NEW SIGNALS AT WATERVILLE

A NEW GROUND SWITCH machine at the Allen Avenue crossover, above, was one of two installed and may be either electrically controlled or hand operated.

Dismantling the old track plan and switch controls in Tower B are Leading Signalman John Caldwell, Brunswick, left, and Signal Blacksmith George Wiggins, Levant, right.

Completion of a large-scale signal modernization project at Waterville by the Signal Department last month resulted in the abandonment of Tower B at the East end of Waterville Yard and consolidation of the system controls at Tower A at College Ave. crossing West of the Yard.

The consolidation featured installation of the most modern color light signals and a control panel, as well as relocation of the existing mainline crossover nearer to the Keyes Fibre Company for more efficient operating conditions.

Now designated as “Waterville East Interlocking,” the former Tower B mechanical interlocking system was removed. Erected in January, 1918, Tower B controlled two crossovers and a single switch coming out of Waterville Yards, east, and its controls consisted of 16 mechanical levers and four electric levers. This obsolescent material along with the pipe lines, signal mechanisms and other items incident to the removal, will boost our railroad’s current drive for scrap metals.

The track changes included discontinuance of the mechanically controlled facing point crossover from the eastward main track to the westward main track and construction of a new, electrically controlled one at Keyes Fibre, about 2,500 feet east of the old installation.

Two, three-arm semaphores and four mechanically controlled dwarf signals at Tower B were replaced by erection of two, three-unit color lights on a bracket pole.

Also installed were four electric, dual control ground switch machines. Two of these went in at the existing crossover just east of Allen Avenue and two at the new crossover between the eastward and westward main tracks at the Keyes location. These switch machines ordinarily are under control of the towerman in Tower A, but may be “taken away” and hand...
thrown when the occasion demands it. A one-unit color light dwarf signal governing westward movements on the Yard track also was installed at the Allen Avenue spot. At Keyes, one three-unit color light was erected to govern movements on the westward track, and two, one-unit color light dwarf signals were also installed at this point.

Erection of the color lights and relocation of the crossover now permits reverse running on the eastward track between Keyes and Tower A under signal indication and without benefit of a pilot as previously required.

Coincident to the modernization project a mile and one-half of aerial cable and two power wires had to be strung. Also, a steel bungalow and various steel cases housing the signal system apparatus containing approximately 200 relays had to be installed. In addition, heavy maintenance of signal equipment through to Fairfield also was undertaken with new steel cases installed to protect crossing signal apparatus at Burrill Avenue. The existing eastward signal and the approach to the Yardmaster's office also were installed.

The Signal Department, this month and last, completed three more installations of automatic highway crossing protection at widely separated points. At Fryeburg on the Route 113 crossing, Calais, two-way double direction flashing lights were installed. At Yarmouth Junction, a three-way flasher signal was erected in the center of street on a concrete base to protect the North Elm Street crossing and the approach to the Yarmouth station with a conventional double direction signal on the other side of the track.

In line with the Department's replacement of cable in the Portland PBX system, some 13,000 feet of a new type telephone cable has been installed. Known as polyethylene plastic jacketed cable, it contains no lead and a minimum of other needed defense material. The old lead jacketed and copper cable replaced will provide some 45,000 pounds of valuable scrap for the defense effort.

HOW TO WIN ARGUMENTS

Here's The Answer To Some Misconceptions

BY WILLIAM A. WHEELER
General Representative (Retired)

Driving through a country town, a motorist stopped at a little wayside lunch-room. The place was far from clean, and full of flies; but he was hungry, so he pointed to a slab of pie on the counter and said "Give me a piece of that mince pie and a cup of coffee." The counterman brushed away the flies and said, "That ain't mince; it's custard!"

We need to "brush away" the "flies" of misconception and misunderstanding concerning the railroads, and show the people the true facts.

For example:

You're deadheading, and you get into conversation with a passenger in the smoking compartment. The talk turns to airplanes; and he remarks, "It's remarkable how the airlines can carry passengers so cheaply. Why, you can travel by air almost as low as rates plus Pullman.

That sorta Burns you up, and you come back at him. "Did it ever occur to you, mister," you ask him, "that when you pay that 'low' rate you're paying part of your bill? Don't you know that the only reason the airlines can keep their rates down is because Uncle Sam and the U. S. Mail at greatly reduced rates, far lower than those charged for the almost valueless property, the railroads were required to transport government troops, military supplies and the U. S. Mail at greatly reduced rates, far lower than those charged by the State and municipal governments? The taxpayer-helped pay their costs of doing business?"

But that isn't all the story, you tell your friend. The land which was turned over to the railroads was almost valueless at the time of the grant. It was wilderness, almost impenetrable. But—even as soon as the railroads began their operations, homesteaders by the thousands flocked in to the new territory, bought land, and established themselves as settlers. And before long, the land had almost tripled in value. The railroads were required to transport government troops, military supplies, and the U. S. Mail at greatly reduced rates, far lower than those charged by the State and municipal governments? The taxpayer-helped pay their costs of doing business?"

