Blueberries Are Big Business

Annual Pack Provides Seasonal Revenue

(More Pictures on Pages 12-13)

The Maine Central Railroad this month and last, once again enjoyed serving Maine's expanding blueberry industry when a big crop was harvested in the state's Berry Belt—Waldo, Hancock and Washington Counties.

Center of the commercial blueberry industry is the Washington County area where thousands of acres of land are under cultivation by hundreds of growers.

SHIPPING AND RECEIVING

Our railroad welcomes this seasonal movement of revenue freight that provides in addition to shipments of the out-going finished product, inward carload shipments of cans, sugar, and packing boxes.

EVERYONE BENEFITS

In the five- to six-week packing period beginning around August 1, Maine's blueberry industry yields to growers a cash crop that in good years may reach as high as $150 per acre. It also provides seasonal employment to hundreds of women and men, both in the packing plants and raking the berries in the field. An energetic and agile picker may earn himself or herself from $16 to $20 per day raking the plump delicacies at the height of the season.

HECTIC SEASON

There's no peace in Washington County during "the season." It's common for party line phones that are concerned, 11 months out of the year only with county happenings to jangle with calls from Albuquerque, N. M., California, and mid-western states as buyers frantically bid for a consignment from the 1951 crop.

RIDING THE SLUICEWAYS

From then on the berries get a ride that would be the envy of many a child as they tumble by the thousands downward through a maze of water-filled sluiceways until they arrive wet and shining on the picking tables.

QUALITY INSPECTED

The average packing plant for canning berries may have from ten to a dozen picking tables. At each table sitting across from one another are eight women, all wearing hairnets with small celluloid tiaras bearing the company name. Bright fluorescent lights shine down on the berries as they move slowly by on a wire conveyor belt. It's their final inspection. Feminine hands move quickly, deftly,
surely, constantly, removing the last speck of leaf or twig remaining.

**THREE MORE STEPS**

The berries re-enter the water flumes at the ends of the tables for a trip into another room where, passing over a stainless steel strainer, the water is removed. Onto an elevator belt, the berries in the next three steps are: dropped into a filler machine, put under a syruper where sugar and water are added, and into a sealer.

**STANDARDS MET**

The canned berries then go into a cooker with temperatures of from 190 to 212 degrees. As they emerge, an attendant selects a can, opens it, and scientifically tests for standard weight in the can, the correct syrup and sugar content, and the proper temperature.

Final steps for the canned berries include a trip through a labeling machine, a wild ride through an elongated and twisting loop-the-loop conveyor to cool the can, into cartons and out into the waiting box car.

**THE PACKERS**

Similar processes are being performed throughout the Berry Belt at plants of G. M. Allen & Son, North Sedgwick; Emory Herrick, Ellsworth Falls; Maine Blueberry Growers Association, Jonesboro; Pleasant River Canning Co., Columbia Falls; Riverside Canning Co., Harrington; all shippers and receivers of the Maine Central and our good customers.

**FROZEN BERRIES**

The frozen food industry which has grown by leaps and bounds in the past five years is a producer of blueberries too, being represented in Maine by the Northeast Packing Company at Franklin and the Hancock County Cold Storage Warehouse Co. at Ellsworth.

Similar sanitary processes of cleaning, washing, and picking for quality are used except that when it’s time for the berries to enter the cooker they go to the opposite extreme and enter a freezer.

**FORTY BELOW**

A big ammonia ice plant operating on the same principle as your refrigerator or an air conditioner, lowers the temperature to zero in a large storage room. There Washington County workers swathed in heavy mackinaws, down-filled parkas, or padded suits, are oblivious to the warm August days as they prepare the berries for a really cold blast. The berries are carried into a “blasting room” where they are subjected to a quick blast of 40-degree below zero air, freezing them solid for packing. The railroad must provide additional service here by supplying pre-iced cars from Bangor and Washington Junction.

**THE ECONOMIC GOOD**

The Maine Central Railroad and its employees readily recognize the economic good to itself, its shippers, and the people of Maine occasioned by this annual seasonal movement from the constantly growing blueberry industry. Our railroad takes pride in serving the industry and in assisting it in getting its product to market.

**We Moved The Guard**

The Maine Central played an important part in what was termed the “most successful” Summer encampment of the Maine National Guard in several years last month when we transported five trainloads of troops over our Mountain Subdivision to Pine Camp, N. Y. and return.

