Signposts Of Life and Safety

Markers and Signals on Our Railroad Are Mystery to Traveling Public But They Have Real Significance for Railroad Employees

Railroads, unlike highways, need no signs at a junction or turn out bearing the legend, "To Bangor". Passengers know the dependable train will arrive at its destination safely and on time.

But a railroad does share the necessity of a variety of signs along the way whose markings and code are readable to some employees but a mystery to others and to the average traveler.

At Northern Maine Junction for example, a large capital S is affixed to a signal post. This is a rarity in the system and indicates a manually-controlled switching signal governing switching movements on a yard track. This marker is used where the signal is located close to a main line track and might be confusing unless so marked.

At Freeport, Gardiner and a few other points are signs reading "Spring Switch." This is a puzzler to most but is simply explained. The switch is operated by a spring that snaps back into normal position as the train wheels pass through. It is marked so that an engineer will not stop his train until it is clear of the switch, thus he will not split the switch if he reverses the train.

Engineers are warned of grades severe enough to cause trouble starting a heavy freight by a large capital G, usually painted in black on yellow on a metal sign attached to a signal post beside the track. Such a warning would be necessary if the engineer had to halt the train in the face of red automatic block signal indicating that he could move past it (Stop and Proceed) only at restricted speed and to the next signal.

And a railroad has speed limit warnings too. These usually are black metal signs with the numerals, 20 or 35, cut out of them showing the speed for that area. All speed limits for the system are listed in the operating timetable, of course, where engine crews must know them in order to qualify. On some drawbridges or curves or in areas where speed restrictions may vary, however, the signs are placed to warn the engineers.

A railroad man can tell at a glance how far he is away from home, too, on how far he has to go to his destination. The sturdy milestone post, "V (for Vanceboro) 127" is self explanatory. Every bridge and every automatic signal in addition bears a sign or number indicating its location with reference to the home terminal. Signal numbers are accurate to the nearest 10th of a mile and are in odd numbers outbound from the home terminal and in even numbers on the inbound track. Bridge signs indicate the actual mileages from the home terminal and are marked to the nearest 100th of a mile.

Most readily known and easily recognizable of all railroad signs is the big black capital W on white background marking the point where the engineer whistles the crossing ahead. His two long and two short blasts are timed so that the last short blast...
blares forth when the engine is on the crossing.

At some points the letter R supplants the W. This is in compact areas or communities where local ordinances prohibit train whistling and indicate the engineers may ring their engine bell.

Other signs reading “Sec. 4” on one side and “Sec. 5” on the other, tell section men and patrol crews where their section territory ends and another takes over.

Important this time of year is the sign that looks like an inverted hockey stick. The “blade,” set at an angle from the upright and painted yellow with two black spots, is a flange indication sign. It tells the snowplows the location of some permanent fixture along the track where the flange of the plow must be raised to clear. For the same purpose sometimes small trees are stuck into the track bed between tracks so that they will be visible in snow.

**Railroad Veterans Talk of New Unit**

Whether or not the new Portland Chapter of the New England Association of Railroad Veterans will continue as part of the New England unit or form a separate unit of the national organization will be discussed at a meeting, Nov. 26, at Theodore’s Restaurant, 121 Commercial Street, Portland.

The matter came up tentatively at a meeting of the chapter held on Sunday, Oct. 22, in Portland when about 50 members gathered. A feature of the meeting was a report by Engineer David J. White of Rumford on the recent convention of the National Association, held in Buffalo, N.Y.

Representatives of the Maine Central, Boston and Maine, Canadian National, Bangor and Aroostook, Sanford and Eastern, and Belfast and Moosehead Lakes Railroads were present at the October meeting.

**Plywood Used As New Finish For Buggies**

By G. K. STEVENS
Waterville Shops Reporter

A new departure in caboose construction was completed at Waterville Shops recently when cars 554 and 635 were refurbished with exterior plywood.

A new idea, use of the plywood does away with expensive sheathing. Five-eighths inch exterior plywood previously used only for lining the interior of boxcars now forms a smooth, neat, exterior finish on the buggies. According to Assistant Freight Foreman Chick Pooler the plywood has better insulating qualities, is quick to put on, thus saving about one-half a day production time, and stands up as well as former methods. The 635 also had its interior finished with masonite, another new feature.

Pooler expressed belief an increasing number of buggies would utilize plywood exteriors.

**History of the Woodburners**

**Lion Survives The Tiger**

(The following feature story appeared in the Bangor Daily News under the by-line of Joseph H. Cobb. It traces the history of Maine and New England’s first locomotives)

**BY JOSEPH H. COBB**

One of the few remaining relics of Maine’s lumbering heyday, the locomotive “Lion,” which snorted through the woods of Washington County hauling long lumber for the last 50 years of the 1800’s, is now in comfortable retirement in a transportation museum at the University of Maine.

Built in 1840 at the locomotive works of Hinckley and Drury of Boston, one of the first locomotive building firms in the country, the “Lion” was sold for $2,700, brought to Machiasport in the same year, and put to work on the Whitneyville and Machiasport Railroad.