But that isn't all the story, you tell your friend. The land which was turned over to the railroads was almost valueless at the time of the grant. It was wilderness, almost impenetrable. But—just as soon as the railroads began their operations, homesteaders by the thousands flocked in to the new territory, bought land, and established themselves as settlers. Almost over night, the value of the land sold far outweighed the value of that which
was "given" away. Except for the coming of the railroads, this land would have remained wilderness.

And even that isn't all the story. You've already told your smoking-room companion that the land grants were made to only a few of the many railroads in the country. Our own New England railroads, for example, had no such hand-out. Every foot of land they required they bought and paid for, just as every street that they have bought and paid for whatever they owned—without help from any governmental agency. No other form of transportation can make that claim. Waterways, highways, highway carriers—always have been, and are being, subdivided in one form or another by the taxing public.

And—ironically enough, part of the immense taxes paid by the self-supporting railroads goes to help their competitors! Oh, I guess you can squelch the argument of your traveling companion! You can "brush off the flies" and show him what's underneath.

**MEMBERSHIP OPEN TO ALL IN NEW RAILROAD CLUB**

Reorganization of the popular Railroad Supervisors Club to enable it to encompass all members of the railroad family was announced last month when a new group of officers were elected to help the newly-named Railroad Club of Maine.

At a Waterville meeting Dec. 6, officers elected were I. A. Furrow, president; Joseph Prout, vice president; Laurence Sparrow, secretary-treasurer. Executive committee members include Alden Finnemore, Dick Delano, R. F. Dole, Charles Lawry and Furrow. Finance Committee—Chick Pooler, Ralph McGarry and Lawry. Entertainment—Dole, Karl Lamont, Delano, Charles King and Larry Severnum.

In a serious effort to broaden its membership, the club now invites all railroaders to join in the club's popular activities.

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**WIZARD**

**Examiner:** "What makes you think you are qualified for a position in the diplomatic corps?"

**Applicant:** "Well, I've been married for ten years and my wife still thinks I have a sick friend!"

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**The Maine Central's **

**Bucksport Branch Once Gauge Goofy**

The Maine Central's Bucksport Branch may have a peculiar claim to fame according to Carleton J. Corliss, a Maine man who is manager of the Public Section of the Public Relations Dept. of the Association of American Railroads.

Corliss forwarded to the Magazine this report from the Railroad Gazette of June 8, 1889: "The short railroad from Bucksport, Me., to Bangor, has perhaps experienced more changes of name and gauge than any other road of its length and age. It was incorporated as the Penobscot & Union River railroad, but before its construction was completed, its name was changed to the Bucksport & Bangor railroad. When the company was re-organized by the bondholders the name of Eastern Maine Central Railroad was given it, and by the recent lease to the Maine Central Railroad Co., it is now designated as the Bucksport Branch of that road.

"When tracklaying began upon this road, in the fall of 1873, about 1 1/2 miles of track were laid of standard gauge, in anticipation of the immediate change of gauge upon the European & North American Railway, but the panic caused a cessation of work, and the following year the road was completed and the track laid upon a gauge of 5 ft. 6 in.

"When the European & North American was changed to standard gauge, the gauge of this road, which was then operated by that company, was also changed.

"In 1879 the trustees for the bondholders leased the Bangor & Bucksport road to Mr. L. L. Lincoln, and its gauge was changed to 3 ft. Recently it has been leased to the Maine Central Co., and its gauge was again changed to the standard, upon May 13 last. This last change was consequently the third change of gauge upon the whole line, and the fourth change upon a portion of it.

"In each change both rails were removed, and quite a large proportion of the original ties are still in the track.

"During all these changes, Conductor Putnam and Engineer Hardy have remained the same standard-gauge officers, uniform in their devotion to duty and courtesy."

In the accompanying photo forwarded by Agent W. J. McAllian, Bucksport, he explains that the station then was farther west than it is now and that the train came in on the north side of the station rather than the south as it does now. McAllian, pointing out the large number of boats in the harbor, adds that the Maine Central still receives shipments of coal and sulphur for reshipment there.
NEW BLUEPRINT MACHINE

By MARY E. MORSE

One of the proudest possessions of the Engineering Department is the new Ozalid Streamliner Blueprint Machine purchased in August, 1951 at a cost of $2,000.

Mrs. Alice Eliason, who has been with the Maine Central since 1943, is the operator.

This shiny new gray enamel machine, 42 inches wide, occupies less than 11 square feet of floor space.

Prints can be turned out in less than 30 seconds. The variable speed transmission permits instantaneous increases or decreases in speed up to 10 feed per minute, allowing reverse operation. Also, copies from different originals can be made simultaneously.

An exclusive feature maintains a partial vacuum throughout the entire machine, and no leakages back into the room, thus making it heat-proof and ammonia-proof, insuring ideal working conditions at all times.

The Ozalid reproduces in a few seconds that which used to take minutes, even hours of laborious handcopying, saving engineering time and work, and making it unnecessary for proof-reading as copies are exact duplicates of the original. It also copies photographic work.

The day it was delivered in the crate on the first floor, weighing half a ton, it took five men all afternoon, inch by inch and stair by stair, to place it on the third floor in the Drafting Room.

GOLD PASSES ISSUED

A long-time Eastern Division agent and operator and a man who began his railroad employment going to sea, were awarded Gold Lettered Life Service Passes last month representative of 50 years of loyal service to the Maine Central Railroad.

