Diesels Come To The Mountains

Steam Succumbs; Eleven New Locomotives Added to Maine Central Fleet

It's been 75 years since the Portland and Ogdensburg's first diamond stacker puffed heavily in sight of Mt. Washington at the head of Crawford Notch—and steam has been handling the tough grades and curves ever since.

But this month, those non-respecters of time and tradition, the diesels, will take over our Mountain Subdivision.

The vanguard of 11 new types of diesel motive power are starting out on what many consider to be the roughest, ruggedest, railroading on the Maine Central—the 131 miles from Portland to St. Johnsbury, Vt.

While the change from steam to diesel is most extensive and apparent on the Mountain, arrival of these 11 varying types of horsepower will also see additional diesel assignments throughout the system.

Eight of the new locomotives are 1,500 hp road switchers and they will originate a new locomotive "pool" on the Maine Central.

As explained by Mechanical Superintendent Ernest K. Bloss, the general usefulness of the various types will enable the Operating Department to "draw" on the pool for the locomotive or locomotives needed for a particular task.

Constructed for multiple unit control, the 1,500 hp road switchers when hooked up together, are as powerful as any mainline locomotive and can handle any assignment. Operated as single units they may be dispatched to handle, say, a Machias extra.

As for the Mountain Subdivision, however, since 1888 when the Maine Central obtained it on lease from the Portland and Ogdensburg, steam has done the job. Current champs are, for the most part, Class S, Government Mikados. Now two new 1,200 hp small diesel road switchers, will put their more efficient engines to the wheel as pushers and helpers. They'll take a crack at the 15-mile struggle from Bartlett to Crawford's that gains 1,250 vertical feet in the doing.

Eventually there will be three of the 1,200 hp locomotives in service. numbered 331-333 inclusive. One will be used on RZ-2, the Rigby-Bartlett
local, and one on the Bartlett-Gilman job. A third will be a Bartlett helper.

Of the eight 1,500 hp road switchers to be added to the Maine Central fleet, five are equipped with dynamic brakes. These will be numbered 561-565 inclusive. Dynamic brakes as opposed to the more common type air brake, utilizes the entire tractive power of the motors as a braking factor. The motors are "converted" into generators which generate electric power. Thus, the same power that has hauled the train over the tough grades, may be reconverted to hold it back on the return trip. Since such braking capacity may be applied more evenly than the necessary setting and releasing of the air brake, train slack is appreciably reduced and shocks on the draw bars are practically eliminated.

Completing the roster of new arrivals, all of which, incidentally, will be painted in the maroon and imitation gold Maine Central colors, are three 1,500 hp jobs to be numbered 571-573 and equipped with steam boilers. One of these will handle Trains 162-163, the Mountain Subdivision's only passenger job. The other two will join the pool to be used on the Rigby-Rumford freights and the Rumford-Waterville wood trains in the Winter. Too, they'll be used on various passenger trains.

Those in the 1,500 hp class without boilers will be used on the Rigby-Rockland cement extras in Summer: two will join the Rigby-Bangor pool for use on the RB-BR's, and BR-11 and B-12 during the Winter and the Rigby-Waterville local in the Summer. One will be assigned permanently to the East Left Branch for all year-round service.

But as Mechanical Superintendent Bloss pointed out, the greatest asset of these new pool locomotives is their availability for general assignment. Hooked together they may make a tremendously heavy yard switcher for operating in deep snow, or they may even headend a snow plow.

Anyone caring at this point to shed a tear for the passing of the "romantic" era of railroad ing on the Mountain Subdivision may do so, since the reason is obvious. An example of the diesels' amazing versatility and usefulness is made in the proposed schedule for one of the 1,500 hp road switchers.

It will leave Rigby on RY-2 about midnight to St. Johnsbury, returning that same day on YR-1 to Portland arriving around 10 p.m. Yet it will be ready to take out RB-3 for Bangor at 4 a.m., returning on BR-2—and repeat!

So that the aforementioned romantics won't be completely crushed, present plans call for steam to remain on Train 377-378, the Beecher Falls-Bartlett job, for the time being.

Of course, diesels aren't exactly new on the Mountain. They've been hauling the Maine B&M's deluxe "Mountaineer" over the iron the past few summers, and during the coal strike, 162-163 enjoyed the diesel, but it's the first time diesels will operate extensively on the subdivision.

Coincident with the diesel operation, the Bridges and Building Department have worked throughout the Summer strengthening bridges throughout the system.

On the Mountain, 11 small bridges had old stringers taken out and new ones added, while at Dog Hill Brook, west of Cornish, additional piles were driven for the trestle.

Rainie Made Vice President; Others Promoted

H. M. Rainie of Winchester, Mass., recently was elected vice president—Purchases and Stores of the Maine Central, Portland Terminal Company and Boston and Maine Railroad, according to President E. S. French.

Rainie had been purchasing agent for the Boston and Maine since 1923 and was advanced to the vice presidency to succeed A. W. Munster, retired. Rainie entered railroad service in the B&M Car Department at Concord, N. H., in 1909, transferring to the Stores Department three years later. He had been storekeeper, traveling storekeeper, and in 1924, assistant purchasing agent.

