The latest self-propelled mechanical icing machine now in use on a Western railroad is capable of icing a refrigerator car in 50 seconds. The machine breaks the ice to the required size and drops it into the bunkers mixed with the required amount of salt.

In 1929 the railroads hauled a ton of freight 62 miles to earn enough money to pay the average railway employee an hour's wage; in 1939 they hauled a ton 77 miles, and last year they hauled a ton 106 miles, to earn enough money to pay the hourly wage of the average employee.

The railroads of the United States installed 351,000 new freight cars in the 5-year period ended December 31, 1949. This is enough to form 3,510 trains of 100 cars each.

In Japan, the third-class fare is the basis for all other fares. The second-class fare is double, and the first-class fare is four times the third-class fare.

The railroads of the United States spent an average of $212,000,000 a month for equipment, materials, supplies, and fuel during the first seven months of 1950. At this rate their total purchases of these items will exceed $2,500,000,000 during the calendar year.

A survey reveals that a steel rail is used in main tracks an average of about 18½ years, before being retired or relaid in side or yard tracks.

The average railway passenger in 1949 traveled 63.3 miles and paid $1.55 for the trip. This was at the rate of 2.45 cents per mile.

The average dividend rate paid by the railroads of the United States amounted to 3.2 per cent on the capital stock outstanding in 1949. This compares with 3.7 per cent in 1948.

In the last five years (1945-1949) the railroads of the United States have installed 5,401 new locomotives, 3,699 new passenger cars, and 330,982 new freight cars—all bigger and better than the equipment which they replaced.

The railway investment per employe in service has doubled in the last twenty-eight years. In 1949 the investment per employe was $24,401, against $12,220 per employe in 1921.

The B&M tracks in New Hampshire, between Concord and Lebanon, cross the same river twenty-two times in a distance of 16½ miles.

The forest industry received $142,000,000 from the railroads last year for lumber, crossties, poles and other wood products.

The Pocahontas Fuel Company, for 36 years a Northern New England coal distributor, teamed with the Standard Oil Company of California (Calso) to purchase the 23-acre site for distribution of industrial fuel oils through Maine, New Hampshire and Vermont.

The Pocahontas terminal has five storage tanks capable of storing 96,000 barrels each, and one 50,000-barrel tank. The combine thus is able to offer a complete fuel service with coal, heating oils, gasoline, kerosene, and "Bunker C" heating oil for industrial plants.

Physical assets erected at the terminal include a 600-foot pier to receive the oil by tanker from Perth Amboy, N. J. and a new railroad siding with a capacity of 24 rail tank cars. In addition, a $25,000 investment was made in 1,200 feet of rail siding and an intricate switching system.

The Portland Terminal Company takes delivery of tank cars at Pleasant Street "junction," South Portland from the 2.1 miles of spur track operated by the Greater Portland Public Development Commission.

The Commission, composed of a group of progressive Portland and South Portland businessmen, has at-
tained singular success with development of the West Yard since they purchased it when declared as war surplus by the U. S. Government. They have induced several small, diversified industries to locate at the Yard bringing new pay rolls and business to the Greater Portland area.

The Commission operates three units of motive power over the so-called "Burma Road," the spur track serving the Yard area.

Coincident with the development of the oil terminal, a huge shed, 700' by 88', was sold to the Maine Port Authority and removed from the Yard to be re-erected on the Maine State Pier at Portland. It increases the Port's storage capacity of imported baled wood pulp. This too, benefits the Maine Central, as additional revenue producing traffic.

Frank A. Murphy, assistant to the vice president-Traffic, has extended our railroad's cooperation to this new industry in attaining successful operation to points served by the Maine Central Railroad.

Former MeC Man Named To B and M Post

Promotion of a man familiar to Maine Central people as superintendent of the important Fitchburg Division of the Boston and Maine Railroad was announced Jan. 1, by Roy E. Baker, assistant general manager of the road.

Whitcomb Haynes, a Maine Central man for 12 years, was promoted to the post from his position as assistant superintendent of the division at Greenfield, Mass.