Pass No. 157 was issued to Herbert A. Prouty, clerk-operator at Old Town who began railroading as assistant agent at Wytopitlock Dec. 1, 1901. He was baggagemaster at Ellsworth for part of the next year but returned to 'Pitlock. In '03 and '04 he served at Old Town, but went back to 'Pitlock as agent for 22 years, returning to Old Town in 1926 where he has remained.

Pass No. 158 was issued to Alvin F. Moon who entered railroad service in December, 1901 as a deck hand on the Maine Central steamers operating in Frenchman's Bay. He became a freight handler at Ellsworth in 1913 when our Navy was put into drydock and has been a crossing tender there for many years.

Both pass recipients received letters of congratulation upon reaching the 50-year milestone from President Edward S. French.

ME TOO

Mother was having a bit of trouble persuading her youngest son that he should go to church every Sunday. "Look," she said, pointing to a picture of Pilgrim fathers on their way to church. "They went to church every Sunday."

Junior was not impressed. He pointed to the guns over their shoulders. "Shucks, I'd go to church every day if I could shoot Indians on the way."

Ranchers From Rigby

By ALBERT B. WETMORE

Rigby Engine House Reporter

A speculative gamble that may bring a whopping return combined with an interesting hobby is the leisure time avocation of Machinist and Mrs. Eugene Annett, Rigby.

The Annetts are chinchilla ranchers, and if that sounds strange for Maine, just investigate their herd of 40 furry little animals.

The Rigby machinist and his wife currently are among a select few in Maine engaged in raising chinchillas, that rare little animal whose fur is so precious that only three coats made from them exist in the world today.

Pine Tree Chinchilla Ranch at Standish, Me, is the Annetts' pride. The chinchilla is classified as one of the most distinguished of our "Good Neighbors," coming to the United States from Peru and Chile. Its native habitat is so high up in the Andes Mountains of South America that when first captured, they had to be brought down to sea level gradually in order to acclimate them, a process that took several years.

Chinchillas have been raised in the U. S. since 1929 and in Maine since 1943 with great success. They are very hardy and weigh 22 to 24 ounces at maturity.

The fur is black tipped on steel grey with a slate-blue under fur having about 80 hairs to one root. Babies are born fully furred out, eyes open and start to run around the pen in a few minutes, eating regular food soon after. Easy to care for, they're odorless and may be kept in a basement at an even temperature. Naturally neat, they take a daily bath in Fuller's Earth, a fine powdery substance, clean their teeth and scrub themselves vigorously.

The Annetts, along with several other ranchers in the state, are banking on the day when the rare fur exists in sufficient quantity to permit manufacture of chinchilla coats that will rank above the choicest mink and sable. With Queen Elizabeth of England, Actresses Mary Pickford and Hedy LaMarr, the only ones wealthy enough to own such coats today, it seems probable an Annett chinchilla may one day clothe the shoulders of the wealthiest citizens with a corresponding return on their investment.

NEW RECORD

Waterville Shops employees are proudly pointing to what they claim is a new record for a change of locomotive trucks on both railroads this month.

The A unit of diesel 671 left Rigby on B-11, paused at Waterville while the crew waited and from the time it entered the Shops until it appeared heading back to the train by the engine house, just 58 minutes had elapsed. The unit hooked on and proceeded to Bangor.
Variety Marks Waterville Tin Shop

Need a water pail, measuring can, or maybe a forced hot air heating system? You could get them all from the Tin Shop at Waterville.

This valuable adjunct to the many services performed at the Elm City shops provides the railroad with many unusual items of maintenance and repair.

Under the direction of Roy Wilcox the four-man Tin Shop may turn out anything from a smoke stack to stove pipes and that hot air system—two of which were built for installation in the renovated combination passenger station and freight house at Clinton, and in the Rockland freight house.

Specialists as tin smiths, the shop crew work with galvanized iron, copper and tin to overhaul caboose stoves, plumbing fixtures for passenger car lavatories, roof tins for freight cars, and repair fire extinguishers. They also turn out copper overhead water tanks for passenger cars, measuring cans, oil cans and water pails.

The tin work is patterned, cut, and formed from the sheet metal and the work is performed from the raw material to the completed item within the department.

Train Ride Fun For Bath Pupils

(The story below appeared in the Bath Daily Times)

“Thirty pupils of the class of 34 in the second grade of the Mitchell School, accompanied by their teacher, Mrs. Evelyn Morse, furthered their education on the subject of “transportation,” when they enjoyed a train ride to Brunswick. For many it was the first time they had ever ridden on a train, and it was filled with thrills for all. The children formed in line and purchased their tickets, making their change at the window at the railroad station in Bath.

Upon their arrival at Brunswick they were taken through the waiting room, freight shed, and later inspected the round house and turntable, where the use of the buildings and the turntable was explained to them. They compared that station with the station of the Maine Central in Bath.

Each child earned his or her money for the train fare, and after returning to the school had the opportunity of telling in what manner they had earned it.

The school bus took the class from the school to the depot, and then followed on to Brunswick, where the pupils and teacher were picked up and brought back to the school at the end of their visit.

Some of the children had travelled by train with their parents, fathers of whom are in service, to Georgia, Texas and other places, but half of the class had never been on a train before.