The W and M was the second steam
NOT SO LUCKY as its running mate, the Lion, the Tiger, above, was alternat­ed on Whitneyville and Machiasport Railroad but was reduced to scatter while the Lion became a museum piece. Trackman Percy Hopper, Machias, obtained this photo from his former Machias lumber king, Alfred K. Ames, deceased.

railroad to be granted a charter in Maine, and was incorporated and operated by the Boston Mill and Land Company whose offices were at Whitneyville.

During the next 50 years, the "Lion" and its running mate, the "Tiger," belched smoke and sparks over the seven miles of rude trackage between these two towns, pulling loads of boards and timber from the mills at Whitneyville to Machiasport, where it was loaded on schooners.

It has been estimated that the "Lion" transported over 20 million board feet of lumber during its half century of service on the Whitneyville and Machiasport line.

The "Lion" and the "Tiger" were used on alternate days during this time, the railroaders leaving one engine, and the railroad was un­perspired over the heaving roadbed. One story claims that the sturdy woodburners worked with renewed vigor after a day's vacation.

In 1980, when the quantity of standing timber in the Whitneyville area had fallen below profitable operating standards, the lumber business declined and the railroad was discon­tinued. This ended the working days of the "Lion" and the "Tiger" and they were sold for scrap to Thomas Rounds.

After gathering rust for several years, the "Lion" took its place in Portland's Forecourt in 1898, in the strange company of floats, marching citizens and military bands. The old boiler was fired up, and the parade wound through the streets of Portland, the old engine gasping as determinedly as it did back in the woods of eastern Maine.

However, just as it was beginning to look as though the "Lion" would again do itself proud, something went wrong, and the old locomotive broke down. It was parked where it stopped, directly in front of the poorhouse.

Humiliated and gathering rust, the tired old veteran remained there sev­eral years until Alderman Rounds ar­ranged its presentation to the state university as a museum piece.

Its respectability was to be short­lived. It was taken to Orono and placed, unattended, ben­eath the bleachers at the campus football field.

In 1922, as a part of the Com­mencement Week program in observ­ance of the university's 60th anni­versary, a short section of track was laid across one end of the gridiron, and the "Lion" was used in a pageant, pulling an improvised coach on which rode a student impersonating the first president of the University of Maine.

This brief appearance was followed by another long period during which the once-proud "Lion" brooded below the bleachers.

In 1928, Crosby hall was completed in Orono and the "Lion" was moved indoors. Painted and polished, it now stands in stately abode as the oldest American-built, English-used locomotive in existence.

An Associated Press dispatch from Ottawa carried in many American newspapers on Oct. 22, reported that Canada appears to be mov­ing toward a single-handed crack at the long-pending St. Lawrence sea­way and hydro-development project. It quoted Canadian government officials in recent public talks as ex­pressing impatience with the delay in Congress in deciding definitely for or against the seaway plan and com­menting that Canada may go ahead on her own if this Country does not soon make up its mind.

Railroad and business people in New England will go along with the two Canadian officials in their feeling that Congress should make up its mind once and for all on this troublesome matter, but the decision should be to reject this boondoggling scheme for good and all.

Already besieged by government subsidized competition, the trains and airlines, the St. Lawrence seaway plan would be a double threat to the nation's northeastern railroads. The freight it would carry would be taken directly from the eastern railroads.

A consistent opponent of the project is articulate Carroll B. Huntress, chairman of a committee in opposition who summarized the threat in a recent speech. He said in part:

"Because of the significance which the St. Lawrence proposal has lately assumed in the gigantic chess game being played in this country over the issue of Socialism, every advocate of the free enterprise system—especially the advocates of the railroad interest in the project—should be alert to the dangers inherent in the scheme. Consumption of the plan would not convert Buffalo into either a whistle-stop or a metropolis. But it would crush the eastern railroads toward bankruptcy; a dilemma that would lead to their acquisition by the federal government.

The current drive in the U. S. Congress for legislation authorizing the St. Lawrence River Development as a whole, the power angle constitutes by far the more expensive part of the work. And hydro-electric power has often been the principal aim of the political interest in the project—especially the power in the international section of the river, half of which would be for the United States.

Too often, informed men, with their tongues in their cheeks, have led the public to believe that the St. Law­rence should provide a supply of 'cheap power' to the whole region...
from Rochester to Boston and New York City; even to the northern parts of Pennsylvania and New Jersey. In other words, to as many voters as possible, as far away as possible. Were the output to be spread equally to all consumers in such an area, no one would receive more than a flea power; and transmission costs would be fantastic.

According to the Federal Power Commission, the amount of St. Lawrence power that could be relied upon at all times (the river flow is considerably less in the winter) would be 570,000 kilowatts for the United States side. Buffalo has one steam plant which can produce more than that. What the public power boys are pleased to call ‘cheap power’ is a form of magic nonsense, built on an avoidance of taxation, a dependence on the public treasury to meet deficits or disappointments and other types of direct or indirect subsidy.”

**A Reminder**

It’s difficult to save money in these days, in fact it’s hard for most of us just to pay for the things we have to have plus a few other things we’d like to have. Yet, it’s equally important to save all that we can in such critical times and so the nation-wide drive this month to intensify regular savings through the U. S. Savings Bond payroll plan is a timely reminder for all of us, especially for the increasing numbers of newly employed men and women.

