 35,000 series especially designed to carry wet pulp from Madison to the Keyes Fibre and Hollingsworth & Whitney plants at Waterville. These cars have special flooring, actually a second floor laid over the first with a four inch air space between, and are cross sheathed much like a "refer" or refrigerator car. Such precaution is needed to keep the wet pulp from freezing in the car.

The remaining 911 of the 35-36,000 series are distinguished by their all-steel construction, smooth interior flooring and sides, and tight roofs.

To non-railroaders "gondolas" operate via Venice water routes, but the Maine Central has 400 of them to haul coal and other special products. There are 15 known types of gondolas ranging from flat-bottomed, open-topped COAL SERVICE EXCLUSIVELY is the duty of this high-sided, cross hopper gondola.
13 different types of these for coal, ore and mineral loadings.

For transporting milk, one of our largest single items of revenue annually, the Maine Central maintains 16 dairy cars. These refrigerated cars are familiar sights with their gleaming rows of 20-gallon cans.

Another special commodity originating on our lines is cement, of which we hauled some 4,948 carloads last year. For this service to the Portland Lawrence Cement Company at Thomaston we provide 34 special hopper-type cars. These Class L cars actually are covered hoppers with snug fittings all around to carry cement in bulk and to keep it dry.

In addition, four special hoppers are in service and reconditioning of three more is underway for shipment of bulk lime used in paper manufacture. Two of these run on the St. J&LC between Swanton, Vt., and Berlin, N.H., on lease to the Brown Company and two between Leicester Jet., Vt., and Cumberland Mills for the S. D. Warren Company. These hoppers were reconditioned from their former use as close-topped cement cars, also will be used by the Brown Company.

Live stock too, ride our rails for which we provide 15 standard, slat-side, stock cars.

Most significant of the efforts made by our railroad to provide service is conversion of the remaining 105 stock cars into special cars for pulpwood service. This project will be discussed in a separate Magazine article later.

Completing our freight car list is 140 rack cars with single center doors that have been regularly assigned to haul about 15,000 carloads of pulpwood locally over our lines.

Not mentioned heretofore are “refers,” tank cars and flat cars. The Maine Central, while owning some flat cars, has none in off line service.

Nearly 300,000 of the cars which run on railroads are not owned by the railroads but by shipper-users, such as the packers or major dairy companies, or by private car-leasing lines which rent cars to shipper-users, or by railroad-owned refrigerator-car-operating companies formed to supply the fluctuating seasonal demands for refrigerator cars for groups of railroads serving wide territories.

The Maine Central is in the latter category. Already we have some 3,000 "refers" contracted for from the Merchants Despatch Transportation, a railroad owned refrigerator car company.

These cars are "signboarded," i.e., carry a message that they be returned immediately to Maine service and Aroostook County in anticipation of our coming great potato shipments.

Certainly the intelligent citizen watching a freight roll by must realize that here is the truly great, the truly common carrier. It is as representative of America as its consist, with cars of every description from all points in the Nation, moving together as a unit, providing the foundation of American transportation.

Our 378 mixed train for Beecher Falls and an unexcelled view of surrounding White Mountain scenery. "provides the thrills of a roller coaster and an unexcelled view of surrounding White Mountain scenery."

The writer follows our 376 freight through a typical day's run, picks up our 378 mixed train for Beecher Falls and follows 162 along the line.

HOT STUFF

The night after Electrician Walter Emery of Rigby was installed as master of the Pleasantdale Grange, the hall burned down. Too hot to handle, eh Walter?
Father and Son Both Conductors

When it comes to a "highball," the Clan MacLearn of Yarmouth can give it, for the father-son combination boasts the youngest conductor on the Maine Central.

Rodney E. MacLearn, 22, working BW-2 and WB-1, Bangor-Waterville, could hardly wait to graduate from North Yarmouth Academy before following his father's footsteps and entering railroad service in November, 1942. When he qualified March 11, 1948, he became the youngest conductor on the road.

Father George E. MacLearn has a slight edge on seniority, having been a conductor for 31 years. Now working 317-318, Brunswick-Lewiston Lower, he entered railroad service in 1909 as a fireman on the B&M. MacLearn the elder, grinned at the recollection: "I went to Boston on a vacation, met a railroad man, and hired out," he said. After three years he came to the Maine Central as a trainman, worked both passenger and freight service as a spare conductor. The two Scots twice worked jobs together before Rodney qualified. He was brake man for his Dad on the Rockland job and for a year worked RW-9 as head brake man with Dad as conductor.

Railroading seems to run in the MacLearn family. Relationships to the senior MacLearn on the Maine Central include a nephew, Trainmaster Ralmond Williams, Bangor; and a brother-in-law, Ernest Coffin, Freeport. A brother, Freeman, is an engineer on the Illinois Central, and another brother, Dan, formerly worked for both the MeC and Canadian National.

Not to be outdone, Rod married a railroad girl and claims Norman Penney, trainman on RW-9 as his father-in-law.