Using GP-7’s for motive power, trains of from 11 to 13 cars including a kitchen car, originated from and were returned to Lewiston, Waterville, St. Johnsbury and Portland.
The Engineering Department's annual maintenance program was represented last month by the laying of 1.3 miles of 115-pound rail on both mainline tracks through West Falmouth.

The project represented the first rail the department has been able to lay this year due to late delivery of materials. The government demand for steel and other metals in the stepped-up defense program has delayed the department's entire new rail program for 1951.

Normal new rail programs on the Maine Central are undertaken early in the year when temperature conditions are better for such construction, but much of the work has had to be deferred for completion this month and next.

The new rail on the 60 mph mainline track replaced 100-pound rail laid in 1923. In use on the job were two newly-purchased Ingersoll-Rand spot-air compressors. In the past a large, on-track air compressor was used for spike driving. The new compressors were carried on a push car and proved satisfactory for a job of that size. Use of such light weight equipment permitted quicker removal, (i.e., "taking off") to allow train passage from the track than was possible with the large compressor.

This was a particular improvement since the installation was done under heavy traffic. The Operating Department cooperated by holding movements down to first class trains.

The work was planned in such a way that one day's work consisted of laying the rail on one side of the track, which meant that four days were required to lay four rails in two tracks. The system worked satisfactorily, enabling crews to complete their assignments within regular working hours.

Interesting to veteran railroaders on the Maine Central was removal of the old West Falmouth side track and its retirement. It had been in existence many years. Upon completion of the rail laying operation, both tracks were resurfaced with one of the Department's new multiple tampers.

The project was under the direct supervision of L. F. Brean and assistant E. E. Davis, Lewiston and the work performed by the Parras, Weeks and Beaulieu Extra Crews.
MAINE CENTRALEBRITIES

Hartland Agent Jaycee Prexy

It usually takes a number of years to become an outstanding member of a community, but Agent Earl E. Newcomb, Hartland, has accomplished it practically in no time flat.

Short on service but long on ability, interest, and personality, the youthful Newcomb began railroading a scant five years ago shoveling snow. In 1947 he became a student telegrapher at Livermore Falls, qualified, and shortly thereafter assumed his position at Hartland.

FOUR GENERATIONS OF RAILROADING WALKERS

Fourth generation of railroading Walkers is represented by Ellis E. Walker, Jr., son of Clerk and Mrs. Ellis Walker of Augusta. Graduated in June from Northeastern University, he began work August 1 with the Boston and Maine Railroad at the Billerica Shops.

Walker, Jr.'s grandfather was working on the Grand Trunk when Abbie and he first became acquainted through the wire. She started out helping her Uncle run the dining room at Danville Junction in the halcyon days and learned telegraphy there. The Augusta call letters, "KN" originated with her when calling her husband-to-be whose first name was Alkanah.

OUTING A SUCCESS

Fifty-nine members of the Bangor Chapter, Trowel Club filled up on lobsters and clams Sunday, August 19, at an all-day outing at Lincolnville Beach. Rockland Agent Frank Carsley emerged as horseshoe champ. Pitching on the distaff side were Mrs. Carsley, Mrs. Bean and Mrs. Bickford.

First In, First Out At Yong Dong Po

By HARRY D. DAVIS
Vanceboro Reporter

It's first in, first out, for engineers and firemen in Korea too, according to Pfc. Vance D. Crandlemire, former Maine Central fireman, son of Conductor C. J. Crandlemire, Vanceboro, and grandson of former Agent Inspector in Charge there, Earl Crandlemire.

Writing from Korea where he is attached to an Army Railroad Unit as a locomotive engineer on runs from Seoul to Pusan, Vance says the army road "has the same spare board set-up as the Maine Central."

Crandlemire's headquarters are at Yong Dong Po which must sound equally strange to arriving and departing GI patrons as some of our stops derived from Indian names. His first trip from Seoul, the U.S.-held capital, to Pusan, a distance of 277 miles required 20 hours and on the return trip he hauled a trainload of Korean soldiers. His fireman was a young boy who had been in a cab only three times in his life. Just recently however, he made the same run with a hospital train in 12 hours with no stops.

Crandlemire makes one round trip weekly and modestly proclaims the one battle star he's been awarded so far was a surprise to him since the only battle he's taken seriously is the Battle of the Chow Line.

