A candidate for Congress recently made the following statement over a Cleveland radio station:

The railroads received 189,000,000 acres of land, an area the size of France. They received this land for nothing from the government. It was simple. They elected a Congress which gave them the land.

Of course, such a statement is far from correct. As millions of Americans know, the United States Government granted some 131,000,000 acres of land to pioneer railroads in exchange for reduced rates on government troops, military supplies and United States mails. These lands were valued at about 94 cents an acre, or approximately $123,000,000, at the time the government parted with them. In 1946, when the land-grant provisions were repealed, responsible government authorities estimated that the rate reductions had saved the Federal Government more than 10 times that sum, or $1,250,000,000. Therefore, the railroads paid the government many times over for every acre received.

The Maine Central carried 671,597 passengers last year, but it was a decrease of 237,505 from the year previous.

American railroads moved an average of 10,752 tons of freight per mile for each hour of freight train operation in the first half of 1950, the highest average ever attained and an increase of 2,085 tons compared with the peak war year 1944.

Our railroad operates more than 1,328 miles of track.

On December 29, 1848, the first rail route between Boston and New York was completed. This was over the Boston & Worcester Railroad from Boston to Worcester, the Western Railroad of Massachusetts from Worcester to Springfield, and over lines now included in the New York, New Haven & Hartford Railroad from Springfield to New York. Regular service between Boston and New York commenced the following month. On December 23, 1838, the first railroad in New Hampshire—the Lowell & Nashua (now part of the Boston & Maine) — opened from Lowell, Massachusetts, to Nashua.

The Pullman Company in an average week serves more than 300,000 travelers which requires about 1,800 conductors, 8,600 porters, a small army of car cleaners and hundreds of maintenance specialists.

At the end of 1949 the Maine Central owned 8,356 freight cars, and 125 passenger cars.

Eighty-seven per cent of the parlor and sleeping cars, about 97 per cent of the dining cars and 95 per cent of the club, lounge and observation cars on railroads of this country have air-conditioning equipment.

A fifteen-car all-Pullman train operating between Chicago and the Pacific Coast is provided with about 12,000 gallons of water for the use of passengers and crew.

Railroads since the end of World War II have spent more than 2 1/2 billion dollars for new freight cars and locomotives and other improvements in order to provide better service.

The Portland Terminal Company's $100,000 investment in future railroad business began paying its first dividend last month. The Company's new china clay storage shed had barely reached completion when the first car arrived.

First Vice President E. Spencer Miller credited the "supreme cooperation" of individuals and organizations interested in the storage shed and its successful completion and the coincident mark of progress for Portland's waterfront. Representatives of the railroad, paper mills, the port, shipping agents and others interested in the clay movement inspected the shed at Portland Terminal Wharf Three after the luncheon.

Among those present at the luncheon were Frank A. Murphy, assistant to the vice president—Traffic, Maine Central Railroad; P. J. Mullaney, general freight manager, Boston and Maine and Maine Central Railroads; D. E. Milne, president of the English Clay Sales Corporation, New York; John Calnan, Champion International Paper Company, Lawrence, Mass.; Frank J. Gill, traffic manager for the Oxford Paper Company, Rumford; R. L. Travis, traffic manager for the S. D. Warren Company, Cumberland.
A. Leavitt, vice president; Ralph Land Chamber of Commerce executive; Capt. Ovind Barth, Port-Land managing port director; John M. Silke, district vice president of the International Longshoremen's Association; Joseph Foley, president of the AFL freight handlers' union; Capt. Edward T. Colley; Edward H. Kessler, Jr., Greater Port-Land Chamber of Commerce executive vice president; Ralph A. Leavitt, shipping agent; Capt. Francis X. Landrey, Jarka Corporation vice president, and Capt. Ovind Barth, Belbetty skipper.

The modern structure permits storage upward of 1,500 tons of clay in the easterly end of Port-Land Terminal Wharf 1. This space is now free for storage of baled pulpwood, another major port need and another revenue producer.

With the new building, ships may discharge the portion of their cargo for immediate consignment into box cars (as they have been doing) then be warped 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 as already indicated, according to company officials.

The shed is equipped with bins to hold about 12 of the 20 grades of china clay. An Gantry crane unloads the clay from the ship's hold and dumps it directly into the storage bins through hatches in the roof of the building.