Gray Receives Life Pass

Eastern Division Engineer Fred J. Gray joined the veteran ranks of Maine Central Gold Pass holders last month when he was issued Life Service Pass 138 with an accompanying congratulatory letter from President E. S. French.

A veteran of the old Washington County Railroad, Gray entered service for them as a hostler at Calais in 1899. He became a fireman in 1901 and was set up to a locomotive engineer in 1905, continuing as one of our long-time engineers when the Maine Central took over in 1911. Gray resides in Milltown, Maine.

Highway Busters

Big Trucks Are A Three-way Menace

Do you know of anyone who was arrested 500 times in two years for traffic violations and got away with it—at a profit?

You would expect that the right to drive a vehicle would be taken away long before any such number of violations was reached.

Yet an Ohio trucking firm had surpassed a total of 500 arrests for violations, before it finally was brought before the ICC in Michigan to show cause why its franchise shouldn't be revoked in that state. Even then, officials of the trucking firm were indignant. It didn't make sense to them that they couldn't just pay their fines and roll merrily over the highways flouting the law. They felt there was a conspiracy against them in Michigan, since they operated their trucks in six other states and hardly ever got arrested.

43.5 Tons Overweight

In Pennsylvania, a truck was apprehended with a load of 74.5 tons—which is 43.5 tons over the legal weight limit in that state. Pennsylvania highway officials estimated that this one truck alone had caused $15,000 worth of damage to their highways before it was caught.

In Indiana, a truck weighing 37.5 tons was stopped as it approached a bridge which had a load limit of 4 tons.

Across the nation the same flagrant disregard for the law is being chalked up day after day by big trucks. Spasmodic weight checks in states will find better than one out of every four big trucks violating the legal weight limits.

Violations Affect You

Such violations affect every reader of the Maine Central Railroad Magazine as a taxpayer, a motorist and a railroader.

As a taxpayer, you are concerned because overloaded trucks on the highways which your money has built are causing the roads to be broken up many years in advance of normal wear. Thomas H. MacDonald, U. S. Railroad Engineer in 1905, crossing tender at Newport, after 31 years' service.

Eleanor G. Conboy, of 69 E1smere Avenue, South Portland, former clerk in the Engineering Department at Portland, after 39 years' service.

Harvey E. Harlow, 51, of 12-Second Street, Randolph, Me., former crossing tender at Gardiner, after 31 years' service.

HOW BIG IS A BIG TRUCK?—"Highway boxcar" is not an exaggerated nickname for today's big trucks. In the illustration below an artist has superimposed, on the same scale, the outlines of an actual photograph of a legal-size truck over the photo of a standard railroad boxcar. The average capacity of such a boxcar is 51.9 tons. The greatest legal gross weight limit for a truck in any state having such regulations is 68 tons. Yet a truck was apprehended in Pennsylvania with a load of 74.5 tons!
Commissioner of Roads, said that "overloading is skyrocketing maintenance and reconstruction costs to total a disgraceful and extravagant waste in the nation's true economy. The highway user is concerned because the burden of highway costs falls largely on him."

As Mr. MacDonald points out, more and more money is going to the maintenance and reconstruction of your highways and roads. And you pay the bill, not the truckers. Whether or not you own an auto, the highways, roads and streets cost you as a taxpayer 56 cents out of every dollar spent on them.

As a motorist you have added reason to be concerned about truck overloading. Truck-busted pavements make your ride bumpy and unpleasant. And overloaded trucks make your highway ride unsafe.

Direct Threat To Your Job
As a railroader, you know your job is directly threatened by overloaded trucks, since every ton of overload is one less ton of freight for the railroads to haul. Even more important: every ton of overload helps give the trucks enough added profits to allow them to reduce their rates still further to win more business away from your railroad.

What Is Being Done?
Exactly what is being done about this big truck overloading? Very little, over-all. Some states, alerted to the problem by indignant highway officials and citizens, are checking for weight violations. Illinois is one such state whose campaign against overweight trucks resulted in 26,343 of them being cited for violations in the first ten months of 1949.

What, then, can you as a taxpayer, motorist and railroader do about this problem which is busting your highways, your purse, and possibly your skull?

You can be vocal. You can tell your relatives, neighbors and friends these facts. Railroaders average one family in every 28 in the nation. If you sold five other families on this story of truck overloading and what it means to them, public opinion would be sufficient to get vigorous enforcement. Silence is not golden when it might mean your job.

The A & K became the Maine Central in 1871 along with the Portland and Kennebec Railroad which was built through Augusta to Waterville. The A & K by this time had extended their line from Danville Junction down through Cumberland Junction to Portland along the roadbed that is now the MCRR main line.

WILLIAM A. PRESCOTT RETIRES,
WILLIAM A. PRESCOTT, TRACK SUPERVISOR AT WATERVILLE, RETIRED DEC. 31, AFTER 41 YEARS OF SERVICE.