Haynes began his railroad service in 1931 with the Maine Central as assistant roadmaster after his graduation from the University of Maine as a civil engineer. He served as track supervisor on the Eastern Division until 1942 when he transferred to the Boston and Maine.

Collins transferred to the B and M as chief engineer of the St. Johnsbury & Lamoille County Railroad in 1926 and served in similar capacity for the Montpellier & Wells River and the Barre & Chelsea Railroads. In 1929 he became division engineer of the Portland Division of the B and M at Dover, and in 1930 of the Fitchburg Division with headquarters at Greenfield, Mass.

Affects Survivor Benefits

The Railroad Retirement Board is notifying widows, children, and parents who are receiving monthly survivor annuities under the Railroad Retirement Act that several additional types of employment covered by the Social Security Act, beginning Jan. 1, 1951, will affect the payment of these benefits. As a result, beneficiaries who are working on jobs not previously covered by Social Security Act, but which are now covered, must notify the Board of their employment.

Any person receiving monthly survivor benefits must notify the Board if he should work — (1) for an employer in the railroad industry; or (2) in any employment for pay amounting to $25 or more a month which is taxable under the Social Security Act.

The board reminds such beneficiaries that since no annuity can be paid by any method in which they work in the types of employment described above, they should report their employment as promptly as possible to the Railroad Retirement Board, 844 North Rush Street, Chicago 11, Ill.
Three Promotions Announced

Robert F. Cowan of Reading, Mass., was named passenger traffic manager of the Maine Central and Boston and Maine Railroads Jan. 1. Cowan's appointment was occasioned by the death of C. F. Palmer.

Cowan began his railroad service with the B&M in 1926 as a clerk-passenger agent in 1947. He made assistant general passenger messenger. He became traveling passenger agent in 1934 and in 1942 was made an assistant general passenger agent. He was promoted to general passenger agent in 1947.

Promotion of Francis J. McNulty of North Billerica, Mass., to the position of general storekeeper of the Maine Central and Boston and Maine Railroads and the Portland Terminal Company, effective Jan. 1, was announced by H. M. Rainie, vice-president-Purchasing and Stores. McNulty succeeded O. A. Donagan, retired.

At the same time Vice President Rainie announced the appointment of Charles R. Clements of Lowell, Mass., traveling storekeeper, to succeed McNulty as assistant to the general storekeeper.

McNulty entered service with the Boston road in 1915, serving as clerk in the Stores Department at Billerica and Charlestown, then as chief clerk at Billerica and, in 1930, at Boston in similar capacity. On Jan. 1, 1942 he was made assistant to the general storekeeper. Clements entered service in 1923 and has been traveling storekeeper since 1941.

Reckless Passengers Saved By Trainmen

The lives of two passengers were undoubtedly saved by the quick action of Maine Central trainmen in two separate instances at Waterville last month.

On Jan. 3 as Train 14 was pulling out of the station, a lady attempted to get on a coach after the "trap" had been closed. Our new stainless steel coaches leave no steps when the "trap" is closed, folding up into the passage-way to present a smooth exterior. Despite this the lady persisted and was hanging by the grab handles and shouting for someone to open the door.

Trainman Jack McLeod discovered her plight after the train had gone about a quarter of a mile and pulled her into the passage just as she was about to fall from exhaustion. Had she not reacted to the emergency quickly, the lady would have been swept off by the Ticonic Bridge.

In a similar dangerous attempt to board Train 12 just as it was leaving the Waterville station, a man was snapped from certain serious injuries if not death, by Trainman Cato Meader. The man lunged for the grab handles, slipped, and would have fallen under the wheels but for Meader's quick action. If not death, by Trainman Cato Meader. Starbird saw for the first time,列

Railroading In Western Europe

Former Maine Central Track Supervisor Gives
Eye-witness Account of Recovery Problems

By EDITH W. MacGIBBON

An eye-witness review of wartime and post-war railroading in Western Europe became available to Maine Centralites recently when one of our own, Leonard Starbird, former track superintendent in the Engineering Department and now a State Department official in the office of Germany's High Commissioner, returned home for the first time in seven years.