**MCTCo. Mechanics Attend Diesel Engine School**

Actual operation of a diesel engine used to power Maine Central Transportation Company buses was demonstrated by a cut away model at a school for mechanics held at Portland last month.

The four-day course conducted by Earl Irwin, representative of the General Motors Truck and Coach Company, offered complete instruction on proper maintenance, service, and repair of engines. Classes were held in the company garage.


boost the import total to more than 35,000 tons of cargo.

The new building, 460 feet long and 50 feet wide, was built to meet the demands of the port, the fact that although manufacturers of the storage shed's importance is recognized by the mill users, will induce importers to move their cargoes to Portland as already indicated, according to company officials.

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**It's A Beauty**

*"Old" Coach Made Like New*

(See Pictures on Pages 12-18)

Ever see a "new-old" passenger coach on the Maine Central?

The term is strictly relative, since the "old" is by no means that in terms of service for a railroad coach, but the "new" is very definitely that in the literal meaning of the word. It serves to focus our attention on the important function of passenger car renovation performed daily at Waterville Shops.

Neither Rumpelstiltskin nor the Six Little Tailors have anything on the artistry with needle and thread performed by members of the Shops upholstery department. With all the seats removed from the car, they go to work with a vengeance, stripping off the old upholstery. In the cushions, springs are checked and either replaced or repaired, and the padding renewed.

The Shop upholsterers make their own patterns and cut the cloth. It takes about four yards of material to each chair seat and there are 45 chairs (or 86 seats) in the coach. Material is important in the light of the heavy wear sustained in service. The Maine Central coach seats are covered with the best grade of seat covering available.

One type covering is known as vel point wool, recognizable by its needle-point texture, and the second, a high grade plush made from goat's hair.

Ordinary plush, explained Leading Man Ray Dillon, is real moth meat. Most of the material is furnished by a Maine mill, Goodall-Sanford, at Sanford, and comes in the familiar colors of henna and vel point blue.

The seat cover colors are selected to blend with the interior color scheme of the car. Coach 221 for example, features rich cream sidewall and headliner, split by royal blue wainscoting. The chairline is terra cotta, a soft brown shade. Thus the henna upholstery makes an eye-pleasing combination.

Lest it be misunderstood that the five-man upholstery department staff serve only the "varnish," they also make, sew, and repair all caboose mattresses, engineer and fireman seats, aprons, and work truck tarpaulins.

An important adjunct of the department is a complete electroplating plant equipped to process nickel, copper, and chromium plating. Through this section go all the arm and leg rests, door knobs, window catches and locks. And to make it complete, the locks and keys are made and repaired there.

While such luxurious appointments are pleasing to the eye, unfortunately an equally important part of Coach 221's renovation is never seen by the traveling public, although it is designed for his comfort.
In the passenger car shops, Foreman Bill Otis' crews give the coach its annual cleaning and repair. Old type double windows, which could not be cleaned without removing the entire window sash, are being replaced on the inside by swing-type sashes. Car cleaners may now merely twist a small lock and swing them open for washing, much in the manner of opening the door of a medicine cabinet.

The air conditioning system is cleaned and overhauled, battery boxes, draft gear, buffers, diaphragms and webs checked and steam floor valves repacked.

More technical but important in reducing maintenance costs is the flame hardening of brake beams, wear plates, performed whenever necessary.

Mainline, branchline, or Mountain Subdivision—no matter where you go, you'll find Maine Central people congenial, courteous, and ready to make new friends for our railroad.

We're proud to report that's the consensus among recent passengers who were thoughtful enough to drop a line to those whose service was appreciated. And in their separate travels on the Maine Central they also represented a cross section of our Nation.

For example, Conductor Monte Hurd and Trainman Allan R. Batley, regulars on Trains 162-163, received an accolade in a letter to President E. S. French from Alva F. Love, manager of the Sacramento, Calif., Public Market.

Wrote Mr. Love: "I think you'll agree with me that public relations is a vital part of any business, for whether we are selling food or running a railroad, we like to receive compliments as well as criticism."

"On September 26th my wife and I were passengers on your Maine Central from St. Johnsbury, Vt., to Portland, Me. She had not been feeling well and on that day had a terrific headache, and when she mentioned this to your Conductor Monte R. Hurd and Trainman Allan R. Batley they immediately gave her some aspirin and were most kind and sympathetic."

