Traffic Men Meet

Better Sales Job Needed

The Maine Central Railroad's salesmen throughout the Nation—off-line and on-line traffic representatives—came home to Portland last month to view our facilities and inspect the Port of Portland served by the Portland Terminal Company.

Their visit was the wind-up of an important three-day conference, May 2, 3 and 4 at Boston, devoted to an exchange of ideas and problems that will better enable them and our railroad to meet the serious competitive situation confronting us.

Extending the greetings of the Executive Department to “you the people that make the money for us to carry on,” First Vice President E. Spee­ner Miller struck at the heart of the competitive transportation problem with the warning, “We are living in a new era and cannot go on doing bus­iness the way our fathers did before us, or even as we did before the war.”

“We can’t afford to wait for fair legislation,” Miller continued, “we must give whatever service or rate is necessary to get the tonnage.”

Terminating the Maine Central a “pro­gressive” railroad, the first vice president pointed out that neverthe­less, it, like other roads, has a fixed plant with our costs always going on and the only way to meet it is to have tonnage going over the rails.”

The more than 40 joint agents in the group toured the Portland port facilities in a Maine Central Transportation Company bus and at the Maine State Pier heard James B. Sweeney, managing port director, plead for recognition of Portland with Boston as a non­competitive, joint, “New England” port.

Sweeney credited the importance of “you men and women in the field,” with successful development of the port and offered the Port Authority’s cooperation and information sources for export­import business.

The group also visited Portland Terminal Wharf Three where Assistant to Vice President — Traffic, Frank A. Murphy described the site of a new china clay storage shed the Terminal Company will erect.

Theme of the Boston conference was the knowledge that decreasing revenues make it necessary for the traffic representatives and every railroad em­ployee to buckle down and really “sell” our services better than they are currently being sold if our railroad is to survive against present competition.

Emphasizing this message with speeches that punctuated the three­day meeting was the top management of both roads. They included Executive Vice President Timothy G. Sughrue, Vice Presidents John W. Rimmer, Traffic; F. W. Rourke, Operating; George F. Glacy, Accounting; A. W. Munster, Purchasing and Stores; W. S. Trowbridge, Finance; Robert M. Edgar, assistant to Presi­dent French; Stanley G. Phillips, chief engineer.

Patrick J. Mullaney, recently pro­moted to general traffic manager of both roads, presided over the sessions in the Hotel Manger, Boston. He de­scribed the meetings as “intended to benefit you and to benefit the com­pany,” in taking up more than 60 specific traffic matters most of which were put on the agenda by the repre­sentatives themselves.

Executive Vice President Sughrue, keynoting the conference’s opening, declared that “our revenues are drop­ping rapidly due, to some extent, to business conditions, but also to compe­tition from other forms of transporta­
TALKING IT OVER as our off-line and on-line traffic representatives visited Portland last month are, left to right, Assistant General Traffic Manager Carlton F. Heard, General Traffic Manager Patrick J. Mullaney, First Vice President E. Spencer Miller.

Representing marine traffic was Judge J. R. Nolen, chairman of the Port of Boston Authority, and Richard Parkhurst, president of the Mystic Terminal Company, a B. & M. subsidiary.

Parkhurst optimistically expressed belief that Boston and Portland too, "have an increased opportunity to go places in competition," and asserted that "what benefits either port will benefit New England as a whole." Edgar, assistant to the president, sounded a true note of optimism in anotherwise somber picture with a denunciation of talk heard in other sections of the Country that "New England is withering on the vine.

"Despite reports to the contrary," he declared, "New England's population is growing steadily and so are her industries. Some industries such as textiles, lumber and shoes have passed with changing conditions and changing times, but new industries have taken their places."

"Just three new lines of industry alone," he pointed out, "have more than offset these losses from the standpoint of industrial employment. These three are electrical machinery manufacturing, printing and publishing, and wearing apparel."

On the afternoon of the second day, Maine Central traffic men joined with the other off-line agents in a tour of the Boston passenger and freight yards, hump facilities and Mystic and Hoosac Piers aboard a passenger coach hauled by a diesel switcher.

SITE of a new $100,000 china clay storage building to be built by the Portland Terminal Company at the easterly end of Wharf Three at Portland.