Progress in Safety Casualty Rates
(per million man hours worked)

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or old-fashioned roads and, super-highways, especially the single lane, huge trailer-trucks to louse up the federal law against permitting these huge trailer-trucks to louse up the roads are good, and the various countrysides are perfectly beautiful. I am writing my congressman immediately, however, and proposing a federal law against permitting these huge trailer-trucks to louse up the highways, especially the single lane, or old-fashioned roads and, super-especially on the type of mountain routes reserved exclusively for their use. I refer here only to these big box cars the size of moving vans, and not to the automobile carriers, tank trucks and other vehicles, the functions of which are unique, their services irreplaces.

The trouble is that too many drivers, for reasons of their own, no reason at all, or reasons that have proved not to be very good, have tried to pass these great creeping road blocks and with tragic results. Fatal head-on collisions and other terrible tangles have added to the useless and costly toll of the national highways. Various well-meaning but pretty futile agencies are continually trying to reduce the death-count on the highways. Here's where a little judicious regulation would help."

THE COVER

Operating smoothly are the men of Parcas', Weeks' and Beauhili's Extra Crews relaying our 60-mile-an-hour mainline track through West Falmouth. In foreground are adzers followed by a creosoting machine, a tie plating crew and the rail laying crew.

LIKE TO OBLIGE

Always willing to help, the Maine Central Railroad came to the assistance of the Hartland hospital recently when their scales didn't go high enough to register an over-weight patient. Taken to the station she was put on the scales and tipped them at 340 pounds.

Cunningham on Trucks

(Excerpt from recent column by Bill Cunningham in the Boston Herald)

"On the positive side, I can report the roads are good, and the various countrysides are perfectly beautiful. I am writing my congressman immediately, however, and proposing a federal law against permitting these huge trailer-trucks to louse up the highways, especially the single lane, or old-fashioned roads and, super-especially on Sunday. It appears the makers have newly gone in for bigger and more obnoxious automotive box-cars, and that the graceless operators of such push them off in fleets of three or four or five from such places as Kansas City, Mo., to say, Hagerstown, Maryland, or New York. Maybe because they're afraid they'll be attacked by Indians, they roll along a few feet apart like elephants in a parade, and especially on hills, at about the same speed.

The completely defeated motorist immediately to the rear of such an unspeakable cavalcade can see neither around nor over these gargantuan stinkers. No motorist in his right mind would dare pass them blindly especially on the type of mountain roads I've been seeing, where there's little vision at best because of the serpentine curves, and no great width to the roads anyhow.

Traffic low-gears it for miles behind these greedy termites of the railroading industry as they inch their grinding ways over the humps and hummocks of highways built from assessments on the taxpayers in order that said taxpayers may move freely from Dan to Beersheba if they so desire and can promote the price of gas. I know the truckers pay taxes, too, but on these giants there should be a limit to size, on their minimum, as well as their maximum, speeds, and they should be forced to travel at least a mile apart, preferably on alternate routes reserved exclusively for their use.

The trouble is that too many drivers, for reasons of their own, no reason at all, or reasons that have proved not to be very good, have tried to pass these great creeping road blocks and with tragic results. Fatal head-on collisions and other terrible tangles have added to the useless and costly toll of the national highways. Various well-meaning but pretty futile agencies are continually trying to reduce the death-count on the highways. Here's where a little judicious regulating would help."

Calais Car Inspector

Flowers for Sale

Retirement in "a year or two" doesn't mean much to Calais Car Inspector Charlie Boynton. Now in his 31st year of railroad service, Charlie's retirement will only mean that he will devote full time to running the largest florist business in Washington County.

Temporarily laid off in the depression year of 1932, Charlie had to turn to something for sustenance, so he started out with one, 32 x 100 greenhouse. "I never grew a thing before," he declared.

But he must have been blessed with the proverbial "green thumb," because Charlie now operates four greenhouses covering 9,000 square feet.

Working in his spare time from 1932-1936, Charlie was able to add a second greenhouse, and six years later as the business prospered, to build one more. It soon became a full-time job and Charlie put his son, Rodney, in charge. The fourth hothouse was erected in 1944 and improvements since then have been a new boiler and boiler room.

Florist Boynton, recovering from the Christmas rush, will soon put down his big Spring crop of geraniums and petunias and his flower and vegetable seedlings.