It takes only a little money, each week, or each pay day, to count up rapidly into a sizable sum for the proverbial rainy day or the unexpected emergencies of life.

**Among Those Retiring**

Three veteran employees at widely separated points on the Maine Central system have retired recently.

Agent Turcott

After a half century of service Joseph E. Turcott, 72, of Portland, agent at Deering Junction, retired Sept. 1.

Yard Clerk Canders

William E. Canders, 66, of Rumford, yard clerk at that point, retired on the same date after more than 42 years' service, which began as a station helper at New Gloucester.

Smith

William J. Hickey, 65, of Calais, passenger conductor on the Eastern Division, retired Sept. 1 after more than 37 years of service. Leslie D. Smith, 67, of Bangor, foreman carpenter, retired after 41 years' of service.

**Pension Returns to Exceed Tax**

The Railroad Retirement Board reports that every railroader employee now is guaranteed that he and his survivors will receive more in benefits than he pays in as retirement taxes. Furthermore, the employee’s right to designate a beneficiary has been increased in the original retirement act but eliminated by the Crosser Act in 1946, has been restored.

These assurances are made by the Board in a press release intended to clarify any misunderstandings as to the desirability of designating a beneficiary and the procedure to be followed if an employee wishes to name a beneficiary.

The Railroad Retirement Board says that more often than not a railroader employee will find it unnecessary to designate a beneficiary. The law already provides that any residual amount due after an employee’s death, shall be paid to the widow, (or widower), children, parents, or estate, in that order. As these are the very beneficiaries whom the average employee would designate anyway, the law thus eliminates the need to specify a beneficiary.

Employees who desire to name a beneficiary, however, may do so by securing the proper form from any Railroad Retirement Board office. Incidentally a beneficiary need not be a relative but may be a friend or an organization. Moreover, more than one person may be named to share in the residual amount.

The residual payment referred to is similar to the lump-sum death payment provided in the law before it was changed in 1946. It consists of four per cent of an employee’s creditable railroad earnings each year from 1937 to 1946, and seven per cent of such earnings each year thereafter, minus any railroad retirement benefits that may be paid to the employee before his death or to his dependents as survivor benefits after his death.

For example, if an employee has been paying the retirement tax on the maximum earnings permitted under the law, namely $3,600 a year, he would accumulate a residual amount of $144 a year from 1937-1946 (or four per cent of the $3,600 creditable earnings), plus $252 a year on his earnings thereafter (or seven per cent of $3,600 a year).

If he died before drawing any pension benefits, and if at the time of his death he left no widow, minor children, nor dependent parents eligible for survivor benefits, then the total of the residual sum would be payable to his beneficiaries.

The Railroad Retirement Board points out that there are two conditions under which an employee might leave no residual amount. If he had drawn pension benefits for a considerable period before his death he might absorb all of the residual amount accumulated in his name. Also, if he died leaving a widow aged 65, or children under 18, or both, or dependent parents, such dependents must first use the survivor benefits to which they are entitled and it might happen that the residual payment would thus be used up entirely.

If an employee dies and leaves a widow under 65, or children over 18, they would not be eligible to receive survivor benefits, but would be eligible to receive the lump-sum payment by waiving all rights to future survivor benefits.

**RELIEF**

Looking around for a good church to attend, the stranger in town finally happened into a small one where the congregation members were reading to the minister from the ritual.

They were saying: “We have left undone those things which we ought to have done, and we have done those things which we ought not to have done.”

The stranger dropped into a seat with a sigh of relief. “Thank goodness. I’ve found my crowd at last!”
they were to run their heavier trains. Lower costs and higher profits, it discovered that heavier loads meant better roadbed and heavier rails if they had to spend a lot more money on locomotives and freight cars. They more cheaply if they put on heavier ago that they could handle freight put into effect at the coming Congres­...opposition to adoption of the full plan. —When a four-horse stage-coach met —When work trains were given orders to "work wild Monday and the rest...—When a horse car ran from Fryeburg station to the village? —When open observation cars were operated through Crawford Notch? —When trains operated from Lewiston Lower to Farmington via Crowley's Junction? —When a windmill provided water for locomotives at Brunswick? —When the telephone "hello girls" oc­cupied a central office in the old Au­gusta station? —When trains operated by an Edward W. Kent, formerly of Portland. A typewritten explanation was presented to the Publicity Bureau. A 109-year-old poster, repro­duced here, announced the first com­plete rail connection between Portland and Boston on the old Ports­...A wood plane, made entirely of brass, and therefore believed to be at least 75 years old, was found between partitions of an old wooden combina­tion passenger and baggage car No. 510, when it was dismantled recently at Waterville Shops. Old timers who examined the plane said they never had seen one just like it and they guessed it's not far from a century old. The car was built in 1908 by the Laconia Car Company of Laconia, N. H., so the plane appar­ently has been traveling around the country for about 42 years. First Rail Service Portland to Portsmouth An unusual item of railroad lore was loaned to the Magazine for this story recently by the Maine Publicity Bureau. A 109-year-old poster, repro­duced here, announced the first complete rail connection between Portland and Boston by the Portland, Saco, and Portsmouth Railroad. Dated January 4, 1841, the poster was presented to the Publicity Bureau by an Edward W. Kent, formerly of Portland. A typewritten explanation in the lower right hand corner re­vealed the chronology that in 1842 the PS&PRR completed its tracks to con­nect for rail service to be effective in the autumn of that year. From Portland, east, passengers could travel the "Mail Stage" or "Accommodation Stage." The Maine Central Railroad was extended to Lewiston in 1848, to Waterville in 1849, and to Bangor in 1855. But most significant are the fares between Portland and Portsmouth and other points. In every case they are higher than those charged today! For example today's fare Portland-Ports­mouth is only $1.85 while 109 years ago it was $8.00. And what service! The mail stage left Bangor "in the morning, daily; dine at Augusta, arrive at Portland the same night." Then by rail: "leave Portland at 3 a. m. the next day and arrive Portsmouth to take the 11 o'clock a. m. cars for Boston," a mere eight-hour jaunt.

