Scenes
Of The
Big Storm

KICKING UP THE SNOW as she glides through Rigby above, is our Kennebec Limited. The sun shone brightly the second day after our blizzard and found crews tackling the removal job.

A BIG ASSET in the snow removal were the Maine Central cranes. Equipped with clam buckets they accomplished a herculean task casting snow over needed tracks.

JUST A FEW of the more than 250 men employed to shovel snow at the Portland Terminal are these men clearing switches on the Union Station platform. THE SNOW MELTER at right, seen through a new fall of snow, waits to coal up near the Rigby Engine House.

The BLIZZARD OF '52
BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

It Snowed, and Snowed, and Snowed!
The worst blizzard in the memory of veteran railroaders swept down on the Maine Central last month to smother it in a white blanket that temporarily paralyzed operations, strained human endurance to the breaking point, and cost thousands of dollars to cast off.

Beginning Sunday, Feb. 17 and continuing into Monday the 18th, an official 22-26 inch snowfall hurled into four to 12-foot drifts by a 60 mph gale, tested the mettle of Maine Centralites throughout the system and found them not wanting.

It was a battle of men and machines against Nature for four days. While not attempting to minimize the storm's effects on such mainline points as Lewiston, Waterville and Bangor, it was the extensive yards and switching points of the Portland Terminal Company that stood out as the focal point of the Battle of the Blizzard.

The wicked, cutting, gale-force winds held our Engineering Department at bay from the outset of the storm. A single example was the complete blanketing of the terminal's 150 switch heaters. Normally good protection against a storm, they were rapidly extinguished in the blizzard.

The Sunday-Monday gale found the Engineering Department supervisory force surveying the Rigby situation through red-rimmed eyes from their 'round the clock fight on the job.

Meanwhile the Operating Department had its problems. The Gull, Train 23 due to leave at 11:30 p.m. on Sunday, left at approximately 12:30 p.m. Monday with two diesels hauling 12 cars. Bogged down on Track Three in Portland Union Station with snow four feet deep over the entire length, the delay was due to the inability to get a plow train made up at Rigby and through the switches and mechanical interlocking system. Even when a plow did get through, a road diesel, and yard switcher on the rear, and the two, head-end engines had a rough time getting the train started.

The Pine Tree, Train 14 out of Bangor, left, only to be turned back at Northern Maine Junction while the plow that preceded it made Waterville. In this one instance was portrayed the storm's impact on the railroad. Although the train was set back to run as Train 12, our Kennebec Limited, it was unable to get away because snow had piled up two feet over the top of the rail in the two hours since the plow's passage.

BR-4 got hung up in the Brunswick yard and although dropped to 96 cars, needed three engines to get into Portland. On Monday, Feb. 18, Trains 50, 1, 7, 162, 214 and 52 were cancelled as well as all freights on the Portland Division and Mountain Subdivision.

In the five-day period Sunday through Friday, a total of 72 plow trains were run on the system.

Tuesday saw the Engineering Department supervisory force surveying the Rigby situation through red-rimmed eyes from their 'round the track fight on the job.
Railroad Halts Express
To Rush Expectant
Mother To Hospital

Cumberland Center, Feb. 19.—Maine Central Railroad halted its crack Kennebec Limited early today to pick up an expectant mother rushed to Cumberland Junction by toboggan.

Mrs. Clayton G. Crawford, expecting her first child, was taken to Portland's Union Station and then to nearby Maine Eye & Ear Infirmary. She was tobogganed about a quarter of a mile to the junction by her father, Guy Burnell, a neighbor, Marshall Wagnor; a brother, Don Burnell, and her husband.