An important step forward to secure new business for our railroad will be undertaken by the Portland Terminal Company this Summer with construction of $100,000 steel building to store china clay on Terminal Wharf Three, Portland.

Imported from Fowy, England, china clay has become an increasingly important post-war revenue commodity for our railroad. Classified in more than 20 different grades, the clay is used in the manufacture of high-gloss printing papers, oilcloth, and enameled hardware items.

Erection of the modern structure will permit storage of 4,000 tons of clay and is the first major waterfront development at Portland in the last 20 years. A valuable boost to the port's business, the Company's announcement was immediately hailed by state and local officials.

Assistant to the Vice President, Traffic, Frank A. Murphy estimated that the number of china clay ships yearly would increase from five to 12 and imports total more than 35,000 tons of cargo.

Governor Frederick G. Payne declared, "It is pleasing to me to learn of the Terminal Company's interest to the extent of investing in the port's future. It is another step forward."

"I hope that it may be the start of awakening of other interests to realize what the possibilities hold in the way of commerce and trade."

The new storage building, 460 feet long and 50 feet wide, will in reality serve a dual role in obtaining new business for us. The current practice of storing upward of 1,500 tons of clay in the easterly end of Portland Terminal Wharf 1 will be ended, freeing the space for storage of bailed
wood pulp, another major port need and another revenue producer.

According to First Vice President E. Spencer Miller, the building will give Portland a competitive edge as a clay receiving port with favorable rail rates to midwestern points.

With the new building, ships may discharge the portion of their cargo for immediate consignment into box cars (as they now do) then be wrapped back to the storage building to discharge the remainder. This ability by the mill users to draw on the stockpile as needed will induce importers to move their cargoes to Portland, company officials believe.

The structure itself will be equipped with bins to hold about 12 of the 20 grades of china clay imported. Gantry cranes, now operative at the dock; will unload the clay from the ships' hold and dump directly into the storage bins through hatches in the building's roof. Steel plates will be fastened to the storage floor to protect the clay.

It is expected that the storage plan will divert to the Portland port, a goodly percentage of clay tonnage now moving through other ports, not only to New England paper mills, but also to Midwestern and Canadian consumers. These ports with the exception of one, unload from ship directly to car for overland consignment.

Too, larger cargoes of clay are expected because there are more offerings to handle bigger ships, Murphy explained. In the past smaller ships had to be accepted because there was insufficient space for storage of the commodity beyond that which mills could use immediately.

### Transportation Day Features Modern Rail-Bus Exhibit

Approximately 500 adults and school children viewed our most modern passenger and bus equipment on display at Union Station, Portland, last month as our railroad's contribution to a "Transportation Month" program sponsored by the Maine Publicity Bureau.

The exhibit consisted of one of our deluxe air-conditioned coaches, restaurant lounge car, and latest type roomette and bedroom sleeping cars made up as a train on the station platform. In an adjacent area the most modern type diesel-powered highway bus of the Maine Central Transportation Company and an air-conditioned highway bus of the Boston and Maine bus lines was displayed.

Visitors entering one end of the train were conducted through the cars with explanatory lectures and left by the opposite end. On duty in the roomette car were Pullman Instructor A. Sasser and Porter W. Robie, both of Boston, to demonstrate the new type sleeping accommodations.

Employees assisting in the exhibit included Trainmen Stephen M. Flaherty, Emile J. Morin, Bus Operators, Robert Leighton, MCTCo. and Joseph Scruton, B&M Co. and Sgt. Walter Murray, Railroad Police.

Teachers conducting school children through the exhibit were presented with special "teachers' kits" by our railroad containing pictures of our motive power, AAR quiz books on railroading and informative leaflets.

**SNOW JOB**

Two Marine veterans were bragging about their respective outfits, their general fighting qualities and the way each had acquitted itself in the late war.

"When we presented arms," said one, "all you could hear was slap, slap, click."

"With us," said the other, "it was slap, slap, jingle."

"Jingle? What was that?"

"Our medals."
Terrible Tillie
Ruins Rodents

By Lucille Bridge
Transportation Company Reporter

Former rodent occupants of the Maine Central Transportation Company's bus garage at Augusta are looking for new quarters thanks to the vigilance of Terrible Tillie, a mouser extraordinary.