Succeeding the Engineering Department to enter military service as a first lieutenant in 1943, Starbird went overseas the next year with the 752nd Railway Operating Battalion and served as a track supervisor in England, France, Belgium and Germany.

What Starbird faced on Europe's war-torn railroads may well serve as a reminder to us of the necessity for military preparedness to keep any war from our shores.

There was an acute shortage of motive power, he recounted. All block signals had to be manually operated and trains operated on sight, since the systems had been completely knocked out by Allied bombing.

NO SPIKES

And European track engineering methods are different, he pointed out. Work performance is different, tools are different. For example, tracks were fastened with lug screws, not spikes, and Belgium socket wrenches wouldn't fit German nut sizes, or vice versa.

STEEL TIES

Starbird saw for the first time, pressed steel cross ties, and has remained to see experimentation begin with concrete ties due to the great shortage of timber and timber in Europe. He also observed that main-line European railroads are rock ballasted to great depth.

The havoc wreaked by Allied air attack, Starbird declared, left standing only 1,000 out of approximately 10,000 railroad bridges in the American Zone. Practically all shops had been hit, all the larger roundhouses damaged, all the major and many of the minor freight houses, stations, and all large switching yards, a maze of wreckage. Tracks and cars stood in the air like fences for miles around, he said.

RAILROADERS HIT HARD

German railroad employees suffered privations perhaps more serious than any other segment of the population. Starbird opined. since they almost always lived near the scenes of major damage.

In tribute to the industry of the German railroad worker, Starbird pointed out that nearly all bridges have been rebuilt, and most permanently. A significant "improvement" and dramatic example, he said, was the fact that where previously eight to 10 families were sharing one house, using one kitchen and one bathroom, now the ratio has been reduced to five or six families to a house.

NEW HOUSING

Railroad employees too, have formed cooperative associations to build their own housing projects with the rail- company contributing to the cost.

The wide and accurate observations offered by Starbird are loaned particular importance in view of his distinguished advancement through a variety of Occupation Control offices.

Distinguished Record

In December, 1945, he served with the German Control Officer for the deNazification of railway employes. Three months later he became assistant chief engineer of German rail-
ways for the American Military Government and shortly thereafter moved to the headquarters at Frankfort where he served as chief engineer of railways for the American Zone.

In January, 1947, he moved his headquarters to the British Zone and worked jointly with the British chief engineer for control of the two zones. When the two zones were put under bipartisan control in March, 1948, Starbird became chief engineer of the rail branch for both zones. It was during this time that the Russians undertook their Berlin blockade and Starbird was faced with the hours-long train delays and the problem of switching yards to handle the famed Berlin air lift material.

Married, with his wife living at Cape Elizabeth, Me., and a son entered Yale University this Fall, Starbird has consented to an Association of American Railroads request for continued leave from the Maine Central, and returned to continue his State Department assignment in the office of General Hayes, deputy high commissioner for Germany.

Hobo Basket Visits Terminal Company

The most pampered hobo that ever rode the rails arrived at the Portland

The Nationally Famous "Hobo Basket" was received at Rigby Yards from B-11 last month by General Yardmaster "Bucky" O'Brien, left, and sent on a tour of the area by Assistant Superintendent J. L. Quincy, right.

Terminal Company's Rigby Yards last month and succeeded in collecting $217.25 for the National Foundation for Infantile Paralysis.

The "Hobo Basket" which started out from Birmingham, Ala., in March, 1950 for a 10,000 mile train trip in freight cabooses, arrived at Rigby on B-11, Jan. 22, and was turned over to General Yardmaster "Bucky" O'Brien by B&M Freight Conductor M. W. McCarn.

More than 300 employees of the Rigby Yards, engine house, Terminal freight house and freight office and Portland Union Station contributed to the Basket on a tour around the area by Assistant Superintendent J. L. Quincy. He in turn, passed the contributions to Superintendent H. L. Strout who presented it on behalf of the employees to the Cumberland County March of Dimes campaign conducted Jan. 15-31.

The Hobo Basket has traveled in cabooses 10,224 miles through 28 states receiving most of its attention at freight yards. Since its origin with yard clerks of the Southern Railroad at Birmingham, Ala., the Basket in three separate campaigns has collected $90,276.05 for the National Foundation.