From the Portland Evening Express

clock vigil. A spreader was added in the West Yard and the snow melter pressed into service. Upwards of 260 snowshovelers were clearing switches. Equipment working included two of our own bulldozers plus one hired big 'dozer, two overhead shovel loaders and a third hired and 15 trucks. The Union Station platform and Rigby West Yard clearing was a simultaneous operation. The 'dozers worked to clear roads, the freight house and rip tracks and platforms at Rigby. Areas around the engine house had to be cleared before crews could report for work. Cumberland Mills had to be cleared to service the S. D. Warren Company, short of coal because of the storm. Industries handling perishable foods had to have their tracks cleared. By nightfall Tuesday, all but two of the tracks in Rigby West Yard were cleared and M of W forces were into the East Yard. This was accomplished despite breakdowns in equipment that were constantly under repair in the company garage.

Typical of the hectic two-day demand made on the physical resources Engineering and Operating Department personnel and their supervisory forces was one foreman who began work at 12 noon Sunday and could not be relieved until 11:10 p.m. Monday. Train crews, enginemen and flangermen too, worked 14-16 hours without relief and without even the comfort of food as business establishments and restaurants failed to open throughout the blizzard.

Other problems harrassing railroad snowfighters was the inability to contract for hired equipment, either snowbound or already hired out to the paralyzed city; daily weather bureau threats of more snow; continuous turnover in snowshovelers; and the absence of two company cranes in service at Wilton and Muscongus Bay. The latter were rushed back to the scene of action.

The engineers had set Thursday as a goal for good operating conditions and they made it. By Wednesday a Maine Central spreader and one borrowed from the B&M were hard at it, along with a B&M Link belt crane. Two of our own cranes and the snow melter were chowing away at the stubborn white stuff. PTCo. Wharf Three was 'dozed off to be ready for a ship docking Thursday and Wharf One for a ship due Saturday.

A measure of the storm's impact was registered by the amount of spreading work needed. Spread was all of Union Station, Rigby West and East Yard, Yards Eight, Five, Nine, 11 and 12, while Yard Seven was practically hand shoveled due to shortage of equipment. Spreader 805 on loan to the Bangor & Aroostook was rushed back and spent two days spreading the Waterville Yard, went up the Bingham Branch to do the Chisholm Yard after which it headed for Livermore Falls, Farmington and Rumford. Every passing track on the Back Road from Danville Junction to Oakland was due for spreading because although open and operating, hight cores spelled danger in the event of another storm.

Despite the heavy snow conditions, there were only three plow derailments, all on side tracks. At the height of the storm, a plow from Rumford to Rumford Junction via Mechanic Falls got stuck in a drift in the cut one-half mile east of the Junction station for three hours and required the efforts of three section crews to shovel it out.

A carload of meat badly needed in Rockland moved from Rigby by snowplow.

A Boston and Maine train halted on an overpass near the Maine Turnpike and rescued more than 200 stranded motorists, taking them into Portland.

The Blizzard of '52 long will be remembered by citizens of Maine and New Hampshire who watched helplessly as their mode of civilized living and transport ground to a halt under the onslaught of the storm. But it will best be remembered by railroadmen as another gold bar of merit on the record of every Maine Central employee who turned to for the battle.

The name of no single individual can stand out when each member of the team shared equally. Engineer, M of W Jim Wiggins asserted proudly: "The boys did a sweet job. It was quicker and better than we could hope." And Superintendent Harris Strout affirmed: "Be sure the men that worked so hard get the credit, they certainly deserve it."
LEWISTONIANS AID STRICKEN PASSENGER

BY LILLIAN G. WHITE
Lewiston Reporter

Typical quick-thinking and cooperation of Maine Central men, a Lewiston physician and the Lewiston Fire Department, combined to provide desperately needed equipment to a gravely-ill woman passenger on Train 23 last Jan. 21.

The passenger was in a deep coma and being administered oxygen by an electrical respiratory device that could not continue to operate on the sleeping car current. Portland Train Dispatcher G. J. Anderson phoned ahead to Lewiston General Agent Bart Kirkpatrick at 12:30 a.m. when he learned of the situation as 23 pulled out of Portland.

