Winning The Wash-out Battle

High Water On Calais Branch Was Worst In 47 Years

A weary Engineering Department this month emerged triumphant but waterlogged, from a six-week bout with very unmotherly Nature that saw washouts and high water on the Calais Branch equal the record flood of 1929.

Between Nov. 27, when a portion of the railroad embankment adjacent to the St. Croix River between Indian Point and Calais Overpass broke away and slid into the river, and Nov. 30 this occurred:

(1) The water continued to rise until it flooded the track east of the Machias River Bridge at Whitemerville;
(2) At the Calais end the St. Croix River went over the main line east of Milltown Crossing and 60-70 rail lengths on the Woodland Branch;
(3) Maguerrewook Stream joined the fun and broke through the main line west of St. Croix Junction for a 100-foot washout.

Remedies included: relining the main line track in a southerly direction where the slide occurred by Assistant Division Engineer Harry Ho mans; six to eight cars of locally purchased rock and gravel into the Whitewyelle gap by Hamilton's Extra Crew under Assistant Track Supervisor Ben Whiteyee; and the section crews blocking the tracks at other points.

This proved to offer short respite however as the month's six-inch rainfall, almost double the normal amount,
was crowned by continuing rain the first weeks in December. The night of December 11, the high bank on the south side of the Indian Point trouble spot, slid down over the track and began to break away again on the river side.

It was removed by noon the next day, but the waters of the St. Croix and Magurrewock Stream rose to higher elevations than in November.

Lake Pennamaquan and its tributaries attacked the Charlotte Section where some 12 to 15 washouts of sufficient size to prohibit train operations were reported.

The Woodland Branch was under deep water than before between Campbell's Siding and Milltown and between St. Croix Jct. and Baring Crossing.

One of the worst spots reported was on the so-called "short section" near Young's Pit where Moosehorn Stream cut loose with a gushing over­flow that took out the roadbed around two culverts, leaving them completely exposed and with no gravel whatever left around them.

In the midst of these flood conditions Train 122 headed out of Calais only to be stranded three miles east of Charlotte with a washout ahead and behind it.

The Engineering Department team went into action. Ten cars of gravel were obtained at Libby's Pit, Leeds Junction, and Assistant Track Supervisor Thorne of the Portland Terminal Company, with Student Supervisor Coombs set out for Bangor with a work train, picking upWeeks' Extra Crew and PTCo. Crane 198 with operators.

Thorne's work train started working east, patching as it went along and Ben Whitney's crew west.

By 3:10 p.m. Dec. 14 the crews had the track open from Ayer's Junction and the stranded 122 was released to go to Bangor as Train 116. By 9 a.m. on the 15th, the main line had been completely opened and freight BC-1 and passenger train 123 got into Calais without difficulty. The Woodland Branch came next and the entire line was open by 11 a.m. on December 16.

With the repairs made only for slow speed operations, the crews continued their dogged fight to whip the roadbed into shape and had the work substantially completed by December 22.

Engineer Maintenance of Way J. W. Wiggins was generous in his praise of the supervisors and work crews.

"The work of the supervisors and trackmen directly involved with these troubles," Wiggins said, "as well as the other supervisors, foremen and trackmen all over the railroad who have patrolled our property and made it safe for the passage of trains during these high water troubles, is typical of their loyalty and willingness to work under all conditions."

Grover Appointed General Freight Agent

Graham, Jones, Named Commercial Agents

Promotion of Theodore E. Grover to general freight agent of the Maine Central Railroad with headquarters at Portland was announced Jan. 1, by Frank A. Murphy, assistant to vice president-Traffic, of the Company.

Graham, formerly traffic representative for the Eastern Division, has nearly 30 years of service with the Maine Central, starting out as a yard clerk in 1922. He served alternately in freight and yard clerical capacities until 1945 when he became traffic representative.

Jones comes to the Maine Central with 10 years of railroading behind him in freight traffic. He is a graduate of Shaw's Business College, Portland.
Touring The System

Death of General West Coast Agent
Tracy Cummings of the Maine Central and Boston and Maine Railroads, and retirement of G. C. Aldrich, joint off-line representative at St. Louis, Mo., resulted in several changes in the joint off-line agencies of our railroad. Raymond M. Young, B. & M. division freight agent at Troy, N. Y., was promoted to be general west coast agent and assigned to San Francisco, Cal., to replace Cummings, who died Nov. 28. Cummings was 69 and had been with the Maine Central railroad for 17 years, all of that time as general west coast agent.

Aldrich, general agent in St. Louis for the Maine Central since 1933, retired December 31 and was succeeded by G. A. Gerhard, who has been commercial agent in our Chicago office.