Find Brass Wood Plane in Old Car

A wood plane, made entirely of brass, and therefore believed to be at least 75 years old, was found between partitions of an old wooden combina­tion passenger and baggage car No. 510, when it was dismantled recently at Waterville Shops.

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SNAPPED AT RUMFORD a few years ago are left to
and the Mrs. were in Portland, to take in
the Mrs. and Yard Conductor "Ed" Trainer
Williams, Brakeman Buster Edgecomb, Conductor Norman
right, Engineman Fred Parson, Fireman Walter Wil­
liams at their last meeting.

Conductor Harold Card celebrated a birth­day, Oct. 5, and was presented a birthday
cake and many gifts by friends.
A few of the boys on vacation the week of Sept. 24 were: E. H. Hall, H. H. Howard
and W. O. Gibbs. A. C. Thompson, A. F. Bergeron, H. E.
Retired Conductor Lyman, Austin, resid­ning at Long Island, Casco Bay, was a pa­
tient at the Maine General Hospital.
Trainman John Frank received "Greet­
lings" from the President, Sept. 25, to re­
port for physical examination for the Ma­
rinos. John has been a member of the re­
serves.

By JOHN J. KEATING
Trainman Ed Gurney of Waterville.
Retired Engineman "Bob" Gaudreau with
Mrs. James Plummer, wife of Conductor
Barter, mechanic at Portland.

Retired Signalman Jones of Readfield (left), with
Conductor Marton of Train 5 and 20, and Retired
Trainman Ed Gurney of Waterville.

By LUCILLE O'BRIEN
On October 5 about 175 members of the
Oregon Journal, Town and Country Tour
from Portland, Ore., made a sightseeing
trip of the White Mountains in five Maine
Steam Locomotives. It was part of a 5,416
mile tour of the United States and Canada.
Buses started from Groveton, N. H., and
traveled through Lancaster, Twin Mountain,
Crawford and Plankham Notches and ter­
minated at Gilford, N. H., where the party
boarded their special train for Portland.

NROLishiE A few of the boys on vacation the week
that of an electric operated turn table under
supervision of Foreman P. L. Martin,
Engineman Dennis Desmond and his wife
moved to New York recently to visit one of
their children.

By EDITH W. MACGIBBON AND
GERTRUDE HOLBROOK
Those returning from vacations to the
Traffic Department included Super­
visor of Bridges and Buildings Lampson,
Assistant Engineer Vener and Head
Clerk "Pete" Connary.
Retired Engineer Supervisor Bridges and
Buildings Henry J. Alberti, now city engi­
er at Lewiston, surprised us with a call
recently and we were all very glad to see
him.

The following have enjoyed vacations re­
cently from the Traffic Department: Mary
Mingo, Gertrude Holbrook and Vylletta Mer­
ri.

By H. D. DAVIS
Vanceboro
By LUCILLE O'BRIEN
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boarded their special train for Portland.

Powell Taylor, mechanic at Portland Ga­
rage, has a purchased a new home in South
Portland.

We welcome back Harold J. Foster, gen­
eral passenger agent, who has been out of
the office due to illness for about 10 weeks.
Sympathy is extended to Tom Donlan of
Freight Traffic on the death of his father.

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Miss Marguerite Tuttle of the Accounting Depart­
ment, who was married on August 28 to Richard Le­
per at St. Christopher's Church, Peaks Island. They
are residing in South Portland. The groom is em­
ployed by the New England Tel. & Tel. Company.

Vanceboro
By H. D. DAVIS
On Thursday, Oct. 12, Leone O'Brien, widow of Trainman E. F. O'Brien, was mar­
ried to Trainman Michael P. Barrett of
Bangor at Angel Guardian Church. They
will reside for present in Vanceboro.

On Oct. 13 Robert Corbett, son of Immig­
grant Inspector D. S. Corbett, was married
by Gyd Short, daughter of CPR Machinist
Harry Short, at McAdam, N. B.