Radio listeners in Maine and New Hampshire tuned in to a rich commentary on the American way of life last month when a man well-known to regular Maine Central travelers was interviewed over Station WHEB, Dover, N. H.

To white-thatched, dignified "Eddie" Cummings, captain of the Red Caps at Portland Union Station, it was an opportunity to reveal what democracy meant to him. To Miss Ruth Corson, whose weekly program, "Colonial Days" is heard each Sunday from the Dover station, it provided a deeply significant, present-day parallel of a story true to the New England tradition.

It all began when Miss Corson, principal of the Pierce School at Dover, broadcast on her program the true story of the first free Negro to settle in New Hampshire. He was Amos Fortune, a slave who bought his own freedom and came up from the South to the town of Jaffrey, N. H. Because people there had never seen a man of color, it caused some commotion.

But he was permitted to stay. He purchased land, set up his trade as a tanner, prospered, and gained the respect of everyone.

Listening to the program at his home in Raymond, Me., "Eddie" was impressed, wrote Miss Corson. Told her how much he'd enjoyed the program. Recognizing the parallel of "Eddie" own "success story," Miss Corson entrained for Portland and invited Eddie to appear on her next program.

Thus was unfolded to New England radio listeners what we humbly believe to be one of the finest examples of democracy in action. So much so that to misuse it as a plea for racial tolerance would besmear its simple dignity.

For "Eddie" Cummings, who started out in his native Boston at the age of eight meeting the horse cars to carry the bags of Harvard students for a penny tip, is a rich man. Perhaps not in the soulless calculation of dollars, but in the accomplishment of raising seven children, providing each with a college education, and watching with modest pride as each one assumed a responsible position in a competitive system.
SAVING WITH BONDS

Investing in U. S. Savings Bonds by installment buying under the Maine Central Pay Roll Savings Plan has become an accepted method of savings for 1,340 employees and officials. Deductions of approximately $27,900 are made by this group planning for the future. Those who have taken advantage of this method of saving need no introduction to its benefits, but to those who may have neglected to adopt this practical course, the following will serve as a reminder.

Any employee desiring to take advantage of the Railroad's Savings Plan to buy the Savings Bonds should contact his supervisor or write direct to E. C. Paine, special assistant to the comptroller, Portland, Me.

WHO WILL SPEAK FOR DEMOCRACY?

How many of us ever take the time to think, or to speak, on the meaning and the blessing of our democracy—this free America of ours? We take such things for granted. But not so with someone from beyond our borders. As, for instance, 17-year-old Gloria Chomiak, who was born in Canada of parents who had fled from Russia. She wrote, in a prize-winning essay, in part:

"I speak for democracy, because two generations back my ancestors could not; because if I do not speak for it—if many more do not speak for it, there may come a time when we, too, will not have the right to do so. "We who believe in democracy can not trust to our living it alone. We must stand up, and speak, and be heard in its cause."

THE COVER

Here's a typical New England Scene as an express man and the mail men are joined by other Cornish villagers to turn out on a bright Winter's morning to meet Train 162 eastbound for St. Johnsbury on the Mountain Subdivision. This unusual view was taken through the fireman's side of the cab window.

Eddie Cummings

(Continued from Page 9)

running for his ability as a catcher for Everett High. He played against Harvard's great athlete, Charlie Brickley and went on to graduate from Rindge Technical School.

He has seen one of his five daughters become a school teacher at Berwick, Me., the first of her race to be accepted in York County schools. Three daughters are employed in our Nation's capital, one as a social worker and police woman, two as employees of the Veterans' Administration.

"Eddie's" eldest son, Emerson, drove taxi at the B&M's Old Orchard Beach station to assist in putting himself through Bates College. Noting the lack of bus service between the Old Orchard beach proper and nearby Pine Point, Emerson made his decision and is now owner and operator of Old Orchard, Surfside, Grand Beach and Pine Point Bus Company. The younger son, Edward, Jr., is a steelworker in Lynn, Mass.

