Performance of service per freight car is one measure of efficiency in the railroad business. The average railway-owned freight car in the United States in 1950 performed the equivalent of moving a ton of freight 972 miles daily, compared with 858 miles daily in 1949. The peace-time record was reached in 1947, when the average freight car performed the equivalent of moving a ton of freight 1,057 miles daily. Daily freight car performance reached its all-time peak during World War II when an average of 1,113 ton-miles daily was attained. Before the war, the greatest average daily performance for a freight car was reached in 1940 when 664 ton-miles were reported.

Fifty years ago the railroads could have purchased locomotive and cars to form a 100-car freight train for not more than $100,000. Today a 100-car diesel-powered freight train (exclusive of cargo) may represent an investment of more than $1,000,000. A three-unit diesel locomotive, costing about $153,000 per unit, adds up to $459,000. Ninety-nine steel freight cars, averaging around $5,700 each, will cost $564,000; and a caboose will cost $11,000, bringing the total cost up to $1,034,000.

For every man, woman and child in the United States and every soldier in foreign service the railroads last year performed the equivalent of hauling a ton of freight 4,146 miles, according to preliminary estimates. This compares with an all-time high of 5,363 miles in 1944, the peak year of World War II.

Mountain Road Is Rugged Railroading

Subdivision Provides Important Traffic Gateway

The Maine Central's Mountain Subdivision stands unique not only on our system, but also as representative of some of the most colorful railroading in the East.

It is the only part of our railroad that operates in three states—Maine, New Hampshire and Vermont. It has the steepest grades in the shortest distances on the system. It has the highest trestle, the shortest track sections. At one point in Crawford Notch the sun never touches the iron for five months of the year.

The early history of the Mountain road, called "Subdivision" because it's actually a part of our Portland division, is a story in itself. Briefly, 82 years ago the Portland and Ogdensburg Railroad sought a passageway for east-west traffic through the formidable barrier of the White Mountains. A one-time Indian warpath was chosen as the only possible route. From 1870-1875 the track was laid, sections at a time, from Portland, Me., to Fabyan, N. H. and from Scott's Junction, the other side of Whitefield, N. H., to Lunenburg, Vt. A 17-mile gap from Fabyans to Scott's remained until 1888 when the line was rushed to completion before its charter expired. Then leased to the Maine Central, the Mountain road connected with the St. Johnsbury and Lake Champlain Railroad (now

Railroad shops and enginehouses represent a giant industry providing employment to a large army of workers and contributing through payrolls to the prosperity of hundreds of cities and towns throughout the country. It is estimated that these construction and repair plants embrace 2,825 buildings.

In October, 1951, for the first month since the outbreak of the Korean War, railroads and car builders succeeded in completing and delivering 10,000 new freight cars. This means that a freight car came off the assembly lines every 4½ minutes night and day, seven days a week, throughout the month.

Height, not age, determines the fare to be collected from passengers on the railroads of North China. All passengers over 4 ft. 3 in. pay full fare; those from 4 ft. 3 in. to 2 ft. 6 in. pay one-half fare; and those under 2 ft. 6 in. travel free.

Seventeen years ago the first successful streamliner passenger trains were introduced. There are now more than 300 streamliners in service in the United States—by far the largest number operated in any country on the globe.

In 1950, wood preserving plants in the United States subjected 109,498,-000 cubic feet of cross ties and 8,974,-000 cubic feet of switch ties to chemical pressure treatment. In addition, they treated by the same process, 176,316,000 cubic feet of poles, piles, lumber, fence posts, telephone cross arms and other woods—a total of 289,000,000 cubic feet, much of which was for use by the railroads.

The famous Frankenstein Trestle in Crawford Notch is 518 feet long and towers 1,300 feet above the Saco River through the valley floor below.
Lamoille County) and with the Canadian Pacific at St. Johnsbury, and the Grand Trunk at North Stratford.

THE TRAFFIC STORY

To the layman, and to some railroaders for that matter, it's difficult to picture the Mountain Subdivision as an important gateway for our east-west traffic.

A glance at any railroad map reveals our delivery to the Canadian Pacific and Grand Trunk on a direct, practically straight line with Detroit, Mich.

The Mountain Subdivision offers an extremely desirable service to shippers on Maine Central lines who have commodities destined for the Mid-West, both in cost and in delivery time. For example, our trains 375-376, the big night freights from Portland, which means merchandise along with many cars of packing house products. On our Subdivision are receivers of lumber, and shippers of pulpwood, paper, wood flour, and furniture.