C. W. Wibright, traffic representative in the Chicago office, was made commercial agent to replace Gerhard and John H. Shea, traffic representative of the B&M in Boston, was transferred to the joint Chicago office.

Edward T. Carney, traffic representative at Detroit, Mich., was appointed division freight agent of the B&M and assigned to Troy to replace Young.

Aldrich, retiring general agent at St. Louis, had been with the B. and M. for 46½ years, the past 25 years as general agent at St. Louis.

Gerhard, new general agent in St. Louis, has been with the B. and M. for 25 years, starting in the St. Louis agency and serving the past six years in the joint Chicago office. Young, new west coast general agent, entered service 14 years ago and was at Troy exactly one year before his new promotion.

A N E W L Y D E C O R A T E D I N S P E C T I O N C A R is touring the system this month open to operating employes for rules review. (1) Rules Examiner Eugene H. Winslow in his office, a separate section of the car. (2) Simulating the standard eye test, Winslow uses the equipment on B&M Fireman MacDonald. (3) With a pointer Winslow shows instruction methods involving Rule 104f and how it applies. New interior car colors are buff and terra cotta. (4) Fireman MacDonald examines bits of colored yarn in a simulated test for color blindness.

Inspection Car Open For Rules Review

A colorfully modernized Inspection Car will be touring around the system this month with proud "owner" Rules Examiner E. H. Winslow ready to hold eye examinations and lectures on rules for those eligible railroaders ready to take advantage of the opportunity.

The car, Number 2000, has been completely refurbished at Waterville Shops, furniture refinished and the dark, varnished interior pleasingly re-decorated in light, modern colors.

Bulletins will be sent out notifying operating employes that the car is in their locality and available for familiarization with new rules and reviews of old ones.

The cause of "human failure" that has received so much publicity in our Nation's press recently often is due to unfamiliarity with, carelessness in observing, or violation of rules, Winslow pointed out.

Winslow urged operating employes to make use of the Inspection Car facilities in order to maintain the Maine Central's "fine operating safety record."

Supers Hear Writer

"Bud" Leavitt, whose popular hunting and fishing column, "Afield in Maine," is a must with Northern Maine readers, was featured speaker at the December meeting of the Railroad Supervisors Club at the Pilot's Grill, Bangor.

James Farwell was in charge of entertainment which featured the popular Bangor vocalist, Shirley Lee. Ralph O. McGarry, general foreman, Bangor Engine House, was in charge of the meeting.
HOW LONG WILL THIS GO ON?
TRUCKERS MAKE EXTRAVAGANT CLAIMS;
AIRLINES FLY ON TAXPAYERS WALLET;
AND THE RAILROADS PAY AND PAY

By WILLIAM A. WHEELER
Associate Editor Emeritus

Several items recently clipped from the newspapers, comparatively insignificant when considered separately, take on new and serious meaning when placed together.

Item 1: In a letter published in a Portland newspaper, the administrative assistant of Senator Owen Brewster made this statement: "The operation of our airlines at home and abroad is costing the American taxpayers $100 million dollars a year." Read that again. To operate the airlines, carrying passengers and freight for profit and competing with the railroads, you and I, as taxpayers, have to dig down to help pay the transportation costs, whether or not we use the airlines.

But it goes farther than this. The railroads are among the heaviest taxpayers in the country. Part of the huge sum they pay in taxes goes to build airports, to supply beacons and radar for the protection of the airlines, to provide them with weather bulletins, and to subsidize their carrying of mail. Part goes toward the building and maintenance of highways, provided to pieces by their competitors, the trucks. Part of it, in Portland, was used to build a special road exclusively for trucks! Part of the railroad tax goes toward the salaries of State Police officers, whose principal duty is patrolling the highway, including checking trucks for violation of the law.

Item 2: A feature story in a Portland newspaper concerns the damage done to Maine highways by overloaded over-the-road trucks—damage which must be paid for by the taxpayer. Along with it was the story of the belated action of the State Police in checking truck overloads—and this, too, is paid for out of taxes.

Item 3: A story relating the fact that New England railroads are now almost entirely operated with diesel power. The cost of scrapping steam locomotives and replacing them with diesels is tremendous—and how much of that cost falls on the poor taxpayer? Not a penny! Of the three forms of transportation, the railroads alone pay every cent of their way!

Good railroad public relations received another boost recently when sixteen pupils of the Cedar Brook School at Stewartstown, N. H., visited our Maine Central station at Beecher Falls. Led by Mrs. Doris Chappell, their teacher, the pupils were shown around the terminal and invited to watch Agent Don DeCostier copy a train order and repeat it. Next came an inspection of the roundhouse where they watched "Hub" Hall's crew make up a train. An added treat was a tour of the soup kitchen where Extra Crew Foreman Willard Weeks gave each child a cookie.