We're pretty sure that Miss Carson's audience must have felt they had been listening to the real heart of America when "Eddie" closed the program with these words:

"I guess I'm a millionaire in a way," Eddie said, "all my children have been sent into the field where they can compete with anyone. I guess you might say I've made a pretty good living from just carrying bags, and I'm grateful."

LADIES' NIGHT

The Trowell Club will hold its Ladies' Night Friday, March 2, in the Woodfords Congregational Church parsonage house. A sumptuous menu, top entertainment, movies and dancing are on the bill. Tickets available from Secretary Robert Woodill. Members and guests invited.

AN ERA PASSES

This water tank at Southern's Great Northern Subdivision, once an important stop for steam locomotives on the Washington County run. Heated in the winter, it is symbolic of a passing era as our diesels now roll by on their non-stop Bangor-Calais run.

Louis C. Maxwell, 85, of Calais, former freight handler there after 42 years' service which began at the freight shed there in 1918.

Walter L. Emery, 69, of 6 Collins Street, Waterville, after 46 years' service. He began railroading as a machinist's helper at the Shops in 1905 and later became a fireman being set up to engineer in 1916.
Mr. and Mrs. Charles F. Dodge, recently celebrated their 44th wedding anniversary at their home at Newcastle. Their many friends wished them many more years of happiness. Mr. Dodge was 85 Aug. 9. Mrs. Dodge was 85 Aug. 21. They are both members of the Second Congregational Church. Better known as Fred among his fellow workers he is retired stone crew foreman and worked all over our system for many years. Dodge is enjoying his pen­tion, reads a lot, and keeps up with current events and town affairs. Would like to know why he doesn’t hear from you old timers through our magazine.

GRANDCHILDREN of Loader and Caller Fred Benson, Lewiston, are Bonnie Jeanne, age 16 months, and Stephen, three and a half, children of Mr. and Mrs. Neil Campbell, Somerville, Mass.

STARTED recruiting members for the forthcoming season. Prospects for additional members however are not too encouraging. Things in the organization have never been the same since Pasty Raymond Jackson was transferred to Portland, and also since the last two disappointing years of the Red Sox in the league standings. “There is plenty to worry about.”

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AUGUSTA
BY ELLIS WALKER
Retired Freight Handler, Arthur C. Davis, observed his 92nd birthday Jan. 6, at his home here. Clerk Telegrapher Don Ray­nolds, Signalman Edward Stearns, and your scribe helped him celebrate with an evening at cribbage.

A much needed improvement is taking place in the turntables. Claims Clerk Howard Ham and Mrs. Ham have returned after a month’s stay in Florida during which time they visited Miami, Key West and St. Petersburg. Howard is now sporting a nice tan.

A new oil burning heater has recently been installed in the bunkhouse here. A much needed improvement is taking place in the turntables. Claims Clerk Howard Ham and Mrs. Ham have returned after a month’s stay in Florida during which time they visited Miami, Key West and St. Petersburg. Howard is now sporting a nice tan.

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This beautiful home is the pride and joy of Chief car. He bought a new car, put it in his garage, apt to prove costly.

Fish come spring primarily for fire protection, will be stocked with artificial pond covers about one-half acre and while Scrapper Clarence Garfield, Waterville Shops. The visiting his parents, Carman and Mrs. Army, has been home on furlough recently, New York. While there she attended "Stop the Music."

Electrician Forrest Hussey has a new car.

Former Laborer Carl Dow, now in the Army, has been home on furlough recently, visiting his parents, Carman and Mrs. Clyde Dow. Foreman Justin Buzzell has been a patient at the Thayer where he underwent major surgery.

Pamela, a new daughter, was born at the Sisters, Jan. 5, to Clerk and Mrs. George Burns.

Machinist Joe Garski has been confined to the Sisters' with pneumonia and complication.

Machinist and Mrs. Abbott McKenny have been visiting their son, Larry, a student at the University of Florida, recently for a while.

Sheetmetal Worker Joe Hall had the tough luck to fall and break three ribs.

Clerk Gloria Lalliberty gave one side of her car a touch up.