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TERMED THE BIGGEST mail rush in the history of the railroad was 1949's deluge of letters and packages typified throughout the system by this view in Union Station, Portland where huge piles nevertheless were cleared and on their way on time.

The 100th anniversary of the operation of the first trains to Waterville over the "Back Road," was noted in a newspaper feature article Dec. 3.

A little train of the Androscoggin and Kennebec Railroad consisting of a wood-burning locomotive and two passenger cars, prepared to depart on its first run westward to Portland. The schedule called for the departure at 8:45 a.m. with stops at West Waterville, North Belgrade, Readfield, Winthrop, Monmouth, Leeds, Greene, Auburn, Danville Junction and into Portland on the Canadian Line at 1 p.m.

At 11:45 a.m. the same day, the TIME TABLE

Androscoggin and Kennebec Rail Road.
Commencing December 3, 1840.

<table>
<thead>
<tr>
<th>UP TRAINS</th>
<th>No. 4</th>
<th>No. 5</th>
<th>No. 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>To Waterville</td>
<td>6:45 A.M.</td>
<td>6:45 A.M.</td>
<td>6:45 A.M.</td>
</tr>
<tr>
<td>To Portland</td>
<td>7:00 A.M.</td>
<td>7:00 A.M.</td>
<td>7:00 A.M.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FREIGHT TRAINS</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 4</td>
</tr>
<tr>
<td>To Waterville</td>
</tr>
<tr>
<td>To Portland</td>
</tr>
</tbody>
</table>

TRAINS Numbered Two and Three pass at Readfield, at 10:15 A.M. and 12:45 P.M.

TRAINS Numbered Four and Five pass at Monmouth, at 6:45 P.M.

FINAL TIMETABLE showing the first runs over the Back Road to Waterville 100 years ago Dec. 3, was furnished by Associate Editor Emeritus William A. Wheeler.

The first eastbound train from Portland arrived at Waterville. It was Number 2 and had left Portland at 7:30 a.m. with an average speed of 20 miles per hour.

The entire cost of the Androscoggin and Kennebec Railroad from Danville Junction to Waterville was $1,350,000. Compared to present day costs, that amount would buy a diesel passenger locomotive and ten stainless steel coaches.

Allegiance.

W. A. Prescott, track supervisor at Waterville, retired Dec. 31, after 41 years of service. Starting his railroad career as a foreman at Waterville in 1908, he was promoted to assistant roadmaster in 1917 and became track supervisor of District Four in 1932.

The sad-eyed Oriental was carefully scattering boiled rice on a grave when an American visitor with an armful of flowers stopped beside him and looked on skeptically.

"What time do you expect your friend to come up and eat that rice?" asked the American. The Oriental favored him with an inscrutable smile.

"Same time your friend come up to smell flowers."
THE RECORD

In the year 1949, railroads moved more tons more miles for each hour of freight train service, and operated a greater mileage of fast, modern passenger train service each day, than ever before.

These gains in railroad service and efficiency are due largely to the four-billion-dollar program of improvement in plant and equipment started by the railroads as soon as the war ended, and carried on by them ever since. This program has resulted in building nearly 800,000 new freight cars, 4,700 new locomotives, of which 4,350 are diesel-electrics, and 3,700 new passenger-train cars, besides great fundamental improvements in roadways and yards and terminals, signals and communications, shops and other fixed facilities of the railroads.

Realization of the benefits of this program of improvement depends to large degree upon the volume of traffic moving by rail.

Railroad operations in 1949 resulted in a financial return of approximately 2½ per cent on net investment in plant and equipment. This disappointingly low return was due in part to a decline in the volume of business; in part to failure to obtain compensatory rates for handling mail; and in part to the sharp rise in railroad wage rates and costs resulting from the introduction on September 1, 1949, of a 40-hour work week with no reduction in pay from the previous 48-hour week.

WELL DONE

The true spirit of Christmas was demonstrated at the Rigby Engine House last month. A Christmas basket fund liberally contributed to by the employees provided complete dinners for four or more people to eight of their less fortunate fellow workers and the widow of one of their recently deceased members.

This item, small in size but large in humanity, is extraordi­narily popular among some of the readers and the reporter’s column in order that all of us may join in a firm, “well done.”

NO MONOPOLY NOW

If regulatory authorities could get away from the old idea that the railroads are still a monopoly, giving them greater freedom in rate-making without the current delays, while removing the large degree of government assistance that helps their competitors, this vital industry might be restored to health. But it will not be unless the present handicaps are removed.

—Lewiston (Me.) Sun

CREW PRaised

Courtesy of a Mountain Subdivision train crew, we have the privilege of including in the following letter received by Assistant General Manager M. A. Thomas:

Just to inform you we had occasion to travel on your road recently and we received more courteous treatment from Conductor (A. R.) Batley than any place in our travels.

For the past two and one half years we have been traveling steadily, all over Canada, U. S., Alaska, Cuba and Mexico. He never missed telling us the coming stop and find that quite unusual. The brakeman Mr. (Roma) Drenin also was very courteous in regard to our luggage. Thank you.