Other advancements in the department saw George H. Bolton, Marblehead, Mass., named purchasing agent, and E. Roger Rand, Saugus, made tie and timber agent to succeed Bolton.

In another department Roy N. Brodie, assistant structural engineer for the B&M the past six years, was promoted to engineer of structures for Maine Central Railroad, Portland Terminal Company and the Boston road upon the retirement of Benjamin W. Guppy, Sept. 1. Brodie has been with the B&M since August, 1928, serving as a draftsman, assistant chief draftsman, and chief draftsman before being made assistant structural engineer in July, 1944.

Guppy had an enviable record of 12 years as bridge engineer and 39 years as engineer of structures on his retirement.

Maine Central Owns First Tank Cars

The first tank cars ever to be owned outright by the Maine Central were purchased recently and rebuilt at the Waterville Shops.

Given work equipment numbers of 700 and 701, the cars were purchased in connection with the new operation of diesels on the Mountain Subdivision. Formerly owned by Mexican Petroleum Corp., the 10,000 gal.

SAFE AT HOME

Conductor J. Fred Bendelow on Train 11, is known for his pleasant disposition and courteous service so it wasn't unusual for him to pull the emergency cord and stand out of the Gardiner station when he spied a little old lady running for the train. Puffing up to Bendelow she breathlessly threw baseball to the hand outstretched to assist her aboard.

Surprised to say the least, Bendelow shook his head in good-natured resignation as he climbed back on board with the baseball to be delivered to the little lady's grandson. He'd forgotten it the worried grandmother had explained.
No Housing Problem For This Crossing Tender

Crossingtender James L. Meserve has solved his housing problems. Moving about the Maine Central system as jobs come up for bid, Meserve currently is stationed at Richmond. Not far from his shanty is the neatest little home on wheels imaginable.

It all came about when Meserve, for many years a section man on the Mountain Division, was forced to accept crossingtender work due to a major operation.

He's owned his own home at Bartlett, N. H., for years working out from it to Hiram, North Concord, North Stafford and last at North Conway. But now he says: "I wouldn't give up my trailer for all the houses they could build me."

And it's easy to understand why. Looking back on a fine family of eight children and 17 grandchildren, Mrs. Meserve sits in a comfortable beach chair in the shade of a stately old elm just across from our Richmond station. Nearby Meserve has erected a 50-foot, sturdy flag pole from which Old Glory flies proudly. Along the side of the trailer is stretched a green and white striped awning that serves as a combination car port and "front porch" for the Meserves.

Stronger Bridges For Branch Lines

Bridges throughout the system have been strengthened during the Summer by the Bridges and Building Department in anticipation of the increased use of diesels on the branch lines.

On the Rumford Branch, five small bridges were converted from lightweight rail stringers to treated timber stringers. Similar treatment was accorded five bridges on the Farmington Branch and two on the Rockland Branch were replaced by culverts and filled.
Tiny Impactor Carries Bigger Wallop Than Ten-Ton Roller

Looking like a power lawn mower but in reality a valuable addition to the Engineering Department's cost-saving equipment, a new "impactor" has been getting a heavy work out around the system the past summer.

The impactor is a new type machine designed to tamp a gravel base and the subsequent asphalt top at platforms and crossings. Operated by one man it replaces the old hand paving rammers and does a better job than a ten-ton roller pushed by two to four men.

The machine super tamps and smoothly finishes 60 to 80 square feet of material per minute to greater density than the 10-ton roller. It finished flush to rails, curbs, manholes, and walls where a roller couldn't reach.

A small machine, it nevertheless is able to strike 1,750 to 1,900 blows per minute, each blow of over 1,250 foot pounds of impact. It is the first machine to solve the problem of compacting and finishing paving material flush against rails or cushion strips without damage to signal systems.

Powered by a two and a half horse power air-cooled engine, the impactor plate is heated by the exhaust to be used Summer or Winter and able to handle hot, cold, or wet mix material.

East Is West at Dennysville

It's Hi-Yo "Kitty" at our Dennysville Station as the Calais branch train crews look forward with great anticipation to a visit from a little ole cow gal when their trains stop there.

Little Miss Joan Higgins, youngest daughter of our Freight Handler John F. Higgins, is a breath of the old West when with her own horse "Kitty" she rides up to the Dennysville Station and sings Western songs for the boys.

Joan lives on a hill just above the station and rides down to meet the trains resplendent in cowboy hat, vest, colorful shirt and levis. There's no guitar accompaniment as yet, but everyone fully expects that it will come later.

Huge Dam Rotor Shipped By Rail

Our railroad recently handled a difficult shipment to Schenectady, N. Y., when a huge rotor was removed, "Androscoggin No. 3," from a dam on the river.

This rotor, as it came from its working position in the pit, weighed 27 tons. It was 15', 5" in diameter and to reduce this width and to make it easier to transport without detours, seven tons of fittings and attachments were removed and the diameter reduced to 14', 11".

A tractor trailer with the help of bulldozers was necessary to move it from the power house on the low river bank to a highway nearly 50 feet above, to get it to the railroad siding where it was loaded on a flat car for movement from Lewiston to Schenectady. Loading and blocking on the tractor trailer and transfer to the flat car with more blocking and tie-downs consumed more than two days. The rotor has arrived at Schenectady and will shortly be returned to Lewiston to go through a similar process to restore it to its working position.