"We told these men that we were making our first trip through the New England States, and they made it their business to point out the principal points of interest and tell us something of the country."
the plant he conducted for them. Wrote Leonard Frankel of the Society: "Please accept my appreciation for your courteous treatment and time spent showing me and the rest of our men around on our visit to South Portland." He enclosed pictures of Billington they had taken and issued him a similar invitation to inspect the Lackawanna Terminal at Hoboken, N. J., home of the Society.

Our editorial hat if off to these men, whose natural courtesy and friendliness in performing their daily tasks prompted pleased and satisfied customers to sit down and write their appreciation. But we also know that the everyday good humor and efficiency with which many of our people perform their daily work has become an accepted symbol of the Maine Central. They may never receive a complimentary letter, but we believe it's appreciated by our shippers, passengers, and friends.

As Mr. Love of California so aptly stated it: "I think you'll agree with me that public relations is a vital part of any business." We do agree Mr. Love. We also believe that any employe who does not live up to the reputation established by our people is doing a disservice not only to himself but to his fellow employees.

POWER ENGINEERS HEAR MCGARRY

General Foreman Ralph O. McGarry, Bangor, was host, guide, and speaker before members of the Power Engineers Association of Bangor, November 20, in a tour of our diesel facilities there. As dinner speaker at the Bangor House, McGarry discussed 20 years of locomotive maintenance and modernization of locomotive power by adoption of the diesel with its accompanying greater power, reduced maintenance costs and smoother train operation.

BANGOR BUS DRIVER SAVES DROWNING SON

B. Leeman, Bangor, became the most practical kind of a hero last month when he rescued his three-year-old son, Gene, from accidental drowning. The near-tragedy occurred at the Osborne, Me., hunting lodge of Gene's grandfather, Henry T. B. Leeman of Bath.

Arthur was busy cutting stakes to place around a newly-dug well at the camp so no one would fall into the hole. Then he suddenly missed his son, who had been playing nearby. Leeman spied the child's wagon near the well. He dashed to the hole and saw the boy floating face down in the water.

He pulled him out of the water, and despite the fact that the child's face was blue, he began artificial respiration. After a half hour the child began crying as he regained consciousness.

The child was rushed into the house, and aside from being cold, appeared none the worse for the experience.

A. L. ELLIS APPOINTED

Announcement has been made by the Signal Department of the appointment of Signal Foreman Arno L. Ellis as acting assistant supervisor of signals. Ellis, for 16 years a lineman with the Bangor and Aroostook, came to the Maine Central as a signal helper in 1944. He became a signal maintainer at Bangor in 1945, and leading signalman in 1946 and was appointed signal foreman in 1948. He will be assigned at Portland.

The railroader's job today is to provide on time transportation with good results, according to Roy E. Baker, Boston, assistant general manager, Maine Central Railroad. Speaking on "Our Jobs and Us," before the opening meeting of the Railroad Supervisors Club of Maine at Waterville last month, Baker asserted that not only must the employe educate himself to know his individual job—what it requires and how to do it—but also to think collectively of reducing costs and keeping our railroad "out of the red."

Providing on time transportation has become increasingly important, Baker averred, down to the lowliest freight train. Rising costs have forced manufacturers and retailers to live a "hand to mouth" existence, he said. They can no longer build up costly inventories, and it is the railroader's job "to get the material to them when they want it," Baker said.

"Payday," Baker pointed out, "interests everyone of us, and it is to our interest to make it more secure." The obsession with costs by our shippers and customers has caused manufacturers to move from one section of the country to another, Baker continued, because of the cost of transportation.

We must produce good transportation and produce it cheaply, Baker explained, in order to compete with trucks and other forms of transportation. "Competition from trucks and busses effects everyone of us individually," he declared, in urging each employe to make it a part of his job to bring as much business to his railroad as possible.

Essential to producing good results, Baker continued, is inter-departmental cooperation. "In this highly competitive market we have no place for individual jealousies," he emphasized.

Baker urged the supervisors' particular attention to maintaining safety records. Safety has become of primary importance to production. Baker declared, because lost time means less production.