A test was given the children on the trip in connection with the subject of transportation, which they are studying, and Mrs. Morse said it was interesting to find so many of the pupils quite talented in their drawings of the different buildings, the train, etc., noticed by them. Their ages average seven and eight years.”
LET'S NOT GUESS

How often have you had a job in front of you that wasn't entirely clear to you? There were a couple of things that were rather vague—minor details to be sure—but still something of a mystery to you.

Yet, how often have you gone ahead and done the job—guessing on those items of which you were not entirely sure? Too often, all of us—being human beings—are a little too quick trying to "guess" ourselves out of a situation where we're not entirely sure of our ground.

And usually you know with what results—when we guess our way out, the odds are all in favor of our making a mistake.

Bear this point in mind—it takes only a few seconds more "to make sure."

So let's not guess when we don't understand the job completely. Let's take time out to make sure—so that we can get the job done right the first time and keep our record clean.

CAR SHORTAGE SERIOUS

The definite problem of a freight car shortage must be met by a two-way effort on the part of both carriers and shippers to better utilize the available supply.

The shortage exists due to unusual heavy military and industrial demands; lack of steel to build new cars rapidly enough; and necessity of scrapping worn-out cars.

The answer to keeping the cars moving, any extra effort on our part gains momentum down the line, ending in a big push toward our goal.

**AMEN**

"Pa," chirped little Tommy, "what does a man's better half mean?"

"Usually," his father said, "she means exactly what she says."

**RED CAPS PRAISED**

No finer tribute to the character and integrity of the Cummings boys, Ben Thomas, William Graham, Charlie Cook, and Parker Watts, our Portland Union Station red caps, could be found than in this note they received recently. It speaks for itself:

"Dear Red Cap Boys:

I want to personally thank all you fine boys for the kindness to my husband during all his years of association with you. He spoke so many times of what a fine lot of fellows you all were, and how you offered your cars to him and took him out riding with you when he was waiting down there. Well, God has taken him from us now and left my life empty. God bless every one of you and your families."

Sincerely

Mrs. Ernest W. Cahill

**THE COVER**

Skiing is for everyone, as demonstrated by Judy and Gail, both nine, ready to descend the Galloping Goose trail from the summit of Black Mountain, Jackson, N. H. Winter resort operators are welcoming the first heavy snowfall this year at Waterville, Sears, Tate, and ski buses invade the North Country.

3. Load and unload cars six days a week
4. Not use cars for storage
5. Clean cars before releasing
6. Endeavor to load cars to or toward owner's rail

The carriers have a duty too. They must:
1. Spot and pull cars promptly
2. Speed up terminal and line-haul operations
3. Distribute car supply efficiently
4. Avoid accumulation of cars
5. Repair bad-order cars promptly
6. Accurately 6 days a week service.

Our responsibility as employees is equally important to ease the car shortage. If our job is directly or indirectly concerned with keeping the cars moving, any extra effort on our part gains momentum down the line, ending in a big push toward our goal.

By JOHN J. KATING

Sympathy is extended to the relatives of Yardman Joseph Flaherty who died November 23. Employed by Portland Terminal.

Retired General Foreman Charles Sayward of Waterville will be 90 years old in March. Send a card.

Retired Engineeman William Coates of the Mountain Division was a patient at the Maine General Hospital for surgery.

Sympathy is extended to Assistant Yard Master Fred Grimmer on the death of his wife.

Crossing Tender Edward Waterhouse was hospitalized on account of injury by automobile.

Basil Higgins has left his old job in yard office and now holding position as clerk in Waterville Shops.

Understand Frank Pitman is off for the good Old South the first of the year. See you in the spring, Frank.

Bob Buckman is going west with his family. Good luck, Bob!

Tom Vashaw off over 30 days, sick: Geo. Sullivan back to work after sickness: Carl Pierce back to work after illness.

Glen Morrell finally dropped a 240-lb. buck after missing twice before. (Steak was delicious Glen, thanks!) I guess Hurley Pooler will have to get a new rifle or new sights or have someone tie the deer to a tree.

By JACK HAYES and CHARLIE EARLEY

Latest Flash From Leighton's Lottery—guess what day he'll move into his new home? The family grapevine reports that Bob definitely plans to move in this spring and only high water delayed the fall building program.

We regret to report that Lucille Bridge, daughter of Wilbur Bryant, was hospitalized on account of injury by automobile.

We regret to report that Wilbur Bryant was still out sick as we went to press.

Happier news is that from Nick Carter who's been granted a leave of absence and is living in St. Petersburg, Fla., and Conrad Mason who is on leave in Los Angeles, Calif.
back on the Portland-Yarmouth run, he gets a plug in the We Hear column. Bob Hattle and Eddie Elwell enjoyed Christmas vacations. The boys are still waiting for an invitation to view Eddie’s new television set.

Bartlett, N. H.
By O. W. Burwood

Peti, Harvey Tebbetts was home for several days’ visit recently. He is son of E. W. Tebbetts, clerk in Mr. Dodge’s office here.

Robert Jones, welder, and his helper, Joe Stewart, are on vacation. Also Cleaver Neasley, machine operator.

