GUNS AND BUTTER. Government losses on the disposition of 14 surplus food commodities—including butter—are calculated by one expert to have totaled $91.6 millions through last November. He estimates this to be approximately the equivalent of the cost of $5,000 recoiless rifles—each priced at $1,053 as of late in 1950.

TANKS AND TURKEYS. For the same first 5 months of fiscal 1951, losses on government dispositions of surplus foods—including turkeys—plus carrying charges, amounted to about $22.4 millions a month, or more than the price of 100 light tanks—which cost about $200,000 each near the end of the last year.

June was a significant month in railroad history to Maine people. On June 25, 1834 ground was broken for Maine's pioneer railroad—The Bangor, Oldtown & Milford (chartered in 1833 as the Bangor & Piscataquis) and now is part of our own system.

The Maine Central Railroad has received shipment of 250 new steel box cars ordered last fall. They add to the fleet of 4,261 cars owned at the end of 1950. During last year 41 stock cars and 62 box cars were converted to rack cars for loading our important pulpwood industries.

Railroads are the only common carriers in the United States required to carry whatever is offered at published rates, regardless of how unprofitable such traffic may be.

The average freight shipment handled by the railroads in 1950 was moved 415 miles, compared with 351 miles in 1940.

The modern car washing machine, equipped with whirling brushes, cleans the exterior of a 3-unit diesel-electric locomotive in less than 3 minutes.

Modern ballast cleaners are capable of removing, cleaning and replacing ballast to a depth of 18 inches.

"Buffalo Bill" received his picturesque nickname through his contract to supply buffalo meat to the construction forces of the Union Pacific Railroad.

Harold E. Stassen, former Governor of Minnesota and now president of the University of Pennsylvania, was once a passenger train conductor on the Milwaukee Railroad.

In 1850, there were only 9,021 miles of railroad in the United States—mostly in the states bordering on the Atlantic Ocean. Today, there are 221,000 miles of railroad and 397,000 miles of all railway track in the United States—forming a vast network of steel highways traversing every state of the Union.

There are 28 railroad tunnels in the United States each of which exceed one mile in length.

As a youth, General Omar Bradley was employed during his summer vacations as a freight handler on the Wabash Railroad at Moberly, Mo.

Class I railroads had more new motive power on order on April 1, 1951, than ever before, there having been on that date 1,883 locomotives consisting of 2,420 power units awaiting delivery.

Ross Haycock

Railroader

A milestone rarely reached in a lifetime will be celebrated this month by a man with the twinkle of wisdom in his blue eyes, the light-heartedness of youth in his walk, and a zest for living of ten.

Roscoe H. "Ross" Haycock, 83, of Calais,—senior Gold Pass holder, senior Eastern Division conductor, grand old man of the Maine Central Railroad—will complete 65 years of active railroading June 21.

Ross's storybook saga of loyal and faithful railroad service reads like a history of railroading and establishes what we believe to be a national rec-

Befitting the first issue of the Magazine after 17 years was this cover photo of Ross Haycock in 1944.
Seven Engines Haul
All-Time Record Tonnage
Over Mountain Grade

All existing Maine Central records for freight tonnage carried over the Mountain Subdivision were broken recently when RY-2 hauled 80 carloads including 14 empties to total 4,198 tons "over the hill,"—the 15-mile back breaking run from Bartlett to Crawford Notch.

To do it, the strangest collection of motive power in the memory of current railroaders and old timers, was coupled up to beat the grade that rises 1,250 vertical feet on the run.

On the head end of RY-2 according to Assistant Trainmaster John Robertson were engines 685, 568 and 683, all 1,500 hp rated. In the middle were three 1,200's numbers 332, 333, and 331. And on the rear as a pusher was that old stalwart Government Mickey, the 616 Class S.

This behemoth of motive power negotiated the run successfully, the middle and rear engines were cut off at Crawfords and the head end engines carried the job into St. Johnsbury, Vt.

Location of the engines at the head, middle, and rear. Robertson explained, was necessary to avoid placing too much weight on bridges at one time.

Watch It! Your Safety's Slipping

Maine Central employees who established an enviable safety record in 1950 had better look to their laurels in order to maintain it according to a report on the first three months of 1951 released by the Safety and Fire Prevention Department.