The December meeting of the Supervisors Club will be at the Pilot's Grill, Bangor. Plans are being made for the annual Ladies' Night to be held at Waterville in February. Toastmaster for the November meeting was Chick Pooler.
FOND MEMORIES

Editor, Maine Central Railroad Magazine

Dear Sir:

The pictures of the old Maine Central Mallet compounds in your October number, revive old memories, and as I recall it, there were four of these engines, 1801, 2, 3 and 4, and I think they were called Class X. I believe the 1363 shown on page 15 should be 1365.

It seems the R&M used these engines on the old Fitchburg Division. The Maine Central used them on the Mountain Division for a time.

In these days of modern dieselization, these pictures of old timers are very interesting. Why not have an "Old Timers" issue each year. Perhaps in your magazine? There is a great source of material in the history of the Maine Central and there are still enough of the old timers left who can tell many interesting stories of the past.

I recommend this for your serious consideration.

S/Leonard Miller
577 Penobscot Street
Runford, Maine

TO OUR REPORTERS, READERS, AND FRIENDS —
Merry Christmas
Everyone!
The Editors

LEADS SUPPORT

The country knows well enough and should remember what it learned in the last war — that the railroads are fundamental and absolutely essential — the backbone of transportation.

THE COVER

"Gee, Santa's been here already," says this early riser as he sneaks a secret peak at his electric train in a scene soon to be duplicated throughout the Country. Note that he's listening carefully to still slumbering Mom and Dad, who couldn't quite wait to examine his presents.

Hot Competition

Maine Central bowlers are off to a high-powered season as indicated in reports from Rigby, the General Offices and Waterville where leagues are well underway.

Records are marked by a return to form by several competitors in the 1949 Directors' Trophy Tournament and the appearance on the horizon of several high average newcomers.

RIGBY

Team Seven with Stevens, Doel, Flynn and Jerry Shea lead the league with a record of 29-3. In second place is Team 10 comprised of McDonald, Perkins, Lamia and Libby with 20-12; and holding third spot is Team Three with the old port-sider and tourney captain Roy Tibbetts, Hammond, Kane and Berry.

Newcomer Larry Forrest has swept the league records simultaneously holding the average of 104, the high individual string of 130, and the high total of 352.

GENERAL OFFICES

Imperturbable Warren Spires and Dick Harrington, co-captains of last year's Trophy-winning team, head the list of high averages for the third consecutive year. Spires holds an even 100 and Harrington, 99. Returning to form with a switch to new alleys are genial Steve Conley and Commissioner Jim Finley, both 1949 tournament competitors, with averages of 96 and 94 respectively. The Minute Men with Gene Miller, Bill Brownell, Finley, and Herb Whitmore, member of last year's tourney champs, lead the league with a 31-9 record. The Flying Yanks, 22-18, in second place, have Sterling Brown, Bill Cameron, Blair Walls, and Harrington on the roster. In third place are the Down Easters—Frank Parker, Wynn Douglas, Stephen J. Conley and Frankie Rivers—with a record of 29-21.

WATERVILLE

The Elm City keglers are suffering a lean year membership-wise in their league, fielding but six teams to their usual eight or ten. Incomplete reports show new threats from the Yard Crew, Paint Shop and with the ever-potent Machinists looking for another winning year.

Fred D. Holland, 80, of 29 Pleasant Avenue, Portland, crossing tender at the Forest Avenue crossing, Woodford, after 43 years of service.

Sheldon L. Hughes, 17 Grove Street, Pittsfield, after a year's service as operator.

Douglasses Observe Golden Anniversary

Retired Executive Vice President and Mrs. Dana C. Douglass, Sr., observed their golden wedding anniversary last month at a small family gathering in the home of their son, Mayville, Me. A surprise mock wedding ceremony was enacted by the Douglass' four grandchildren, Cheryl, six, Barbara Lee, two and a half, Diana, five, and Pamela, ten months.

Don Priest, captain of the 1950 tournament team is reported being "hot" this year, with other tournament members Armand Metivier, Walter Pearl, Ted Jewell, plus Amiable Abbott McKenney maintaining their high standing. Missing from the league this year is that fine competitor, only Gilchuck whose war-injured legs are banned from action by doctor's orders.

Payson W. Urquhart, trackman at Dennysville, after 28 years' service.