Kirkpatrick called for assistance from the Lewiston Fire Department and Deputy Chief Verderber hastened to the station with an inhalator and four tanks of oxygen. At Kirkpatrick's request Dr. M. S. Greene of the Central Maine General Hospital rushed to the station as the train was whistling at Rumford Junction to examine the passenger and determine whether or not the Fire Department equipment could provide correct emergency service. The deputy chief and Dr. Greene entered the car, explained use of the equipment to two nurses attending the passenger for the long trip to Limestone, her destination, and the train was delayed only a few minutes.

Special tribute to the doctor and deputy chief for their cooperation with our railroaders in rising to meet this serious emergency.

MOUNTAIN FOREMAN RECEIVES GOLD PASS

A veteran Mountain Subdivision railroader joined the ranks of Maine Central Gold Pass holders last month. John B. McCann, who entered service with the Maine Central Feb. 2, 1902 as a trackman at Crawfords, received his Life Service Pass accompanied by a congratulatory letter from President E. S. French. McCann has been section foreman at Sawyers River since 1911.

NEW TRAINMASTER

John T. Robertson, assistant trainmaster the past three years, was appointed trainmaster Portland Division with headquarters at Waterville last month, it was announced by Superintendent H. L. Strout. Robertson entered service with the railroad in 1946 as secretary to President E. S. French. He was appointed assistant trainmaster in 1948.

AWARDED KOREAN ORDER OF MERIT—Commander Michael J. Luosey, right, son of Retired Eastern Division Laborer Patrick J. Luosey, and whose brother, Patrick is a diesel machinist at Bangor, received the Republic of Korea Order of Merit presented by President Syngman Rhee at Pusan, beginning of the war, received the medal for his organization of the evacuation of Korean civilians from the mainland during the advance on Pusan. Commander Luosey has been "Commander, Republic of Korea Naval Forces" since the beginning of the war, received the medal for his organization of the evacuation of Korean civilians from the mainland during the advance on Pusan. Commander Luosey is now training Korean sailors for duty on U. S. leased ships.

Shaft Repaired—Another First For Shops

EXCELLENT technical photos by Machinist Perry Morse show Foreman Archie Lamoine putting the micrometer on the shaft, left, and Machinist Eldon Fish at the grinding motor, right

By KEN STEVENS
Waterville Shops Reporter

Another first in mechanical ingenuity that may mean savings of many dollars for the Maine Central was scored at Waterville Shops last month when the main crankshaft of a 1,500 hp diesel that had become scored was refinished.

The crankshaft from engine 685 had become scored, i.e., pitted and scratched, a repair job that ordinarily would mean taking it out, crating it up, and returning it to the factory.

But—Shops Superintendent Frank Bennett and Machine Foreman Archie Lamoine thought it could be done cheaper and right at the Shops, even if they saved the freight costs it'd be worth it, they thought.

Super Bennett wanted to see first if the shaft was sprung, so two "centers" were rigged up on which to revolve the shaft. Two pieces of an old Santa Fe frame were cut up, and the elbows cut out of an old wheel lathe that had been scrapped. Holstered up on a planer, the shaft was inspected and found to be OK.

Next step was to find a method to polish off the burrs and scratches. Collars were made from some scrap aluminum in two sections, clamped with springs and lined with emery cloth. The collars were rotated by means of a small electric motor around each bearing surface, producing a high finish, doing the job, and providing a new original idea for cutting costs.

Among Those Retiring

William V. Gleason, 65, of 54 Cole Street, South Portland, yard brakeman, after 48 years of service. He began railroading in 1905 with the Boston and Maine, served on the Eastern Division and at Rigby.

Albert P. Skillings, 71, of Portland, yard conductor for the Portland Terminal Company after 41 years of service.

John T. Cook, 72, of 78 Sherman Street, Portland, carman, after 38 years of service.

Elias Mitchell, 67, of 100 Front Street, Waterville, a coal passer there, after 41 years of service.

Bert Hawers, 71, of West Stewarts-town, N. H., a trackman on the Mountain, after 40 years of service.
The fourth annual Maine Central Directors Trophy Bowling Tournament will be held Saturday, March 15 on the Monument Square Alleys, Portland with the Rigby bowlers as hosts.