To The Maine Central Family

The passage by an overwhelming popular vote on September 11 of the Amendment to the State Constitution permitting construction of the rail-highway bridge at Fore River was attributable in large part to the industry and earnestness with which so many railroad men and women worked to bring success at the polls. This victory is gratifying and significant not only because of attainment of the immediate goal, but also because it demonstrates what united efforts of our family and organization can accomplish in our common interests.

I wish to extend to each of you my sincere thanks for what you have made possible, as well as to express pride in the loyal and cooperative spirit which binds us Railroad people together.

E. S. MILLER
First Vice President
RAIL TRANSPORT, MILITARY
ASSET

During World War II, the greatest effort ever made by the American nation for survival, the railroads carried 97 per cent of all organized military travel, 90 per cent of war freight, and 70 per cent of all freight moved in the country. Rail transport was the backbone of the nation’s war effort. And as we face into another possible test, conceivably an even more critical and exacting test, we might well examine our railway system and the policies that govern it.

The Federal Government spends about $1 billion a year on transportation—roads, airports, rivers, harbors and navigation aids. State and local governments spend $2 billion, perhaps $3 billion more. But no government agency in America spends a penny on the railroads, except the cost of regulating them—regulation which raises their operating costs and curbs their initiative.

What we are doing is to subsidize more and more heavily all the competing forms of transport, and thereby, by lessening the position of the rail system which remains the true arterial transport system of the national economy—and the nation’s war economy.

This is a good time, before we are plunged too deeply into the total mobilization of our economy, to reconsider the short-shod and punitive policy which we have pursued in respect to rail transport generally. It is not primarily a matter of justice to those who have $29 billion invested in the railroads. It is above all a matter of conserving and strengthening one of the most fundamental of our military as well as peacetime assets. 

The railroads owe this country a definite obligation—to meet our transportation needs with the highest possible degree of efficiency and economy. The country also owes the railroads an obligation—to permit them, in return for an absolutely essential service, to earn a fair profit, sufficient to pay the costs of operation, to carry on necessary expansion and betterment programs, and to pay a reasonable return to the stockholders whose investments made the industry possible.

Just how well are the railroads discharging their obligations? In 1949 they carried nearly half again as much traffic as in 1929, when the prewar record was made, and they did it with about 500,000 fewer freight cars than they had 20 years ago. They did this because they operated at peak efficiency. Last year the average freight train turned out 18,770 ton-miles of transportation service for each hour it was on the road compared with 10,580 ton-miles in 1929. Just how well is the country carrying out its obligation to the railroads? The rate of return on railroad investment has been far below the 6 per cent figure which the Supreme Court has held fair for regulated public utilities whose charges are fixed by government commissions. Rate increases granted have been insufficient in proportion to present-day wage and operating expenses.

REYNOLDS RECEIVES
LIFE SERVICE PASS

A veteran Waterville yard conductor joined the distinguished ranks of Maine Central Gold Pass holders recently when Life Service Pass No. 148 was issued to Arthur W. Reynolds. A resident of Winslow, Reynolds began railroading as a trainman in 1900 and was set up to conductor at Water­ville in 1910. Presentation of his pass was accompanied by a congratulatory letter from President E. S. French.

HEAP RIGHT

Two pictures, one showing a dilapidated house, the other a field badly washed out, were printed in the Oklahoma Farmer-Stockman, which offered prizes for the best essays suggested by the pictures. First prize went to a Cherokee Indian who wrote:


T. M. Burns Appointed
Agent at Eastport

Thomas Burns, for the past ten years agent at Dover-Foxcroft, has been appointed agent at Eastport to replace C. A. Small, re­tired.

Burns and his wife were tended a going-away party by more than 35 friends at Dover-Foxcroft, attesting the esteem in which they were held by their community. Burns received a cigarette lighter and Mrs. Burns a cameo brooch.

Completing 46 years of railroad service, A. W. "Gus" Munster, vice president, Purchasing and Stores for the Maine Central and Boston and Maine Railroads, retired July 24.

Munster began Railroading as an apprentice and machinist on the Northern Pacific Railroad in 1904, after graduating from M.I.T. Five years later he became associated with the New Haven Railroad as materials inspector and later became engineer of tests. In 1912 he joined the B&M as general storekeeper and was appointed purchasing agent in 1917. He was appointed to the vice presidency he held on retirement in 1938.

Other retirements were Ernest H. Mowatt, 72, of 28 Riverview Street, Portland, former track foreman there, after 31 years of service. Alexander Wright, 66, of Mitchell Road, Cape Elizabeth, Me., machinist helper in the motive power department at Rigby, after 31 years of service.

Henry R. Barber, 71, operator at Brunswick, retired recently after 54 years of railroading. He spent at Brunswick. In an interview with the Brunswick Record it was revealed that Barber tapped out the original account of Admiral Robert D. Peary's discovery of the North Pole in April, 1909 on a nationwide direct wire. Barber broke in as an operator at Penacook, N. H. and brought to the citizens the news of McKinley's election in 1896.

John E. Gurney, 72, of 349 Water Street, Skowhegan, trainman on the Portland Division, after 45 years of service.
Son and Operator Vern Hutchinson has
returned to his relief job here.