Urquhart Holland

Among Those Retiring
SKILLED UPHOLSTERING is one of the many jobs being performed daily by railroad employes. Preparing coach 221 for a face lifting here are (1) Joseph Banks ready to make a pattern from a bolt of cloth, first step in the operation. (2) A passenger coach chair stripped down to essentials. (3) Leo Baker sews, slips, and tucks the new covering on. (4) The contrast—seat cushions before covering and chair back newly covered. (5) Another phase of coach renovation Foreman Bill Otis, right, shows new swing-type double windows for easier cleaning to Paint Shop Foreman E. B. Hall, left, and Assistant Foreman Laurence Campbell, center. (6) Leading Man Ray Dillon stands beside an electroplating vat, important function of his department at Waterville Shops.
Rigby Car Department
By William R. Hale

Harold Grant, son of Foreman Jim Grant, and a former employe of the Car Shop, who graduated from the U. of M., has accepted a position with the Walworth Valve Co.

The Car Inspectors on the middle trick wish to remind older men to use a voice as Larry Holmes.

Mark Dunan, a retired employee, passed away recently.

Foreman Grant and son Harold, attended the Maine-Rigby football game.

Coach Cleaner Roger St. Cyr has returned to work following his vacation.

getting himself a nice big apple out of the bag is Luke E. Cazana, R. Jr., two and a half, grandson of your reporter, Al Wetmore.

Middle Trick boys in Rigby Yard include, left to right, Joe Small, Byron Twombly, Clarence Soden, Martin Welch and Foreman Jim Grant

When contacted by your reporter. It was a transcribed program taken two weeks before when they were visiting that city.

The new Telechore electric clock is now on the wall of the engine dispatcher's office after a long wait. "Koke" can now throw the old alarm clock away.

Carman John Cook a spike was the only one to see a deer but his gun refused to shoot at first and he refused to hit the deer when the gun demanded to work, so they all ended up by walking in on Carman Burnham and having dinner with him.

Carman Charles Messer is confined to the Maine General Hospital for observation and an operation.

Frank Landry is confined to the Mercy Hospital for observation and treatment.

Thomas Oates has been off sick for several days.

John Bode and Donald Perkins have returned from their vacations and Carman Edgar Dunham has started on his. Coach Cleaner Phillip Sampson has returned to work following his vacation.

Rigby Engine House
By Albert B. Wetmore

Bolliemaker John Geary, and Machinist William Tatareuzerk served on the ticket committee for the Communion breakfast of the Greater Portland Council of Catholic Men which was held on Sunday, Oct. 29. About 1,000 attended.

Jerry Pitney, Jr., was married at Portsmouth, N. H., Oct. 21. He is the son of Stores Department Clerk and Mrs. Jerry Pitney, Jr. The former was Beverly Goodsell of Portsmouth and employed at the University of New Hampshire.

We all received quite a surprise: of those who heard the broadcast of "Welcome Travellers" from Chicago, to hear the name of Mrs. Fred Lombard mentioned, because it was on the day that Foreman and Mrs. Lombard returned from their Chicago trip, Fred explained the whole thing, however.

when contacted by your reporter. It was a transcribed program taken two weeks before when they were visiting that city.

The new Telechore electric clock is now on the wall of the engine dispatcher's office after a long wait. "Koke" can now throw the old alarm clock away.

Carpenter Guy Briggs of the B. and B. crew shot an eight-point buck at South Sanford. Bolliemaker Charles Jackson shot a deer at Standish.

Ticket Clerk Elmer Travers called us in from Florida for a short vacation.

We note with much regret the account of the death of William E. "Bill" Canders. The death of his aged mother. We note with much regret the account of the sudden death of his aged mother.

General Agent H. Travers has been enjoying his winter vacation, and with Mrs. Travers visited with their son and daughters in New York.

Stenogs. Constance Pinnette and Elaine Kervin have returned from a five-day trip to New York. We understand they missed a few, if any, of the high spots.

Mrs. Wadsworth's cousin, Clerk Everett Cram, Detroit, Mich.; your reporter and Mrs. Lombard visited with his daughter, Priscilla, at Loyalton, Maine. Both are employed at Burnham and Morrill.

Machinist Russell and Mrs. Hammond are in California visiting his brother Stanley who is a retired Navy man.

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Rockland

By FRANK CARSELY

Freight Checker and Mr. Fred Snowman were at Fort Devens to see their son, Donald, who is a helper in the Engine House. He is the son of Machinist Bill Chase, Jr., who is the manager of the Engine House.