The Trophy Tournament, originating in 1949 has proved the high point of competitive spirit among Maine Central keglers as well as providing a day for congeniality and fun for interested spectators and team supporters.

The 1952 tourney will again feature five-man teams from Bangor, Waterville, the General Offices and Rigby. Growth of the tournament now permits entrance of more than one team from any location, thus insuring a chance at the Trophy for any group of railroad bowlers desiring to compete. Any bowling team on the system that has not already signified a desire to compete in the tournament this year, is urged to contact your Magazine editor immediately.

To date, a leg on the handsome trophy donated by our directors has been gained each by Waterville in 1949, the General Offices in 1950 and Bangor in 1951. The veteran Queen City five last year scored a decisive 54-pin victory over the Rigby A’s to capture the trophy over six competing teams, the largest number ever to participate in the tournament.

While the Rigby A’s were runners-up last year for the trophy, the Bangor Bees were only six pins off for third place, and the Waterville Wildcats squeezed out the Officemen by one pin for fourth place.

In recent years the tournament has spotlighted terrific bowling by such stalwarts as Ted Jewett with 1949’s tournament high single of 124; Bangor Warren’s 127 in 1950 and the Officemen’s Spikes 129 last year.
honestly, that railroad freight rates think that are wrong on both counts. Those who do forcing prices to rise. Those who do freight rates have been a factor in cost of most things we buy—and that represent a substantial part of the increase in prices. Prices went up first, long at all to do with starting the rise years earlier. The first postwar in—than when war began in Europe, six years before the last World War ended in 1945, railroad freight charges were no higher than when war began in Europe, six years earlier. The first postwar increases in freight rates were not made until mid-1946, and by that time prices generally had risen 50 per cent.

THE TRUTH ABOUT FREIGHT RATES

Some people seem to think, quite honestly, that railroad freight rates represent a substantial part of the cost of most things we buy—and that freight rates have been a factor in forcing prices to rise. Those who do think that are wrong on both counts. First of all, freight rates had nothing at all to do with starting the rise in prices. Prices went up first, long before the freight rates. When the last World War ended in 1945, railroad freight charges were no higher than when war began in Europe, six years earlier. The first postwar increases in freight rates were not made until mid-1946, and by that time prices generally had risen 50 per cent.

Secondly, the railroad freight charges are always a very small fraction of the cost of most articles we buy—and today they represent a smaller fraction than they ever did before. Actually, since the last war began, railroad revenues—figured on the standard ton-mile basis—have increased only one-third as much as railroad wages, as the cost of many materials and supplies the industry must buy, and as consumer prices generally.

To put the situation still another way railroad freight charges today, in proportion to the price level, are actually lower than they were before the war, and are about as low as at any time in the lines' long history.

So don't blame the cost of carrying freight for boosting prices—it just isn't so. The fact is that the railroads have been doing a superb job with extremely inadequate earnings.

(Extract from the LYNN DAILY ITEM, Lynn, Mass., submitted by General Freight Agent T. E. Groover)

HELP NEAR HOME

"The railroads have to maintain their rights of way, stations as well as equipment, remove snow in winter, and other expenses and, at the same time, compete with buses and trucks, which carry passengers and freight at a lower rate over highways, which you and I and the other fellow have to help pay to build and maintain. ** * * * Certainly, the public cannot get along without the railroads, for years and other competitors. ** * * * Any thinking person can see that the railroads of the country * * * have a big problem to solve and it is not to be wondered that they look about to find some new way by which they hope they may increase their revenues to a point where they can at least meet their expenses and continue to exist as modern carriers of persons and of freight and mail."

From the Bath Times

THE COVER

This snow-plastered behemoth is Maine Central diesel 708 as it made North Station, Boston, after hauling our Penobscot from Portland, the only train to get through the day of the Blizzard of '52. Due at 6:20 a.m., it arrived at 2:45 p.m. Although once again buried with snow in the photo, it had been stopped three times en route to be cleaned off.