Following births have been noted among
our railroad family : Sept. 21 to Clerk and
Mrs. W. M. Nason, a son, Eugene Richard :
on August 28 to Express Agent and Mrs.
C. W. Moore, a son, Randolph Grant ; and
on Oct. 4 at Old Town, to Mr. and Mrs.
Fred A. Osgood, a son, Dan Winfield. Mrs.
Osgood is the daughter of your corre­

The following have been on vacation rec­
cently : Cashier W. E. Beers, Clerks T. H.
Beers, V. T. Wescott, B. C. Nason, C. W.
Beers, R. E. Grant, P. J. McPhee. Opera­
tors C. D. Kelly, Yardman K. C. McTer.
We regret to report that Janitor H. J.
King is ill and at present under treatment
at home of his daughter in Portland; also
Engine House Man S. F. Kelly is ill at
home here.

Work is progressing on the installation of an electric to Best Yard under supervision of
Foreman P. L. Martin, Plumber C. L. Sheppard and Helper R. A.
MacGregor. Also steam fitters have been
reconditioning our steam heating plant and renewing steam pipes.

Operators Overseed and Ouellette have bid off and been assigned to swing jobs at Danville Junction, Lewiston and Leeds, also Buckport and Bangor respectively. Their places are at present filled by J. M. Parker and W. E. Grass.

On Sept. 2 your correspondent attended the wedding of his son, Lee C. Davis, and Miss Marion G. Grant, popular waitress at the J. J. Newberry Co. Walls graduated in the Car Department. Ruey Roberts is working in the freight office.

Dow Alexander, dispatcher, is on the sick list, having gone to the hospital for an appendectomy.

Arthur Edgecomb, ticket agent, recently returned from a pleasant vacation spent in Washington, D. C., Miami, and Key West.

Dispatcher and Mrs. Charles Redstone are receiving congratulations on the birth of a son, Charles, Jr.

We were very happy to learn that A. W. Crocker, road foreman, had been released from the hospital and is convalescing at home. We miss his cheerful smile around here and hope his recovery will be rapid.

D. H. Conlogue, operator, has bid off job as agent at Waukeag and T. Ouellette has Relief Job No. 1.

Switchman F. L. Flagg and Mrs. Flagg are announcing the engagement of their daughter, Barbara, to Leslie W. Walls. Miss Flagg graduated from Bangor High School and is employed as assistant cashier at the J. J. Newberry Co. Walls graduated from Bangor High School and is employed by the New Central Furniture Company.

Superintendent and Mrs. J. L. Mortari recently returned from a very pleasant vacation spent in Washington, D. C., Miami, and Key West.

Chief Clerk L. W. Matthews and Mrs. Matthews spent a week-end with their daughter, Patricia, in Boston. Patricia is attending Fisher College.

Charles Loftus, stenographer in the freight office, bid off Lena Golden's job in the Car Department. Ruey Roberts is working in the freight office.

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This Old Time photo shows the old Exchange Street station of the European and North American Railroad at Bangor, the site of the present Maine Central station.

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all wish Lena and her husband many years of happiness. Upon their return from their honeymoon they will reside at 173 Broadway.

Miss Eileen Hartery, R. N., daughter of General Car Foreman and Mrs. L. J. Hartery, who recently graduated as registered nurse in Philadelphia, is a guest of her parents. She was bridesmaid at the wedding of her sister, Joan Hartery, on Oct. 21 to W. Ward Sutherland of Portage. After the ceremony a reception was held at Pilots Grill, Bangor. After a wedding trip to Canada they will reside in Bangor.

A recent visitor was Carman H. F. Bangham who has been on duty for several months on account of sickness. Coach Cleaner A. Tinker was taken sick while coming to work and at this writing is confined to the hospital for treatment.

Mechanical Department

By C. H. Leard

Electrician G. M. Hathaway has been absent for some time due to the illness of his aged mother. Some old poet, philosopher or Boy Scout once said, "Count that day lost in which no golden dieel Burns." I say, "Count that day lost in which no Safety Shoes are sold." Mrs. Hudson, wife of Machinist and "Dickerer" Richard G., was also operated on for appendicitis in October at the Eastern Maine General Hospital.

Sympathy is expressed to Engineer Roger F. Shaw and wife on the death of his mother, Mrs. Edith Shaw; of East Eddington, on Sept. 28, following a protracted sickness. My old pal "J. Sylvestre's piece" looked up pretty big in a local paper the other day. He was a fireman, who shot Wildy Lodge of Odd Fellows in Brewer. Cells for Brook was a clerk and inspector. He retired a little over six years ago.

Miss Charlene L. Sprague of Starboard became the bride of L. E. Hurd of Old Town October 1. Mrs. Hurd is the daughter of Mr. and Mrs. Mark Sprague of Starboard. Mark was employed in the Signal Department of the Maine Central for a number of years. Among the list of out of town guests was Mrs. Marion Haddock of Ocean Lake, Michigan. Mrs. Haddock is the widow of former Eastern Division Engineer Everett Haddock who was one of the good old timers.

Retired Machinist-Welder L. W. Cheese- man and wife recently returned from an extended auto trip through West Virginia, Ohio, and Kentucky, where they visited relatives and old friends.