Machinist J. A. Coughlin is hunting while on vacation.

Hostler P. C. Brooks, now with the Canadian National, was a recent caller at the home of his niece, Mrs. R. L. Hilton of Waterville.

Crossing Tender Walter Farren got a 200-pound buck recently.

Caretaker for the Rockland Railroad, now residing in Portland, Maine, was appointed agent at Gardiner, Maine effective Nov.

Former Operator P. C. Brooks, now with the Canadian National, was a recent caller at the home of his niece, Mrs. R. L. Hilton of Waterville.

Waterville Shops

By G. K. STEVENS

Machine Apprentice Ernest Niles has received his "Greetings" from Uncle Sam. He has enlisted for a three-year hitch in the Marine Corps and has reported to the U.S.S. Chester, South Carolina.

Electrical Engineer and Mrs. Albert Nelson have been visiting their son, Richard, in Newport. He is in the Naval Station there getting his boot training.

Laborer and Mrs. Hector Mandan have been in Boston doing their Christmas shopping.

Painter and Mrs. Harley Hopkins have moved to a house in Winslow.

Tom Underwood is on vacation at this writing and Walter Marston is running the Transfer Table.

Carman Fred Tarlald had the misfortune to run into a cement abutment with his new car, but the car and Fred considerably.

Carman Roger Ackley is remodelling his home.

Track Driver Charlie Nichols has been confined to the Osteopathic Hospital for surgery.

Storekeeper George Stinchfield, Foreman Eddie Johnston, Chief Clerk Hilmer, Bullman A. L. Johnson and Welder Dick Sturdevant have been at their hunting lodge in Newberryville.

Foreman T. E. Hurley and Mrs. Hurley have been visiting relatives in Portland. They have been in New York City to visit their son, who is stationed on the battleship.

MARRIED RECENTLY at the Sacred Heart Church, Waterville, were Miss Collinette Dostie, daughter of Mr. and Mrs. Harvey Dostie, to George Michael Jordan, Jr., Fireman 1/c USN, son of Mr. and Mrs. George M. Jordan of Dayton, B.

Carman Helper Joe Banks has been discharged from the hospital and is reported as well on the mend.

Superintendent Frank Bennett and a party of friends have been enjoying a hunting trip at his camp in Mayfield. F. H. reports that some of the best hunting was around the dinner table.

Clerk Beverly Cook has been recalled to the Stores Dept., Office.

Mrs. John Patterson is confined to the Thayer as the result of a fall down the cellar stairs.

The Maine Central Shops are represented in the Industrial Bowling League here in the City. Members of the team are Machinists Abbott McKenny, Walter Pearl and Don Priest, Clerk Armand Mezotier and Carman Helper Ted Dewe.

Late vacationers include Machinist Ken

ATTENDING THE GRAND LODGE CONVENTION of the Brotherhood of Railway Carmen at Kansas City in September were these delegates representing the car departments of the Maine Central, Boston and Maine, Portland Terminal and Amoskeag Railroads. From front, left to right, Floyd Case and Mrs. Case, Mr. and Mrs. A. Taylor, Mrs. J. B. Jenkins, Mrs. A. T. Taylor, Mrs. J. R. Mochrie, R. J. Mochrie, Concord. Second row, A. J. C. Runge, Milo, Ml; Willis McClenahan, Portland, Private, South Portland; A. A. Leemor, Portland, Con­ cord; Frank Reed, White River Jct., Vt.; John Eile, East Deerfield, Mass.; George Doyle, Boston; H. E. Burnham, Bangor; T. P. Powers, Boston.
 Augusta

By ELLIS E. WALKER

Freight Handler Wilfred Audet has returned from vacation which he spent hunting. He says he didn’t find anything.

Foreman Perley Gross and his crew are in town building addition to bunk car and various other repair jobs.

Cashier R. M. Burns vacationed this month, spending the time in company with County Treasurer, Chester Powles, at the latter’s hunting lodge in Whitefield, Me. No luck.

General Agent P. E. Fuller, Clerk Telegrapher Don Reynolds, Checker Burleigh Foster and your scribe were guests of Cashier Burns and Mr. Powles one evening and were treated to an old fashioned baked bean supper cooked and served by Mr. Powles. After supper music was enjoyed and the cribbage championship was decided. Understand the General Agent likes beans and is quite a dancer. All hands report a very enjoyable evening.