Machinist Eddie McAlister has been a new car. The Army, has been home on furlough recently, visiting his parents, Carman and Mrs. George Burns.

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New car owners of late are H. Greene, H. P. King, S. L. Chandler, and F. L. Graves.

Trainmen F. L. Graves and G. F. Nealley expect to go to Waterville to work off their first train ride and quite an occasion. Beecher Falls no longer stocks tickets but permits tickets and peanut butter kisses. While the party was shown through the furniture plant where they saw the famous "Ethan Allen Maple" in all its stages from logs to finished product.


Betty Beech, ticket clerk, is happy over her engagement to Miss Marion J. Illsley of Glen, N. H. We are all sorry to see her leave. He is well liked by all conductors, which is the best compliment we can think of along railroad lines.

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I ts a toss up in the family of Yard Conductor Mary Allen, Waterville, where grandson Herbert is reported to be a U. S. fan and James, right, a Cathy reader. We prefer to think the initials stand for Maine Central.

Miss Celia Travers, only daughter of General Agent and Mrs. Hugh Travers, was married recently in California to John Shay. After a trip to South America, they will make their home in Beverly Hills, Calif.

Betty Beech, ticket clerk, is happy over the advent of her first nephew, David Ellwood Allen, who arrived recently in New Haven, Conn.

Yard Clerk Basil Higgins is confined to his home with an injured knee.

WATERVILLE STATION AND YARD

By M. W. FLINT
Elmer Rounds, clerk in the office, has returned from a trip. Carman Carlton Sylvester's wife has returned from a trip and is staying in the hospital.

Doctor Clearen Hector Casey is off sick with bronchial pneumonia.

Carman Martin Norton has returned to work after being off sick several days. After considerable thought he decided that there was only one way to remedy this situation, he married the girl, Barbara Gerry, and she has certainly started in right with him as he has been on time ever since.

Carman Raymond Laburg has a tonsillectomy recently.

Carman Almon Dunham is going around lately with a very worried look on his face, as his son-in-law Donald Perkins' apparatus is such that Almon does not know if he will be able to supply Don with enough to eat to enable him to last through the winter and spring. We are very sorry to hear this.

Team Number 7, in the bowling league, lost four games in the first two weeks this season the other night.

Carman William Hale visited Brunswick, Lewiston and Rumford recently to see the boys, also attended a Joint Protective Board Meeting in Boston.

SNAPPED at the Rigby's East Yard are, left to right, Raymond Wilson, Joseph Lapointe, Martin Conley, Francis Corran and standing, Martin Conley with Hylda Shea and Catherine King Sullivan also at the same time.

Freight Clerks Edward R. and John B. Sweeney, brother, William J., each week end at the U. S. Veterans' Hospital in West Roxbury, Mass. We are proving to be his wife full time.

Word has been received of the illness of former Janitor Hugh F. Sweeney. We hope to hear of his recovery in time the this time goes to press.

Former Freight Handlers, Michael F. Carroll and Andrew W. Murphy and Watchman George F. Coffin get in to see us over in a while.

Janitor Harold Morrison and wife and daughter spent several days in Boston recently.

We were all shocked and saddened to hear of the sudden death of John Armstrong, former agent, which occurred in Boston recently. We extend our sympathy to his widow.

Congratulations are extended to former Travelling Agent F. H. Willard, who has been appointed division freight agent, B&M, at Concord, N. H. Willard was a recent visitor, bringing in Robert Moore, who will take his place in the former capacity.

We thank Maintenance of Way Foreman Gerald E. Cogus and crew for keeping the "sixty steps" in good walking condition. They are hard enough to navigate in good weather, but with ice on them, we never could get up to catch our buses. Also, we thank Head Delivery Clerk Michael G. Norton for covering the冰 around the freight house grounds with rock salt, making it easier to get to work. Also, Mrs. James E. Mulcahy were recent guests of Relatives in Lowell, Mass.

Rate and Revision Clerk John Stanton. met some old visitors with relatives in Worcester, Mass.

The new office of the receiving clerk, Patrick J. Halloran, was officially opened on Jan. 12.