An army of mice had taken over the Augusta garage, so numerous and destructive that a stationery and other forms, to the gnawing of several blocks a night, were being ruined. The garage was covered with poison pellets which seemed only to whet the mice appetites.

In desperation, a plea for help went out to Lewiston Supervisor Charlie Earley. With typical Yankee ingenuity Charlie quickly dispatched a fine, lean cat to the scene. Promptly named "Tillie," she was assigned to the garage run and promised two extra cans of milk every six months if she made the garage safe. Now it's a foolhardy mouse indeed who ventures near the place as Tillie, mistress of all she surveys, accepts the affections of Capital City personnel.

"HACK" WHITTEN DIES

Haskell B. "Hack" Whitten, division general car foreman, died suddenly May 14 in his home, 1 Whitehall Avenue, South Portland, Maine.

He began his railroad service as a laborer with the B&M in 1905 at the old Turner's Island plant. He joined the Portland Terminal Company when it was formed in 1911. He became chief clerk in 1914; foreman in 1922. The funeral services, attended by practically every official from all points on both roads, attested to the esteem in which he was held by fellow workers.

VETS TO SPONSOR FAMILY PICNIC

The newly-formed Maine Chapter of the New England Association of Railroad Veterans stepped forward as sponsors of the Railroad Family Picnic last month.

The picnic will be held Sunday, July 30, at Snowberry's Park, Pine Point, rain or shine.

The Vets are cordially inviting all railroaders, their families, and friends, to attend the fun fest. Arrangement for transportation may be made through the committee.

General Picnic Committee members elected were Gene Winslow, chairman; LeRoy Kane, Joseph Meehan, Jr., R. Hopkins, and Norman Fuller.

Life Service Pass Issued

Veteran Car Dispatcher Harry B. Hubbard, Portland, joined the ranks of Maine Central Gold Pass holders last month when he was issued Life Service Pass No. 144 accompanied by a congratulatory letter from President E. Spencer Miller, right, representing President French.

Hubbard began railroading at Thompson's Point May 5, 1900 as a night operator. He worked spare on the Mountain Division for a time, then came to Portland as operator in the car dispatcher's office. He was dispatched at Bangor from 1906-1910, dispatched at Portland, then returned to his present position for a record of long and faithful service.

Claim Prevention Does Work

Here's Proof Positive

The Warren Company, one of our largest shippers of printing papers, sent off a carload lot containing 16 skids of paper to the Diem-Wing Paper Company, Cincinnati, Ohio. Eight skids were loaded in each end of the car, and eight cases stood on end in the doorway area.

Misfortune struck the next day when the car, third from the engine in Train 576, left the iron opposite Griswold Station at East St. Johnsbury, Vt., bounced along the ties for approximately 23 car lengths, and then tipped over on its side.

With long faces and a supply of red ink, Freight Claims Agent H. Newhall Tukey and Car Service Agent Fred Strange accompanied S. D. Warren's Traffic Manager Bob Travis to assess the damage after the car had been returned to Cumberland Mills.

When the car was opened there was absolutely no paper damage and the bracing of the 16 skids was intact!
PASSenger Safety

Railroad passengers were approximately fourteen times as safe from fatalities as passengers by domestic air transportation in 1949, according to a study made public April 13 by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission, in its Monthly Comment, which pointed out that the rail fatality rate in that year reached an all-time low. The rate of passenger fatalities per billion passenger-miles for the railroads in 1949 was 0.91 compared with 13.1 for the domestic airlines.

Looking Back... 20 Years Ago

The lead story of your Magazine this month sounds words of warning from top officials of your Company that a better job must be done selling the services of our railroad if we are to survive in the face of intensifying competition.

There are no voices of doom contemplating dire days ahead, but rather pointing out that every one of our approximately 3,000 Maine Central employes should consider himself a salesman for his railroad, selling it to the public as the best form of transportation always.

As one spokesman expressed it: "We can’t afford to wait for fair legislation." In other words, our day will come when the public realizes their tax monies are subsidizing free highways for trucks, airports for air transportation always.