Mrs. F. A. Urban

THE COVER

This beautiful snow scene is typical of New England woods and fields this time of year although up to press time, at least, Winter has spared much ½ of our territory from heavy snows.

BOWLING ROUND

The System

Spectacular Team Six has stunned the Rice Bowl Bowling League by moving up from last to first place in seven weeks.

The strike-happy quintet dropped only two points over the seven-week period to spark their surge.

Blacksmith Helper Brom Tatarczuk, a last year’s tournament competitor, holds the high Team Six individual average of 101 followed by Dennis Shea, freight house, with a 91 and Carman Don Perkins with a 90 average. Other members are Carman Jimmy Bluck and Stores Department Clerk Hugh Flynn. The group also holds the league-high total for one string of 528.

Roy Tibbetts, captain of the Rigby representation at the Directors’ Trophy tournament last year, continued as the biggest buster in the league. He holds the high average for three strings of 347 and the highest individual score of 145 for one string in the league.

Team Three with the league-high total for three strings of 1455, is in second place in the league with a 90-15 win-loss record. Team Five is in third place with 24-20.

BANGER NICKS WATerville

IN PRE-Tournament MATCH

An able Bangor team bowled over a group of Waterville All-Stars by 12 pins last month in a pre-tournament invitation match at Bangor.

Machinist Helper Don Priest, captain of last year’s Waterville tournament team, took the high individual string of 125 in the last box of the three-string match.

Bus Operator Larry Warren of the Bangors, racked up the match-high three string total of 319 and had the second high individual string of 119. Other high individual strings were bowled by John Shaughnessy, Bangor freight office, 104; Carman Helper Ted Jewett, Waterville, 105; and Bud White, Bangor, 102.

Elm City team members included Armand Metivier, Woody Gillesco, Jewett and Priest, all veterans of the championship team last year, and Leo Hanley.

The Bangor team, one of two organized there this year, included tournament veterans Warren and Shaughnessy. Bus Operators Bert Shepard and White.

GRANT TAKES WILDERNESS

Passengers riding with MCTCo. Bus Operator Les Grant of Portland need never fear he'll get lost.

During a layover on the new Water­ville-Jackman run, Grant seized the op­portunity to venture into the wilderness on the stretch between Caratunk and Jackman to cut a Christmas tree. Arriving home, Grant discovered he’d lost his cigarette case and lighter and guessed correctly it had fallen out of his shirt pocket during the wood­cutting.

Near back on the run until a week later, Eagle Eye Grant surveyed the 40­mile stretch on route, picked a spot, marched into the woods, and triumphant­ly returned with the case and lighter.

“I was only worried it might snow,” Grant yawned confidently.

KNOWS OLD TIME PIC

Knows Old Time Pic

Editor
Maine Central Railroad Magazine
Portland, Maine

Dear Sir:

On the back cover of the November Maine Central Railroad Magazine, there is a picture of the archives of the Norridgewock station—location unknown.

I believe I can answer the question because this picture brought back many memories. As a small boy, I used to play under the arches of the Norridgewock station at that time. When the trestle was pulled away, a wooden bridge at Norridgewock was erected. I think that when this picture was taken, the workmen were making repairs, after it had caught fire.

Sincerely yours,

David H. Staples, Retired Engineer
Clerk Wilfred Blinnett and Albert Rancourt have been recent visitors at Rigby.

Retired Carman Harry Bridges has been a visitor at the Shops recently. He is looking and feeling fine and is living in Manchester, N. H.

Foreman Ray Snow has been on vacation recently.

Steng Marilyn Phelps was a patient at the EMG Hospital in Bangor for a short time recently.

Mrs. Harvey Dusty, wife of Painter Harvey, has been a patient at Sisters' Hospital.

Passenger Foreman Penn Farwell and Brakeman Arthur McClain have new cars.

Justin Buzzell's milk and Toast Crew has gone inside for the winter.

Carmen Leo Finede and Sid Brown are filling in in the yard as inspectors.

Carmen Wilfred Dusty has returned to work after being a surgical patient at the Sisters.

Carman Helper Florian Jacques has been discharged from Sisters' Hospital where he has been as the result of an auto accident.

Foreman Ernest Bickford has been sick with pneumonia.

Mechinst Burr Blanchard has been visiting his daughter in Schenectady, N. Y.

Blacksmith Helper Hollis Merrill has returned after prolonged illness and has displaced Gordon Mason who is at present in the electrician's crew.

Painter Chester Craig was in Washington, D. C. on business recently.

Clerk Elaine Kerwin entertained the girls from the office at a Christmas party recently.

Clerk Chuck Wilson has been in great demand this month in the capacity of Santa Claus. Chuck was Santa for the kids at Brook Street School and for the Kiwanis club and also went to Jefferson and played Santa to the inmates of the Home for Aged Men.

Jeannice, daughter of Painter and Mrs. Bill Mingo, has spent the holiday vacation at home. She will complete her course at the New England Conservatory of Music in February.