Happy with this introduction to railroading the pupils bought their tickets and departed on Train 377 for West Stewartstown, incidentally munching some of the agent's apples. Only three of the little scholars had ridden a train before.

The hospitality was reciprocal, as the following week Agent DeCostier was invited to speak at the schoolhouse and gave the pupils educational literature provided by the Publicity Department.

YES, THOSE ARE B & A LOCOMOTIVES

It wasn't an illusion but just plain good business if you noticed the distinctive gray and blue colors of Bangor and Aroostook locomotives handling Maine Central trains in several spots on the system lately.

The 1,500 hp EMD diesels are on lease to us from our Northern Maine neighbor at a time when light potato movements allow them spare motive power and affords us the opportunity of dieselizing some more of our trains. It's a fine example of friendly cooperation between our two roads.

C. F. PALMER DIES

Charles F. Palmer, Somerville, Mass., passenger traffic manager of the Maine Central Railroad and the Boston and Maine Railroad died suddenly at his home, Dec. 11.

Palmer entered the Boston and Maine in 1906 as a clerk, and later resigned to become assistant ticket agent and then traveling passenger agent of the Boston and Albany Railroad. He served in the Navy during World War I. In 1926 he returned to the Boston and Maine Railroad as New England passenger agent, and in 1930 was promoted to assistant general passenger agent.

He became Passenger Traffic Manager of the Maine Central and Boston and Maine Railroads in 1947, the position he held until his death.
New Diesels Whistle In Harmony

There’s some mighty pretty harmony currently being wafted through the Maine and New Hampshire countryside, much to the joy of old steam engine fans and also perhaps to the somewhat less outspoken satisfaction of many citizens.

The eleven new diesels of varying types and horsepower recently added to the Maine Central fleet all are equipped with melodic chime whistles, tuned in a three-tone harmonic chord that closely resembles the old steam whistle.

Adoption of the chime whistle by the Electro Motive Division of the General Motors Company, manufacturers of the diesel, is in no way a sop to the railroad romanticists who never became quite reconciled to the raucous blasts of the earlier diesel horns.

Actually, the chime whistle is the result of careful study in the little-known and increasingly important field of science that deals with the psychological and physical reaction of various sounds on the human body. Such scientists have determined, for example, that efficiency of industrial workers is impaired in plants where there is a high noise level. The same principle enabled the comparatively recent success of a firm engaged in supplying soft music “piped” into restaurants to produce a soothing, restful atmosphere while eating.

By application of these ideas, General Motors engineers were able to determine that while the deep blast of the diesel horn has powerful range and is loud and effective, the warning effect of the sound of the steam whistle is greater because its habit pattern had become so psychologically ingrained in some people over the years. Thus, introduction of the chime whistle on our new diesels adds an increased safety factor at grade crossings approaches.

The new whistles are standard equipment on our three 1,200 hp small road switchers 331-333 and one of the 571-573, 1,500 hp jobs on the Mountain Subdivision. The other two 1,500’s on the Rigby-Rumford freight and Rumford-Waterville wood trains; and the five, 1,500 hp engines numbered 561-565, inclusive.

These diesels, incidentally, also feature better cab design, are quieter in operation, more comfortable for their crews, and more economical to build and maintain.

MAINE CENTRAL FARES SLASHED!

A determined bid to regain passengers for the Maine Central Railroad was made this month when our company slashed fares to two cents a mile.

The move, undertaken at a time when prices on all other commodities are skyrocketing, offers us a chance to point with pride at the Maine Central’s sincere attempt to regain old customers and add new ones, and to really get out and sell the public on our lowest cost transportation.

The new two-cent a mile fare, the lowest in years, is available in five-ride tickets. They represent a 40 per cent reduction over previous fares and are ideally suited for sale to college students, salesmen, and citizens commuting between points anywhere on the Maine Central lines.

General Passenger Agent Harold J. Foster, in announcing this important step, emphasized the importance of enlisting the aid of all employees, whether or not directly connected with the sale of tickets, in a widespread, enthusiastic selling campaign to acquaint the public with the new low fares.

SENIOR MOUNTAIN ENGINEER RETIRES

Irvin Currier, 73, of 83 Clemmons Street, South Portland, senior locomotive engineer on the Mountain Subdivision, retired this month after more than 55 years of railroading.

Currier began railroading as a fireman with the St. J. & L. C. at the tender age of 16 and came to the Thompson Point plant and had learned the engines both inside and out.