The Stores Department led the parade of safety with a 100 per cent decrease in ICC reportable accidents, over the same three months in 1950. The Engineering Department followed with a 49 per cent decrease and the Operating Department with a 24 per cent decrease for the three-month period.

The Mechanical Department, however, jumped to a 24 per cent increase over last year.

TURNER — This was a red letter day for the pupils of grades three, four, five, and seven here as but two of the 64 members had their first train ride. And to make the trip all the more eventful, the thrilled youngsters made the 25-minute journey on one of the last passenger trains to serve Buckfield.

It is only a 12-mile trip from the Buckfield station to Canton on the Maine Central Railroad, but it was the principal topic of conversation when the pupils were back in their seats at the Turner village school.

"I am getting more of a kick out of this trip than the Summer I spent in Europe," said Mrs. Olive J. Bradford, teacher of grades three and four, who originated the train ride idea after reading that the railroad was discontinuing passenger train service on the branch line from Rumford Junction to Rumford.

Mrs. Bradford, who has spent 33 years of her life as a teacher in the elementary schools, began inquiring of her pupils as to how many had taken a ride on a passenger train. She was surprised to discover that not one of the 33 children had ever been on a train.

After discussing the subject with Mrs. Lizzie Gould, teacher of the fifth...
and seventh grades, it was learned that all but two of Mrs. Gould's 31 scholars had never had a ride on a passenger train.

School buses and private cars were secured to carry the children the eight miles from Turner Village to Buckfield station, and from Canton and back to Turner.

Buckfield station agent Oscar C. Casey had a busy quarter of an hour handing out the train ducats to the grinning children. When it was over, he hauled out his handkerchief, wiped his brow, and said: "That's the most tickets I ever sold at one time for Canton."

Casey is rounding out 44 years of work around the Buckfield station, the last 38 as station agent.

While the trainmen were throwing off mail bags and express packages a group of the boys went up front where Engineer F. C. Billington and Fireman Elmer A. Grant, both of Portland, showed them around the big steaming iron horse. There was another rush back to the sole passenger car when the boys heard conductor R. A. Young, Lewiston veteran railroad, shout, "All Aboard."

A short time later the train stopped at Canton and the ride was over. The children filed onto the station platform where they said goodbye to Conductor Young and Trainman Harold Green, Lewiston.

After the train pulled out of the platform, Canton station agent Stanley Plummer invited the group into his office and demonstrated telegraphy for the eager-eyed children.

A short time later the group had started back to the hum-drum life of the school room, talk limited to the thrilling ride behind the huge iron horse.

Gold Pass Issued
To Harry Stetson

RECEIVING HIS FIFTY YEAR PASS from Executive Vice President T. G. Sughrue, left, is General Supervisor, Maintenance of Way, Harry W. Stetson, right.

Harry W. Stetson, veteran general supervisor, maintenance of way, completed 50 years of service last month and was awarded Gold Lettered, Life Service Pass No. 151 accompanied by a praiseful letter of congratulations from President E. S. French.

Executive Vice President T. G. Sughrue presented the pass to Stetson in the Engineering Department offices.

Known throughout the system simply as "Harry," the popular supervisor joined the Maine Central as a rodman in the Engineering Department in 1899. He served in that capacity until 1909 when he was appointed roadmaster on the old Kineo Branch with offices at Oakland shortly after the Somerset Railroad was acquired by the Maine Central. In 1915 he was promoted to roadmaster of a larger division with headquarters at Lewiston. Stetson became general supervisor, maintenance of way, for the system with headquarters at Portland in 1924.

A native of Brunswick, he is a member of the American Railroad Engineering Association and of the Roadmasters and Maintenance of Way Association of America. A great hunting and fishing enthusiast, he was a charter member of the Portland Skeet Club and competed as one of its crack shots in many meets.

While the Cubs enjoyed their refreshments, the not-to-be-forgotten Mothers enjoyed tea and inspected the kitchen with interest, as Steward R. E. Bennett, left, enjoyed it too.