Edward J. McFarland, son of Freight Clerk Francis J. McFarland, spent the holidays with his parents. He is a teacher at Freedom Academy.

The mother of your report, Albert Wetmore, Sr., was residing in Lynn, Mass. Recently to see the boys, also attended a Joint Protective Board Meeting in Boston.


Albert Wetmore, Sr., who resided in Lynn, Mass.

The father of Stores Department Laborer Philip Whitney, and the mother of your reporter, Albert Wetmore, Sr., who resided in Lynn, Mass.

Bollemakers Helper Harold Belfountain and Earle Jones of the Car Department locked horns in an automobile accident. There were no injuries.

Our Painter and Carpenter Edgar Dunham also figured in an accident with his car while on the way to work. Likewise there were no injuries involved.

We had quite a scare one day this month when the rumor started around Rangely that carved Machinist Arthur Shaw, who had been working at Union Station during the Christmas rush of baggage and mail, had suffered a heart attack while coming from church about midnight on Christmas Eve. This proved to be erroneous although he was sick at that time.

Machinist Helper Maurice Weeks is doing quite a job cutting wood and lumber. While out in his woods on his big farm in Cumington, Vermont, he became lost but finally made his way out quite some distance from his home.
It's a sure sign you're sleeping in too short a bed.

While some will say it's some vitamin you lack.

Recommending remedies that will sure bring it back.

Then there's that bald-headed barber, that you and I know.

Who sells all kinds of tonic, to make the Jan.

Some men spend fortunes to thicken their curls.

To help attract the attention of beautiful girls.

So I'll be contented with what I have got.

For all their cures and concoctions are just junk.

Anyway what matters or not if we haven't much hair.

As long as we use our fellow men fair.

We'll end up just as well as the man with a mop.

It's what's inside the old dome that puts you on top.

WHOP'S THIST? Why, Lewiston Terminal Supervisor Charley Eady as he once looked on his trips to Dansville Junction.

The ice fishing has already started with Drivers Hall and LeClair being the first to try their luck. A couple of nice pickerel were their first take. How about some pictures boys?

Miss Priscilla Dow, daughter of Assistant Foreman Dow at Augusta garage, is now attending Bates College in Maine.

Driver K. V. Pierce has taken his place on the spare board at Augusta. This is so Karl can attend the meetings of the Odd Fellows on Friday nights.

Mrs. June Donovan, wife of Driver W. J. Donovan, has returned home from the Cottage Hospital after receiving surgical treatment.

The boys are cheering for Operator Duane Chase, Dover-Foxcroft run, to make a swift recovery from injuries sustained in a recent accident.

The "High Wheelers," a unique clique of operators distingushed by gleaming chrom­

ium front straps attached to their caps, suffered a severe blow when recent bids were posted. Plain Stanley Bean, number one High Wheeler, said "low wheel" job on the Augusta-Gardiner local.

We hear (with a bow to the Bruce Rob­

er line) that Superintendent Everett Goddard is becoming adept with a paint brush, having turned to his home and is coming along.

Any oil wriggling must be as well as the man with a mop.

It's what's inside the old dome that puts you on top.

BY LUCILLE O'BRIEN

Driver and Mrs. L. M. LeClair accompanied by Driver and Mrs. W. L. Hall, attended the commencement of the Killaloe School, recently.

Mrs. J. J. Astle, wife of Supervisor Astle, has accepted a position as secretary to At­

torney P. E. Lamb of Gardiner. Mrs. Astle recently returned home from her sister and her husband, Mr. and Mrs. William Walthers of Baldwin, N. Y., doctoring on Sherwood St.

Mr. and Mrs. William Walthers of Baldwin, N. Y., when her sister and her husband, Mr. and Mrs. William Walthers of Baldwin, N. Y., was treated at the Eye and Ear Infirmary, has re­

ceived his freeway call.

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As long as we use our fellow men fair.

We'll end up just as well as the man with a mop.

It's what's inside the old dome that puts you on top.
Trackman Sheldon Lunn is the proud owner of a new 1951 automobile. Leon Pennell, U. S. Navy, located at Newport, R. I., spent a recent leave with his parents, Engineer and Mrs. C. J. Pennell.