Trainman Gordon E. Dauphinee and wife were registered at the Beach Cottage Hotel in Miami, Fla. where he attended the convention of the Brotherhood of Railroad Trainmen. During the trip they spent a week in Gainesville, Fla. and holds a responsible position with a large fruit and produce concern.

Hoister H. A. Skillin and wife observed their 35th wedding anniversary on Oct. 20 and made a trip in observance of the occasion.

Mrs. Frank L. Toole, wife of Stores Department Man Toole, was a visitor at her sister's home in Bridgeport in October.

Truck Driver Lloyd E. Smith has sold his home at Brewer Lake and has taken a place in Bangor, Lewis Snyder, machinist, is building a new home on Buck Street, Bangor.

Met Guy E. Albee a short time ago who had 30 years service as fireman and engi neer on the Eastern Division and who now is an inspector for the State Liquor Commission. Guy told me when he sees the engineers and firemen on Diesels dressed up like chefs of some swanky hotel said, "He feels as though he had been born 30 years too soon."

Machinist Herbert W. Clark received a very loud wound in his left arm while helping his mother, widow of former Engine House man Ernest W. Clark, move to Bucksport. He lost considerable time on account of the accident.

I learn that Frank J. Runey of Lancaster, formerly employed in the Portland Division, did not make his yearly trip to visit relatives in Hampden this summer. Frank says he is very much crept up on him and he dislikes to drive such a long trip. Both he and I will be in Hampden this year.

M. H. Storey made an interesting visit at Bangor Engine House, Oct. 16. Storey was accompanied by his wife, is an engi neer on the Canadian National between Moncton and Halifax. He inspected the diesel equipment there. His wife, Freda, was anxious to look them over as his road was looking forward toward dieselization. Said she would be glad to have any Maine Central employee call on them at their home in Moncton if they happened to be passing through.

E. E. Hathaway, locomotive engineer and formerly fuel supervisor, is building a new home near Oak Park, because, and Machinist L. W. Snyder has almost completed a new modern residence on Buck Street in Bangor.

Crew Dispatcher L. W. Severance was recently recalled to active duty with the Navy but was granted six months' deferment on account of the physical condition of Mrs. Severance.

Everett C. Baker, switchman in Bangor West Yard, and recently returned from leaving relatives in and around Boston, thence to New York where he attended the convention of the Brotherhood of Locomotive Engineers.

Portland Division Engineer B. V. McCreery and wife have returned from a trip which they spent two weeks with their daughter, Mrs. Elizabeth Whitham in Oak Park, Ill. Benjamin McCreery filled in one day at the LaGrange General Motors plant but now he knows all about diesels. We hope so.

Rigby Engine House

By Albert B. Wetmore

Furloughed Machinist Sylvio Demers recently hired out at the Grand Trunk engine house for an indefinite period. Charles DeCoste, Station Department employee, died recently. He had been ailing for some time although able to perform his duties. Robert O'Brien was sent by the boys at the engine house.

Electrician Walter Emsry recently purchased the Lucas homestead on Brighton Avenue near the Crossing.

Lahoror Floyd Reynolds who went to Togus for treatment was a recent visitor at the shop. He will finish his treat ment, having shown much improvement.

Tower Hand George Fore® was a visitor at the shop. He has had a busy summer vacation at his sporting camps and riding school.

Machinist Helper and Mrs. Ralph Sawyer was killed in an accident in the campaign in Korea, Sept. 14.
bruises.

work.

of interest on the sports docket. Clerk Everett Haley has returned to his job as car inspector.

Beech Ridge Speedway. His car was nearly demolished but Frankie escaped with minor bruises.

诗词中所提到的伤者是 Carman Neill Axelson, who injured his leg and has been out some time, is back at work.

The boys in the Car Department and our new foreman, Richard Dole, have got acquainted and they all seem to feel very much satisfied.

Carman Harry Davis is still on the sick list.

Carman Harry Davis is filling the post of divisional car foreman.

The boys expect a grand opening in the Spring.

Frank Ham, Jr., weighing \( \frac{11}{2} \) lbs., was born to Coach Cleaner Frank Ham and Mrs. Evelyn Ham on August 28.

Sixteen men attended the Educational Meeting on A. A. R. Rules Oct. 10. Foreman Richard Dole conducted the meeting and Divisional Car Foreman Joe Rourke was the "Professor." All attending agreed that they learned something and it is hoped that more men will attend the future meetings.

On Oct. 16 Carman Edmond Landry, who lives in Sanford, and drives back and forth each day, had to put a black mark against his record. He was one minute late for the first time in 12 years.

Carman Roger Cabana expects to be called to attend Officers Training School in the near future.

Here is Miss Mildred Charles Keniston, Sr., swing yardmaster at Rigby

Deering Junction

By T. F. ROCHE

Stockman Philip Rideout has returned from a vacation spent in the White Mountain region.

Agent Arthur Marshall has bid off the Rodfield agency.

William Fardy has bided off the agency at Deering Junction.

Agent and Mrs. Fardy have returned from a trip to California.

Thompson's Extra Crew have completed 500 feet of new track to serve the Lewis Lumber Co.