Waterville Jack Room
Gets New Concrete Floor

Among improvements completed at Waterville Shops recently was laying of a new concrete floor in the steel building known as the "Jack room." The building is used for the jacking and inspecting of the trucks and under gear of passenger equipment. Paint removal and painting of passenger equipment also is performed there.

The equipment used in the magnus process of paint removal has been relocated, greatly increasing the work facilities and adding to the safety of workman applying paint remover.
CHRISTIE HONOURED

Two Deering Junction employes saved two young Portland boys from a near drowning last month in a pond near our Stores Department warehouse.

The two youngsters, ages 8 and 14, were trying out some home made rafts on the pond when the younger boy lost his paddle and in attempting to jump over to his companions raft, lost his balance and pitched them both into the water. The younger boy couldn't swim and the older tried vainly to keep them both afloat.

Sighted by co-eds of nearby Westbrook Junior College, the girls ran to our department for help.

Lynwood Burgess swam about 100 feet out and rescued the boys, one of them clinging to the raft and the other floundering around in the water.

Foreman Tom Roche, on the shore, applied artificial respiration to the young boy until he was taken to the hospital in a police car. Both boys were released without serious injury from their nearly tragic escapade.

NEW SCALES AT ROCKLAND

INCREASED carload tonnage over the years resulted in installation of new track scales at Rockland. The scales, of 150-ton capacity, are designed primarily to meet the requirements of increased tonnage of cement cars loaded by the Lawrence Portland Cement Company at Thomaston.
WHAT RAILWAYS DO IN AN HOUR

Railway operations are so vast and railway statistics are so astronomical as to be almost beyond comprehension. However, we may gain some idea of the operations and performance of the railways by considering some of the things the railways do in an hour's time.

For each hour of the day and night more than 1,000 passenger and freight trains depart from their starting terminals and an equal number arrive at their destinations. Each hour of the day and night the railways receive for shipment around 4,200 carloads of freight and deliver the same number of carloads of freight to destinations. They perform the equivalent of transporting 60 million tons of freight one mile and 4 million passengers one mile. They receive for handling nearly 17 thousand express shipments and 1,300,000 pounds of passengers a day. They want to part with?

THE COVER

A Maine Central employee and amateur photographer is credited with this month's cover. Third Track Operator Bob McComb, Mattawamkeag, typifies the Vacationland beauty awaiting Maine tourists this Summer with this unusual view of Mt. Katahdin (Kar-tar-din) first mountain in the Country touched by the sunrise. Taken from 31 miles away in the town of Dolby, Bob used a red filter for dramatic effect and posed his son in the foreground to make this excellent scenic view.

LIME RIDGE

Harry M. Treat, retired chief train dispatcher and collector of railroad memorabilia that appears in this Magazine from time to time, is in search of a Maine Central Railroad employee's timetable prior to 1925. He wants one that will show the schedule, on our Mountain Division when we ran into Lime Ridge, Canada. Has anyone one they want to part with?

NO COMPARISON

Federal land grants to pioneer railways in the United States were made to open up wild and unsettled territory not provided with transportation and to enable the government to dispose of vast areas of public lands which it could not sell at any price without transportation. Present-day subsidies to airlines, waterways and highways yield no similar benefits to the country.

A PATRIOTIC FAMILY

When patriotism was distributed into the hearts and minds of Americans, the family of Foreman of Bridge Crews Perley Gross, Bangor, came in for a lion's share.

Perley and Mrs. Gross have just seen their son, Nelson, 20, become the fifth son to enlist in the U. S. Marine Corps and the seventh member of the family to see military service since World War I.

Nelson, who left last month for boot training at Parris Island, S. C., has been employed as a trackman by the Maine Central since his graduation from John Bapst High School in 1948.

Pictured above are the fighting Gross', brothers of Nelson. At left is T/Sgt. Francis P. Gross, 26, the eldest brother, who fought with the First Marine Division in their heroic defense of Guadalcanal and is now on recruiting duty in New York City. Center, is former Marine Corps Sergeant Earl T. Gross, a member of a communications unit attached to the U. S. Air Force in the Philippines during World War II and now a telephone company employee at Presque Isle.

SQUELCH

A politician said to Horace Greeley one day: "I am a self-made man."