Boiler Foreman Tom Simpson has come out with a new car.

Checker Lester Davis is laid up with pneumonia.

Carmen Maurice Tahbodeau, who has been laid up with sciatica, has returned to the Rip Track.

Mechinst Nelson King died recently after a short illness.

Sweeper Archie Gullifer has returned to work after a minor eye operation.

Foreman Penn Farwell has returned to work following an illness.

The Machinists have elected Don Russell, Ted Mency and Percy Butler as committee men for the ensuing year.

Clerk Connie Begin is going to Washington, D. C. as a delegate to the National Conference of State Legislative Chairmen of the BRC.

Machine Apprentice John McKell has finished his time and Apprentice Ernest Niles has been recalled to the Machine Shop.

Machinist Eldon Fish raffled off a pig for Machinist Helper Olie Kitchen and the porker was won by Machinist John Larrance and Electrician Helper George Lemos.

Electrician and Mrs. Johnnie Patterson, Machinist Helper and Mrs. Morton Brann, and Clerk and Mrs. Chuck Wilson, were recent Christmas shoppers in Portland.

MARRIED on Thanksgiving Day were Tractor Driver and Mrs. Tom Hassan of Waterville.

SUPERVISORY FORCE AT WATERVILLE SHOPS—Front row, left to right, Freight Foreman Eddie Johnston, Pipe Foreman Louie Butler, Diesel Foreman Lou Illfi, Passenger Foreman Pemell Farwell, Assistant Freight Foreman George Beach and Assistant Boiler Maker Foreman Hollis Hodgkins. Second row, Assistant Foreman Ray Clark, Electrician Foreman Ralph Patterson, Mill Foreman Ernest Bickford, Assistant Freight Foreman Percy Brown, Assistant Freight Foreman Justin Buzzell, Boiler Maker Foreman Tom Simpson, Assistant Machine Foreman Charles Averyll, Assistant Freight Foreman Horace Nadeau, Assistant Shop Superintendent Wilbur C. Lunt and Assistant Freight Foreman Edwin Poole. Third row, Shop Superintendent Frank Bennett, Assistant Paint Shop Foreman Kenneth Stevens, Paint Shop Foreman Laurence Campbell, Assistant Passenger Foreman William Otis, Blacksmith Foreman Owen Thompson and Erecting Foreman Karl Lamont. Absent when the picture was taken were Air Brake Foreman William Chase, Assistant Erecting Foreman Everett Pollard, Assistant Machine Helper John Mosher and Assistant Electrician Helper Bill Polson.

Drafsmen Laurence Sparrow has been a business visitor in Billerica and Rigby recently.

Nurse Dorothy Lord has been detained in Charleston by illness of her mother.

Mrs. W. C. Lunt, wife of Assistant Superintendent Wilbur, has been a surgical patient at the Thayer.

Carman Helper Maurice Young has been recalled to the freight room. Those on and off the sick list include Carman Jimmy Lawrence, Lara Anderson, Clyde Dow, Arnold Giroux and George Colford; Carman Helpers Fred Palow, E. C. Stark, Walter McCarlin, M. P. Cunningham and Gay Hamilton, Arthur Red and Martin Andrews.

Machinist Helper Charlie Sweet has not as yet adjusted his car so that it will run without gas. Among the ice fishermen reporting good catches are Paint Foreman Laurence Campbell, Painter Harvey Dusty, Clerk Gay Wentworth, Clerk Arnold Dow, Electrician Fred Squires and Machinists Phil Severence and John Eames.

A new diesel tool room is being built in the corner of the electric shop. Carman Helper Roland Wymann has been recently set up to carman.

WATERVILLE SHOPS

By G. K. STEVENS

Magazine news from the Hub of the System:

Clerk Hazel Brown has been a recent visitor in Portland.

The Waterville Engine House crew has 460 accident-free days at the present writing.

Clerk Simon Karter and Dorothy Lord, RN, observed birthdays recently and were remembered with cakes from the office force.

Laborer Paul Sandy has been laid up for a spell as the result of a fall down stairs. Hostler Bob Phelps has been a patient at the Thayer.

PROOF of the hunting prowess of Painter Don Gerald, Waterville, is this 230-pound dressed buck from the office at a Christmas party recently.

February.

Bill Mingo, has spent the holiday vacation in the corner of the electric shop.

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Electrician and Mrs. Johnnie Patterson, Machinist Helper and Mrs. Morton Brann, and Clerk and Mrs. Chuck Wilson, were recent Christmas shoppers in Portland.

MARRIED on Thanksgiving Day were Tractor Driver and Mrs. Tom Hassan of Waterville.