PHOTOS WANTED

Walter R. Fogg, once a Maine Central fireman and now a retired New Haven engineman, is anxious to obtain for his collection, photos of the oldest Maine Central engines. 1 to 167 before renumbering. His address is 26 Monadnock St., Boston 25, Mass.

BEAUTIFUL new home of the Calais Rod and Gun Club was designed by Conductor R. J. Gillis, Calais

By PERCY D. ADAMS

Calais Reporter

Fishermen and hunters touring Washington County won't want to miss a stop at the Calais Rod and Gun Club's beautiful new lodge on the shores of Round Pond since it was designed and the building of it supervised, by R. J. "Bob" Gillis, conductor on the Woodland switcher.

Situated on the highest spot in the surrounding territory, a spacious veranda, 12 x 48 feet overlooks the scenic view. The main living room is 20 x 48 feet with a large fireplace and beatific. A cement floor will be tiled and rustic furniture designed to be in keeping with the atmosphere. In the rear of the living room is the kitchen and Members' Den, each of which measure 12 x 22. Constructed of log siding, the clubhouse has 18 windows from which to enjoy the forest primeval surrounding it.

Success in completion of the project is due to a hard core of volunteer workers known as "Gillis' Gang" that put in untold manhours of labor at the site. Also contributing were many members of Calais civic and social clubs, willing townsfolk and interested sportmen from other towns.

A temporary lack of funds has halted work for the time being, but with the perseverance already demonstrated, Bob Gillis and the gang hope to have the lodge open for members and guests by mid-summer.

ARNO ELLIS NAMED ASST. SIGNAL SUPERVISOR

Signal Foreman Arno Ellis, Brewer, was appointed assistant signal supervisor with headquarters at Portland last month, according to Signal Supervisor L. M. Lentz.

Ellis began railroading on the Bangor and Aroostook in 1927 as a maintainer for their Northern Telegraph Company subsidiary. He worked on the installation of the BAR train telephone dispatching system. He came to the Maine Central in 1944 as a signal helper on the floating crew, became a leading signalman in 1945, and signal maintainer at Bangor in 1946. He was made a signal foreman in 1948. His wife and ten year old son will reside in Portland.
MORE THAN 130 attended the annual Ladies’ Night of the reorganized Railroad Club of Maine February 7, in the Crescent Hotel, Waterville. (1) Head table included, left to right, Assistant Waterville Shops Superintendent and Mrs. Richard Dole, Mrs. Roy E. Baker and Assistant General Manager Baker, Mrs. F. H. Bennett and Shops Superintendent Bennett, Mrs. Edward Johnston and Freight Foreman Johnston (2) Joe Parker demonstrated his ability with spoons (3) Right foreground, Club President I. A. Furrow, Mrs. Furrow and Mrs. Lawrence Sparrow. At left, Mrs. C. H. Leard and Blanche Butterfield (4) Dick Delano, Mrs. Delano, Mr. and Mrs. Percy Brown (5) Left, Mrs. John McAleen, John McAleen, Robert Young, Mrs. Young, Edward Kent and Mrs. Kent. Right, Grace Phillips, Tommy Simpson, Larry Eliason, Mrs. Eliason, Mr. and Mrs. Dick Harrington (6) Left, Mr. and Mrs. Bill Minno, Dick Berry of the Edison Company, Mr. and Mrs. Ralph Patterson. Right, Ken Stevens and daughter Lillian, Lloyd Case and Mrs. Case (7) Philip Gooch, Mrs. Ralph Roberts, Mrs. Gooch, Mrs. William Prou, Mrs. Monahan and Mr. Monahan (8) Left, Mr. and Mrs. Dick Sturtevant, Mr. and Mrs. Irving Noddin. Right, Mr. and Mrs. S. H. Duddy, Mr. and Mrs. Donald C. Lewis.
Conductor George Green, the family of Yard loved ones: Engineman Charles Ready, Conductor Edwin J. Linnell of Bangor, Mrs. Brims, wife of de Rines, was a patient at the Maine General Hospital. Also Mrs. Leon Poupart, wife of Conductor Dudley who had an aching tooth removed. But he feels much better at present. Dave tells us that the dentist coupled onto that molar and had to take the slack three times before starting. We feel that we may look for Spring before long.