A single startling example of what this traffic means to the Maine Central was recorded Jan. 9. On that date Conductor C. J. Boutwell and Engineer Herb Amidon on Train RY2 watched records fall as they hauled 69 cars and 15 empties into St. Johnsbury for a total of 4,260 tons, the most tonnage ever into that point and they hauled a mark of handling 93 loaded and 19 empties for a total of 5,714 tons!

An equally illuminating example of the Subdivision's major role as a revenue-producer lies in its "overhead" traffic, i.e., traffic not originating on our lines. In one month as many as 800-900 cars of overhead traffic may be handled eastbound and from 900-1,000 cars westbound. Paper and paper products often account for 500 cars per month; forest products from 100-125. We receive some months as many as 100 cars of cotton and 200 cars of grain and grain products along with many cars of packing house products. On our Subdivision are receivers of lumber, and shippers of pulpwood, paper, wood flour, and furniture.

THE ENGINEERING STORY

The Mountain Subdivision's rugged railroading is known to be the 15-mile stretch from Bartlett, N. H. through Crawford Notch. This is the snow country. Just five miles below Bartlett on our line is the skiers' paradise, the resort country, the famous Eastern Slopes Region, but up here through the Notch the mountains reach straight up, and they're all rock and ice. Responsible for keeping the Notch plowed out in the Winter and on constant guard for ice and sliding shale in the Spring is Track Supervisor A. S. Dodge and his force. There are no motor cars up here. The men walk their sections, the shortest on the system—3 1/4 miles as compared to 8 miles on the mainline.

This is the site of our Frankenstein trestle, 518 feet long and towering 1,300 feet above the valley floor below. First built in 1875, it was replaced in 1893 and again in 1929 when a second steel trestle was practically built around it. Two miles west of the trestle is Willey House, former station and now company-supplied home for Foreman Joe Burke.

It's here that from November to March the sun never strikes the building or track, huddled as it is, in the lee of the mountains. Then there's Foreman J. B. McCann and his men at Sawyer's River and Foreman Cornelius J. Griffin and his crew at Crawford's. And no story of the Mountain would be complete without mention of Jim Chadbourne and his extra crew that man the plows up through the Notch. Technically, track maintenance is no different on the Mountain; there's just more to it, and there's much silent admiration for the mountain men.

BARTLETT, AND THE HELPERS

For five miles out of Bartlett the upgrade is a relatively easy 1.5 per cent, but beginning at Notchland and for eight miles up the Notch, our motive power must overcome 2.2 per cent grade and continuous rugged curves until it breaks out on the narrow plain of Crawford Notch station. To get our big freight "over the hill" a group of four, 1,200 hp diesel helpers, numbered 331-334 are maintained at Bartlett. In charge is Engine House and Car Foreman Walter Trecarten supervising 12 men on three shifts and three carmen, since he also handles all car service between Fryeburg and St. Johnsbury and Quebec Junction and Beecher Falls.

When big freight RY-2 strains in in the pre-dawn darkness, the Bartlett force have the helpers serviced and the crew ready. The big job has usually hauled out of Rigby with two or three 1,500 hp diesels on the head end, so Bartlett engine 334 is a multiple unit, is coupled up with 331, 332 or 333 on the rear ahead of the caboose as pushers over the hill. When the big job roars into Crawford's, there's been 8,100 "horses" getting it there. The helpers are taken off, RY-2 heads for St. Johnsbury and the helpers go back down the hill to Bartlett.

THE OPERATING STORY

A single passenger train, 162 up to St. Johnsbury and 163 returning, operates on the Mountain Subdivision, and while lightly patronized, still offers for the railroad enthusiast year 'round, some of the most spectacular scenic splendor in New England. It also provides milk, mail and express service.

Then there's the already mentioned payload freight, YR-1 and RY-2 night job each way; ZR-1 and RZ-2 local freight from Rigby to Bartlett on Mondays, Wednesdays and Fridays and Bartlett to Rigby on Tuesdays, Thursdays and Saturdays. Out of Bartlett is the Gilman Extra running Bartlett to Essex Station and return
daily except Sunday where the helper engines are also used. The motive power also currently is taking a wood extra Beecher Falls to Lancaster and return nightly except Sunday during a heavy woods operation by the St. Regis Paper Company.

THE MOUNTAIN ROAD, PAST AND FUTURE

No other stretch of track on the Maine Central system may lay claim to a more colorful past than the Mountain Subdivision, but it is today that its importance can best be measured. With dieselization of the road, startling savings in operating ratios have been accomplished. This, coupled with steadily increasing recognition by shippers of the advantages of our east-west gateway has resulted in a robust traffic picture. The Mountain Subdivision holds an important place in the Maine Central's future.