G. H. Peters has returned from the extra crew to take over his duties as Foreman of this section.

J. R. Dorsett has finished work as assistant foreman on the extra work crew and is now on vacation.

Fred O. Burke has been assigned to the motor patrol car between Bartlett and Hiram, working with Percy Chandler. Burke has been on the Mt. Willard Section for several years.

Sgt. Clayton Langill, USAF, son of retired crossing tender C. B. Langill, is home on furlough for 30 days.

Ralph Clemons, engine house man, got his deer the other day—nearly went without this season. The boys did not have much luck this year as Clemons is the only railroad man we heard of who got one.

Beecher Falls, Vt.
By Donald W. DeCoste

Your scribe, combining business with pleasure, visited the Brown Co. at Berlin on a recent rest day. Together with a friend from Pittsburg, he stopped to see Mr. Van Kleek, traffic manager of the Brown Co. and the Berlin Mills Railroad. Afterwards they were shown through the Cascade Mill and saw “Mr. Nibroc,” the three and one-half million dollar machine that turns out the famous Nibroc towels at 1,000 feet a minute.

This year the M. W. quarters at Beecher Falls contains one lone rangerman, Earl Bonnett of Whitefield. Tom Sweeney, who has been stationed here for several winters, is now section foreman at North Concord.

Eastern Division

Steele, division

Calais
By P. D. Adams

Recent vacationers included Agent Burt Pullen and Trainman Fred McConway. Agent and Mrs. Pullen visited in Massachusetts and New Jersey with their children and in Eastport with Mrs. Pullen’s mother.

Successful hunters in the deer season were Operator Clarence Bowker, who bagged a 10-point buck, and Mrs. Harry Stanhope, mother.

SON OF Cashier and Mrs. P. D. Adams, is John Adams snapped in his Cub Scout suit at the foot of Niagara Falls.

We are glad to report that Pensioned Section Foreman George Allen has returned from the Calais hospital to his home, much improved in health.

Vanceboro
By Harry D. Davis

Operator C. D. Kelly whose retirement from Company’s service was effective as of December 6, has been the recipient of kind and well wishes from his fellow workers and friends. Following his finishing work on first trick December 5 main Freight Office was filled with those with whom Charlie had been associated through his many years of service, including all departments of local staff, as well as United States Customs and Immigration officers. General Agent Blanchard, after some appropriate well chosen remarks, presented him with a beautiful pen and pencil set and also billfold with sum of cash. Then followed the response from Charlie, who with some emotion, and not expecting anything of the sort, paid tribute to the fellow workers and friends.

RETIURING First Trick Operator Charles Kelly

Offices in west end of station building, including quartermaster, agent, cashier, clerks, telegraph operators, baggagemasters and waiting room, are being decorated with paint by crew under Foreman E. P. Trueworthy.

With the approach of cold weather heater service has again been established here by Maine Potato Heater Service Co., with local crew under Foreman Clyde Grass of Lamport Lake.

As a further result of the winter freezing of St. Lawrence River, traffic from and to Western Canada and many United States points for export and import is again moving via C. P. R. and from port of West St. John, N. B., and steamer lines.

United States Customs Inspector E. F. Bartlett has been assigned to port of West St. John, N. B., for the winter to supervise handling of overseas shipments destined to points in U. S. A.

Clerks R. E. Grant and C. W. Beers remain on sick list, Grant at home and Beers at Charlotte County hospital, St. Stephen, N. B.

Clerk W. M. Russell is also absent from duty on account of illness. He was operated on at Eastern Maine General Hospital, Bangor, on Dec. 17.

Retired Operator and Mrs. F. C. Draper, left on Dec. 13 for St. Petersburg, Fla., planning to visit members of their family en route.

Operator W. R. Gardner has been temporarily assigned to first trick here on account of the retirement of Operator C. D. Kelly. Operator E. E. Bubar has taken the relief job vacated by Gardner.

A large volume of Christmas trees from Canada to points in U. S. A. have passed through this port, with perhaps more to follow.

Commencing Jan. 1, Yard Conductor D. P. McVeer and Baggage Agent A. R. Tracy, on local switcher, formerly on seven-day assignment, were assigned to five days a week, resulting in spare yardmen being used to fill vacancies in maintaining seven-day service.

Bangor Mechanical Department
By C. H. Leard

The Ladies’ Auxiliary of the Brotherhood of R. of L. E. held a Christmas party and election of officers at the home of Mrs. L. P. Merrithew, wife of retired Eastern Division Foreman L. P. Merrithew.

Mrs. E. E. Tumith, wife of station fireman, at Union Station, entertained the Woman’s Club of the Advent Christian Church at her home recently.

Mrs. Reubena Fensason was elected president of Townsend Club No. 1 of Bangor on Nov. 15 and her husband, R. W. Fensason, was named vice-president.

Mrs. Phillip McGinley, wife of locomotive fireman, was one of five women hospitalized as an aftermath of a recent automobile crash in Bangor. Mrs. McGinley was the...
most fortunate of the group, escaping without any very serious injuries. "Phil" acted as crew dispatcher at Bangor while Severance was in military service.

James R. West, formerly of Old Town, now assistant to the director of European Information, E. C. A., was recently married to Miss Margaret Jacobson in Paris, France. James is the son of Frank P. West of California who at one time was a fireman on the Eastern Division, and the grandson of Daniel E. West, who at the time of his retirement was one of the oldest engineers on this division.