In an average year he plans to cut about 30,000 carnations, 18,000 snap dragons, and a few thousand daffodils, iris, plus his inventory of a stock mixture of potted plants. The weeks preceding Memorial Day he employs a crew of ten.

In the Fall he also manages to cut about 6,000 chrysanthemums.
CANNING BLUEBERRIES is a booming industry in Washington County. Steps in the process show: (1) Just received from the pickers the berries go on an elevator up into a "winnowing" machine where leaves and fine matter are blown out and then enter a washer. (2) For further cleaning passed through sluiceways filled with water the berries enter the picking tables (3) where women workers remove the green berries, stems, etc. (4) Into the filling machine next and cooker (5) Employes carefully test for guaranteed weight of berries in can, syrup and sugar content and the cooking temperature (6) This wild looking apparatus cools the cans from the cooker and labels them (7) From the labeler they're packed in cartons and rolled out for careful loading in box car (8) Some Washington County girls take time out for lunch while enjoying the seasonal employment in the packing plants (9) The immaculate interior picking room of the A. L. Stuart Company, Cherryfield. All other photos on this page in the plant of Jasper Wyman & Son, Cherryfield.
Calais

By P. D. Adams

Mrs. Frank Getchell, wife of carman, is a medical patient in the Calais Hospital. Mr. and Mrs. Wallace Flannery and daughter of Orange, N. J., and Mr. and Mrs. Gerald Beaudet and son of Boston, Mass., have been visiting their parents, Agent and Mr. and Mrs. Hart Pullen.

Operator William H. McKay recently visited Lake Winnipesaukee. Those who have enjoyed vacations recently are Carman Frank Getchell, Hostler George Barnes, Conductor W. J. Cobb and W. N. Healey and Cashier P. D. Adams.

Bangor Operating

By M. E. Gibbons

Conductor and Mrs. M. E. Allen and sister Mina from Beverly, Mass., were Sunday dinner guests at Red Beach, the home of their brother, Conductor Tom Allen and Mrs. Allen. Baggage man Charles Largay and family are spending their vacation at their cottage at Green Lake.

We wish to extend our sympathy to Clerk Roy Roberts, in the sudden death of his mother.

Conductor and Mrs. M. E. Allen's daughter Marjorie and her husband Douglas Cameron, a Canadian National Railway Conductor, are visiting at the Allen cottage.

Dispatcher Charles Redstone has purchased a home on Maple Street, in Brewer. Baggage man Horace Doughty attended the Skowhegan Fair while on vacation.

Conductor R. A. Constable has purchased a home in Eastport. His cottage at Perry is for sale.

T. D. Quellette, operator, has been called into military service. S. H. Craig, operator, is covering his job.

Bangor Car Department

By C. A. Jeffers

Among those who have enjoyed their annual vacations since the last publication are: C. H. Lofts, stenographer; Blacksmith R. W. King, A. A. R. Checker E. J. Honey, Assistant Foreman W. T. Walker; Conductor H. E. Blasdel, G. W. Graves, R. E. Wheeler, W. A. Rideout, Lee Topham; Leading Conductor M. Shepard, also Conductor H. A. Genyer, R. F. Berry, W. R. Moore, J. A. King, H. L. Badger and D. J. Harvey.

At his home in Brewer, August 9, occurred the death of Everett Pettengill, retired freight clerk. Everett worked at the old Brewer Freight Shed before it was dis continued. He leaves a wife, two sons and one daughter.

At the recent bar Examination held in Bangor, Morris Pilot was runner up for high honors, he being the nephew of Lena Golden Friedman, formerly stenographer in the General Car Foreman's office. Also a young man who passed at the same time was Everett Gray, son of Granville C. Gray, formerly employed in the Car Department at Bangor and Northern Maine Junction. Granville is now a Superior Judge and a Past Grand Master of the F. & A. M., State of Maine.

Conductor Harold E. Drew who underwent surgical treatment July 13 at the Eastern Maine General Hospital, is, at this writing, progressing very well.

F. H. Adams, leading carman, Northern Maine Junction has returned to work after his annual vacation.

Attention is called to all those who are in line for retirement, according to the second and fourth Tuesday of each month at Bangor Union Station. A new auto has appeared in our midst, the property of Electrician L. J. Hartery.

Conductor Ben Caldwell has purchased a good size farm with a modern home on upper Union Street. He is planning to dispose of his place on Catel Street and reside in his new home in the near future.