MCTCo. Vice President

Harold J. Foster, general passenger agent of the Maine Central Railroad and of the Boston and Maine Rail- road, was appointed a vice president of the Maine Central Transportation Company, last month. In addition to his new duties, Foster will continue as general passenger agent of the two railroads.

Foster entered the Maine Central service in 1916. After several pro-
motions he was made traffic agent of the Maine Central and assistant general representative. On March 3, 1947, he was made general passenger agent of both the Maine Central and the Boston and Maine.

ATTA BOY, BOB!

Stuart W. Robinson, track repairman at Bangor, can well be proud of his son, Bob, now serving as quartermaster on the USS Taussig in the Korean area. Railroad men everywhere can best appreciate what Bob is doing when he wrote home to Dad recently: "Last Saturday we shot up a railroad yard at Sonjin, Korea. It was about the size of the yard at Bangor. There wasn't much left of it after we and the USS Helena got thru with it. We ceased firing to let the smoke clear and in came the fighter planes and bombers and worked the place over with napalem and 500-pound bombs. Then to make sure there were no Commies left to rebuild, they strafed the area with 20mm cannon and 50 caliber machine guns. Then we went to work again with the big guns to knock out any tunnel openings and switches or cars that might still be of use to the enemy. That yard and the tunnels and bridges leading to it won't be of much use to the Commies for some time. We will go back later to see if they are trying to rebuild, and if so, will try to discourage their efforts."

EDGAR SPEAKER

R. M. Edgar, assistant to the president, Maine Central and Boston and Maine Railroads, was featured speaker at a meeting of the new Railroad Club of Maine last month in the Elmwood Hotel, Waterville.

SAME DIFFERENCE

"I shouldn't be offering you wine, should I? You are the head of the Temperance League, aren't you?" remarked the hostess to her male guest. "Oh, no. I am the head of the Anti-Vice League."

"Well, I knew there was something I shouldn't offer you."

Busmen Awarded Safe Driving Pins

V. J. Murphy
A. J. Bennett
G. E. Rollins
E. F. Conant

Millions of miles of safe driving by Maine Central Transportation Company bus operators were represented last month when award pins were distributed throughout the system.

Heading the list again was Clarence W. "Doc" Edwards, operator on the Lewiston-Water- ville-Portland run who had amassed the amazing record of driving 486,454 miles over an 11-year period without an accident. The popular "Doc" who will have 17 years with the company next month, has driven most of the jobs on the system during his service. He offered no magic formula for his top record, but his calm disposition and careful attention to duty is indicative of his success.

Second on the list was Operator H. A. Watts, Eastport, who received an 8-year pin.

Two Auburnites, Vernon J. Murphy and Arthur J. Bennett received 7-year pins. Murphy, on the Lewiston-Portland run, had driven 332,140 accident-free miles and Bennett, operator on the Lewiston-Bath run, 314,062.

Five operators shared honors on having completed six years of safe driving. They were George E. Rollins, Vassalboro, Waterville-Portland run, 321,083 miles; Edgar F. Conant, Freeport, Belfast swing job, 265,582; Arnold W. Brune, Portland, North Conway run, 254,657; Robert A. Hattie, South Portland, Yarmouth, 227,455; and Robert E. Leighton, Falmouth, first spare operator, 241,886.

Charles H. Wetstein, Lewiston, operator on the Lewiston-Bath run, received a 5-year pin for 201,675 miles of safe driving.

Four-year pins were awarded to Perley W. "Slim" Wheeler, Westbrook; Ervin B. Carter, Hallowell; Clarence W. Anderson, Augusta; and Walter W. Crane, Bangor.

Three-year pins were awarded to Harry W. Hubbard and Thomas E. Elwell, both of Portland; Donald H. Hill, Lewiston; Raymond L. Briggs, Yarmouth; Einar E. Mason, Lewiston; Edward E. Robinson, Portland; Cecil K. Bradstreet, Waterville; Joseph A. Smart, Yarmouth; James M. Rollins, Augusta; and James F. McPherson, Bangor.
Alert Employes Praised By Strout

Alertness and quick action by a crossing tender and a section foreman at Augusta and Hallowell last month succeeded in averting fatal accidents to motorists.

Portland Division Superintendent Harry Strout commended Crossing Tender Maurice Choate of Hallowell who, when seeing that an automobile had stalled on the Winthrop Street crossing at Augusta where he was on duty, Jan. 6, grabbed a flag and ran down the track to flag down No. 1046 as it approached the crossing.