Here is Miss Mildred A. Roche, daughter of Foreman and Mrs. T. F. Roche, who recently was graduated at Mercy Hospital School of Nursing.

Portland Terminal Towers

By J. G. CONNELLY

W. D. Fardy, agent at Deering Junction,
and his wife, and J. G. Connelly, first track operator Tower 3, and his wife, spent their vacation in Los Angeles, stopping off at the Grand Canyon, San Francisco and Salt Lake City.

A REAL RAILROADER

Michael F. Murphy, night track tender man at Tower Three on the PTCs, tracele entering Portland, Murphy has 48 years of railroad service, 10 years with the B&MM, 10 with the New Haven, and the last 26 with the PTCs.

WATERVILLE STATION AND YARD

By M. W. FLINT

Operator Rene Michaud has entered military service and at last report was stationed at Fort Bragg, Fayetteville, N. C.

Stenographer Alice Jenkins has been on vacation. She was relieved by Ruth Violette.

Stenographer Shirley Barton has resumed her duties after leave of absence.

The correspondent is holding the original photograph of Engine 94 which appeared in October issue of the Magazine. Will the owner please contact us?

Congratulations to Mr. and Mrs. Aldo Magliani on the birth of a baby daughter, Allea Jane. Mrs. Nardi was formerly Ex-Nardi on the birth of a baby daughter.

Rocksland

BY J. L. CASKLEY

Among those on recent vacations were: Benjamin T. M. Saunders, R. A. Bangs, Leighton K. M. Low, Machine Helper Carb-leton Walker and Crossingtender Harold Walsh.

William H. Bodman has joined the Maine Central family as yard brakeman.

The Maine Central team has joined the City League, taking five points on their first match.

Car Inspector F. A. Anderson and Fireman F. J. Mealey attended the races at Topsham Fair for two days. (Don't forget boys, to add this "Horse Money" to your income tax.)

BETTER KNOWN as "Andy" around Rockland is this gentleman, Car Inspector Fred Anderson.

WATERVILLE SHOPS

By G. K. SWERES

Chief Scraper Clarence Garfield is a well known water dowsers. Grabbing his crotched apple tree stick, he wandered all over the farm of Blacksmith Helper John Frappier. Finally the stick gave a convulsive twitch. "Dig down here," said Clarence, "and you'll find plenty of water. John is down 20 feet and hasn't got his feet wet yet, Clarence didn't say how far down to dig!"

Thank's to the present political activated prosperity Foreman Bill Otis has purchased a car, proving that miracles do happen, especially if given the right social influence.

Weiler Carl Hamlin has all the necessary attributes that tend to make a fine cattle judge. He specializes in gentlemen cows.

Carman Floyd Case has returned from the Carmen's Convention at Keene City. Ms. Casey reports a fine time but that his luck is the same as it was before he went.

Miss Betty Willson Phillips, if you wish to further your education on diesels, please be advised that the same ones are here at the shops as are in Portland. 'Twill save a lot of traveling.

Painter Roy Leavag is off full tilt with eight teams, representing the Electric Shop, Machine Shop, Paint Shop, Passenger Room, Rig and Track and the Yard. Come on boys, let's get that silver plated gimmick back in the boss's office and keep it there.

Some thanks are extended to our fellow workers in their recent bereavements. Foreman Jack Curley has bid and been confined to the Thayer Hospital for observation and treatment.

Painters Ray Russell, Jr., has a second hand car for sale.

Machinist Bill Cote and family have been touring the Gaspe during his vacation.

Carman Walter McCaslin and Miss Kathrynn Hodsdon of Clinton were married in Clinton, Sept. 29. They will reside in Winslow.

Mrs. Clyde Dow, wife of Carman Clyde is at present in the Sisters Hospital for observation and treatment.

Assistant Foreman Alden Flunmore has returned from LaGrange, Ill., where he has been at the General Motors Diesel School. He was accompanied by Bangor Diesel Foreman George McCausland.

Foreman and Mrs. Ralph Patterson have been visiting friends in Dover, N. H.

Robert, son of Machinist and Mrs. Albert McLennan, completed his basic training at Lackland Air Base, Texas, and is now on furlough at home. A younger brother is a Freshman at the University of Miami, Fla.

A trio of "jumpers" from the Rip Track. Left to right: AAR Checker Leader "Buzz" Buzzell, Foreman Justin "Buzz" Buzzell and AAR Checker Wallace Jewell.

Machinist Perry Morse attended the Grand Lodge and Encampment, 100F in Portland. Perry was appointed district deputy grand.

Lt. Melvin Snow, son of Foreman and Mrs. Ray Snow, has been reported as wounded in action in Korea.

The engagement of Painter Ralph Giroux and Miss Doris St. Jean took place at auiature and in the passenger room.

Machinist Joseph M. Banks has been confined to the Thayer Hospital for observation and treatment. The Banks family has bid off the tool room job in the machine shop.

Painters William H. Bodman and Mrs. Manley Gerry, has been wounded in action in Korea.

Painter Henry Pooler has made his annual migration to Eustis Ridge in pursuit of the deer. Xo flashlight this time.

"Mechanic Bill" Chase, Jr., has a second hand car for sale.