The Nov. 7 issue of the Las Vegas, Nev. Review-Journal carried a large picture of Tech. Sgt. Howard F. Furrow, together with a buddy, holding the "Honor Flight Banner" received by the 3596th Training Squadron located at Las Vegas. Young Furrow is the son of Harry Furrow and Miss Irene Barnaby, daughter of former Eastern Division train dispatcher and retired as Western Union wire chief some few years ago.

Notice where Thomas J. McGrath was a recent patient at the Labey Clinic. Tom was a former Eastern Division train dispatcher and retired as Western Union wire chief some few years ago.

BANGOR CARRIAGE

By C. A. JEFFERDS

Mrs. C. A. Welch, wife of carman helper, has returned home after visiting relatives in Augusta.

D. E. Lambert, coach cleaner, Bangor, has had his annual vacation. 

Electrician L. E. Sawtelle, Bangor, in company with Spider Millett, during the past hunting season rigged up a unique contraption for transporting deer out of the woods. They call it the go-getter and its uses are varied, being ideal for portage or a stretcher, and can be handled by one man through thick woods. They toted a good sized deer through thick woods a distance of two miles in 25 minutes.

Among the lucky Thanksgiving turkey winners at various events in Bangor were John A. Elliott, Bangor Yard; Mrs. James L. Bielen, wife of Division clerk, and my spouse.

Diesel Fireman N. J. McCausland, with some of the other Engine House boys, went clear down over the Allegheny in a hundred miles or more for a few days hunting. While they were away Electrician J. J. Sullivan went a few miles away to Local No. 922, B. C. of A., held at Bangor on Dec. 12, the others being elected for the ensuing year: George R. Wilson, president; H. J. Bell, vice-president; R. E. Lancaster, Jr., recording secretary; H. J. Bell, financial secretary; O. W. Spaulding, treasurer; W. D. Sterling, Foreman, L. E. Mathews and George W. Graves.

FEATURING THROUGHOUT THE COUNTRY via news releases from the Maine Development Commission was this record catch by Bangor Plumberming Department employee Arthur Cust who has bid in other positions.

Florian "Marsh" Pratt and "Dick" Green, who have bid in other positions.

REACHING FOR SOMETHING

By M. L. SAXBORN

Waterville Station and Yard

By M. W. FLEET

Sorry to report that Assistant Yardmaster Norman Weymouth is still confined to his home by illness. Switchman Joseph Rodrigue has returned to work after being off several months because of injuries.

Rockland

By PAUL CASLEY

Chief Clerk Lilian McCurdy was in Boston a few days during her vacation. Mrs. Edith Heffron from Dixfield is reported to be on the chief clerk's job for two weeks.

Nice to see and some other balsam, and quite a number of the company with Spider Millett, during the past hunting season rigged up a unique contraption for transporting deer out of the woods. They call it the go-getter and its uses are varied, being ideal for portage or a stretcher, and can be handled by one man through thick woods. They toted a good sized deer through thick woods a distance of two miles in 25 minutes.

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Diesel Fireman N. J. McCausland, with some of the other Engine House boys, went clear down over the Allegheny in a hundred miles or more for a few days hunting. While they were away Electrician J. J. Sullivan went a few miles away to Local No. 922, B. C. of A., held at Bangor on Dec. 12, the others being elected for the ensuing year: George R. Wilson, president; H. J. Bell, vice-president; R. E. Lancaster, Jr., recording secretary; H. J. Bell, financial secretary; O. W. Spaulding, treasurer; W. D. Sterling, Foreman, L. E. Mathews and George W. Graves.

FEATURED THROUGHOUT THE COUNTRY via news releases from the Maine Development Commission was this record catch by Bangor Plumberming Department employee Arthur Cust who has bid in other positions.
The Hub of the System, Waterville Shops.

By G. K. STEVENS

Welder Harold Varney is confined to the Sisters' and is seriously ill at this writing. A new railroad man at Watertown, he was taken to Car Inspector and Mrs. Ernest Taylor, wedged slot by a nine ounces, and named Roland Ernest.

Watchman John Cyr is confined to his home with a heart condition. "Shorty" Towle is puncting the clock in Waterville Shops. He is now stationed at Great Lakes Training Station, in what else but the electrician crew. Bob Carey, ex electrician helper, and now stationed at Sheppard Field in Texas.

Among the late deer slayers are Painter L. H. Campbell, son of Paint Foreman Harold L. L. Campbell, Waterville Shops. He has also been in the Army, and is stationed at Aberdeen, Md.

Car Inspector Sam Mercore of Richmond has bid off the second trick at Richmond Shops, and has returned to Togus Hospital, has returned to work after a bout with illness.

Car Helper Adjutant Audette has returned to the Passenger Room after a long illness. Mrs. Carrie Cahin has been in the main office but recently has been hunted by Stenog Ellie Beech from the Accounting Department.

Miss Dorothy Lord, R.N., observed her 15th birthday recently, and was presented with several nice gifts from the office force.

Bob Carey, ex electrician helper, and now of the Navy, has been at the home of his parents, Mr. and Mrs. Frank Bennett for a short furlough. He is stationed at Shingle Field in Texas.