Beecher Falls, Vt.
By Don DeCoster

This little one-man station made 1,022 outbound freight waybills during January. Can any of you agents top this? The crew of the Beecher Falls-Lancaster wood extra is prepared to certify that traveling Conductor F. L. Graves does not snore while he sleeps.

Retired Trackman Bert Hawes visited his son in Groveton recently. Jeannie Condon, daughter of Section Foreman C. C. Congdon, scored 10 points for Canaan High in a recent basketball game. Jeannie is also a cheerleader. We understand that Brake men Jordan Gordon „Crow” Neagle now says, „Yes sir, yes Mr. Pierce,” whenever the phone rings at his house.

Beecher Falls section crew include left to right: Desire Therien, Foreman C. C. Congdon and Flangerman Carl Crawford.

The Lewiston Terminal is about to receive a new tenant, a watchmaker who will occupy the front right window section. With among the hundreds of motorists besides ebbage, they would like to know, as the Champs skunked them twice and won the bit. Conrad is having the time of his life. Rumor has it that Operator Harry Hubbard on the Colebrook either is or is about to become a groom. Harry refuses to confirm this. George Pantou, diesel mechanic at the Portland garage, has returned from service in the Navy, and is a welcome sight to the gang.

THE ABOVE SNAPS are the „Three Jacks,” Conductor Jack McLeod, son and grandson, „Jack” 3rd, Conductor McLeod’s son, is teacher at Junior High School at Newton, Mass. At one time he was employed at Portland Union Station and the family of Train Conductor Leon Silver. Mrs. Leon Poupart, wife of Conductor Poupart, was a patient at the Maine Eye and Ear Infirmary. At this writing was at home convafileing.

Trainman „Al” Spencer made a trip to the sunny South in January. Enginemen Berry and Gordon at this writing are enjoying the Florida climate.

Coast has several of the boys champing at the bit. Conrad is having the time of his life. The new heating units at the engine house are really doing a job. Foreman Trextenrten allows his warmth enough around there to grow orange and palm trees, and he may get around to set some out this Spring. He appears to be entrenched with the vision of engine crews sitting around „neath the gentle rustle of palm fronds, and now and then reaching forth and picking off an orange, for free of course. Walter says it should have a soothing, gentle, calming influence upon them in future years. Everyone seems to be well and happy. If we except Conductor Dudley who had an aching tooth removed. But he feels much better at present. Dave tells us that the dentist coupled onto that molar and had to take the slack three times before starting. We feel that we may look for Spring before long.

Rigby Engine House
By Albert B. Wetmore

Capt. Donald E. McGarry, son of retired dispatcher John S. McGarry, has recently returned to the states from Nurnberg, Germany where he was counterfire officer for the 16th Infantry Regiment. He was recently presented an Oak Leaf Cluster to his Bronze Star medal won for gaiantry and wounds received in action Dec. 4, 1944 when he was a heavy machine gun platoon leader for the 41st Glider Infantry Regiiment who made their first combat jump in Arnhem, Holland, scene of heroic heavy action in World War II. The nephew of Ban­gor Engine House Foreman R. O. McGarry, Don returned to active duty in 1948.
Mechinist Helper Joseph Hanlin was sent to the hospital after a bout with heart relapse.

Foreman William Jenkins, who also expected to be back to work soon, had a portion of his stomach removed.

Machinist Helper James Jenkins, who also had a new home built on Broadway in South Portland.

Truck Driver Lester Walker of the Car Department, who were not members of the Welfare Society, have just completed the new sewer project blasting logs for a local contractor who needed heavy timber when he filled a contract for Cumberland Mills.

Machinist Eugene Annett tells me his brother-in-law died during the month.