Section Foreman Al Galloupe had his crew working in the vicinity of Chestnut Street, Hallowell, Jan. 15, when an automobile skidded onto, and stalled on the railroad right of way. Galloupe immediately went out to flag down Train No. 12, the Kennebec Limited due at the crossing in a matter of minutes. Galloupe also received a letter of commendation from Strout, who pointed out that their actions, "without doubt, prevented a very serious accident."

Cy Shaw Makes Last Trip

Cyrus W. Shaw, 73, of Princeton, Me., fourth senior engineer on the Portland Division, retired last month in a well-publicized and well-deserved farewell salute from friends and the newspapers. Cy's last trip on No. 11 Portland-Bangor was marked by a story in the Portland Press Herald when Superintendent Harry Strout, Brotherhood Chairman, and others saw him off, and by another in the Bangor Daily News when he ended his last trip at Bangor. Cy entered railroad service in 1899 as a brake

Cy Shaw

Foss, 66, of 155 Clark Street, Portland, freight checker at the Portland freight house of the PTCo. after nearly 41 years of service. Foss entered railroad service as a freight handler in April, 1911 and became freight clerk and checker in 1914.

Spurgeon Sullivan, better known as "Sully," assistant signal supervisor at Portland, after 43 years of service. Starting as signal helper in 1908 at Brunswick, the following year he was made signalman at Readfield remaining until 1912 when he became foreman at Lewiston. In 1921 "Sully" was promoted to signal supervisor at Bangor and transferred to assistant signal supervisor at Portland in 1941, remaining in this position until retirement. He was honored at a party at the Columbia Hotel Jan. 12 by Railroad employees who presented him with an electric saw and drill. All of "Sully's" friends wish him and Mrs. Sullivan the best of everything and bon voyage on their pleasure trip to California this winter.

John A. Griffin, 72, of Portland, loader and caller at the Portland freight house, after 27 years of service. He entered railroading as a freight trucker at Portland in 1925.

Others retiring were: Clifford W. Foss, 66, of 155 Clark Street, Portland, freight checker at the Portland freight house of the PTCo. after nearly 41 years of service. Foss entered railroad service as a freight handler in April, 1911 and became freight clerk and checker in 1914.

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YEARMEND REPORT

The nation's railroads in 1951 made all-time record expenditures for new equipment and far-reaching improvements in their plant, which helped bring about further enlargement of carrying capacity and greater operating efficiency, according to the AAR.

The railroads also carried a near-record traffic of 642 billion ton-miles, and took in record gross operating revenues of more than $10 billion. Expenses and taxes were also at record levels, however, and increased faster than their average ton of freight one mile has risen only 45 per cent.

During the same period, the revenue per cent. Net railway operating income fell from $973 million in 1950 to $903 million in 1951 and the rate of return earned on net ord levels, however, and increased increased their increased transportation efficiency, according to the AAR.

The telling effect that higher wage and prices have had on railroad operating costs is evident from comparison of such increases with the far lesser increase in freight rates. Since 1939, for instance, straight-time hourly rates of pay for railroad workers have increased 39 per cent, and prices of railroad materials and supplies have increased 300 per cent. During the same period, the revenue received by railroads for hauling an average ton of freight one mile has risen only 45 per cent.

In 1951, the railroads received an average of 1,339 cents for carrying a ton of freight one mile. They also performed passenger transportation equivalent to moving 34,999 million passengers one mile, at an average charge of 2,601 cents for carrying a passenger one mile.

Despite the meager return on invested capital, the Class I railroads spent in 1951 an all-time record amount of more than $1,400,000,000 to enlarge capacity and to increase operating efficiency. Of this huge outlay of capital spending, approximately $1,061,000,000 was allocated for the purchase of about 34,000 new freight cars and about 3,500 new locomotive units. More than $351,000,000 went for improvements to roadway, structures and other fixed facilities.

As a result of these new facilities installed by railroads under the 1951 improvement program, the railroads during the past year so enlarged their carrying capacity and increased their efficiency that the average freight train carried more tons of freight more miles during each hour of operation than ever before.

THE COVER

There's 70 inches of snow on the ground in the North Country this Win- ter and to our Bartlett crews that means plowing roads through the Notch. In our cover photo Plow 79 with Engine 624 is approaching Sawyer's River east-ward after preceding our passenger train 162 up the Notch. Conductor is Dolf Bergeon. Jim Chadbourne and Bob Jones are on the ranger, Engineer Tarzan Emerson, Fireman Sammy Brown and Brakeman King.