In the meantime however, we must sell our services and argue our case at every opportunity. Sell train travel to your neighbors, be cooperative in the business section and the move, incidentally, will be the longest one made, as the headquarters have been pretty close to the intersection of Hammond and Central Streets for upward of 40 years.

THE COVER

A group of pupils from Butler Grammar School, Portland, leave from inspecting our three-car display of the Maine Central’s most modern passenger equipment and ready to inspect our latest type highway buses at the Transportation Day exhibit staged last month. It proved a popular attraction for many visiting groups of pupils from Portland schools.

Track Pans

By Harry Treat

Retired Chief Train Dispatcher

More than 60 years ago, two fast limited trains were operated between Boston and Mt. Desert Ferry for the accommodation of through passengers to and from Bar Harbor. This new and improved service was inaugurated in June, 1887.

No regular stops were made on the Maine Central other than at Bangor, which meant that two stops would have to be made to supply the locomotive with water unless arrangements be made to take water on the fly. Consequently, to save stops and time, track-pans were constructed between the rails at Mine Meadow, 41 miles from Portland on the Back Road; at Dresden tank, 48 miles from Portland on the Lower Road, and at Burnham Junction, 95 miles from Portland, 41 miles west of Bangor.

These water-pans were about 1000 feet in length, about 20 inches wide, and deep enough to receive a water-scoop when lowered from a suspended position directly under the middle of the tender.

Such scoops had been applied to three new locomotives and when lowered into the track-pan by means of a lever operated in the cab by the fireman, would receive several thousand gallons of water in 12 to 15 seconds when the train speed was 40 to 45 mph. Such momentum acted to force this amount of water through the scoop into a large pipe that emptied into the top of the water compartment of the tender. Any hobo who might be stealing a ride between the tender and baggage car would most likely be thoroughly drenched.

These two new trains were interchange by the B&M and Maine Central at B&M Jet., near the present location of Tower "Four".

The Eastward train, No. 29, ran Lower Road, due from B&M Jet. at 12.15 p.m., passing Brunswick 1 p.m., Waterville 2.23 p.m., due at Bangor at 3.40 p.m., leaving at 3.45 p.m., to arrive at Mt. Desert Ferry at 5.20 p.m., transferring to a steamer due at Bar Harbor at 5.30 p.m.

(Continued on Page 14)
SCENES at the traffic conference include (1) A. W. Munster, vice president, purchasing and stores, addressing the group. (2) Disembarking for a tour of the B&M Mystic Piers. (3) F. W. Rourke, vice president, operations. (4) Tracy Cummings, general west coast agent, rises to suggest a point for discussion. (5) Our joint representatives pose at the Maine State Pier, Portland. (6) A head table group in the Manger Hotel where the conference was held. Left to right, F. A. Murphy, Stanley G. Phillips, chief engineer; P. J. Mullaney, general traffic manager; C. F. Palmer, passenger traffic manager; G. E. Gustafson, R. C. Donovan, general freight agent, Boston. (7) Interior view of the passenger car in which the group toured the B&M yard facilities. (8) The joint representatives pose with First Vice President E. Spencer Miller. Left to right, H. M. MacAnanny, Pittsburgh; P. J. Mullaney, H. F. Sexworth, general agent, Detroit, Mich.; F. A. Murphy, Miss Orr, E. S. Miller, E. T. Carney, traffic representative, Detroit; Harold Church, general agent, Buffalo, N. Y.; R. E. Graham, G. E. Gustafson, Rex Millier, Charles Kreisher, general agent, Philadelphia, Pa.; Tracy Cummings, G. C. Aldrich, V. J. Tarlo, general agent, New York; R. L. McGivney, commercial agent, New York.
These schedules were really quite fast. Know-nothing stops had to be made at Westbrook Junction (now Deering Jct.), Yarmouth Junction and Danville Junction, as well as a full stop at Leeds Crossing, several hundred feet east of the present location of Leeds Junction station. Various low speeds were required, such as six mph over Congress St. and all crossings through Woodfords; 16 mph over Maranacook Bridge, and the use of two full minutes in crossing Kennebec Bridge at Augusta.