Machinists and family have been touring the Gaspe during his vacation.

Carman Walter McCaslin and Miss Katherine Hodsdon of Clinton were married in Clinton, Sept. 29. They will reside in Winslow.

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Lumber and Sawdust Expert Al Cunningham has recently been delegate to the Grand Lodge, IOOF, in Portland. Al is retiring noble grand of Amon Lodge in Oakland.

Machinist Hazen Fowler and Foreman Alden Finnemore both have new cars.

Machinist Apprentice Blayn Campbell received his MM Degree, just prior to army induction.

Chief Clerk Herman Blues has taken his second week of vacation visiting with friends in Portland.

Electrician Helper Doug Bitcone has recently purchased a home in Hinckley.

Machinist Helper Merton Brann has been confined to the Sisters with a severe cardiac condition.

Chief Clerk Herman Kines has taken his second week of vacation visiting with friends in Portland.

Electrician Helper Johnnie and Clerk Ellie Been have recently purchased a home on Oak Street.

Clerk Wilfred Binnette has a combination gas and oil range for sale and also a vibrate paint sprayer for sale. Bargains.

Piper Charlie Kent drove into his door, yard in his truck, cut the ignition and went into the house. Some time later he glanced out the window and the entire engine and hood was afire. After some hasty scrambling he put the fire out. Had he followed his usual habit of putting the truck in his barn he would have lost his buildings.

Recalled to the erecting side are Harry Hutchins, George Thong, Emory Soule, J. N. L. Poulin, Bonnie Jacques, Richard Starkey, Reg Britten and Cliff Wood.

Machinist Roger Small was confined to the Sisters with a serious bout with double pneumonia but has returned home at this writing.

Machinist Rick Chamberlain has returned to the fold after a hitch with the Canadian National Railroad, stationed at the engine house at Indian Pond, Vt. Rick is negotiating for a home on Western Ave.

Stenogs Elaine Kervin and Connie Binnet have been in Boston doing their Christmas shopping early.

Laborer Armand Metevier has been having a bad time with his teeth and has had them all removed, requiring surgery at the hospital.

Richard, son of Electrician (The Songbird) and Mrs. Albert Wilson, has enlisted in the Navy.

Tractor Driver Tom Hassan has swapped cars.

Mrs. Roy Brackett has returned home after surgery at the Osteopathic. She is the wife of Blacksmith Roy.

Old, but new men in the Passenger Room are Carmen Newman Tabor, Glen Bumps and Dud Delaware.

These family snapshot pictures show some of our Portland Division personnel. They are: (1) H. A. Wright, assistant yardmaster at Waterville. (2) Operator C. R. Douglass, Waterville yard office. (3) S. W. Plummer, friendly Canton agent. (4) H. B. Higgins, clerk in the Waterville Yard office.
Passenger train services are costing the freight shippers of the Country very substantial amounts of money. That's what Assistant to the President R. M. Edgar told members of the New England Shippers Advisory Board at New Hampshire last month. The Maine Central had a $2,600,000 deficit from all passenger train operations last year. Freight revenues have to make up this deficit, he said.

Passenger traffic, other than commutation riders, was lower in the first six months of 1950 than in the same period of the preceding year, according to the Interstate Commerce Commission. Revenue passenger miles in coaches was 19.2 per cent under last year's similar period, while parlor and sleeping car riders declined by 13.3 per cent.

The railroads do not ask for subsidies, but rather a gradual lessening and elimination of subsidies to competing forms of transportation. This statement, made by Erie Railroad President R. E. Woodruff before the New England Institute for Transportation, summarizes in a nutshell the position of the railroads with respect to the prevailing competitive situation in the transportation field.

Each week more than 850,000 cars are being loaded with freight, including 50,000 cars of grain, 50,000 with forest products, 80,000 cars of ore, 150,000 cars of coal, and 400,000 cars of manufactured goods, an unending parade of the things this country grows, raises, manufactures and uses.

Since the end of World War 2 the railroads have spent more than two and a half billion dollars for new freight cars and locomotives and other improvements in order to better their service to the public. This year alone the railroads are spending approximately $762,494,000 for passenger and freight cars and locomotives.

More than 92 per cent of all the railroad mileage in the United States was built without an acre of Federal land grant aid. Less than 8 per cent of the total miles of railroad built in the United States received Federal land grant aid. Railroads which received land grant aid repaid the Government in the form of rate reductions on the transportation of troops, property and mail.

The United States Government spent ten years and about $400,000,000 in building the Panama Canal. The railroads of the United States pay this amount in taxes every five or six months.

In 1949, for the twenty-eighth consecutive years, the railroads of the United States and Canada handled millions of pounds of commercial high explosives without an explosion or the loss of life.

Railroads operating in Colorado reach higher altitudes than in any other State, the highest for any standard gauge railroad being on the Colorado & Southern Railway at Climax, where the elevation is 11,319 feet above sea level.

The difference 10 years can make on a railroad is strikingly shown by the Maine Central's motive power. In 1940 we handled all trains with steam power. In 1949 only 34.45 per cent of our traffic was hauled by steam and 65.55 per cent by diesel electric power.