Frank “Marsh” Pratt has left the road switcher and bids in the Rumford extra.

Clerk Ned Hill of the Freight Claims Office was a recent caller accompanied by his grandson. We were all glad to see him.

Sectionman Millard Tracey was one of the lucky hunters this month. He bagged a big buck in the Farmington region.

A wedding bell will soon ring for Freight Handler Ernest Haskell. His engagement to Miss Lucinda Foss was recently announced. Congratulations, Ernest.

 Foxcroft Branch

Mr. and Mrs. Archie Gullifer, Mr. and Mrs. Archie Gullifer of Watervilie Shops, are Margaret, eight, and Jeannine, age seven months.

Fletcher, Carman Bernard Peabody, Crane Operator Charlie Bean, Laborers Peanut Loubier and Al “Paul Bunyan” Cunningham and Burner Harmie Moreau.

Deer Getters include; Electrician Helper Frank Grover, Electrician Lloyd Tilton, Burner Harmon Moreau, Carrier Pigeon Chester Knights, Apprentice Ernest Niles, Machinist Hassen Fowler, Machinist Bryant Kent, Blacksmiths Harold Boucher, George Gray and John Frappier.

Machinist Harry Bertrand has returned to work after a prolonged illness.

 DEAUGHTERS OF Machinist Helper and Mrs. Emery Soule, Watervilie Shops, are Margaret, eight, and Jeannine, age seven months.

DARTMOUTH 39 18 12

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Machinist Harry Bertrand has returned to work after a prolonged illness.

It was a Family Affair for Trainman Fred McConvey and his wife. We were all glad to see him.

Switchman and Mrs. F. L. Flagg, became the bride recently of Leslie M. Walls of Forest City, A reception was held at the Flagg home after the ceremony.

Crossing Tender and Mrs. John A. Elliott are receiving congratulations on the birth of an eight-pound daughter whom they have named Sue Leard.

We wish to extend our sympathy to Biscogian J. F. McCarthy in the death of his wife.

The Granddaughter of Engineer and Mrs. W. B. Lawders, Vanceboro, is Patricia Lawder, Espanola, Ont. She is the daughter of Mr. and Mrs. Lawder.

Janitor H. J. King and Engine House Man S. E. Kelly remain on sick list at their homes. Their many co-workers and friends wish for them a speedy recovery.

CELEBRATING their 54th wedding anniversary recently were Sweeper and Mrs. Archie Gullifer, Watervilie Shops, front row, right. Others attending were left to right: Track Welder and Mrs. Carl Hamlin, and Mrs. Lucy Morgan, both daughters; Hubert Gullifer, a son, and his wife Edith.
The Three Links Club held its regular meeting on Nov. 9th, a dinner meeting at the Lakeside Landing Hotel, arranged by Machinist H. Hutchings, and Mrs. L. S. Stubbs. B. A. Golding, first president of the club when it was organized in 1925, was a member of the Supper Committee. HONORED on their 36th wedding anniversary were the couple. Mrs. Jefferds being the 36th wedding anniversary by a dinner a short time back. Mrs. Jefferds, wife of Doughboy Jefferds, Nov. 9, on their 50th wedding anniversary.

The Bangor Car Department and their cousins are all out hunting every spare minute. Some hunter.

Congratulations to former Portland Division charwoman, Heavy Florence Cooper of Wellsford, N. B., died in Bangor on Nov. 7 and has left her brother Engineer Charles E. Pettie of the Eastern Division and her brother-in-law, Portland Division Engineer B. V. McCraw of Hermon.

Tommy H. Lawrence, son of Fireman and Mrs. Lawrence, left for Southeastern Maine to visit his son, James E. Roach, trackman in Perkins' Extra Crew, was elected chaplain of the local club.
Sympathy is extended to the family of William E. Cauder, of Rumford, who died Nov. 10.

Retired Roadmaster "Bill" Prescott, the Mrs., with Conductor Elmer Marston and his Mrs., returned from their hunting lodge at Heleb with a nice buck. "Bill" what about the bell you tied on the horns of the buck after you hung it up near camp?

Fireman Hankin Anderson returned from a hunting trip with a nice spikehorn buck.