Belgrade station has closed for the sea
son and Operator Erich同じ relieving.

L. Fuller is on vacation. Operator Rich
ard Achorn relieving.

Weyhills Machine Operator Rita Cronin
has returned to work after an absence of
nearly five months due to illness.

Among those recently on vacation :
Rate and Revision Clerk John Rollins, Porter
Norman Phippen, Crossing Tenders Elmer
Ranger, Arthur Parent, Tom Foley, Nor
man Purington, Albert Douc, Armand
Landry, Edmond Ouellette, Hector Ther
riault, Cashier Pete Myrand and Checker
Pat Kyle.

Conductor George V. Green of Augusta
switcher is off for a few days, relieved by
Conductor Fred Poulin of Waterville.

Crossing Tender Ed Grady and Bag
gage Mailman Shirley Desrofl have been
on vacation recently.

Spare Fireman Hender Lendall Haskell
has left for Portland where he has en
tered art school.

Operator Wendall Lewis has recently
purchased a new home in Gardiner.

Augusta
By ELLIS E. WALKER
Third Trick, Clerk Telegrapher Ballard
H. Fuller is on vacation. Operator Rich
ard Achorn relieving.

Waterville Station and Yard
By M. W. FLINT

Sympathy is extended to the families of
Mrs. Arthur H. Durkin, wife of Retired
Operator Durkin, Engineer Arthur S. Ladd
and Retired Conductor Ernest M. Dauph
inee, who have recently died.

Retired Track Supervisor Wm. A. Prescott has sold his home here and plans to
move to Portland. We understand he
contemplates doing a bit of farming.

Equipment Maintainer L. St. Pierre and
Machine Operator Oral Perry were re
cently in Boston for big league baseball
games.

Track Supervisor C. G. Rivers and fam
ily have returned from vacation spent in
Springfield, Mass.

Stenographer Leora Tardif is on annual
vacation.

A film Hammond of Armstrong Restau
rant was visiting in Montreal.

Edward Davis substituted for C. G.
Rivers during his absence.

We are glad to welcome back to duty
Asst. Cashier II. T. Crock and Crossing
Tender George Williams after serious ill
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Forwarded by E. D. Risteen, baggagemaster at
Bath, is this snap of these "sharp" old timers. Left to right, Anthony Win, Edward Beacon, L. D. Cobb
and Edmund Risteen.

WELCOME back after a long illness was the
Lewiston Waybill Machine
Operator Rita Cronin

Retiring June 23, was Engine House Laborer William
H. Washb, center, of Lewiston with his daughter and
son-in-law. He had 26 years' service

Farmington Branch
By G. A. ELLIS

Mr. and Mrs. Eugene Ellis are receiving
congratulations on the birth of a daugh
ter, Sept. 17, at the Richard Blinum Clinic
in Milledgeville, Georgia. She weighed
eight pounds and six ounces and has been

which was taken along the Sebasticook
River between Benton and Pittsfield. This
window display was admired by a great
many people passing this store in our
busiest business district.

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Spare Fireman Hender Lendall Haskell
has left for Portland where he has en
tered art school.

Operator Wendall Lewis has recently
purchased a new home in Gardiner.

Hallowell
Crossing Tender James Chase, third
trick, Second Street, has been off sick two
weeks, relieved by Cecil Kneeland.

Lewiston
By LILLIAN X. G. WHITE
Our Railroad recently figured con
spicuously in a window display at our
largest department store in "Keep Maine
Green" movement when they furnished as
a backdrop the display a colorful scene of
green pastures and woods, a picture

named Donna Jean. Eugene is the son of
Station Agent G. A. Ellis and wife of Wil
ton and is Chief of Police in the City of
Milledgeville.

Station Agent Howard Henshaw of Liver
more Falls was married Sept. 7 to Mrs.
Regina Beneke of that town. On their re
turn from a wedding trip to Nova Scoti
they will reside in a newly purchased home
on the west side.

Fred Dohle is working in the Express
Office at Wilton, for Agent Earl Knowles.

HERE'S SECTION CREWS 51, 52, and 53, taken at
completion of lift at Mile post 125. Front row,
left to right, Libbens Packard, Roger Tenam, William
York, Edmund Tenam, foreman, Sec. 52; Kenneth Phil
brook, Willard Pickard, Perley Colson, foreman, Sec.
51; Alton Fletcher, foreman, Sec. 53. Back row, Cliff
ton Lawrence, Lester Sprague, Vincent Crosby, Eley
Lawrence, Beverly Bryant. These men cover Carmel,
Etna, and Hermon Pond.

Waterville Shops
By G. K. STEVENS

Magazine items from the Hub of the System, Waterville Shops.

William Drake, watchman at the shops for several years, died recently.

Laborer Jimmy Fuller of the yard crew has been recalled to the Army.

Assistant Superintendent Willbur Lunt had the misfortune to scrape the side of
his new car on the side of garage and had to have a new paint job.

Engineer Arthur Ladd, Sr., died recently. Sympathy is extended to Clerk
Arthur, Jr., Carman Beecher and Machin
ist Blaine on the death of their father.

Watchman Howard Hunt had a front
wheel lock on his car while going home to
China. The car swerved out of the road
and landed on its top in a bog, but wasn't
damaged seriously.