A new face has been added to our crew, Byron B. Scott, Jr., beng hired at Union Station. He is the son of Byron B. Scott, Yard Conductor.

A newcomer arrived July 21, a baby girl named Dawn Marie, born to Carman and Mrs. Donald R. Lambert.

Roland E. Quinby has returned to work after being off duty some time due to illness.

Carmen Ira J. Wellington is off duty on account of illness. R. J. LaForge substituting in his place.

Carmen H. F. Brown, Northern Maine Junction, has had his annual vacation.

Bangor M. of W.

By John Mincher

Trackman and Mrs. Frederick Lee of Bangor are being congratulated on the birth of a daughter, Julia Theresa, July 6.

Machine Operator Robert Ruzin and Trackmen Ralph Fraser and Alfred Wilbur are flagging Teleweld Crew now on project of strip welding joints in 7 miles of single track between Pollard Brook and Lincoln.

Trackman Arthur Harriman of Olamon Section has been off duty on account of sickness and Robert Edgett has been employed in his place.

Pearl Martin's stone crew has commenced work on culvert repairs between Bangor and Vanceboro.

Vanceboro

By Harry D. Davis


Sympathy is being extended to a former employe Percy Howland, on the death of his wife recently at Vienna, Ontario, Can ada, where Mr. Howland is now employed by Can. Pac. Ry.

Plans are under way for several alterations and additions to station building for better accommodations to United States Immigration and Customs service.
Additional mention should be made of vacations now being enjoyed by English house Foreman A. M. Scott and C. P. R. Express Agent C. W. Moore. Mrs. B. H. Pine, wife of Section Foreman B. H. Pine, has just returned from a long trip with her daughter, Madeline, from a visit to another daughter, Sylvia, now Mrs. Cecil Stevens at Salem, Oregon. The courageous Mrs. Pine and her young daughter enjoyed every minute of the trip and their three weeks' visit on the coast. Madeline reported she has seen lots of real Indians and real fish.

The staff at Vanceboro very much appreciates Editor Stevens' visit with us, the fine story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the Chipman story and portrayal in pictures of his observation of the 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Gardiner
By M. L. SANBORN

David Cameron, agent, visited friends in New Hampshire one week end this month. Operator Wendall B. Lewis has a nice collection of pictures of railroad activities and is working on his new movie camera projector during his vacation. Wendall traveled in part of Canada and was able to get some very good scenes of railroad activities and was visited by family pictures of steam engines pulling long trains on the Canadian Pacific.

Freight Clerk Clyde Cooper has recently purchased a new set of traffic direction lights for his car. He also travels between Winthrop and Gardiner dailly and he is planning to get one together with them to press a button to let the fellow behind him know what he is going to do than to try to signal by hand.

The Tri-Corner A. C. Baseball Team located in Greene, Maine, and managed by Brakenman Green of the Augusta switcher wishes to announce that they will play Baggage Master Olin Gordon's team at Pittston the Sluggers some sunny Sunday in September. This Tri-Corner A. C. has very busy schedule to fulfill during the summer months, but they are willing to play Olins' Team in order to get a little practice on their long range hitting against this small-time outfit.

Lein Hunt, crossingtender, has turned to bier-boring; that is, when George Curtis, signal maintainer, claimed he needed a haircut, right off with no barber available, Lein offered to cut George's hair. It is reported that Len didn't do a bad job in his first attempt at barbering; friends of George didn't approve of the cutting. George left on a two weeks' vacation right after this happened.

Freight Agent Dick Fecteau has purchased a new car. He figures that it would be much easier to tour around the state with it and that it would be much easier to press a button to let the fellow behind him know what he is going to do than to try to signal by hand.

Chief Scraper Clarence Garfield is to be commended for designing and erecting the architectural masterpiece on the old bridge abutment at the Kennebec.

By M. W. FLINT

With much regret we report the death of Mrs. Ruby M. Travers, wife of General Agent Hugh Travers. Mrs. Travers had been a resident of Waterville for more than thirty years. She is survived by her son, N. H. Beside her husband she is survived by a son, a daughter, and two grandchildren.

Members of the engineering department on vacation at Sacred Heart Church, Waterville with burial in Los Angeles, Calif. The bereaved family have the sympathy of all.

Baggageman Raymond Barriault has accepted a machinists job with the New York Central. He has been enlarging his cottage at Snow Pond.

Fireman and Mrs. Charlie Lawry have been attending the National Convention of the Operating Engineers at Columbus, Ohio.