Double track extended only between Portland and Cumberland Junction (now Cumberland Center). Engines 22, 34 and 35 were the first to haul these trains. Today they would be "midgets." Their tenders carried only 3500 gallons water and six tons coal. 22 was built by the Rhode Island Loco Works in 1885. 34 and 35 were built by the Portland Company in 1887. Enginemen Dan Rafter and Alonzo Towie covered the two trains between Portland and Bangor.

In 1888 the 42 was built by the Portland Company after the pattern of 34 and 35, but she seemed to have a sweeter valve action. She was the fulfillment of the machinist's dream. It has been stated that she once covered a mile in 36 seconds. Also in 1888, Engines 98 and 99 were turned over by the Portland Company, similar to 42, but having cylinders 18 x 24. These tenders were priceless in the early 1900's, and by that time the "Limiteds" were practically forgotten.

Well-known night man at the Union Station ticket office and veteran employee of the Maine Central railroad company, Joseph M. Libbey won't be on duty tonight. He and Mrs. Libbey left yesterday on a much anticipated month's vacation trip to the West Coast ... by train.

As one company employee put it yesterday "Everyone knows Joe Libbey" and everyone was happy that plans for this "busman's holiday" had materialized for the Bangor couple who reside at 210 Forest Avenue. Office employees surprised Mrs. Libbey with an attractive corsage. Mr. Libbey with cigars.

Since Dec. 30, 1907, Mr. Libbey has been in the service of the Maine Central railroad company and the year has another significance as his wife smilingly remembered, for it was the year in which they were married. Mr. Libbey has been in Bangor with the company since June 1917. But he's just getting around to taking this trip after selling numerous tickets to other travelers through the years. His wife didn't think they would ever be actually going but "he did" she confided.

The Libbeys plan to stop in Spokane, Seattle, Wash., and Los Angeles and San Francisco, Calif., among other places. A highlight planned for the return trip is a visit to the Grand Canyon. They expect to cover about 8,000 miles during this transcontinental trip to places neither have ever seen.

So for a month Joe Libbey will be seeing a lot of those places which until now were simply names he wrote in on somebody else's tickets.

Crossingtenders recently on vacation were David Field, Bill Phillips and Al Day. Engine House Laborer R. L. Paquette was at St. Mary's Hospital for a few days for a tonsillectomy. General Agent and Mrs. B. C. Kirkpatrick were in New York recently and while there were very fortunate in securing tickets to "South Pacific." Waybill Machine Operator Rita Cronin was off duty on account of sickness. Patria Perkins substituted. Engineer Ronald W. H. Robinson has had his annual vacation.

Our Maine Central Class W locomotive 528, plus a 30-foot smoke stack served as a steam plant for Bingham's largest industry last month. It was the faithful steam engine to the rescue for the Allen Quimby Veneer Mill there when the company wanted to shut down its own steam plant for repairs and improvements.

The engine was run in over the mill company's tracks and was flanked by coal cars loaded with the fuel. A steam connection at the end of the mill building received the 185 pounds of pressure 528 develops and kept three of our firemen bustling on three shifts for the 24-hour operation. Fir­ing the job were Leland Garland and Perley Tyler of Bingham and Robert Malia, Portland.
Ernest Crocker, of the Gas Plant, and Mrs. Crocker, held open house at their home in Fairfield May 12, celebrating their 50th wedding anniversary.

Rip Track Weider Curtis Orchard has a unique pair of neon signs that, under the right circumstances will glow a vivid red. The shop owner is interested in this phenomenon.

Apprentice Newman Tabor is serving his final hitch on the rip track and will soon finish his time.

Mrs. Larpenteur, wife of Checker "Red", has been visiting their son, John Davis, in Chicago.

Carman Martin Andrews has returned to work after prolonged illness.

Mr. Gid Gagnon, Jr. has returned home after surgery at the Sisters', has been visiting their son, John Davis, in Portland, is reported coming along fine.

Carman Ralph Moxeey and Foreman Alfred Martin have been visiting friends in Woodland.

Electrician Helper Albert Adams recently won a fine set of silverware and Machinist Perry Morse won a rifle.

Draftsmen and Mrs. Laurence Sparrow have been visiting friends in Woodland.