Robert William, weighing seven pounds,
four ounces, was born to Carman Helper
and Mrs. Bill Otis, Jr., at the Sisters' Hospital.

Electrician Helper Frank Grover has
been a patient at the Sisters' Hospital
for observation and treatment.

Laborer Carl Dow has been recalled to
the Army.

Carmen Helper Adjutor Andette has
sold his farm in Winslow.

Former Painter Helper Al Prouty was a
recent visitor at the shops.

Machinist Apprentice Blynn Campbell
has been examined and found acceptable
for the Army.

A new Bird is roosting in the Electric
Shop. His name is William.

Machinist Helper Charlie Sweet has re
ceived his "greetings" from the Army.
Richard Michael, weighing seven pounds, ten ounces, was born to Painter Helper and Mrs. Real Grenier at the Sisters' Hospital on Aug. 28.

Carman and Mrs. Floyd Case have been attending the National Convention of the Railway Carmen at Kansas City, Mo.

Carman Helper Shorty Bragg has returned to work after being in the hospital.

Carman Helper Virgil Harding has returned to work after a month's illness.

Clerk Dick Fecteau has been touring in Canada recently.

Electrician Helper Bobby Carey has resigned and has returned to school.

A new helper in the Electric Shop is L. P. Leeman.

Machinist Helper Walter Pearl has a new car.

Machinist Abbott McKenney has swapped cars recently.

Machinist Helper Bob Fletcher has recently bid off the diesel tool room job.

Electrician Albert Nelson visited Niagara Falls while on vacation.

Machinist Helper Merton Brann is a very handsome man since getting his new teeth.

Clerk Dennis Chamberlain has a job as ticket agent for the new race track in Waterville.

Painter Charlie "The Parson" Lawry was a recent week-end visitor in Bar Harbor.

Ram Rod Win Potter of the Mill has been visiting in New York City.

Painter Helper Clarence Stewart has moved from Fairfield and is located on Maple Street, Waterville.

Paint Foreman Emile B. Hall, who has been laid up for seven weeks, has returned to work.

Checker Lester Davis has a new car.

Carman Sid Brown and Wilfred Dusty are serving a hitch as car inspectors.

Clerk Guy Wentworth is in the market for some old corset springs. He wants to make fish traps.

Machinist Eddie McAfee reported for Army service at Ft. Dix on Oct. 4.

Carmen Bernard Peabody has a half interest in a junk shop that is entered in the Stock Car races.

Yard Foreman Phil Sherrard has been enjoying his vacation.

Carman Helper Virgil Harding has returned to work after being in the hospital.

THE NAME of Painter Harvey Dusty's new camp he's building at Webber Pond is self-evident from this elegant sign

Leading Man Alfred Cunningham has been touring in the White Mountains.

Furloughed Carman Helpers Emory Hall and Charlie Kent have temporary employment in the Maintenance Of Way pipe crew.

Clerk Guy Wentworth is in the market for some old corset springs. He wants to make fish traps.

Machinist Perry Morse had a fine camera stolen from his car while in Rockland recently.

Paint Storekeeper Ralph Giroux sold his home on Drummond Avenue to his son, Carman Arnold.

GRANDCHILDREN of Waterville Shops Boiler Maker Hollis Hodgkins are Bobby, 2; Bryan, 4; and Nancy, 7. Their Dad was former Machinist Gerald Hodgkins.

WEBBER POND is a popular spot with Shop boys as witnessed by this cottage built there this year by Carman Helper Francis White.

Machinist Sid Hamlin visited in Mansfield, O., while on his vacation.

Machine Apprentice Charlie King is serving a hitch in the Air Brake Room.

Machinist Helper John Eames, Sr., has been recalled to the Air Brake Room. Crane Operator Leo Marshall is enjoying his vacation at this writing.

Machinist Wilfred Powner has a new auto.

A FANCY BABY was this old Maine Central Mallet Engine number 1303. The picture is forwarded by Pete Ascher.

Trainman George Kennedy, with the Mrs. and niece, made a trip by motor up through Aroostook. Also visited relatives in Fredericton, N. B.

Fireman "Pitt" Moores, with the Mrs., while on vacation visited their sons, one at West Point and the other at Annapolis.

Engineer Charles White of the Mountain Subdivision on Sept. 8th completed 46 years' service on the Maine Central.

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Yard Foreman Phil Sherrard has been enjoying his vacation.

Carman Helper Virgil Harding has returned to work after being in the hospital.

THE NAME of Painter Harvey Dusty's new camp he's building at Webber Pond is self-evident from this elegant sign

Leading Man Alfred Cunningham has been touring in the White Mountains.

Furloughed Carman Helpers Emory Hall and Charlie Kent have temporary employment in the Maintenance Of Way pipe crew.

Clerk Guy Wentworth is in the market for some old corset springs. He wants to make fish traps.

Machinist Perry Morse had a fine camera stolen from his car while in Rockland recently.

Paint Storekeeper Ralph Giroux sold his home on Drummond Avenue to his son, Carman Arnold.
Mrs. James Hayes, wife of Conductor Hayes, was a patient at the Mercy Hospital, Portland, for a general checkup. Sympathy is extended to Conductor Shaw of the Belfast and Moosehead Lake R. R. on the death of his wife who died Aug. 23.