"That, sir," replied Greeley, "relieves the Almighty of a terrible responsibility."
FAMOUS VIOLINIST TREATS TRAIN CREW TO PRIVATE CONCERT

E. W. Berry, 65, of Spurwink Avenue, Cape Elizabeth, Me., after 46 years' service. Berry began his railroading as a carpenter at the old Thompson's Point plant in 1906.

He served in that capacity until 1913 when he transferred to the motive power department and became a yard conductor, a position he held at Rigby until his retirement.

Walter D. Dunn, 69, of 27 Elsmere Avenue, South Portland, after 44 years' service. Dunn entered service with the Maine Central as a clerk in 1907 and transferred to the Portland Terminal Company in 1911. He had been a clerk at the Portland freight house since that time.

Harold L. Harlow, 67, of Byron, Me., after more than 41 years' service as a railroader. With five years' previous service with the old Portland and Rumford Falls RR, Harlow came to the Maine Central about 1910. He had been trainman and conductor on Trains 214-213, Rumford - Portland, and during World War II gave up his conductor's rating in order to remain in service on the Rumford Branch.

John W. Herbert, 67, of 93 Atlantic Street, Portland, clerk in the Portland Terminal Company, after 40 years of service.

John A. Kirby, 67, of 28 Sheridan Street, Portland, laborer for the Portland Terminal Company, after 39 years of service.

Clarence J. Luce, 68, of Livermore Falls, truckman, after six years of service.

Delmer L. Marston, 56, of 21 Potter Street, Brunswick, brick mason, after 36 years of service.

Steve Michaelzuk, 53, of 227 Danforth Street, Portland, laborer for the Portland Terminal Company, after 33 years of service.

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relieved by Spare Operator Everett Anderson.

Gardiner
By M. L. SANBORN
Station Agent Dave Cameron motored to his summer cottage in Harpswell this month to get things ready for the approaching season. Operator Wendell B. Lewis and family visited friends and relatives in Belfast this month.

Paul Overfield, operator, has bid the job as agent at Steep Falls. Mr. Overfield recently moved his family there from Gardiner.

Ralph Casadden, agent at Richmond, enjoyed a week's vacation this month. He and his wife visited friends and relatives in Sherrinford this month. His job was covered by Spare Operator A. D. Oulton from Steep Falls.

We hear that Stockman Owen T. Malia, who is on sick leave, is feeling poorly. We hope to see him back on the job before long.

Section Foreman A. E. Newell and crew are wearing broad smiles, the reason, Extra Crew Foreman G. Thomas and C. Pooler are installing crushed rock ballast in both east and westbound main lines west of Deering Jct. Station.

Waterville Shops
By CHARLIE LAWRY FOR KEN STEVENS
Patrick Francis O'Donnell died very suddenly at his home on Western Avenue, Waterville, on the morning of May 15. He was born in Machias March 9, 1878. He had resided in Waterville since 1912. He retired two years ago after 50 years of service as a bolsterman in Waterville.

Painter William Mingo and Mrs. Mingo were in Old Orchard Beach on a week-end visit with Mrs. Mingo's sister.

"Parson" Charles Lawry was in attendance at the Annual Conference of Maine Methodism, convening in Bath, Maine.

Engineer Earl McCaslin is making plans to move into his camp at Patten Pond for the summer.

Foreman Painter E. B. Hall was a visitor with his niece at Portsmouth, N. H.

Painter Henry Pooler has bid the job at his camp at Hustus, found the water in the pond to be very cold.

Painter Apprentice Arthur Campbell is trying out on the mound for the Fairfield Town Baseball team.

Clarence Garfield, foreman on the Hill, was extended an invitation to spend a week-end at his lobster supper at the usual hour at the home of George Hustus in Fairfield. Clarence waited until 7:30 and had to thumb a ride to the Hustus home.

Vincent Vigue, lobsterman, has married recently to Miss Bernice Mills.

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**Calais**

By P. D. Adams

Conductor Henry White is on vacation. Born April 22 to Mr. and Mrs. Grant Saunders, a daughter, Brenda Louise; weight 7 pounds, 4 ounces. Mrs. Saunders is a daughter of Agent Burt Pullen. Mrs. H. A. Libby has returned from a visit with her daughter, Mrs. Llewellyn Buss and family in Westmoreland, N. H.