Among those on and off the sick list are Car Department employees Gerald Ackley, Sebastian Bushey, Paul White, Clyde Dow, Wilfred Dusty, Albert Lacroix and Cleo Frappier.

Carman Walter McCaslin and Elmer Miles, Waterville, are the proud parents of Barbara Marie, weighing six pounds, three ounces. She was born at the Sisters' May 12, to Machinist and Mrs. Blaine Ladd.

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Conductor Bendelow was a patient at the Maine General Hospital for a general checkup, as was Conductor George Larsen. Trainman Ernest H. Robinson was a patient at the Mercy Hospital, Portland.

Engineer and Mrs. Edward Heekson of Bangor will celebrate their 50th wedding anniversary next month, when they leave for a trip to the West Coast. "Best of luck to you and the Mrs., Ed." SYMPATHY is extended to Trainman J. J. Kelley on the death of his mother, Mrs. Kelley, who for many years president of the ladies' auxiliary of the Brotherhood of Railroad Trainmen.

Sympathy is extended to Engineer Irving Slayden, who has resided in Bangor for 30 years, has moved to Boston. Mrs. Wright of Waterville Yard, with 50-year employment, has moved to Boston. Mrs. Wright was former trainman on the Eastern Division.

A SHORT REST for Harry Gibb, conductor on WH 17 and 24, as he passes at Oakland on the Waterville-Bingham job.

Mrs. E. M. Millard of Trains 7 and 24, has been confined to a local hospital for surgery. "Happy Motoring, Joe." SYMPATHY is extended to Sigman J. R. Mallett, signalman, who has finally rigged up his TV set so that he can sometimes get a very good reception from the Boston area. He has enough boosters and supplementary units to fill a small room.

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By O. R. BURWOOD
Billy Bergeron, brother of A. F. Bergeron, conductor, visited here lately. He is a conductor on the Northern Pacific, and makes his home in Seattle, Wash.

Robert J. Jones, welder, has a new car. He can follow the ballgames this summer in style.

We learn that W. J. Paradis, former section 123, at Conway Center, suffered a hernia, and shredded his trousers too briskly on a dance hall floor. Men from his department state that Wilfred figured he was young once again. It can't be done, boys.

Major Henry Mend, son of Engineer C. F. Mend, is visiting home with his family. W. W. Trecartin, engine house foreman, with W. J. Smeacker, went to Portland on two young aviators of Bartlett, N. H., are Bruce Hodgkins and David Goslin, snapped by Trainman Emile Merin.

A SHY Aviator of Bartlett, N. H.

By MARY E. GIBBONS

Calais

Stationary Fireman Ed Campbell and his wife visited his daughter, Mary, in Jamaica, N. Y., for two weeks. Donald Gaddis covered Campbell's job.

Pensioned Section Foreman George W. Atkinson is a resident of Fredericton, N. B., for surgical treatment.

Sectionman Charles Pomeroy is sporting a new auto. Trainman E. J. Doucette recently visited some former Vanceboro residents.

By EDITH W. MACGIBBON

The Engineering Department was well represented at the Railroad Club Banquet at the Statler, Boston, on May 11.

Mrs. Alice Eliason, chairman in the Engineering Department, accompanied by her son, Philip, motored to Beverly, Mass., recently.

"Tommy" Dunn, clerk in the Engineering Department, has enjoyed a week's vacation at Rockwood, where he hopes to take his quota of "Big Ones." SYMPATHY is being extended to Signal Supervisor Lentz upon the death of his father.

Miss Edna Crimmins, clerk in the B. & B. Department, recently spent a week end with friends in Beverly, Mass.

Bartlett, N. H.

By LUCILLE BRIDGE

Congratulations to Mr. and Mrs. Frank E. Foster on the birth of a son, April 24. The young man will be named Darrell Earl.

Richard Kyle, South Portland, has been employed as mechanic helper at Portland Central garage.

Operator C. W. Anderson has returned to work after six weeks' illness. We are all glad to see Andy back.

Operators Einer Mason, Ken Marston and Cass Vaughn, are fishing trips to Big Wood Lake, Jackman, recently. Mason and Vaughn have purchased a new car. They say it runs. Maynard is a mechanic helper at Lewiston garage.