SUPERVISORY FORCE AT WATERVILLE SHOPS—Front row, left to right, Freight Foreman Eddie Johnston, Pipe Foreman Louie Butler, Diesel Foreman Lou Illfi, Passenger Foreman Pemell Farwell, Assistant Freight Foreman George Beach and Assistant Boiler Maker Foreman Hollis Hodgkins. Second row, Assistant Foreman Ray Clark, Electrician Foreman Ralph Patterson, Mill Foreman Ernest Bickford, Assistant Freight Foreman Percy Brown, Assistant Freight Foreman Justin Buzzell, Boiler Maker Foreman Tom Simpson, Assistant Machine Foreman Charles Averyll, Assistant Freight Foreman Horace Nadeau, Assistant Shop Superintendent Wilbur C. Lunt and Assistant Freight Foreman Edwin Poole. Third row, Shop Superintendent Frank Bennett, Assistant Paint Shop Foreman Kenneth Stevens, Paint Shop Foreman Laurence Campbell, Assistant Passenger Foreman William Otis, Blacksmith Foreman Owen Thompson and Erecting Foreman Karl Lamont. Absent when the picture was taken were Air Brake Foreman William Chase, Assistant Erecting Foreman Everett Pollard, Assistant Machine Helper John Mosher and Assistant Electrician Helper Bill Polson.

Drafsmen Laurence Sparrow has been a business visitor in Billerica and Rigby recently.

Nurse Dorothy Lord has been detained in Charleston by illness of her mother.

Mrs. W. C. Lunt, wife of Assistant Superintendent Wilbur, has been a surgical patient at the Thayer.

Carman Helper Maurice Young has been recalled to the freight room. Those on and off the sick list include Carman Jimmy Lawrence, Lara Anderson, Clyde Dow, Arnold Giroux and George Colford; Carman Helpers Fred Palow, E. C. Stark, Walter McCarlin, M. P. Cunningham and Gay Hamilton, Arthur Red and Martin Andrews.

Machinist Helper Charlie Sweet has not as yet adjusted his car so that it will run without gas. Among the ice fishermen reporting good catches are Paint Foreman Laurence Campbell, Painter Harvey Dusty, Clerk Gay Wentworth, Clerk Arnold Dow, Electrician Fred Squires and Machinists Phil Severence and John Eames.

A new diesel tool room is being built in the corner of the electric shop. Carman Helper Roland Wymann has been recently set up to carman.
Augusta and Gardiner

By Ellis E. Walker

A new member of the railroad family arrived at the Gardiner General Hospital recently when Trackman and Mrs. Walter Maschino became parents of baby daughter who has been named Linda Suzanne.

Clerk Joe Donovan was on vacation this month due to illness.

Operator H. J. Thang, for many years agent at Belgrade, has bid in the second trick clerk telegraphers job temporarily.

Operator Rene Michaud spent the holidays with his family in Montreal. His position was covered by Paul Overfield.

A very welcome letter from Retired Dispatcher P. E. Fitton states that he is enjoying best of health at his home in Corinth.

General Agent and Mrs. Hugh Travers spent Christmas with their son and family in New York.

Armstrong Restaurant Manager Millard Trrott is welcomed back after a hospital experience of several weeks. During his absence Miss Allen of Boston acted as manager.

Augusta

By M. L. Sandborn

Agent Arthur Marshall has gone back to the sod. He has purchased a small farm in South Smithfield, Maine, and plans to become a dirt farmer in his spare time. He hasn't announced just what crops he will attempt to raise next summer, but we imagine he has written to the Agricultural Experiment Station at the University of Maine for scientific crop information suitable for his location. He has traded cars in order to get to the station in time to open up at seven A.M.

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block, be sure the doors are left open so you can get back. OK Lacey?

WAITING FOR TIME at Oakland on Train 5 are left to right, Conductor Elmer Marston and Brakeman Edward Gurney.

Not very long ago Train 48 left Bangor. In the diesel cab was a "fisher" and a "hunter". Engineman "Bill" Fisher and Fireman Leon Hunter. Engineman Ralph Hooper made a trip to St. John, N. B., to attend a Shrine meeting, in November. Steamfitter Earl Hancock of Waterville, spent a few days visiting his daughter and her family in Hoston and his son and family in Lynn. So George Curtis, signal maintainer at Gardiner, won the half of the hog. We would like to know, whom did he split with? Sympathy is extended to Retired Stone-mason Richard Breen of Lewiston on the death of his wife.

COZY WINTER HOME of Retired Engineer Charles F. Watman, South Portland, is this cute bungalow at St. Petersburg, Fla. He has several citrus trees but reports he is not attempting to compete with neighbor Bill Watson, former Maine Central engineer.

Manager Millard Trott of the Armstrong Restaurant, Waterville, was a patient at the Thayer Hospital. At this writing he was home and feeling OK.

When you feel a sneeze coming on and you have false teeth, just put your hand to your mouth. It will save breaking your teeth when they hit the floor, won't it Percy.

To all train baggagemasters—when you leave your car to throw a switch or flag a

IN THE SUMMER OF 1921 at Half Way, Engine 54 on an extra run for a crew Conductor Harry Buck, Engineer Ralph Hooper, Fireman Arthur Ladd and Trainman L. E. Bedon.