BLACK SHEEP

A father can do only so much for his sons.

When Conductor Harry A. Taylor took the Pennsylvania Limited out of Fort Wayne, Indiana, on its last run, he had his six sons for crew. From engine to firemen, they were all his boys, all raised in the finest railroad traditions.

We hate to mention the sour note. There was a black sheep in his flock. The seventh son is a bus driver.

From the editorial page of the Portland Press Herald

VETERAN EMPLOYEES DIE

Death took several of our best known and long-time employees last month. Horace H. Doughty, 67, died suddenly Dec. 24, at his home, 403 Broadway, Bangor. He had been employed in the Bangor baggage room for more than 40 years. He leaves his widow, two sons, a daughter, six brothers and four sisters.

Lewis J. Sanborn, 72, who retired as general agent at Bath last year after more than 50 years of service, died at his Bath home Dec. 28. Prominent in Masonic bodies, he is survived besides his widow by two sons, Maurice L., railway express agent at Gardiner; two sisters and seven grandchildren.

Emile B. Hall, 73, paint shop foreman at Waterville Shops, died suddenly Dec. 31 at his home, Upper Main Street, Fairfield. He had been in ill health for several months. He had been with the Maine Central about 50 years and is survived besides his widow, by a son, Parker Hall, electrician at the Shops.

Harry P. Lowell, 71, well-known clerk-telegrapher at Augusta, collapsed and died Jan. 13 as he entered the station to report for duty. Harry had been with the Maine Central for 50 years and had previously worked for the NY, NH&H. He is survived by his widow, Mrs. Winnifred Harriot Lowell who was a familiar figure at the station as she often helped her husband check his accounts.

SLIPPING

"And now, gentlemen," continued the Congressman, "I wish to tax your memory. "Good heavens," muttered a colleague, "why haven't we thought of that before?"
There's Snow In Them Thar' Mountains

SCENES ON THE MOUNTAIN SUBDIVISION show (1) Train 162, passenger job bound for St. Johnsbury, kicking up snow on a curve at Glen, N. H. (2) Sawyer's River section crew include left to right, Foreman J. B. McCann, Ivan Stonehouse, Carroll Kelley, and Robert Gardiner (3) The Gilman Extra hauling up from the lower yard at Bartlett (4) Little workhorses of the Mountain are these 1,200 diesels. Engine 334 shown here coming out of the engine house is a multiple unit and used with Nos. 331-332-333, perform helper service up the Notch (5) Engine House and Car Foreman Walter Trecarten is in charge of the important service and maintenance at Bartlett (6) The serv-a-train unit, a new fueling pump installed at Bartlett to service the diesels
The local order of Eastern Star has a good representation of railroad people as officers. Clerk Carl Ross is worthy patron and his wife, Edna Ross, is worthy matron. Agent Pullen's wife Lulu is treasurer and president of the Orion Club and Operator McKay's wife Edna is secretary of the order.

Operator W. H. McKay, his wife and daughter Marjorie went to Boston last week and took in the Faust opera. Mr. and Mrs. Henry C. Hayward announced the engagement of their daughter Sara to John S. Cameron, third class fireman, U. S. Navy. Mr. Cameron's parents are machinist and Mrs. Clayton Cameron of Calais shops.

Congratulations to Engineer Cyrus Shaw who retired on Dec. 28 in good health after fifty-three years of service. Trainman George Townsend enjoyed a recent vacation.

A New Railroad Club, to be known as the "flat Wheelers" was recently organized in Bangor. At the last regular meeting refreshments of "Diesel Oil and Washers" (coffee and doughnuts) were served. The club is composed of model electric railroad enthusiasts.

The Ladies' Auxiliary of the B. of LE and F recently elected the following officers for 1952: Mrs. Little Carmou, president; Mrs. Lila McPheters, vice-president; Mrs. Ruth Dowling, chaplain; Mrs. Helen Merrithew, secretary-treasurer; Mrs. Grace Farnell, collector; Mrs. Flora Duddy, wardens; and Mrs. Mary Dauphinee, inner guard. The meeting was held at the home of Mrs. Merrithew. Mrs. Farnell assisted by Mrs. Duddy installed the new officers.