L. A. Smith, general foreman of carpenters at Bangor, has taken the pension Sept. 30, after 41 years' service. Trainman Bernard Cross has been off duty on account of an injury to his foot. Mrs. Fred Eaton, wife of Conductor Eaton, was a patient at a local hospital for surgery. Station Baggage master Archie Colpitts of Bangor suffered a broken arm and severe shaking up, caused by a fall.

**Bartlett, N. H.**

By HUD BURWOOD

George Peters and his section crew are about finished with their vacations. Glad to report that Agent A. E. Garon has returned to work at Crawford Notch after several weeks' illness.

**A REAL OLD TIMER** is this 1908 photograph of the "Charles W. Saunders," a woodburner on the Sawyer River Railroad at that time. It was snapped by James Daly, former trackman at Bartlett, at Livermore Village. Holding the cab grab iron is Raymond Glen-dening, retired machinist's helper at Bartlett.

Considerable work is going on around the Yard on account of diesel power coming in this way. Oil pumping units are being installed near the Engine House and small water pipes for watering them are being placed at the station. Conductor A. L. Barter had his first experience dozing the work in Gilman Hole recently. With two men who know as little about that work as himself, he managed to clear the 16-hour law by one minute. He states that it is quite a job for a man who has no knowledge of Gilman yard work.

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**Fond Memories** for Rocklanders and others are of the old Highlands and Limerock Quarries Street Railroad there with Trainman Stimson, right, and Dan Sherrer taken about 1914. Stimmie was the conductor.

**Popular** Pete Connary and Mrs. Connary who celebrated their silver wedding anniversary recently. A party attended by relatives and friends was given in their honor. Pete is head clerk in the Signal Department and daughter Patricia is clerk in the MCTCo. office.

**High School.** He served in the Navy during the war and is employed in Portland. Stuart Herbert, chief clerk in the general manager's office has been recalled to active duty with the U. S. Navy reporting at the Fargo Building, Boston, Mass. Herbert served as chief petty officer in recruiting activities at Portland during World War II.

Doris Jones, secretary to the general manager, has accepted a civil service appointment with a Portland federal agency. Mr. and Mrs. George Moulton, the former Barbara Herbert, clerk, are announcing the birth of a second daughter, Denise Hilda, born Sept. 15 at Portland.
George Kinney, trackman at Danforth, has returned to work after being off for some time due to an operation.

Oscar Brown, former trackman on the Charlotte Section, has bid off job as assistant foreman in Perkins' Extra Crew.

PICTURED at about one o'clock teas that he had invitations to Sir Thomas Lipton would roll over in his grave and approve of the great advance in tea sales.

I still think that Conductor Herbert Bondreau is the best horticulturist of all the Maine Central Family. His gardens are immense. And his Mass to pick some beans to can. When we eventually started gathering the raisins was filled to the top with beans, cukes, corn, tomatoes, asparagus on toast, beautiful gladioli and the family with mosquito bites.

Bangor Motive Power

By C. H. Leard

WHOOPS:—AT LAST I'M A GRAMPY!!

Relief Yard Master Wilson just received a card from Yard Conductor John Hanson who is again an officer in the Merchant Marine. "Jack" is now assigned to the S/S Exeter, one of the Four Aces, passenger and freight steamers, and left New York on September 5 bound for points in France, Italy, Greece and Egypt. He wished to be remembered to all the boys around Bangor.

HONOR GRADUATE from Bangor High School and entering the University of Maine this Fall is Patricia Wilson, daughter of Engineer and Mrs. J. B. Wilson. Pat ranked third in a class of 230 scholastically, won the Hannibal Hamlin essay medal, B'nai Brith and Rotary awards. She will major in Home Economics at the U. of M.

GRADUATED RECENTLY from Fordham University is Gerald J. Violette, son of Yard Conductor and Mrs. A. G. Violette who were present to see him receive his degree. A veteran of four years in the Signal Corps during World War II, Violette is now employed as an engineer by the Spry Gyroscope Company.

General Foreman R. O. McGarry was a guest of the Locomotive Officers Maintenance Association Convention held in Chicago Sept. 18-20. If he attended all the 5 o'clock teas that he had invitations to Sir Thomas Lipton would roll over in his grave and approve of the great advance in tea sales.

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General Foreman McGarry recently set up two new records for Bangor. Week ending August 30 there was not a single steam dispatchment out of this terminal and on Sept. 7 the Bangor Wrecking Equipment was loaned the Bangor & Aroostook Railroad.

Miss Gladys M. Stetson, daughter of former George Stetson who for years was employed in the Bangor Freight Department, was honored at a reception in City Hall September 16. She is worthy grand matron of the Grand Chapter of Maine, Order of the Eastern Star.

J. A. Thibodeau, Jr., son of Fireman and Mrs. entered a local hospital August 15 for removal of tonsils and adenoids.

Electrician N. B. Harding has just purchased a pick-up truck to go with his new de luxe cupe. Truck to be used in connection with lumbering operations which will be carried on by him and his father this winter out in the woods of Carmel.

August 25 Joe Marchant, retired engineer of Lancaster, called to say hello. He retired about 10 years ago, told me he is now 76 years old and struts around like an old rooster with its head cut off.