Sereno F. Kelley, custodian, has returned from vacation since the last publication; Roland Colpitts have gone to New York on vacation.

E. Lancaster, Jr., carman, and Coach Cleaner M. P. Barrett, who has been stationed at Langley Air Force Base, Va., is Daniel D. Mclver, Captain of the U.S. Air Force Base, Va., who was recently presented with a Hamilton watch by the Remington-Rand Co. E. L. Stafford, another daughter, was for many years road master on the Eastern Division.

Mr. and Mrs. Frank M. Allen of Columbia Falls celebrated their 50th wedding anniversary on April 21 and were guests of honor at an open house. They are the parents of Eastern Shapleigh Allen of Bangor whose wife made the wedding cake. All six children of the elderly couple and their families attended the Jubilee celebration.

**Bangor Operating**

By M. E. Gibbons

Recently a group of Cub Scouts from Den 5, Orono, accompanied by Mrs. Kenneth Miles, den mother, came to Bangor to look over railroad operations. They were escorted to the Engine House, Freight House, around the Yard and Passenger Station. The happy group then left on No. 93 for a train ride back to Orono.

Trainman and Mrs. P. L. Boudreau are receiving congratulations on the birth of a daughter whom they have named Celinda. Stationmaster "Aby" Wood and Mrs. Wood recently went to Boston to attend the Ringling Bros. Circus at Boston Garden. Baggagemaster A. M. Colpitts and Mrs. Colpitts have gone to New York on vacation.

**Bangor Car Department**

By C. A. Jefferson

Carman Helper E. W. Drew informs us that he has just heard from his two sons, Harry W. Drew, Seaman, U.S.N., and Robert L. Drew, stationed at Governor's Island, N. Y., M. P.

Sympathy is expressed to Fireman and Mrs. M. E. Southard on account of the death of her mother, Mrs. Abbie B. Hall, aged 93.

Mr. and Mrs. Frank M. Allen of Columbia Falls celebrated their 50th wedding anniversary on April 21 and were guests of honor at an open house. They are the parents of Eastern Shapleigh Allen of Bangor whose wife made the wedding cake. All six children of the elderly couple and their families attended the Jubilee celebration.

Electrician G. M. Hathaway is planning a pleasant trip around the first of June. He will accompany his son-in-law, daughter and family, Mr. and Mrs. J. S. Dinsmore, Jr., who are leaving with a large new trailer for Raleigh, N. C, where Dinsmore will study for his Ph.D degree. He has been teaching mathematics at U. of M. for the past three years.

Mr. and Mrs. C. F. Anderson of Bangor have announced the engagement of their daughter, Valerie Ann, to Richard F. Higgins. Richard is employed at Union Station Baggage Room and is a brother of Fireman Leo J. Higgins.

Many Bangor friends were sorry to hear of the death of former Engineer H. S. Gove on April 27. Howard was a very popular employe and was well known throughout this part of the state on account of his fraternal connections. Friends also were grieved to learn of the tragic death of Professor Benjamin C. Kent of the Engineer Department at U. of M. Among the survivors are his wife, Alice, who is the daughter of the late Eastern Division Engineer A. S. Winslow of Stafford, another daughter, Mary, is the wife of Fred E. Holmes, Prof. of Zoology at the University of Maine. Holmes was for many years road master on the Eastern Division.

We extend congratulations to R. C. Plummer who was recently presented with a diamond ring in view of his 25 years service record. He is the son of Eastern Division Engineer A. S. Plummer and is now employed in the Engineering Department, General Superintendent's Office.

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DELEGATE to the Los Angeles convention of the Brotherhood of Railway Clerks is Baggageman Bill Corran shown with Mrs. Corran on the eve of their departure from Bangor. (Bangor Commercial Photo)

**Bangor Motive Power**

By C. L. Leard

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DELEGATE to the Los Angeles convention of the Brotherhood of Railway Clerks is Baggageman Bill Corran shown with Mrs. Corran on the eve of their departure from Bangor. (Bangor Commercial Photo)

**Bangor Motive Power**

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Many employees of the Motive Power Department chat, with dinner and dance on the evening of May 24 at Lake Side Landing, Pushaw, Frank Davis of Boston, General Chairman of the Machinists Union, District 42, and General Foreman R. O. McCarron were guests of honor.