Operator Harry McCaslin a small doe.

Brake Room, died recently at his home in Waterville.

Brake Room, died recently at his home in Waterville.

Car Inspector and Mrs. Ernest Taylor, returning to work after a bout with illness.

Car Inspector Ern Jones is on vacation.

Operator Eben M. Lord is just recovering from an appendectomy performed at the Gardiner Generalz Hospital. At least reports Eben was in pain and we all hope that he will be back to work soon.

The chopping sound that people who live near the railroad station have been hearing around 2 a.m. has been the click of Engineer Harry Pettengill trying to free his car tires from the ice. It seems that Harry leaves his car in the station yard afternoons and goes to Waterville on Train No. 11, returning on No. 22 the same day. During the day the water freezes around his tires in such a solid mass that Harry has to chop it free before he can move his car. Harry has received all sorts of helpful suggestions to help keep his tires free from ice, from jacking the car up, wrapping the wheels in electric blankets, taking the car with him on the train, etc.

Mail Carrier Adolph Turcotte has got himself another truck in addition to the one he already has. Evidently he was expecting a lot of Christmas mail.

Signor Foreman George Curtis drives a nice car. When it is parked in the station yard it nearly takes up the whole yard. It is so long and some days it takes George a good half hour to turn around which is of course due to the heavy traffic congestion prevailing at the time.

Crossing Tender George A. Allen of Gardiner has been the crossing tender relief position No. 1 here at Watertown. He formerly held a tender job at Hallowell.

Crossing Tender J. L. Meserve of Richmond has bid off the second trick at Richmond formerly held by Carman C. Plouff, who died suddenly in Richmond in November.

Crossing Tender Fred L. Sweat has bid off the swing job at Richmond.

District Supervisor George R. Ladd was a visitor at the Railway Express Office this month. I hope that by the time this column is published everyone has had a very Merry Christmas and will have a Happy New Year.

WATERVILLE SHOPS

By ANN NEWCOMB

The Branch of the System, Waterville Shops.

BY ANN NEWCOMB

Former Waterville Shops electrician Bob Carey is now assigned to the Great Lakes Training Station, Ill., in what else but the Navy?

Pfc. Philip Gooch, USAF, son of Carman Helper and Mrs. Phil Gooch, has been visiting his parents for a short furlough. He is stationed at Shingle Field in Texas.

Mrs. Betty L. Mingo, wife of Painter Bill, is confined to the Sisters' with pneumonia.

Car Inspector Sam Mercore has returned to the yard after suffering a broken shoulder, the result of a fall from a car.

Carmen Howard Knights has been assigned as a welder in the Pass Room, and Carman Frank Gravel also.

                     DAUGHTER OF BRICK MAN
                     JOHN PARKER, WATERVILLE SHOPS
                     AND MRS. MARIE PARKER, AGE 13

                     SERVING WITH THE TANKERS IN KOREA IS PFC. GLORY L. L. CAMPELL, SON OF MRS. L. H. CAMPBELL AT WATERVILLE SHOPS. BLYNN WAS FORMERLY A MACHINE IN));//
crew and he and his wife are moving to
Waterville. Good luck, Wilfred, from all of us.
The Hartland section crew were quite
pleased recently with a shiny new motor
car to carry them in their travels.
Ray Hard, freight clerk in Pittsfield, was
off sick a few days. Job was covered by
Arthur Perkins.
Agent Newcomb and wife spent a very
pleasant week end with Auditor
Bob Hall and his family.
Your reporter would like to "send
get well wishes" from the Harmony branch to
Operator Eben Lord, Gardiner, who parted
company with us after several years.
The recent snowstorm left nine inches of
snow on Hartland and surrounding areas.
This gave the section crew a little fun with
their snow shovels and brought the
"Flanger" up to clear the tracks.
The Maine Central family has a very
pleasant week end in Portland with Audio­
tor Bob Hall and his family.
We all send our sympathies.
W. W. Stone of Harmony was referred to are Machinists Henry McGill,
Canadian National Railroad. Among those
who have taken up employment on the
January issue of this magazine.
A. P. Rose, operator at Rigby Yard Office, covered for
soon, Rosie. Joe Knowles, second trick
operator announces the death of the
Robert Wadsworth celebrated his 60th birthday on Nov. 26. He and
and William Quinn, conductor. The new
A FLATENEL SAANGER between Perley Wilham
and John Cook at Portland Union Station

Carman William Hale, Sr., traded in his
car and bought the 1949 car that Johanson
turned in. Carman Edmund Landry traded his
1948 car and bought their 1949 car turned
in by Bill Hale.
The boys at Rigby took up a collection
for former Carman Philip Foley, who has
been laid up with injuries for the past two
years. The sum of $56.25 was collected.
The boys at Union Station took up a col­
lection for Coach Cleaner Joe Chute who has
been off sick for quite some time, $36.00
was collected.
Coach Cleaner Thomas Carmody who has
been out sick for some time due to injuries,
has returned to work.
Former Helper Chester Potter has been
advanced to a car inspector due to John
Cook retiring and former Coach Cleaner
Richard Skerritt has been advanced to a
helper.
Carman Henry Gavett reported hunting
conditions as very bad when he took his
vacation, and he was unable to get his deer.