Rigby Engine House

By ALBERT B. WETMORE

Machinist Helper and Mrs. Robert Wadsworth celebrated their 40th wedding anniversary on Thanksgiving Day, and to further enhance the occasion it was "Bob's" 64th birthday. It has only occurred twice that it has fallen on Thanksgiving Day, besides the year in which he was married.

Among the hunters to belatedly report their good luck in the woods were Stationary Engineer Eddie Hamlin at the power plant. Every one in his party shot a deer. Machinist Fred Johnson was presented with the head and a generous supply of steaks. He was not saying what he received from Eddie last year. Hostler Bert Wallace was also successful in his quest for a deer. It was probably beginner's luck since it was the first time he ever went deer hunting, and dropped the animal in his tracks with one shot.

We have two additions to the new car family for the month—Foreman Malcolm Billington and Machinist John Potter. Sheet Metal Worker Archie Pratt had a narrow escape when some hunter took a pot shot at him. So close that he could hear the zip of the pellet and also feel the air movement by his head.

Arthur was not hurt too bad as he was to work the next day. An old timetable dated June, 1903, was shown to me by Archie Pratt who received it from his brother. It was found in an old dwelling he purchased at Steep Falls. The timetable showed the mileage of the MCHR to be about 500 miles at that time. The Gorham State Teachers' College, led by Instructors Charles Martin and Ralph Duso with a group of 17 students, visited the engine house Dec. 15. They were escorted around the shop by Machinist Lin-
Deering Junction

By TOM ROCHE

At the last writing Trackman Nelson Coe was reported as having returned from a hunting trip with no deer, however, since that time Coe has proved himself a hunter by taking a one day trip and bringing back a spikehorn buck.

Clerk Typist Margaret H. Decolle has returned from vacation. Barbara Young substituted.

Stockman Philip Rideout spent the holidays at his home in Bowdoinham where he

readied his smelt shack for the fishing season.

Foreman T. F. Roche has returned from vacation. He and Mrs. Roche visited this daughter Mildred, a student nurse, in Washington, D. C.

Section Foreman Alfred E. Newell recently attended the Ice Show in Boston.

AT WORK in the Bartlett Yard is S. E. Farrell, snapped by A. L. Wakefield serving four years in the Navy, manages to get home once in a while.

Agent W. H. Burnell of Glen, reports that the Jackson hotels have very good advance bookings for the winter season. Now if we can only get enough snow to make the ski enthusiasts happy—the Ski Lark is to run again this Winter, New York to North Conway on week ends, and plenty of snow we can only get enough snow to make the ski enthusiasts happy—The Ski Lark is to run again this Winter, New York to North Conway on week ends, and plenty of snow will mean much better business for it.

Several additions and improvements have been made in and around station and motive power buildings past few weeks—there being 190 carloads through this port from Canada to U. S. points. When I finally came to the surface it was too late.

Retired Clerk and Mrs. J. C. Crandemire recently left to visit their children at various places over the Christmas and New Year holidays, thence en route to the sunny climate of Florida.

Retired Switchman W. A. MacDonald has returned from Hartford, Conn., where he underwent surgery. He is returning there after the Christmas holidays for further observation.

On December 7, newly appointed Division Engineer R. A. Jackson, accompanied by Track Supervisor C. T. Davis, paid us a visit, the former being introduced to the McNulty family here by Mr. Danny, who is no stranger to us.

It was noted with interest that on Dec. 8, CPR westbound extra engines 2630-5176, Conductor MacDonald, had among his cars CP 222222, with merchandise billed west St. John to Montreal.

Eastman Heater Co. started up their equipment and express shipments, this being one of the heaviest seasons on record.

Bangor Operating

By M. E. GIBBONS

Arthur Edgecomb, ticket agent, has returned from a vacation spent in Boston and Providence.

Operator H. G. Wheeler has bought a house in Brewer, and expects to be settled in his new home very shortly.


Mountain Subdivision

Bartlett

By O. R. BURWOOD

Sectionman Pat Bailey of the Twin Mountain section sends in a word of thanks to all who helped him during his recent loss by fire. He suffered considerable loss of furniture, etc.

Ernie Henry, who has returned to the McNutt service in the B & B Dep't, after

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Retired Section Foreman Elbridge Chandler of Ayers Junction, who has been a patient in the Calais Regional Hospital, has returned to his home much improved in health.

Chief Clerk H. D. Davis of Vanceboro has been a recent visitor at the home of his daughter, Mrs. C. M. Davis, of Portland.

We had a pleasant visit from Ernest (Dewey) Cook, formerly a brakeman here, now connected with the New England pipe lines in Portland.

Clerk Bertram Culligan of Eastport gave us a ride in his beautiful new car a few days ago.

Bangor Motive Power

By C. H. Leard

All were glad to welcome back to work Engineer William E. Adams, who was away for over two months because of serious illness. He went back to his former run, 23 and 8, Tuesdays.