Mrs. W. C. Hanson and son Charles were recent visitors in Bangor with relatives.

Operator and Mrs. W. H. McKay spent a few days in Boston and attended an exhibition of skating.

Train Foreman Nelson Craig of Charlotte found a dandelion in full bloom on Dec. 30 which was on exhibition in The Calais Advertiser office.

Cpl. Chase Libby, son of Engine House Foreman and Mrs. Harold A. Libby, has been returned to the service of the Army and is now stationed at Erlangen, Germany.

At present, Wass is attending a non-commissioned officers school for six weeks.

Vanceboro

By Harry P. Davis

Engineerman Yard Switcher and Mrs. H. D. Lounder spent their Christmas and New Year's holidays with their son and family, Mr. and Mrs. Lounder at their home in Espoeno, P. Q., Canada.

Your correspondent spent his Christmas holiday very pleasantly with his daughter and family, Mr. and Mrs. J. E. Harper, at Sausqu, Mass. Son, Lee and his wife, also joined the festivities and we had a grand part-family group. Was my first experience to witness television—not of world's wonders.

Clerk P. S. Susee has moved his family from residence of his mother, Mrs. C. A. Filbrook on Holbrook Rd., to cottage dwelling on High St., recently vacated by Patrol Inspector VanGinkle.

Because of volume of business it has been necessary to set up an additional switch crew, working 6 a.m. to 2 p.m., manned by Conductor A. W. McLver, Engineer and Mrs. C. J. Peas-...
Auxiliary, and P. F. Boudreau, foreman, in that city.

Boston.

ern Maine Junction; Charles J., relief yard master. Bangor, and John W., of Portland.

station. He was a native of Finland and has been a long time officer of the Bangor Flotilla, and a former M.C. man who is now assistant to the traffic officer in charge of B. & M. RR.

New England Engineer, has returned to work following quite an illness.

Fredrick B. Lunt, son of Wilbur C. Lunt, and a former M.C. man who is now assistant to the transportation traffic manager of the B. & M. RR was recently elected executive officer of the Bangor Flotilla. U. S. Coast Auxiliary, and P. F. Boudreau, foreman, in that city.

retired engineer Earl H. Stevens, is a member of the teaching staff at Newton High School takes an active part in local Y.M.C.A. work.

the Maine Central boys are still at it.

as a patient at the Waldo County Hospital.

Robert Harradon, son of Conductor and Engineer, has returned to work following quite an illness.

American Mission Society of the Advent Christian Church, Jan. 11.

President of the Women's Home & Foreign Mission Society of the Advent Christian Church, Jan. 11.

The degree team of the recently organized Bangor Chapter of the Trowel Club, consisting of five well known men, worked the M.D. degree at Hampden, Jan. 20, under the leadership of Portland Engineer, Earl H. Stevens.

1950's, and had to report for duty in Bristol, Conn., before being called into service with the National Guard during the Korean War.

The group enjoyed a steak dinner, dancing and a floor show.

By JOHN J. KRATING

The Portland Terminal Yard crews are having a hard time of it account of sickness. A few of the boys off sick are: Conductor of the Nursing Home, Tuttle, Ridge, Payne and Melconagle.

Staging Baggage Master John Cady of Portland Union Station, has resigned on pension.

The Portland Terminal Yard crews are having a hard time of it account of sickness. A few of the boys off sick are: Conductor of the Nursing Home, Tuttle, Ridge, Payne and Melconagle.
GATEWAY TO CRAWFORD NOTCH is the title of this really ancient photo loaned by Superintendent H. L. Strout. It shows No. 5 of the Portland & Ogdensburg in 1871 with the Crawford House barely visible in the background.

THAT MOUSTACHIOED gentleman in the rear is none other than Archie Gullifer, Waterville Shops, taking a jaunt in one of the first Buicks in Waterville in October, 1907.

COMING OUT OF HOUGHTON about 1902 is this log train that ran from Bemis on the old Rumford Falls and Rangeley Lakes. This excellent old photo was loaned by Martin L. Niles of Maplewood, N. J.