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13

Rockland
By F. L. CARASLY

Conductor A. S. Atkins and Yard Brakeman R. K. Miller are on vacation.

19

By MRS. ANN NEWCOMB

Painters Harry Dusty and Joseph G. Thibodeau have been visiting relatives in Haverhill, Mass.

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Larry Holmes, swing operator, Tower One, is getting to be quite a berry picker. He has picked enough to open his own blueberry factory I am told.

Bob Faraday, first trick operator, Tower Two, was on vacation. Spare Operator Charles Frost covering his position while he was off.

The new bridge at Pleasant Street crossing just west of Tower One which has been under construction for some time, was open to the public August 8. This does away with the use of the crossing signals that controlled traffic there.

G. F. Bolduc, spare operator, has bid off the third trick at Deering Jet.

Fred Allen, first trick, Tower Five, took a trip to Riverside, Calif. on his vacation. Leo Campagna, swing operator, Tower Two, found out that he isn’t as young as he used to be. Leo and his wife climbed Mt. Katahdin and stayed over night at the foot of the mountain.

Congratulations are in order to Edwin Galland, first trick operator, superintendent’s office, who will be a bridegroom in the time you read this. We all wish him and his bride success and happiness in their new life together.

Erick Gronlund, spare operator, has bid off the third trick at Rigby office, temporary.

Joe Connelly, first trick operator, Tower Three, spent a week on his vacation at Hampton Beach. Spare Operator Charles Frost covered his territory while he was off.

Bill Graham has bid off the third trick at Tower Three. Temporarily, Roger Peever, third trick operator, Tower Two, and Erick Gronlund, third trick operator, Rigby Yard, are covering his territory. Seems as if the boys took an unexpected swing at them about last night.

Your reporter is proud to announce that he is the father of a daughter, Donna Marie, born June 26.

In Training at Green Cove Spring, Fla., is Merle Thompson, con of Rigby Storable Operator and Mrs. Arthur Thompson.

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Rigby Engine House

By ALBERT B. WETMORE

General Foreman W. H. Whitcomb was confined to the hospital early in the month due to an eye ailment but was released in time to enjoy his vacation.

Lift-truck Operator John MacVane tells me he has been confined to the hospital in Maine with the army. Robert was a former South Portland football stand-bye and the brother of Machinist Helper Ernest MacVane.

Boilermaker Charles Jackson, employed at present with the Navy in Maine and a member of the Blacksmiths Union, wrote me a letter the other day which stated that his daughter, Linda, is working in the Navy Yard in Casco Bay.

Blacksmith Parris Maxwell tells me that his daughter, Audrey Caiazzo, is a trainee in the Navy Yard in Casco Bay.

In July, a Korean veteran, and has 10 different tools.

Shipment of the second trick to the Portland Terminal Operators was made.

Boilermaker "Bob" Theberge will spend his vacation in Buffalo, New York, his birthplace. Niagara Falls is as common to him as Old Orchard Beach is to some of us.

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Portland Union Station Operator and Mrs. Simon L. Provancher observed their 50th wedding anniversary last month with a Nuptial Mass in Boston. The ceremony was performed at St. Cecilia's Church. Attending the couple as best man and matron of honor were the same couple who attended them in the ceremony 50 years ago. A reception followed in the Green Room of the Gardner Hotel.

Provancher arrived out with the B&M as a telegraph boy in 1894. He went to Somersworth, N. H. in 1898 as an operator and came to the Maine Central in 1967. For 20 years he was ticket agent at Pittsfield. The couple have seven children, Walter and Ruth both employed by the B&M, and ten grandchildren.

Harrison Elliott, clerk, Freight Claims, is enjoying a short vacation.

W. J. Henry, chief clerk, Engineering Dept., and Mrs. Henry, enjoyed the July visit of their daughter. Mrs. Paul M. Ellington and granddaughter Paula Sue of Tulsa, Okla., and daughter-in-law, Mrs. William T. Henry and grandchildren, Anna and Dorothy. Among those enjoying summer vacations this month were S. Sullivan, Mary Plummer, E. C. Ryder, Millard Bailey, Alice Ellason, Mary Morse and John Cocoran.

C. W. Beckwith is working as Acting Bridge Inspector in place of William D. Blake, resigned, with Clarence Dixon as assistant.