Machinist Helper Joseph Paradis, houseman H. N. Clark and Machinist A. C. Cyr have all been hospitalized recently.
eventually put into operation it will be his helper Kempton Johnston the mechanical of the job. Machinist C. L. Shepherd and Department are doing the electrical part and his helper Donald Wing of the Signal at Bangor. Electrician F. R. Smith

plumbing end. When the apparatus is work and Arthur Cust is handling the their son Sgt. Irvin Nichols and wife at the birth of a grandson. Philip, born to Fort Jay, N. Y. awaiting his discharge.

three years' service in Germany, is now feel quite elated over the fact that their grandchildren.

leaves soon to enter the Armed Forces.

filters per hour.

Raymond W. Cunningham of the Bangor

a window, then told his wife that the cat in trying to kill a fly with a swatter broke

domestic incidents: Trackman Ray Tripp in trying to kill a fly with a swatter broke

We do extend our thanks to Section Foreman Clifford H. Foss, on Dec. 31, 1951, and at the same time, Loader and Caller John A. Conley. Our best wishes were tendered to all of these boys, who will be greatly missed by

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Carman Daniel Norton is still off sick.

Coach Cleaner George Lynch lost several days on account of sickness.

Coach Cleaner Arthur Fields has returned to work after several days' sickness.

Carman Raymond Labarge is taking his vacation early as usual.

Carman Conley and Martin Norton are also on their vacations.

Coach Cleaner Slimme Butts and Bernard Kearns are among the early vacationers.

Carman Martin Conley is taking his vacation Jan. 19, also a month in addition and is going to spend the time sunning himself in Florida.

Rigby Engine House

By ALBERT B. WETMORE

Assistant Foreman James Marcroft was reported out sick late in the preceding month, and is receiving treatments almost every day, although not confined. We all hope for his quick recovery, but he is not yet quite well enough to return to work.
There were 14 who seated themselves at a pets for market. The ice. The hospital for a hernia operation, and did not know when they can do. Here’s how it happened. He was taken to the operating room, as he supposed, for observation, but the local anesthetic and performed the operation. The next day he was asked by visitors how he felt. His answer to the question was, he felt a little sore but they hadn’t operated yet.

There were two minor automobile accidents during the month. Laborer Edward Thorpe’s car received damage in a rear end collision, and your reporter lost a fender. The new shop constructed for the Machinist organization for 1952 was appointed by its President, Linwood Sweatt. Chairman, Linwood Swain. Laurence Lancault, and Joseph Ashley.

One of our employes hospitalised. Here’s how it happened. He was taken to the Portland Terminal yards has written a poem about railroading. It follows on the same line, “Twas The Night Before Christmas. Informers have revealed to me that it is a dandy poem and should be published in a railroad magazine. This brakeman who wrote the poem does not wish to have his name mentioned, he’s very modest.

Yule Sawyer, brakeman with Portland Terminal Company, has just arrived back to work after being out sick for quite some time. Tommy Confield, conductor of second trick Yard No. 7 job, gives this reporter light signals from his lantern every evening coming back from doing his work at Yard No. 7, and going through the station to Yard No. 9. Thanks Tommy, I notice those signals, and look forward to them when on duty at tower.

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Operator Eben Lord wishes to thank those fellow workers for their thoughtfulness during his recent illness. Eben is back working. Walter Sawyer, see that he has recovered from his operation. We hope he will be with us again for a big Yule party celebration at his home in Winthrop on Saturday, Jan. 12, 1952. Clyde being a member of the Winthrop Fire Department had the Chief of the Fire Department and the many guests who attended this eventful affair.

Baggageman Olin Gordon has been getting some big pickled cucumbers from a lake over New Freedom, Maine this month. It was rumored that some of these fish were so big that the bushes which the lines were thrown had to be enlarged several times so that the caught fish could be landed.

Signal Maintainer George Curtis is busy campaigning for a local candidate in these parts. George hasn’t made any speeches yet. He is trying to be on the ball, but we are all pulling for him as he is evidently doing a good job.

STEAM HEAT FOR A FLOODED MILL

was provided by our locomotive 464 in the month of December when ice backed up the Penobscot River at Old Town and flooded boilers and a large section of the dye house of the Saco Mill in the American Woolen Company. The company ordered presses to keep the pipes from freezing, and we now have them anchored to the rail by ice when the emergency was over. It was short work to dissolve it, however, (Bancro Letters, photo by Joe Cobb)
GRANDCHILDREN of Signal Maintainer George Curtis Gardiner are, left to right, Georgia Lee, seven, and Tracy, six, Curtis. They are the son and daughter of popular Portland jockey and announcer George Curtis, Station WGAN.

Signal Maintainer Helper Fred Pickings either lost the running boards on his car or took them off for some unknown reason. He has had an offer to sell, but Fred wouldn't comment on the subject when approached the other day.