They have been given to understand that Portland Division Engineer Leon A. Hunter lost his left thumb while splitting kindling wood at his home the latter part of April. Saw a postal card from one of his cronies up in Gorham saying “He operated three power saws, a power planer, had three axes and a hatchet and if he (Hunter) came out they could trim the right thumb to match the one he lost.” Didn’t learn just what Hunter has done about it.

A most vesperful meeting of the Bangor Chapter of the Travel Club was held Wednesday, May 9, in Bangor. The following officers were unanimously re-elected for the ensuing year. E. H. Stevens, Hermon, Vice-President, and head of the Local Club: C. H. Beard of Hampden, Secretary; P. F. Boudreau, Bangor, Treasurer. Stevens made the following appointments: A. W. Crocker, chaplain; Sick Committee: G. A. Carle, George Felch, Forrest Bragg and Gilbert Karnes. Finance Committee: M. E. Willett, J. L. Blethen and A. J. Robinson; Entertainment: H. R. Sawyer, Portland Division, retired; Carl Haines, retired, formerly general agent at Portland, and Gilbert Karnes. Finance Committee: A. W. Crocker, chaplain; Sick Committee: G. A. Carle, George Felch, Forrest Bragg and Gilbert Karnes. Finance Committee: M. E. Willett, J. L. Blethen and A. J. Robinson; Entertainment: H. R. Sawyer, Portland Division, retired; Carl Haines, retired, formerly general agent at Portland.

Maurice Gardner are the proud owners.

Local 325 was represented at the annual district convention, held at Boston, by Machinist Joseph DeRoche. He also attended the system federation convention, in company with Boilermaker Clair Libby of the Boilermakers’ local.

Several deer have been seen lately around the premises of the homes of some of the men. Even those living in thickly inhabited localities.

At least three new cars have appeared on the parking area outside the shop this month. Machinists Thurlow Poland and Ralph McKelvey. Also Machinist Helper Maurice Garnier are the proud owners.

We have had several more groups from the various schools and churches in the vicinity mostly representing the Cub Scouts, and Girl Scouts.

We were honored by a visit from General Chairman Frank L. Davis of the Machinists during the month at the shop and also at a meeting.

Johnny Young, a friend of the family, the proud grandson.

Mrs. Laurence Lancnault, wife of Machinist Laurence Lancnault was the lucky winner of an electric refrigerator at the Better Homes Exposition.

Machinist Helper Joseph Ashley informed me early in the month that his wife’s mother fell and broke her hip. The lady was the wife of former Boilermaker James Martell of the Thompson Point shop, and the lady is the wife of former Boilermaker James Martell. She was in a hospital for a month, and further back.

I have seen several boys removing the shutters from their various cottages in anticipation of the coming hot months or at the lakes in the area around Portland.

Charles Henry, a furloughed machinist, was in the shop last week and is now totally blind after an eye ailment.

Store’s Department Clerk, and Laborer John MacYane are celebrating jointly the date May 9 which is the 39th birthday and their wedding anniversary of Joe and John, respectively.

Roscoe Woodrow of the Bridge and Building Department is general foreman, was 63 years old on May 9.

Barbara Sandy of the Clerk Frank McFarland has made an application for a position on the Canadian National Railway.

The alertness of Laborer Elmer Lord no doubt saved the integrity at the fuel oil track from considerable damage. If not total destruction when he discovered a fire in the area around the flagpole to ready it for Memorial Day was taken up at our weekly safety meeting. Our Safety board now reads 185 days at this date, May 19.

Our Master Mechanic Harold Hook at the Better Homes Exposition had the virus grippe cold that has been making the rounds.

Our Master Mechanic Harold Hook at the Better Homes Exposition had the virus grippe cold that has been making the rounds. Dr. Rigby, who is also interested in how the area is going to turn out.

Loader and Thomas J. Foley has been substituting out to Rigby recently.