The veteran engineer had a sage observation on our company’s policies, too, as he embarked on his well-earned retirement. “They were always ready to try something new,” he said, “just let a salesman drop in with valve or something that was supposed to make the engine louder and they’d give him an engine and let him try it out.”

A familiar figure these many years to town folk along the Mountain run, Currier will be missed particularly in Hiram. There, we have it on good authority, Currier has, for the past 20 summers or more, tossed off a morning paper to an elderly Somerville, Mass., woman and her husband. They’ve spoken only twice yet this unique friendship has included an annual exchange of Christmas cards and the friendly waves each Summer morning over the years.

Otis A. Donagan, general storekeeper of the Maine Central Railroad and the Boston and Maine Railroad, retired December 23 after 49 years’ service with the B & M, seventeen of this shared with the Maine Central and the Portland Terminal Company.

He entered the Boston and Maine service on November 11, 1901 in the Concord Car Department and was made Storekeeper of the Lawrence Car Department in 1907. In 1908 he became a clerk in the office of superintendent of locomotive power at Boston, on transfer in 1910 to the Accounting Department. In May, 1912, he was made assistant in the office of General Storekeeper at Boston. Between 1912 and 1925, he filled the positions of chief clerk and general stores accountant and in October, 1925, he was promoted to general storekeeper of the Boston and Maine Railroad. In 1933, he became general storekeeper, also of the Maine Central Railroad.
GOOD NEWS!

We hear that a change has taken place within the State Highway Dept., regarding commercial trucks which are heavily loaded and stall on the hill in Crawford Notch. In the past they have been asking and receiving plenty of aid from the State Highway foreman and his outfit who live at the top of the hill at Crawfords. And this extra sanding and towing services had been free. It now appears that overloaded trucks must get their help from other sources. Since such free work by the highway department has cost several thousand dollars some winters, it looks like a little more equality has taken place as between trucks and railroad trains.

By Bud Burwood
Editor, Bartlett Reporter

RESOLVES

This is the time for resolutions and as railroaders we could do well to make a few at the turn of the New Year. We can, for example, resolve to be heard before state legislators who'll be convening this month. Resolve that you'll sit down and write a letter to your Representative about commercial truck subsidies, plus gaining the support of other voters in your community.

We can resolve unselfishly to face the uncertain days of international strife ahead with a purpose of serving the demands made upon us to the best of our ability.

In a New Year we can reassure ourselves that railroading is a pretty im-

important piece of business and that we'll be here when our people and our government needs us.

AROUSED OPINION FORCES TAX REVISION FOR TRUCKERS

Aroused public opinion can accomplish wonders in this country and it may yet result in giving the railroads an even break with our heavily subsidized competitors.

One evidence of what it can achieve was the recent ruling by the U. S. Commissioner of Internal Revenue which reversed a previous ruling of the Bureau allowing truck operators to take income tax deductions for fines paid by truck operators for violating state limitations on sizes and weights of trucks.

Since 1942 the Bureau of Internal Revenue had permitted such penalties to be deducted. Last September the American Association of Motor Vehicle Administrators, at their annual meeting, adopted a resolution directed to the Bureau protesting against the ruling on the grounds that it encouraged law violators and penalized operators who obey the law. On December 1 Commissioner George Schoeneman announced the ruling was revoked, effective that date.

When it had been adopted in 1942, he said, the "available information indicated that such truck fines were comparable to tolls rather than penal fines." Additional information had come recently to the attention of the Bureau, he said, which led to the new ruling.

THE COVER

Our new 1,500 hp diesel-electric road switchers aroused much interest with their introduction to service on the Mountain Subdivision. On our cover this month, locomotive 573 is pulling Train 162 into Bartlett, N. H. on its maiden trip over the Mountain. Several mechanical and operating supervisors were aboard for the trip. Visible just above the engineer's cab window is one of the new chime whistles discussed on Page 10 of this issue.

SUBSIDIES

(Continued from Page 8)

trucks, snow plows and other equipment, bakery trucks, farm trucks, employees of filling stations, and even the crews who maintain the highways!

These figures have often been used by the trucking interests in comparison with the number employed by the railroads; but if it is fair, then the railroad figures should include the makers of diesel engines, freight and passenger cars, wheels, axles, brakes, and whatever a railroad uses.

The only fair and reasonable comparison, of course, would be the number actually employed by the commercial truckers, doing business in competition with the railroads. To use as part of their figure the driver of a bakery truck, which in no way competes for traffic, is misleading and false.