Section Foreman Albert Allaire is off sick with the flu. Edward L. Newton, sectionman, is filling in for Albert during his illness.

Section Foreman Eddie Gnaebe at Richmond, is off sick also and Sectionman Richard Lewis from South Gardiner is filling in for him.

Jimmie Gordon, Baggage Agent Olin Gordon's brother, fills in as spare baggage agent Saturdays at the Gardiner Station.

Mail Carrier Adolphe Turcotte has been busy working the Christmas holidays.

Garage Foreman Nick Ballard of the Railway Express Agency in Lewiston was a caller at the express office this month.

Engineer Harry Pettingill has found a new place to park his car evenings while he is away in Waterville covering his job there. Harry used to push the car in the Station Yard, but ice and snow conditions made it quite difficult to get started for home, especially after a heavy snow fall.

GOODBYE to old Train 20 Sept. Waterville as Baggage Master Raymond Barris, left, loads the last baggage and mail, and right, the gate ready to pull out of the Waterville station.

WATERVILLE STATION

By M. W. FLYNT

Operator R. L. Achorn is off duty on account of illness. Operators Wakefield and Durt covering.

Mr. N. S. Richardson of The Santa Fe was a recent caller in town.

Our holiday traffic was excellent thanks to the vagaries of the weather man who grounded planes and iced up the highways. Conductor E. F. Cook has been off several weeks due to sickness. We hope that he will soon be able to resume work.

Conductor G. C. Wheler has returned to duty after being off a few days recovering from a fall.

It is with deep regret that we learn of the sudden death of Operator Harry P. Lowell of Augusta.

Car Inspector E. N. Jones with Mrs. Jones have just returned from a short vacation spent in south Florida. "Ern" reports a fine time and says that he was glad to see snow again.

Operator L. E. McIntosh has taken the Tower "A" swing position while Operator C. Crandlemere takes the third trick at Tower "A".

Operator Rene Michaud is now in Germany and is attached to an Army communication group.

F. J. Holland, express office cashier, has been transferred to the proper position at Manchester, N. H. Congratulations Fred.

WATERVILLE SHOPS

By KEN STEVENS

Magazine News from the Mainening of the Maine Central Works: The line forms at the right, thanks, and don't crow.

Foreman Bill Otis has been notified officially that he has fallen heir to a share in a brewery, in Gutenborg, Sweden. Bill received an offer from President of Korsnäs "Vargfjæstumannen" William D. Otis, which literally translated means "Servant of the Railroad." (Bill allows that after some 50 years' service that the translation is appropriate.) However Bill will be pleased to be addressed as Braumester.

Painter Henry Pooler, upon hearing Bill Otis' good fortune, graciously offered to manage the American end of the Brewery business if the assets of the company were in a liquid condition and that the company remain in a liquid status. In anticipation and anticipation of the management Henry has presented Bill with a Panama hat with square corners in the crown.

Welder Harold Varney, at the present writing, is at home and coming along fine though he is expected to return to the hospital at some near future date for surgery.

Brother Leroy Webster has purchased a new 5 hp garden tractor and is booking orders for plowing and haying, come spring.

Checker Wallace Jewell has been bitten by the virus bug and has been confined to the sick for a period.

Laborer Stephen "Pete" Moran long on the sick list, died recently at his home in Oakland.

Bill Foreman Ernest Richford has been lauded with virus pneumonia recently and Abe Johnston has been ruminating the cabinet shop in the interim.

Foreman Percy Brown has been laid up for a few days with several broken bones in his toe, resulting from a dropped steam heat connector.

Foreman Ralph Patterson has been a recent visitor in Baltimore, Md., inspecting the new General Motors Electro-Motive Plant there. Pat also had the opportunity to visit the Baltimore and Ohio repair shops and has a story to tell for the benefit of those who are interested in the subject.

F. J. Holland, express office cashier, has received the gift of a wedding anniversary on Jan. 8. Dwight is the son of Dr. and Mrs. Lawrence Sparr, and at present is stationed on the USS New Jersey.

Machine Helper Reggie Breton has recently held off a job on the fleeting Up side and his former job in the Wheel Room is being covered by Helper Walter Moore, who is a native of Norwood, Va., who are visiting his parents, BTU Enginemen and Mrs. A. A. Oliver.

A new potential stenc for the RR is Mr. N. S. Richardson of The Santa Fe.

Former Machine Apprentice Ernest Niles, who accepted promotion as private in the Army, has been a recent visitor at the Shops while on furlough.