STATIONED at Camp Pickett, Va., is Pvt. Robert Marcroft.

FATHER AND SON are Portland Freight Checker F. Clayton Hoar and son Stuart. Stuart, will graduate from South Portland High School in June. Dad has another son, three daughters and eight grandchildren—a family of which to be proud!
Portland Terminal Operators

By D. J. Wilson

Charles Frost, third trick, Tower One, has recently purchased a new 1948 car. I can see where he and his family are going to enjoy the summer months.

Bob Faraday, first trick, Tower Two, was off sick for several days while Joe Pouliot covered his job on his relief days.

Joe Connolly, Tower Three, whom I reported as returning to work April 23, was an error. Joe did not return until May 14 making a total of two months off with sickness. We are glad to see that you are back, Joe. I hope we have recovered from your illness.

Leonard King, third trick, Tower Four, took his vacation the first two weeks of May. Operator G. F. Bolduc covered his work after several days' sickness.

Ralph Dyer, second trick operator, Cumber­land, is going on his camp at Sebas­to Lake into shape for the summer months. We'll all be seeing you, Ralph, when the hot weather sets in.

Bill Graham, third trick operator, Deer­ing Jet, and Roger Powers, third trick, Tower Two, are going to make sure their vegetables are fresh this summer. The boys are planning a garden on Bill's land at South Windham. I'm sure more of us wish we had the space to do the same.

Leo Campagna's (relief man Tower Two), wife is now the proprietor of "The Casco Bay Tea Room." I think, my friend. If any of you fellows and your family want a pleasant ride and a good meal that's the place to go.

Ed Gallant, first trick, Superintendent's Office, has had near death experience with his car. I wonder if he weekly week end trips to Rumford.

Nancy Shuman, daughter of Arnold Shu­man, second trick, Superintendent's Office, has recently celebrated her first birthday. Those of you who have seen her all agree that she is the picture of her dad.

Rigby Car Department

By Bill Hale

Coach Cleaver on his vacation. Edwin Cash and Herbert Betts have taken their vacations.

Helper Richard Skerritt has returned from his vacation.

Carman Walter Peabody has returned to work after several days' sickness.

Former Chief Clerk Harold McDuffie has returned home from the hospital but is not yet able to return to work at the present time.

Carman Jerry Niles was out sick for several days.

Carman William Hale, Jr., and family visited in Massachusetts and New Hamp­shire during his vacation.

Carman Walter Peabody has returned to work following a month's vacation, during which he and his family visited in Florida and the Middle West.

Carmen Fred Porter and Paul Lajoie are on their vacation.

Clerk Tom Foley is working in the office during Mr. McDuffie's absence.

Carman and Mrs. William Hale were in Bar Harbor recently to attend the funeral of Mrs. Hale's brother.

IN THE SERVICE are Julita Griffin and William J. Griffin, daughter and son of Carman Peter L. Griffin, Rigby, Julita is with the Marines stationed at San Diego, Calif., and son Bill is also a Marine stationed in the Philippines.

Carman Ivan Perkins and family visited Calais over the week end.

General Foreman Richard Dole attended a banquet of the New England Railroad Club, in Boston recently.

Carman Donald Perkins and family have moved back to their camp at Highland Lake for the summer.

Carman Murray Campbell is living at Highland Lake for the present.

Carman George Thompson is on his vaca­tion.

Helper Joe Martel is taking his vacation now.

Carman Donald Perkins in testing out his new outboard motor and boat had to swim ashore recently as his motor caught fire and set the boat afire.

Carman Raymond Palmer has returned to work following his vacation.

Helper Joe Martel's mother, who is 87 years old, had the misfortune to fall and break her hip.

Carman William Hale attended the B. R. C. of A. Joint Protective Board Convention and System Federation No. 18 Convention in Boston recently.

Bartlett, N. H.

By O. R. BURDWOOD

Pvt. H. D. Greenwood is home on furlough from Camp Cook, Cal. He is delighted to be home for a visit and we are all pleased to see him. Says he has gained 50 pounds since entering the army.

Carman Jerry Niles, second trick at Bartlett, is on vacation and his job is being covered by Operator E. S. Anderson of Hallowell.