Summed up, it simply means that the railroads, paying their own way in the fight for traffic, must also contribute substantially to the costs of operation of the competing forms of transportation which are taking away that traffic.

These are facts which the public should know; and we, whose bread and butter depends upon the prosperity of the railroads, should take every opportunity to make them known.
Bangor Car Department

By C. A. JEFFORDS

Penobscot Local No. 922, B. R. C. of A. at their regular meeting on Dec. 13 at Bangor, elected the following officers for the ensuing year: President, H. E. Burnham; vice president, LaForest Mathews; financial secretary, Harley J. Bell; recording secretary, R. E. Lanester, Jr.; and treasurer, Leon P. Emery. Installation will be held Jan. 10, at their hall on Central Street.

WELL KNOWN General Yardmaster at Bangor is Peter Currier, Conductor R. M. Seymour

Friends of Harold F. Dauphinee, carman, Bangor, who has been off duty for some time, will be sorry to learn that at this writing he is confined to the Stinson Hospital. Carman W. Arnold Rideout is substituting. In Walker's place while he is off duty and D. E. Lambert is in Rideout's place.

Coach Cleaner C. F. Lambert has returned to work after enjoying his annual vacation.

A brand new sedan has appeared at Union Station, the property of General Car Foreman Leo J. Hartery.

A recent visitor at Union Station was Mrs. A. B. Friedman, nee Lena Golden, formerly stenographer in the general car foreman's office. Lena tells us that she and her husband are planning to leave for Florida about Jan. 15.

Bangor Motive Power

By C. H. Leano

The second of a series of dinner meetings, was held by a group of Motive Power Employees at Lucerne Inn, Thursday, Nov. 30. C. C. McCarthy, guest of honor, was introduced by Machinist H. Hutchings. Those attending besides McCarthy were Mr. and Mrs. H. Hutchings, Arthur Ryan, Mildred McKeage, Mr. and Mrs. V. L. Cunningham, Mr. and Mrs. L. B. Snyder, Mr. and Mrs. J. G. Paradis, P. J. Lussey, Jr., Foreman Howard and his daughter, L. E. Rankin, Mr. and Mrs. P. F. O'Donnell, Fred and L. B. Snyder, Jr., and Marion Rider.

Friends were sorry to learn of the death of Elsie M. O'Brien in a Boston hospital, Dec. 11. She was the daughter of Superannuated Eastern Division Engineer H. S. Gove. Howard was recently rendered a testimonial banquet and received a very substantial purse from his associates.

Road Foreman of Engines A. W. Crocker returned to work Nov. 27 after being out since Sept. 15, on an account of illness.

Engineer John H. Coombs has returned from a trip to visit his son and family in Charleston, W. Va. His son, who served four years in the last war, graduated from U. of M. last June with the Chemical Engineering Class and holds a very responsible position with the Carbide & Carbon Company.

R. E. Susan has been granted permission to be placed on Vanceboro switcher for a period of six months to enable him to recuperate from a protracted illness.

Miss Eleanor F. Jacobson of Hampden, daughter of Railway Express Agency truck driver Louis and Mary Jacobson, was married to Robert E. Whidden of Orrington, Nov. 22.

Harold F. Dauphinee, son of Mrs. Mary Dauphinee and the late Engineer M. F. Dauphinee, died in Bangor, Nov. 2. He had seen much action during World War II and had been critically wounded while in service.

Recently recalled into military service are Maurice Farnum, engineman, who was discharged from the last war with rank of Diesel Engineering 2nd class; and Electrician Floyd H. Lancaster, to the Navy. He left Bangor about the middle of December.

Engineer G. M. Hibbard brought in a bouquet of Mayflowers, Dec. 7, which he had gathered on his farm out in the wilds of Etan. Hibbard claims to be a member of the Phytopathological Society of Maine.

The Harry Warrens of Dover-Foxcroft are spending the winter at Zephyr Hills, Florida. Their son, George, is assistant postmaster at Dover-Foxcroft and as mentioned in a late issue the other son, Lieutenant E. H. Rankin, is a Maine Central Bus driver.

Machinist J. T. McTigue, Jr., has purchased a two-family house on Fern Street, Bangor.

Governor L. J. Grant and wife are planning a visit with their daughter, Mrs. Robert Johnson, Fitchburg, in the near future.

Little Gloria J. Ryan, 4, daughter of Helper James and Mrs. Ryan, spent a month in Greensboro, N. C., with her grandparents. Quite an excursion for a four-year-old. As the trains went past the fuel oil station she threw kisses at her grandfather who is in charge of the fuel plants.