Several of the men have been attending the ball games in Boston, among those being Pete Connary and James Dole, who had been frequenting the Ogunquit Playhouse this summer enjoying the new plays, old acquaintances and the good food out that-aways.

We hear "Herb" Harris did quite a job as cabman in a recent Ramfest at the Eastland Hotel. Both "Herb" and his son Robert are able "Hams" and are frequently heard on the airways.

Signalman and Mrs. Everett Mallett announce the marriage of their daughter, Betty, to Raymond Abbott, Jr., who is stationed at Keeseer Field, Miss. Abbott is in the U. S. Air Forces there.

Captain Richard Dodge, U. S. Army, and his wife and their small daughter are visiting his parents, Track Supervisor Al Dodge and Mrs. Dodge.

Engineer "Farzam" Emerson is presently on the Bartlett a report board. Tars tells us that he his P. T. plane hangared at Whitedfield airport this summer.

Engineer Harold Conners is holding down the running out of Beecher Falls, daily. We were pleased to have Section Foreman George D. Walker of Fryeburg visit us recently. He is quite a baseball fan, incidentally.

Arthur Oulton has bid off the agent's job at Crawford Notch.

David Whitcher, engine house man, was inducted into the Army date of August 7th. He has worked for the MeCRR since January, 1940.

Building Quoddy in 1935 were left to right, George Burns, brakeman, deceased; Wilbur Crowley, conductor, and John Alexander, brakeman.

John J. Keating
Station Baggage master and Mrs. Francis Duke of Bangor and their daughter vacationed in Boston and the Cape Cod region. "When dreams come true"--Conductor Burbank had a dream recently that he was walking on a girder over a bridge under construction, lost his balance, and awoke on the caboose floor.

Mrs. George Kennedy, wife of Flagman Kennedy, was a patient in the Maine Eye and Ear Infirmery for a general check up. At this writing was home and doing O.K.

Union Station Baggage master and Mrs. Sawyer made a trip to Waterville June 25.

Kenneth E. Lawrence, son of Engineer Lawrence, who graduated from Syracuse University with a Bachelor of Science Degree, is now employed with the Portland Pipe Line Co. in Boston. Handsome Phil Baker, swing train announcer, made a trip to Atlantic City. If hinted Phil will be one of the judges at the next beauty contest to be held there.

Barney DeGruchy, spare baggage master at Portland, spent two weeks' vacation at Pine Camp as a guest of the U. S. Army.

TAKING A BREAK at Newport are, rear, Clerk Harry Nason; center, Railway Express Agent Ken Ramsey and right, Driver Everett Merrill.

At this writing, night Chief Dispatcher Clyde Watson was off duty on account of illness.

Mrs. Edward Buekley and daughter Susan, age three and one-half years, daughter in-law and granddaughter of O. E. Buekley, second trick operator at Pittsfield, have returned to their home in Albany, Ga., after a nine-day visit here with their grandparents.

Portland Union Station Baggage and Mail Handler Clayton Duplisea, with the Mrs., made a trip by auto, tenting out at all stops, visiting at Jackman, Roackwood, Greenwood, Lincoln, and St. Stephens.

Engineer C. D. Ward, at this writing, was a patient at a local hospital.

Train Baggage master and Mrs. Bill Cobb of the Eastern Division with his wife's twin sister made a trip by auto to St. Anne, Quebec.

Retired Conductor "Al" Forg attended the Jordan Reunion held at Bar Harbor, Sunday, August 12.

Retired Train Master Hugh Kennedy was a visitor during August.
FROM Harry Treat's excellent collection comes this photo of the Maine Central No. 40, originally named the "Skowhegan" and built by the Taunton Locomotive works in 1871. Crew in the photo include Engineman Joe Roderick, Conductor Tom Locke, Fireman Andrew Bennett, Head Brakeman George Walker and Rear Brakeman Harry Miller.

AN OLD BEAUTY was the "Frankenstein" built in 1878 for the Portland and Ogdensburg by the Portland Company. She had 17 x 26 cylinders and 4' 6" drivers and later became the Maine Central's 109.

THIS WAS the "Merry-Go-Round" at now forgotten Crowley's Junction on the Lewiston Lower. Note the double order board with the Farmington trains taking the right. Train crew are left to right, Wilbur Crowley, brakeman, who forwarded this excellent old timer; Bigelow, engineer; Wilson, fireman; Alex Norman, rear brakeman; Don Young, conductor.