Agent Hebert at Fryeburg is also taking a vacation.

APPOINTED TO the United States Military Academy at West Point is Robert L. Chase, 21, son of Signal Maintainer and Mrs. John L. Chase of Lancaster, N. H.

No more Class O engines up this way; they took 'em away. We now have diesel unit 305 operating out of Beecher Falls to Quebec Jet. daily.

Super Dodge tells us that Foreman W. T. Conant during Mr. McDuffie's absence.

Frank Jacques, son of Carman Walter Jacques of Beecher Falls, Vt. has recently purchased a new 1948 car. I hope we have him complete it so visits this summer will be strictly for pleasure.

By Jack Hayes, Charlie Earley and Lucille O'Brien

Lucille O'Brien, clerk in the general manage­ment office, for many months, is on a six-months leave of absence. News items from any Transpor­tation Company personnel throughout the system will be gratefully received by the Magazine. Turn in your items to area re­porters Charlie Earley, Jack Hayes and Jake Astle. Your cooperation is earnestly solicited.

Beecher Falls, Vt.

By Don Decoster

Miss Ruthie Goldrup, daughter of Fire­man Goldrup of Beecher Falls, underwent an appendectomy in the Central Maine General, Lewiston.

By Mary E. Morse, Gertrude C. Holbrook, Doris M. Thomas, Lillian G. Small, and Peggy Lopez

Mr. and Mrs. Benjamin I. Warner, Asst. B&B Supply, taking his vacation during the beautiful spring weather.
Bon Voyage to Fred Jones, chairman, Engineering Department, who resigned May 16 to complete his training at the U. of M. under the G. I. Bill.

Mr. and Mrs. C. A. Plumly welcome guests to their new home at the Huddersfield Apts., 157 Pine Street, having recently sold their home on Glenwood Avenue.

A former employee, W. Laird Haines, 3rd, Inspector McCRR, graduate of U. of M., and has been working locally for engineers and contractors.

In case you may wonder who just whizzed by in that beautiful new black car, it's the Pete Connarys and family.

A recent new employee, R. B. Whalen, student supervisor, Signal Department, who was suddenly taken ill with appendicitis and confined to the Maine Eye & Ear Hospital.

A good time was had by all who attended a reception for the couple. They received a letter of congratulations from Governor and Mrs. Frederick G. Payne.

Agrarian ladies wish we were "guys"!

Happy to report Station Baggage masters John Cady and Arthur Brookings at Portland Union Station have returned to duty after long illnesses.

Red Cap Attendant Alba Cornish, Portland Union Station, has joined the United States Navy. A farewell party was given him Saturday, May 26, by his many friends.

A good way to avoid cutting the lawn for the rest of the season—do as Railway Express Messenger "Ed" Osborn did; buy a power lawn mower, start the motor and get as close to the flower garden as you can, when no one is looking, now a few down, from here Marion and Alice take over.


The Maine Association of Railroad Veterans held their monthly meeting at Waterville, April 22. Dinner was served at the Jefferson Hotel. About 70 members and their wives attended. Banjo solos were rendered by "Deacon" Hamilton and a talk on the welfare of the organization by Baggage master Robert Cram.

Some of the relatives of Flagman George Kennedy, left, Railway Express Messenger Eddie Osborn, center, and your reporter at Waterville station, Operator Maurice Flint posed beside Train 11.

At Mechanic Falls in the summer of 1910 are, left to right, Retired Conductor Archie Butler, Retired Conductor Dick Morehead and Eddie Fournier.
THE 1951 ANNUAL WHING DING of the Railroad Supervisors Club at Waterville last month was a smashing success as testified by attendance and enthusiasm. (1) Head table group. Front row, left to right, Karl Lamont, Wilbur Lunt, Harold Hook, J. L. Moriarty. Standing, Lawrence Sparrow, I. A. Furrow, W. A. Russell, R. O. McGarry, C. H. Leard. (2) Charles Rozelle, "The Mad Musician" entertains with a soprano sax concealed in that umbrella. (3) Tops In Taps offered some fast stepping for the boys. (4) One of four table groups among the more than 150 attending. (5) Intricate acrobatics brought applause from the assembly.