Leo F. Peasley, former Portland Division fireman who enlisted in the Navy and has left for his basic training at Newport, R. I.; World War II vet, William Orgden, son-in-law, and his wife, the former Helen Peasley, York, and their daughter, Barbara Peasley and William V. Peasley, student at the Calvin Coolidge Law School, Boston, Mass. Another son, Colon, Jr., is a qualified engineer on the Eastern Division.

Proud Peasleys are the family of Locomotive Engineer C. J. Peasley of the Eastern Division. Left to right, Leon F. Peasley, former Portland Division fireman who enlisted in the Navy and has left for his basic training at Newport, R. I.; World War II vet, William Orgden, son-in-law, and his wife, the former Helen Peasley, daughter, Barbara Peasley and William V. Peasley, student at the Calvin Coolidge Law School, Boston, Mass. Another son, Colon, Jr., is a qualified engineer on the Eastern Division.

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Corbett, sons of D. S. Corbett, immigration inspector; Joe and Jerry McDonald, sons of Retired Switchman W. A. MacDonald; Tommy Farrham, son of Car Inspector S. A. Farnham; Loren Sibley, son of F. Sibley, local barber; Billy Vernon, son of Clerk D. E. Vernon and Jim Cockson, son of Milton Ross, border patrol inspector. Sereno Kyle, employed in the engine house, has been ill for some time.

by C. P. R. thru port of West St. John, N. B.

CORRITT service this season is being provided by Maine Potato Shippers Heater Service, Inc., instead of Eastman Heater Co., who have closed out their business. Electrician Wade is installing the final material necessary in completing electrically operated turntable—assisted by crews under Foreman P. L. Martin and C. Brown.

We all join in spreading the Season's Greetings of "Merry Christmas and Happy New Year."

Calais

By P. D. Adams

Congratulations are in order to Brakeman and Mrs. Paul Johnson on the birth of a son, Larry Gerald, weight six pounds, eight ounces, on Nov. 23.

Pensioned General Agent Bertram Jackson received many greetings at his home on Calais Avenue on the occasion of his 88th birthday. He is in very good health.

Mrs. Eileen Smith accompanied by her son, Stephen, visited her father, P. L. Dow, for a week recently. She has now returned to her home in Durham, N. H. Mr. Smith, a member of the U. S. Army, is now stationed in Japan.

Clayton, young son of Driver J. M. Rollins, had the misfortune to fall and fracture his leg in two places. He is making very satisfactory recovery.

Bouncin' Bobby Leighton received the strangest Christmas gift of all from a friendly Rockland restaurateur — two door knobs.

Bartlett, N. H.

By Bud Burnwood

By Lucille O'Brien and Jake Astle

Driver and Mrs. E. R. Carter visited relatives in Bangor recently.

Former Driver W. F. Hale, now stationed at New London, Conn., at the Submarine base there, visited at the Augusta garage this week. He has been assigned to a Submarine and it is now tied up at New London having its engines overhauled. He appeared with a brand new car, purchased at the Capital City Motor Co. in Augusta.

Stationary Fireman and Mrs. Alton Lane have a right to be proud of their fine family shown here. Celia, 14, has earned a certificate of achievement from the 4-H
celebrated her 94th birthday at his home on Backliff Street. The party was attended by relatives, including grandchildren and great grandchildren.

Former Machinist Helper Francis Degenhardt has taken up his new rating as an electrician on diesel engines. Francis' case is a shining example of diligent study, and perseverance. He started a course with one of the leading correspondence schools in the study of electricity in its various applications, and his reward came when he was accepted as an electrician.

Furloughed Machinist and Relief Crane Operator Henry Gavett is working on the Grand Trunk railroad at Island Pond, Vt. He will maintain his residence in South Portland.

Furloughed Boilermaker Charles Jackson has taken a job at Moton Engine House. His work is confined to diesel engines.

The Safety board took another tumble during the month. We had attained the figure of 30 days after our drop from 733 to 735 days, when Forest Fuller, laborer, was injured. The board at Dec. 18 reads 36 days.

The last report for the season for deer kill is as follows, according to reports made to me: Laborer Asa Worcelorde, Machinist Lawrence Sweet, Clker John Welch, and First Trick Strout. Laborer George Bickleford and Guy Briggs of the B. & B. crew, under Boss of fuel refilled New Hampshire licenses and succeeded in getting a deer. They think New Hampshire deer are much redder in color.

Machinist Eugene Annett shot a large boar in Cornish, and also colored the bounty.

"Sam" Austin announces the marriage of his daughter, Cora, to H. Ray Woods at Allentown, Pa. The wedding was held at her sister's home in Allentown.