Rigby Engine House

By Albert B. Wemore

The death of the mother of one of our
former employees, Machinist Riepheid Elia­
gn, now supervisor of Diesel Maintenance
here. We all send our sympathies.
We have several men who were laid off
who have taken up employment on the
Canadian National Railroad. Among those
referred to are Machinists McTill, William Fagan, and Donald Tracy. They have
moved their respective families to
nearby localities. Bollermaker Leroy Bar­
ney has also gone to Island Pond as a
welder.
Machinist and former general foreman
Eugene Pollard is in Canada visiting his
dughter, while he is convalescent. He
has been out sick quite awhile.
Laborer Walter Leneski who was taken
sick some time ago with a heart almost
paid out as a visit, and turned in for his
pension.
Foreman Mark Flaherty and Mrs.
Flaherty announced the death of her sister,
Mrs. Ward.

Hunting out Scabaroe way with some of the
boys, thought he was fast enough to fly over a brook. The result, he landed
in the middle of the brook with his neck.
Carman Paul Cereste has returned to
work following his vacation.
Carman Frederick Johanson is the proud
owner of a 1932 auto.

Rigby Car Department

By William R. Halle

Carman Don Perkins returned from his
vacation and a hunting trip with a 135-
pound buck during his vacation down around
Calais.
Carman Edwin Montgomery, while deer


By D. J. Wilson

There will be a new member in the
Timberlake family to greet Santa this
Christmas. A second child, Paul Arthur,
arrived in time for the holidays.
Congratulations to Mr. and Mrs. Paul.
Paul is the second trick operator at Tower Three.
Terminal Notes

By FRANCIS A. MORELLI

Pauline Scribner, third trick call, in West Yard, Rigby, is back to work, after being out ill in a hospital for quite a while. Miss Scribner wishes to thank all the boys and girls for the contributions showered upon her while ill. It's nice to see your smiling face once again Pauline.

Billy Gillett, spare board clerk at Rigby, has changed his mind about becoming a button pusher clerk, and hopes to land steady work in the near future.

Paddy Norton, general swing yardmaster at Rigby, has been ill at a local hospital recently. He is recuperating rapidly, and hopes to be back to work real soon.

Walter Pettingill, swing shift clerk, in car distributor office, went on a hunting trip on his vacation recently, mostly looking for deer. It was reported he got his usual quota, and that was Zero. Better luck next year Larry.

James E. Millett, supervision clerk, second trick, Rigby, has been pinch hitting as swing general yardmaster recently in place of Paddy Norton who has been out sick.

Harold Petrie, second trick telegrapher at Tower 5, has again been called to pinch hit for Ralph Dyer, second trick, station agent at Owls Head. Ralph has taken Frank Stuart's place as first trick station agent. Mr. Stuart, first trick station agent is out ill. Petrie has informed ours truly that his last name begins with an 'O', is the Irish, O'Petrie?

Edward G. Waterhouse, second trick Union Station crossing operator, met up with dame fate while crossing a street Nov. 13. He was hit by a woman driver, and landed in a hospital with a fractured pelvis. He is still a patient there and would like to see his fellow workers. He asked that it would keep his morale up. Bob Warren, swing shift crossing tender at Allen Ave., was in charge of a contribution that was taken up for Ed.

Larry Peters, swing clerk at Rigby, recently went hunting on his vacation with his wife and daughter at Bridgton. Results were they had seen plenty of deer running by them, but just couldn't shoot fast enough to get one. Also while hunting it rained all the time they were there. Better luck next year Larry.

Charles O. Huntington, first trick crossing tender at Forest Ave., didn't know until a couple of weeks ago that he was the committeeman for the crossing tenders' union. He has been ever since last May. He is now catching up with all union data.

Chester Leniewiski, second trick brakeman, used to be conductor of the third trick switcher at Union Station, but hit off the second trick so he could be with his twins at night.

Michael J. Wallace, swing shift crossing tender at Ashmont and Cuylo streets, while on his vacation has been visiting Santa Claus at a store with his wife and children. Yours truly bumped into him during Christmas time. Was Santa good to you Mike?

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By ERNESTINE V. GRIMES and MARY E. MORSE

Bookkeeper Frank O. Woodbury enjoyed the final days of his 1931 vacation during the latter part of November and early December.

Robert E. Lee, who has been on G. I. leave of absence attending college, returned to his duties in the Accounting Department Dec. 10, displacing Hazel M. Libby. Everyone is glad to have the "General" back in the office.

Other changes occurring at the same time in the Accounting Department: Mrs. Libby
BIG PAPER SHIPMENT

BIGGEST SINGLE PAPER SHIPMENT handled by the Portland Terminal Company in many years occurred in early December when the Norwegian motorship Elin Hope discharged 6,254 tons of Canadian newsprint at PTCo. Wharf Three. The 8,600 rolls were destined for the News Syndicate Company at New York and were routed through our facilities by Traffic Manager Jim Brown (shown in photo above) former B&M trainman who first appealed to our train crews through the Magazine for more careful handling of newsprint, and several months later again wrote to congratulate our employes on their improved service. The newsprint was moved out of Portland in 40-car lots and in all totaled 260 carloads.