Young "J. E. "Jackie" Nichols, daughter of Boltmaker and Mrs. W. N. Nichols, is recovering from a major operation at the Eastern Maine General Hospital.

Maine Central officials in Bangor may be able to obtain a lot of technical advice in the near future. Ronald McCurry, son of General Foreman, enters U. of M. this Fall, majoring in Electrical Engineering. Harrison Homans, son of Assistant Division Engineer and Mrs. Homans, resumed his course in business administration at U. of M. and J. L. Moriarty, Jr., son of Mrs. and Superintendent J. L. Moriarty, entered Portland University Law School in September.

Hostler B. H. Duddy is home following a serious operation in the Baptist Hospital in Boston.

Walter F. Durant, furloughed fireman, was called back for Engine House service August 15.

Recent wayfarers noted include Engineer and Mrs. L. A. Eastman to Onset, Mass., Mrs. R. A. Lowell and Dorothy, wife and daughter of Engineer, to Boston, Stationary Fireman and Mrs. E. E. Tumith to New York City, Machinist E. W. Rideout and wife also spent their vacation in the same village. Machinist Helper J. M. Blackney and the Mrs. visited relatives in Lansing, Detroit and Morristown, Penn.

Relief Foreman I. A. Farrow of Bangor and Waterville wishes to thank the following Motion Picture boys through the magazine for their donations to the blood bank during his recent illness: R. O. McGarry, R. E. McGarry, G. H. McCusland, C. W. Boulan, F. H. Lockett, P. F. O'Donnell, R. C. Jordan, II. W. Clark, A. E. Paulkner, H. R. Barnes, N. W. Nichols, A. C. Cyr and C. E. hatch offered to contribute but were not needed.

MISS GLENN McBRIDE is this 300-pound bear killed by Les Rogers, son of Stationary Fireman L. J. Rogers, Bangor. Standing guard with a BB gun is Mrs. Rogers. The brute was taken out of a deep freeze and kindness of Engineer C. H. Eye of the Maine Central Family. His gardens are immense. And his Mass to pick some beans to can. When we eventually started gathering the raisins was filled to the top with beans, cukes, corn, tomatoes, asparagus on toast, beautiful gladioli and the family with mosquito bites.

Proud Grandpapa is George A. Bucklin and grand-daughter, Beverly Curry, age 4

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secretary, P. F. Boudreau. Bangor, treas­
Chapter. Charles H. Leard of Hampden,
elected. Attorney A. M. Knowles.
future activities of the organization
throughout the State.
Trowel Club gave a few interesting and
Central Railroad, and President of the
ship committee.
in this territory is urgently invited to
the officers or a member of the member­
Agency, Railway Mail Service or other

A. H. Finnemore. J. E. Buzzell, K. P. La­
W. P. Russell. R. A. Powers has bid in 3rd trick, Tower
2, temporary.
A. A. Powers has bid in 3rd trick at Deering
H. Petrie, J. Knowles, E. J. Walker, H. R. Hubbard and on their vacations.
Asst. Supt. J. L. Denney is back from his vacation. Gym F. M. Grimmer is on his vacation. Sehnoe here I come.
Chief Clerk J. Johnson is on his vaca­

Field Foreman at the west end of Union
Yard, his paternal grandfather being Head
known Johnnie Norton, conductor in Rigby
Village. We haven't seen them yet, but
visiting their children in Portland and
home. We haven't seen them yet, but 

J. E. Pouliot has bid in 2nd trick, Tower
4, temporary.

Case. H. F. Brown and R. L. Quimby, Northern Maine Jet, have returned to work
after their annual vacation.
First sign of winter is the taking off of
the Bar Harbor train and the return of
H. Ernest Burnham, carman and presi­
dent of the Local Lodge of the B. E. C. of
is at this writing attending the Grand
Convention as Representative which
is being held in Kansas City, Kansas.
Chas. H. Lofthus, stenographer in the
Freight Office, has bid off the job vacated
by Miss Lena Golden, who is leaving and
who is planning to be married Oct. 22.
Miss Lena Golden, for many years
stenographer in the office of General Car
Foreman at Bangor, who is leaving the
employ of the Maine Central Railroad to
be married, wishes to extend her most sin­
cere thanks to all of her co-workers who
contributed to and so pleasantly surprised
her with a most beautiful gift of steak
knives and a silver bread tray. Miss Gold­
en also wishes all her co-workers to know
that she will always cherish the very
pleasant memories of her long association
with each and all of them, and also thanks
them for all their good wishes to her.

Dennysville

By T. A. McDONALD
A. O. Jones and crew, has been spend­
ing some of his vacation visiting in New
Hampshire and Massachusetts.
F. B. Perkins' crew is here at this writing,
laying rails on the sharp curves through
the yard, etc.

Entertainment Committee, I. A. Fur­
row, chairman and L. E. Savettic, mem­
bership committee: L. W. Sparrow of Wa­
terville, chairman together with G. G.
Nowell, H. I. Brown of Bangor and C. W.
Shaw of Princeton for the Bangor.
Among those attending the organiza­
tion meeting were G. R. Wilson and Rule
Examiner Eugene Boucher. Carman Draftsman
and James Iff of Waterville.
From Bangor and near vicinity, R. E.
Graham, G. R. Wilson, Chas. H. Leard,
I. A. Furrow, W. E. Duplisea, P. A.
Duplisea, E. K. Willett, H. F. Brown,
G. G. Nowell, E. E. Drew, F. A.
Brugg, E. H. Stevens and C. W.
Shaw of Princeton.