Former Machinist Arthur Hutchinson, Jr., now at Bangor shops, and family visited Chief Dispatcher Clyde Gruchy over the Thanksgiving holidays. Clyde is Mrs. Hutchinson's father.

Laborer John Flaherty, Store Department, has been on the job for quite some time, and he is on the job again.

Mrs. Margaret Murphy, who for years—along with "Tommy" her husband, now deceased—operated a little periodical store at Rigby, has discontinued business and is clerking at Cash's Corner.

Stores Department Clerk Jeri Flaherty tells me his daughter, who resides in California, made them a visit by plane.

Foreman Mark Flaherty, third trick, has returned to work after three weeks' layoff on account of sickness.

Vincent Shaw, former engine house employee, and son of Robert Shaw, and Howard Shaw, has been appointed chairman of the get-together club program of the Rocky Hill Lodge of Knights of Pythias.

The Rigby Welfare fund has been augmented by the additional membership of some of the Car Department and the pay of a joint fund and welfare fund has been formed to take care of any emergencies that may occur.

Boilermaker George Rankins was taken suddenly ill with a heart ailment and at this writing is doing as well as can be expected.

Laborer Bromlaus Syska has been taken to the hospital for a thorough diagnosis.

Edward W. Flynn and brother of Hugh Flynn, clerk of the Car Department, was married on Dec. 2 at Saint Mary's Church, to Mary Burgess.

Local No. 525 held its regular meeting on Dec. 5, at which the annual election of officers was held. The following officers were selected: president, Linwood Swett; vice-president, Lawrence Lancelut; recording secretary, Maurice Gardner; treasurer, Lucien Carigan; financial secretary, Albert Wetmore; conductor and sentinel, Fred Buskin; trustee, Theodore Cole; convention delegate, Joe Roche.

The usual Christmas custom of giving baskets to those who are out sick from their work was observed. Baskets were received by Laborers Forest Fuller, Peter Bailey, Joseph Curran, Bromlaus Syska, Boilermaker George Rankins, Blacksmith Paris Maxwell, and a donation was sent to William Lesneski who is at the Greenwood Mountain Sanatorium. Christmas greeting cards were also sent to all employees who have retired from the engine house.

Dispatcher Frank "Hot-rod" Garland is the victim this month of the joke column. Frankie was driving along one of the principal streets of our city, and suddenly stopped on account of lack of fuel for his car. He was at loss to know what had happened until Stationary Engineer Eddie Hamlin, who was following him, drove up with his gasoline tank, which had dropped off.

Rigby Car Department

By William Halle

Carman Charles R. Messer is convalescing at home after a serious operation. Mrs. Messer has returned to work after a brief illness.

Carman, Frances Curran, inspector in the Ed. Yard, spent his Thanksgiving Holiday and weekend enjoying his hobby, interior decorating.

Three car inspectors went to the tonorial parlor the other day. It was the first time one of them had been in a barber shop for 25 years, which is not unusual as you cannot expect hair to grow on a cue ball.

Walter Straw, engine man West Yard, has put his car in moth balls for the winter.

Carman Raymond Wilson, has returned to work after a tonsil operation.

Carman Joseph Gillis, Bart Lydon, Phil Foley, and Harry Davis are still on the sick list.

Coach Cleaner Harris Twombly has returned to work after being out sick for some time.

Twenty-three men attended the meeting held last month on loading rules and instructions in regard to same. Mr. McKeen, D.G.C.F. of the B&M was the special guest at the meeting.

Coach Cleaner Raymond Lawrence has returned to work after being out sick.

Carman Henry Garvett traveled enough during the hunting season but the deer kept ahead of him. Result no deer meat for Christmas.

Born November 28, to Coach Cleaner Philip Sampson, and Elsie Sampson a son, Peter, weight, 6 pounds.

Carman Frank Landry's wife has been confined to the hospital with pneumonia.
Carman William Hale visited the Bangor and Waterville Lodges B. R. C. of A. recently.

Coach cleaner Adolphe Bourque is confined to his home by illness.

Carman Donald Perkins has closed up his camp at Highland Lake and is living with his father-in-law, Almon Dunham, on the Gray Road for the winter.

Russell F. Rueckliffe has accepted a position as clerk in the Freight Claim Agent's office.

Edward R. Hill, clerk, Freight Claim office is absent on account of illness.

Carman Howard Larracey has a new car.

Two antlers are left with the trophies at the headquarters of the Machinists Union, where the annual Hen Party of the office girls took place recently at the Green Lantern Inn. Dinner was served, gifts exchanged and a social hour was enjoyed.

Photographer Ivy W. McIntyre, who is at Parris Island, S. C. in the Marines, reports that the training isn’t as rough as he anticipated.