Another bell ringer in the Stork Derby is Tractor Driver Ralph Brckett, who has the capable assistance of Mrs. Brckett, brings forth another potential Railroad in son Clayton, born Dec. 12. Laborer Bob Tully is sporting a new set of choppers.

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Ray Hurd is back to work after a spell of not feeling well, being relieved by the old standby Arthur Soule. G. Wheeler, MP, on Waterville-Harmony extra, has been in the hospital due to an injury he received from a fall recently. We are all glad to see he has returned to work.

It is rumored that Gil Fournier and Wheeler are competing with Joe Shuman. Business on the border is now at a peak, the weather has been tops for pulpwood traffic.

A bit of belated news: At the time Mr. Siros left Pittsfield for his new agency at Skowhegan, Mrs. Siros was presented with a beautiful plate as a gift from the ladies of the St. Agnes Guild at a lawn party held at L. A. Dyer's camp. Mrs. Siros was an active member and is missed by all.

A QUICK NAP of L. King on No. 14 while stopped in Pittsfield station.

The "flay boy" bit General Bookkeeper Virgil C. Hawkes real hard, causing him to be absent from his work for several days. A few days later, Clerk Paul Crawford was also off duty for the same reason.

While Leslie "Tater the Caterer" Cummings did his annual stint for Uncle Sam in the Post Office Department during the Christmas rush, his brother, Eugene, ably substituted for him on the catering business in the General Office Building. "Tater" reports that he had a gala New Year's Holiday in Philadelphia, even acting as Master of Ceremonies at a big party.

Members of the Accounting Department have asked your reporter to include a note of thanks among this month's news items for the extra holiday time given us the afternoon before Christmas. We all appreciated it and many thanks, Mr. Miller.

Mrs. Prince, wife of Inspector Harry Prince, has been in the hospital fighting a battle with double pneumonia. We wish her a very speedy recovery. "Happy" says he will live with the housework, but running the washing machine almost floored him! What, no instructions with the machine?
"A Plea For The Puffers"

(Dwight Sargent is chief editorial writer for the Portland Press Herald. He's back at his desk after a year as a Newman Fellow at Harvard University, a chosen mark of recognition for the working newspaperman. Dwight likes railroads and railroading men. He's ridden our diesels, taken his kids down by the station on Saturday morning and written about us graciously in his columns. He'd be the first to acknowledge the railroads' operating problems. Because he's a sentimentalist too and expresses so vividly the thoughts of many railroaders, we're reprinting here one of his recent editorials.)

"Diesels have the muscles, but our puffers have the charm. Duller and gloomier the world will be when gray-black smoke puffs on the horizon no longer signal the presence of a steam engine riding the rails down below.

The thought saddened us, the other night, as we drove a few enchanting miles over the Newburyport Turnpike, an old steam puffer alongside as a traveling companion.

Greetings, it whistled, with a rich steam whistle, bold and clear against the quiet sky. It's almost vulgar to mention a Diesel snort in the same paragraph.

First the whistle, then the rattling dance of the wheels — biddleyduru, biddley- durk, biddleyduru, biddleyduru. Say it right and it mimics the sound of the sooty local that pranced past us like a friendly hound, chuffing toward Portsmouth. The whistle, the biddleyduru of the wheels, the soothing sharpness of escaping steam, steam that oozes out from any old place in the big puffer-bellies — all a part of locomotive harmony so pleasing to the ears.

The sight of it was as exciting as the sound of it. The track ahead lit up by a proud beam from the headlamp. In the old days it might have flushed a hobo from the ties. Behind the lamp, the massive cloud of a black boiler, lumbering past the moon.

Down aft the firebox, door open on blaze-red coal, its glow squirting slantwise up into the night; the black paper-doll silhouette of the fireman, shovel in gloved hand, shuffling from fire door to coal pile like a ghost in an autumn cornfield.

A line of vague blackness; the tender, baggage car with a porthole of light, a weary milk car, empty tank waiting on Portsmouth cows. A pair of snugly-coupled passenger cars, squares of orange windows blending into a shooting star of orange windows. Passengers. One or two. Maybe three, astride green velvet seats with backs that swing over so people can play whist atop scarred suitcases.

In the last window, the outline of a squarish hat, the kind French generals wear. Hat of the sleepy conductor, fumbling with penciled record of the trip. Red lantern perched aside the rear door, wobbling easily. And off she chuffed, toward Portsmouth. Another whistle, sharpened by gusting wind, muted by distance, fainter now, a final volley of biddleydurs, a steamy grunt, and she was gone, swallowed up by pastures, elms and white church spires."