SNAPPED on a recent motor trip are Trackman and
Mystery photo is Machinist Helper Harold
"Peanut" Colburn at age 14.
Following a banquet served at the Pilot's
Grill on Tuesday evening, the Bangor
Chapter of the Trowel Club was organ­
ized. This Club was first organized in
Portland, Feb. 9, 1949, and now has a
membership of between six and seven
hundred members. The Club is open to
any Master Mason who is in good stand­
ing in a Lodge of Master Masons, employed or
pensioned by the Railroad Industry, including,
but not limited to the Express Agency, Railway
Mail Service or other closely affiliated company. Any railroad
employee coming under the above groups in
this territory is only invited to obtain an
application blank from one of the officers or a member of the membership
committee.
Following the dinner Archie M. Knowles
of Portland, General Secretary of the Maine
Central Railroad, and President of the Trowel
Club gave a few interesting and pertinent
remarks regarding the aims and future
activities of the organization through­

SNAPPED on a recent motor trip through
Canada going through St. John, Frederic­
ton and back home through Maine via
Houlton. It rained about all of the day
so we were unable to get any good pictures,
but had a very nice trip.

Bangor Car Department

By C. A. JEPHERS
Those who have enjoyed their annual
vacation have the last publication are:
Carmen H. J. Connor, W. E. Batchelder,
A. H. Johnston, H. T. McLain; Coach
Cleaners Henry L. Burger, Mrs. Mel­
A. J. Duplisea, C. A. Goode, A. C. King,
Carman Helper H. E. Quimby and Laborer
H. J. Johnson.

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Rigby Engine House

By ALBERT W. WETMORE

Machinist Edwin Tenn makes the announcement of the marriage of his daughter, Eva, to Douglas Puchard of Dresden, Maine.

Machinist Patrick Theriault spends his vacation in the Gaspé Peninsula area. Pat generally has a very severe bout with the common ailment hay fever, but he writes telling of not a sniffle or a sneeze away while

Boilermaker Charles Jackson attended the family reunion of the Jacksons held every year at Bear Pond, N.S. Jackson was attended by relatives from Maine to California.

Machinist Helper Maurice Weeks was visited by Uncle Austin of the Builders' crew in placing a sill under his large barn at Cumberland.

Machinist Ray Killinger took a vacation trip to Harrisburg, Penn., to visit relatives. John Prater and Mrs. Prater took a motor trip to New Jersey.

A floral tribute was sent to the funeral of the mother of Machinists Rosario and Sylvio Demeo.

Storekeeper Clara Cupples and Mr. Cupples were married Sept. 14. They honeymooned in New York City.

Four Generation Group are, left to right, Mrs. E. A. Purinton, Mrs. William Lamb, wife of Carpenter Sylvio Demeo, Storekeeper Clara Cupples, and Arthur Landry served on the supper committee.

The Bowling league has started its activities for the winter season with warm-up matches. This is done to attain the team average.

Machinist Helper Amos Knight, whose job was abolished recently, is on vacation. Amos was 75 years old his last birthday.

Laborer Ed Whalen has built a new addition on his present store at Old Town and will now do an all-year business instead of just for the summer.

Machinist Helper Robert is a busy man during his spare moments in putting up pleasure boats on their ways for the winter.

Machinists William Mudd and Frank Dostaler were vaccinated in Androscoggin County. They witnessed the annual potato digging at its full height.

There are 50 men out sick in the Rigby Stores Department at this writing. John McCarthy and Charles Whitten are confined to the hospital, and Ed Flynn, Russell Proctor and John Whitten are sick.

Robert G. Forbes made an extended trip to California, Alberta, B.C., to visit relatives and friends. He left July 11, returned Aug. 19. Went by train.

Clerk Alfred Cary visited his son who lives in Massachusetts. They attended the Dedication Day.

Store Keeper Didace Burke and Mrs. Burke celebrated their 35th wedding anniversary on Sept. 7.

The members of the Cathedral Guild Hall were treated to a superb dinner by Joseph Malloy, Stores Department. Margaret Malloy served on the supper committee.

There is a good-sized labor force at Head's Edge where the best meal he ever ate, and tasted just like home cooking.

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A FANCY STEPPER is this polished and proud Mallet compound, left, but alas, the place and her service are unknown. It was taken by W. A. Judge in 1912. Anyone remember more?

ON THE BINGHAM BRANCH in the early 1900's was this hardy crew. Left to right, P. E. Priest, C. M. Niles, E. E. Clark, H. L. Clark, members of the section crew; Timothy Otis, engineer; W. H. Soper, agent at the Solon station, whose son C. D. Soper, clerk in Yard Eight, Portland, forwarded the picture; Fred Merrill, head brakeman; Charles McKeen, fireman and F. L. Merrill, conductor.

ENGINEER N. W. Downs of Waterville looking sternly from the cab window somewhere on the Foxcroft Branch of a brisk Winter's day is all we know about this excellent old timer reproduction.