Machinist Howard Larracey has a new car.

HONOR STUDENT at Lawrence High School where she is a sophomore is Dorothy Ann Orchard, daughter of Mr. and Mrs. Curtis Orchard, Waterville Shops.

The Team representing the Shops, in the Industrial Bowling League, is in top place in the city competition. Machinist Helper Don Priest is also top scorer in the League. He has a high string of 156 and a high two-string of 175. Don has an average of 109 while Machinist Helper Walter Pearl has an average of 104.

The Team will compete this week in the Regional League.

The installation of a new concrete floor is taking place in the Air Brake Room, Machine Side and the Erecting Floor with the installation of a new concrete floor. At this writing the job is about one-third completed and the contractors have used over 2000 bags of cement, two 50-ton carloads of crushed stone and one carload of sand.

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Carman Helper Eddie King, Jr., has been recalled to the U. S. Navy. Ramrod Win Potter has been visiting relatives in Boston.

Carman Helper Edgar Stan ley had the misfortune to fall downstairs injuring his left arm severely.

Carman and Mrs. Charlie Sweet have been recent business visitors in Portland. Carman Helper Arthur Curtis has been on a belated vacation recently.

Carman Helper Selden Simpson has been on the sick list and Carman Henry Gleason has been substitute Road Runner. Carman Helper Frank Giberson has returned to the Freight Shop after a week's illness.

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The big wind blew the doors off the garage of Machinist George Smith. Mr. and Mrs. Ira Thayer of Red Bank, N. J., have been visiting her parents, Machinist and Mrs. Sid Hamlin over Christmas.

Assistant Supt. Wilbur C. Lunt spent Christmas with his son and family, the Frederick Lunts of Bangor, also to complete the family party were his daughter and family, the William Farquhars of Milinocket.

Decorative improvements about the Shops include new paint jobs in all the supervisory offices and also the Casting House office and the Loco Store office.

Millman and Mrs. A. L. Johnson spent the Christmas holidays with their son and wife, Mr. and Mrs. Lincoln Johnson of Farmington.

Carman Helper Frank Giberson has returned to the Freight Shop after a week's illness.

Sherwood, son of Carman and Mrs. Henry Gleason, has re-enlisted in the Air Corps and is stationed in California.

Foreman Nubert Estabrooks has 1300 day-old chicks to start a new flock of layers. Looks like the Rip Track Boys will be buying a new car come another summer.

Stork list for the month: A new girl, weighing eight pounds and named Judith, was born at the Sisters' Hospital to Electrician and Mrs. Dan Giroux. Judy is their eighth child.

A son was born to Carman Helper and Mrs. A. J. Michaud on Dec. 5, at the Sisters' Hospital, weighing six pounds and 12 ounces. He is named Dana Joseph.

Carmen Sid Brown and Leo Fredette have been working at the station as car inspectors during the Christmas rush.

Carman Helper Clarence Richardson has sold his former house on Sturtevant Street and is negotiating for another on Western Ave.

Carman Wilfred Dusty has been serving a hitch as carman while Leigh Ramsdell has been on vacation.

Blyan Campbell, former machine apprentice, now stationed at Ft. Dix, N. J., has been home for a short furlough.

Tractor Driver Walter Marson has been acting as night watchman on the new construction project in the machine shop.

Clerk Bill McDonald, Laborers Richard Sacks and Alce Soucy, are on the sick list.

Late vacationers from the Freight Department include Emery Hall, Harold Williams, Chester Knights, Maurice Laplante, Ray Reny, Beecher Ladd, Cak Bamford, Dana Soule, C. J. Clifford, Freddie Palone, Maurice Young, Earl Knowlton, Maynard Fur bush, Sid Brown, Sr., Freeman 'Boilin' and Joe Ratte.

Watchman Roland Higgins had the misfortune to cut his left hand severely while slicing frozen deer meat.

"As you all know, the installation, operation and maintenance of the airways facilities at Friendship—and at many other airports, and between airports—is the responsibility of the federal government. The agency in charge is the Civil Aeronautics Administration. For the past 25 years the federal government has been providing—without charge to the users—an extensive system of radio and visual aids to air navigation and air traffic control. The annual domestic cost of the federal airways has risen from 800 thousand dollars in 1925 to 92 million dollars in 1950. These figures do not include other federal benefits to air transportation such as airmail subsidies, grants in aid for the establishment of airports, and funds expended for constructing and operating the international portion of the federal airways system."

*From address by Secretary of Commerce Charles Sawyer before Baltimore Association of Commerce, June 28, 1950, in connection with dedication of Baltimore's Friendship International Airport.*