Ticket Agent Fred Mcgee of Portland Union Station enjoyed his vacation by being sick in bed for the entire period.

Conductor Leonard King, Trainman Edward Clark, with Railway Express Messenger "Ed" Osborn, made a trip to Bangham. This was "Ed's" first visit to Bingham in 43 years.

Trainman Stimpson was a lucky hunter, brought home a nice buck; hunted east of Bangor.

Conductor "Bob" Gillis of the Eastern Division, on vacation, doing a little hunting. Remember me, "Bob"?

Trainmen and Mrs. Glenn Merrill, Trainman and Mrs. John J. Keating, Jr., and Harry Card of the Portland Terminal did a little hunting up around Bigelow. No luck.

Sympathy is extended to John McCarthy of Bangor mail room on the death of his wife.

Railway Express Messenger Jim Leighman returned from a vacation, doing a little hunting around Moosehead Lake. Incidentally Jim had a birthday Nov. 1 and was presented with a birthday cake by the staff of the Howard Johnson's Restaurant on Congress Street.

A few of the boys on vacation: W. E. Simmons, S. E. Farrell, W. N. Pratt.

THE ELITE

Marie Gordon and George F. Huston, Jr., both of Westbrook.

This was attended also by more than 100 friends, the out of town guests including Mrs. Anna Cahill, Fort Montgomery, N. Y.; Mrs. Austa Nordquist, Des Moines, Ia.; Mr. and Mrs. Harry Tonneson, Robert Tonnessen and Arthur Greene, Hanover, N. H., Mr. and Mrs. Merland Guitall, Jackson, N. H.; and Mr. and Mrs. John Tonnenson, Framingham, Mass.

They have 30 grandchildren and five great-grandchildren.

Mr. and Mrs. Huston left Nov. 17 to spend the Winter months with their daughter, Mrs. Leona Bivings, In Palatka, Fla.

We got a happy surprise one day recently when Assistant Signal Supervisor Sullivon called into the office. "Sully" is convalescing from recent surgery and is looking fine.

Sympathy is being extended to Charles E. McCarthy, Clerk in the Engineering Department, upon the death of his father.

Edwin W. Parris, clerk in the Purchasing Department, is enjoying a vacation at Lincoln.

By Edith W. Macgibbon and Lillian G. Small

Open house, following a family dinner party at Vallée's in Portland, was held on Oct. 22 at the home of Mrs. Ernest A. Swan of 141 Saco Street, Westbrook, honoring her parents. Mr. and Mrs. George F. Huston of 153 Brackett Street, Westbrook, in observance of their 50th wedding anniversary.

Mr. Huston, a native of Portland, was employed for 40 years by the Boston and Maine Central Railroads as a car inspector, retiring from the latter in 1957. Mrs. Huston was born Anna B. Tonnessen in Arendal, Norway, coming to this country when she was seven.

This was attended by their eleven children, namely, Mrs. Frances Maines Gorham; R. Lovell and Victor H. Huston, of Bristol, Conn.; Martin T. Huston, Portland; J. Philip Huston, Spring Valley, Cal.; Mrs. Larine Holmes, Pomona, Cal.; Mrs. Leonia Rivas, Palaia, Fla.; Mrs. Bertha Alexander, Norwalk, Cal.; Mrs. Driscoll, H. M. Card, A. J. Bouchard, J. H. Pooler, C. L. Meader, G. E. McCray, E. Simmons, S. E. Farrell, W. N. Pratt.

HAPPILY SURROUNDED by their children are Retired Car Inspector and Mrs. George F. Huston, Westbrook, center, as they were honored at a dinner party celebrating their golden wedding anniversary.

Married AT South Portland, Oct. 28, was Mrs. Clifford Mayberry, Jr., the former Betty Anderson, clerk in the general manager's office.

called at the Augusta garage one day last week.

Fred O. Foote is vacationing at Cape Cod.

Andrew Nemeo, Portland, is a new employee as a mechanic's helper.

By John J. Keating

Trainman H. L. Kennedy's mother was a patient at the Sisters' Hospital at Waterville, due to an automobile accident. At this writing she has returned home and doing OK.

Walter, would suggest, when sleeping away from home, to go to bed with your shoes on. It will save you from buying new ones.

Traveling Auditor Willis Elliott has been on vacation the last of October with a few new ones.

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ALL PART OF ONE TEAM