Four mighty nimrods, E. C. Cahill, Thomas R. Calill, G. R. Adams and E. A. Elliott went out one morning on a hunting expedition. Adams was placed on a runway and after a time saw, between two trees, what he thought was a buck. It was all ready to shoot but thought he would wait until it came out into plainer vision, which seemed to Adams like a half hour. Then he thought it was in a "Double unit." When he saw it again, full vision it proved to be an extra large bull moose.

Safety Bulletin Board showed 403 days without an accident up to Dec. 15. Pretty good start on our goal of 500.

"Blockie" Hickson, who during school vacations has been the far Department at Bangor, acted as assistant coach for John Hersey High School coach during the football season and is now playing semi-pro basketball on the Bangor Potters.

Charles Hanson, eight-year-old son of Edgar and Evelyn Hanson of Bangor, was a patient in St. Joseph's Hospital in the first part of December for the removal of an acute felon on his right thumb.

William L. Nielsen Elliott, both Maine Central boys, spent all their lay-off days during the hunting season chasing deer. Elliott took a standing broadside right in front of him one afternoon but couldn't see to find the trigger of his gun until the buck was over in Piscataquis County somewhere. Be that as it may the boys have enough Mountain Laurel on their last day out so the family could have Christmas wreaths but they still have to buy stencils. I say GREAT HUNTERS!

Engineer L. P. Merrithew, one of the old Washington County Railroad firemen, has returned to his former job as a speaker, his last being a talk on leave of absence, Shirley C. Wheeler substituting in her place.

Engineer L. P. Merrithew has been a recent visitor at the home of his daughter, Mrs. Irma Purington, who has been in Kansas City. Mrs. Clark's son, Herbert W., is a machinist at Bangor Shops and his grandson, Herbert N., is employed in the engine house.

Everyone was more than grieved at the death Nov. 21 of Eastern Division Engineer Wilbur R. Stratton, 51. He was one of the most popular engineers and a friend of everyone. Surviving are his wife, Theila, four sons, a daughter, his father, a sister, and two brothers, one of whom, Daniel W., is an Eastern Division engineer.

Mr. and Mrs. John T. Dunton, father and mother of Mrs. James L. Biethen, wife of Walter N. Purington, who has been a recent visitor at the home of Mrs. Bliethen in Hampden. Mrs. Biethen has a sister, Mrs. F. Purington, who has been located in Anchorage, Alaska, since the early days of the last war and was connected with OPA.

Bangor M. of W.

By John Misner

Earl Dorr, the Roundhouse motorman patrol during the summer, is working in the Washington Junction crew this winter. Everyone knows the Cherryfield crew, has been ill, at the Western Maine General Hospital. He is a clerk in the accounting department.

Congratulations to Clerk and Mrs. Dell Bookman on the birth of a daughter, born Dee, 5 at the Eastern Maine General Hospital. Congratulations to Clerk Bertram Culligan of Eastport gave us a ride in his beautiful new car a few days ago.

Proudly holding his granddaughter, Miss Lee Francis Sibley, is Eastern Division Engineer E. E. Hathaway

PRAWDY holding his granddaughter, Miss Lee Francis Sibley, is Eastern Division Engineer E. E. Hathaway

By Lillian G. Small, Vivian Elliott, Peggy Tettell, Doris Thomas, Gertrude C. Holdbrook, and Edith MacGibbon

Retired Engineer W. H. Gove, who resides in South End and Mrs. Pierce, at their Baxter Boulevard home. William, Jr., is a student at Cornell Law School.

Bangor Car Department

By C. A. Jeffers

A new addition to the Maine Central family was a girl, seven pounds, four ounces, born Dec. 5 at the Eastern Maine General Hospital to Carman and Mrs. James L. Don.

Lena Golden, stenographer to General Foreman L. J. Hartery, has left for Florida on leave of absence, Shirley C. Wheeler substituting in her place.

Carpenter Ralph B. Berry is off sick, his place being covered by I. J. Wellington. Mrs. Frank Boutreau, wife of Assistant Foreman P. F. Boutreau, is visiting their daughter, Mrs. A. C. Gaivi of Collinsville.

Coach Cleaner C. A. Goode has returned to work after being off duty on account of illness.

B. W. Caldwell, carman, is much in demand as a speaker, his last being a talk on radio at the local Y.M.C.A.

Carpenter W. E. Butcher is now home after a long hospitalization, wishes to express his gratitude for the prayers and good wishes of fellow employees of both roads, and thank them for the assistance given him by his fellow employees of both roads, and thank them for the assistance given him by his fellow employees of both roads.

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Use Fees Are A Joke

Fifty-six cents out of every dollar spent on highways, roads and streets come out of general tax funds paid by you and the Maine Central Railroad as taxpayers.

The other 44 cents is paid for by vehicle owners in license fees and gas taxes. Yet, even in such payments, you as the owner of an automobile pay nearly three times what the big trucks pay on the basis of a ton-mile use of the roads. And it is the big trucks, whose roadways you pay for, which are cutting into railroad business and employment.