Assistant Foreman P. L. Dow is sporting a new auto. Assistant Foreman P. L. Dow is the daughter of Mr. and Mrs. John Emery of Kansas City, Mo.

Operator Conrad and Mrs. Mason attend a baseball game with Supervisor and Mrs. Jacke Astle.

Operator Damon Cunningham has returned to work after a brief illness.

Clyde Mason, leadman Portland garage, spent his vacation recently setting up a small lumber mill.

Mr. and Mrs. Franklin Foster have bought a new home in South Portland and plan to be settled there next month. Franklin is a mechanic helper at Portland garage.

Sewall Boynton, former driver for Maine Central bus lines, dropped in to say hello to the gang at Lewiston recently.

Willard Purinton and family have moved into their new home on Brandin Street, Auburn. Purinton is a mechanic helper at Lewiston garage.

Operator Cecil K. Bradstreet patrolled the length of Moxie Lake that windy Sunday recently looking for fish. Bud got wet but no fish.

Operator Leon LeClair has all four fishing rods wrinkled out; he and Mrs. LeClair are vacationing at Moosehead Lake recently.

Assistant Foreman P. L. Dow is the granddaughter of a baby girl. The young lady is the daughter of Mr. and Mrs. John Emery of Kansas City, Mo.

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Mrs. Clendenning was the mother of Shirley C. Wheeler, stenographer in the office of the General Car Foreman L. J. Harraty.

**Bangor Motive Power**

By C. H. LEARD

Private M. A. Calahan, son of Crew Dispatcher and Mrs. S. A. Calahan, has recently been home on an eight-day furlough. He has finished his basic training at Lackland Air Force Base in Texas and promoted Private 1st class and now assigned to Scott Air Base, Belleville, Illinois, for nine months' technical training course in radio maintenance.


**CUTE LITTLE TODDLER**

Is Barbara, Ann Bannom, daughter of Ticket Clerk and Mrs. Charles B. Bannom, Bar Harbor Bangor.

Conductor and Mrs. James Plummer were the dinner guests of Mildred Constantine and her husband on Sunday, April 2.

A. W. Crocker reports that he and Engineer Prescott and Fireman Jenkins actually saw 72 deer between Vancelboro and Bangor May 1. On the trip to Vancelboro they counted 47 between Mattawamkeag and Vancelboro.

We all wish to extend congratulations to retired conductor Marc Fallon who celebrated his 80th birthday, May 3.

**NOW AGE 10 months is David A. Darlington, son of Ticket Clerk Olyn Darlington, Bangor.**

**Bangor Car Department**

By C. A. JEFFERS

Sympathy is extended to our general car foreman, L. J. Harraty, on the death of his mother, May 6.

Some of the boys in this department who have recently purchased new cars are: Carmen R. E. Lancaster, L. S. Stubbs, and a special mention should be made of Mr. T. Ouellette who purchased a new trailer which he purchased at the Harwood home, three miles this way.

The Brotherhood of Firemen and Others, No. 471, held a social gathering of their members and guests at Trustees' Hall, Bangor, April 26. A delicious supper was served followed by an entertainment and dance. Officers of the brotherhood this year are: J. E. Blake, president; J. E. Beske, vice-president; M. B. Roach, secretary and L. E. Smith, financial secretary and treasurer.

Two Eastern Division Engineers have been sick for a long period, H. W. Reed, who was hospitalized on April 21 and has not yet been able to return to work, and R. E. Susee, who was hospitalized on April 21 and has not yet been able to return to work.

**VALEDICTORIAN of the Class of 1950 at John Bapst High School is Ronald McGarry, son of General Foreman R. O. McGarry, Bangor. Winner of the Harwood Club prize he was guest at the Harwood Club dinner in Bangor, March 22 and honored guest at the Engineers Association Banquet for 1949-50. Class President Ronald McGarry is a member of the Dramatic and Debating Clubs and will enter the University of Maine next Fall.**

He has worked at Bangor Shops as an electrician's helper.

Sickness: Mrs. L. J. Grant, wife of Engineer Grant, and Mrs. W. W. Coburn, widow of Locomotive Engineer Coburn, were both recently hospitalized.

W. L. Nickerson, clerk and relief foreman at Bangor freight sheds, lost some time on account of illness.

Miss Lulla Stratton, daughter of Engineer and Mrs. Stratton comes to Bangor from their home in Winn two or three times a week for medical treatment.

Mrs. Francis H. McTigue, wife of Machinist McTigue of Bangor Shop, has been appointed chairman of the Round-Up Committee for pupils who will enter the public schools of Bangor next September.

**Vanceboro**

By HARRY D. DAVIS

Clair Cramondhere, third trick operator here, died May 2. He was survived by his wife and son, Operator C. Cramondhere, Jr., employed at Clinton.

Section Foreman R. C. Pine is getting material ready preparatory to building a new building to house the one lost to fire last year.

Engineer H. D. Lounder, on local yard switcher, is taking his annual vacation. Engineerman D. Straton is filling his place. Operator T. Ouellette has been on swing job Mattawamkeag and Vanceboro. Other changes in operations here are J. M. Parker on swing job vacated by Ouellette and R. V. Craig on third trick.

Those on vacation office staff are clerks M. O. Pine and L. J. Cramondhere.

Enginehouse Foreman A. M. Scott re-
canasta and sunshine, is the life.

"Scotty."

four-pound trout at Lambert Lake, the larg­

cently had the good fortune to land a

Newell and crew have completed build­

ing the lead for this track.

Crosing Tender Thomas Conley has been on a trip to New York.

Crossing Tender Thomas Conley has been on a trip to New York.

Deering Junction

By Torn ROCHE

The foundation for a new planing mill is under construction for the Lewis Lum­

Crossing Tender John E. Conley has re­

turned from vacation.

Portland Freight Office and
Freight House

By ALICE A. MCLAUGHLIN AND MARJORIE J. QUIGLEY

We extend our sympathy to the family of Haskell B. Whitten, former head

Rigby Engine House

ALBERT B. WRIGHT

ailor B. WRIGHT

Local No. 125, A. of Machinists,
elected Joseph DeRocher to attend the con­

This office was saddened by the sudden

dearth of Henry A. ("Al") McDuffie recent­

DEARTH of Henry A. ("Al") McDuffie recent­

we extend our best wishes for a speedy recov­

Hed Clerk James J. Hasson visited his

sent to as usual.

The little fellow will bear the name of Wil­

Machinist Helper Ernie MacVane an­

nounces the birth of a son. The baby was named Ernest William. Both mother and baby are doing nicely.

Camarer Edgar Dunham announces
two new cars appear at the engine house. Machinists Eugene Annett and Tharlow

Orchestra was sent as usual.

Machinist William Reagan attended the Democratic convention held at Lewiston as a delegate from Ward number eight in Portland. Later again attended a rally at Westbrook and at that occasion was a guest of Mayor Porrell of that city.

Machinist Helper Joseph Devine was taken ill suddenly, but is now on the road to recovery.

Sponsored Machinist helper Joseph Quinlan is substitute for Arthur Mills for a few days, as a clerk.

Pursloughed Machinist Phillip Bonang has

thiney, and his men of the bridge build­

stores Department laborer Phineas White­

he has sick with penicillin poisoning. Rather a rare ailment.

Former Laborer Frank McGill is again living with his son, Harry, a machinist, after spending nearly a year with his daughter in Vermont.

Machinist Helper Joseph Ashley at­
tended the Red Sox-Detroit game at Bos­

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THIS old beauty above was a product of the Portland Company Works about 1884 according to the picture's owner H. M. Burnham, B&M engineer. It was forwarded by Rules Examiner E. H. Winslow.

ABOUT 1910 the old Sawyers River station of the Mountain Division looked like this. Note no train order mast and blades. Closed for many years, the building was torn down about 12 years ago.

AT TOWER B in Waterville about 1911 trains used to be routed across the Kennebec River there through West Benton. Towerman Toomey in left foreground.

QUEEN OF THE MAINE CENTRAL old timers was No. 42 below, another product of the Portland Company Works about 1888. She is believed to hold the all-time speed record of a mile in 36 seconds according to photo owner Harry M. Treat, retired chief dispatcher.