A contribution was taken up by a few for Fireman William Bond, who is again on his way to the sunny shores of Florida for his yearly vacation. We all hope that Leo got the job he wanted, but then again some of us hate to see him go. I wish he wouldn’t forget his friends here in the Terminal and drop a line now and then.

Fireman William Bond took a trip to Cleveland, Ohio to visit his son.

Machinist Helper William Brume has started the remodeling of his new home in Portland.

A new heating and plumbing system, as well as several remodeling, are on the books.

Hostler William "Bill" Savage has pushed a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps lifting up the hood of it, chasing a new car, but we can’t understand why he keeps...
March 19. 8 p.m., Frye Hall. Portland.

All civic-minded railroaders: George B. Curtis, Jr., Cape Elizabeth, the son of George Curtis, Maine Central signal maintenance man of Gardiner, and Program Director of the Portland Young Republicans, is extending an open invitation to all interested railroad workers, their families and friends, to attend an open meeting on Wednesday.

Mr. Curtis announced candidates for the governorship of the State of Maine.

The Portland Young Republicans is extending an open invitation to all interested railroad workers, their families and friends, to attend an open meeting on Wednesday.

Mr. Curtis announced candidates for the governorship of the State of Maine.

land area, but also from the neighboring city of Lewiston. The committee in charge of arrangements certainly deserve a lot of credit for the effort and work they must have put into this affair. It is the consensus that these events should be held more often, so everyone might become better acquainted with each other's problems, and ideas.

Mr. Riddle's office reports that they are still working on the "goose" they promised and they have hopes of something interesting before too long.

Mr. "Jerry" Woodbury, wife of Bookkeeper Frank Woodbury, has been quite ill, but was recovering rapidly at the time the magazine went to press.

General Accountant Horace N. Woodbury and Mrs. Woodbury celebrated their thirtieth wedding anniversary on Feb. 16, "going out for dinner and spending a quiet evening with friends." Congratulations to the Woodburys and we wish them many, many more happy anniversaries!

On Feb. 12, Russell Rackett, clerk, freight claims, transferred to Executive Dept. Mr. Harris' office, as an examiner, position formerly held by the late James Dole.

Andrew J. Blackwood is replacing Russell Rackett as clerk, Freight Claims. Edward I. Hill, Investigator, Freight Claims, received a gift of a beautiful Kaywoodie pipe from his associates in the Freight Claims office upon his retirement on Jan. 28, 1952 after 38 years of service on the Maine Central. Mr. Hill entered the service on April 27, 1914 as clerk Portland Terminal freight house April 27, 1914, transferring to the Freight Claims office on May 21, 1914. Mr. Hill also acted as local General Chairman of Lodge 374 for six years.

Bangor Motive Power

By C. H. BARNES

Engine Houseman Maurice A. Purrow was honorably discharged from the U. S. Navy on Jan. 24. Jerry Harrington, caretaker at the Bangor Bank House, is one of those dollie bosephile fellows who has the habit of nearly getting married. Every time a woman shows up he puts on steam but says he still keeps a housekeeper because he can't afford a wife.

On Jan. 19, Bernard Shepherd of Old Town was graduated as honor man from the Recruit Company at the Naval Training Center, Bainbridge, Md. He is the grandson of Machinist C. L. Shepherd and now is attending the Electronics School at Jacksonville.

While ago one of the laborers left and the committee came in to ask the Boss who he was willing to use to fill the vacancy left by "Bill." McGarry replied: "He left no vacancy right in the picture are Miller, Mrs. Sawtelle, hostess in the Lancey House, Pittsfield, and Sawtelle demonstration of radio operating at the Eastern Star Grange Hall in Hampden, getting in touch with many stations throughout the country.

T/Sgt. J. W. Gilmore of Hampden was recently awarded the Air Medal. He is serving with the 19th Bomb Group and is a veteran of 43 missions. He received the medal for participation in frequent aerial strikes at Communist targets in Korea aboard a B-29 Superfort. Young Gilmore is a flight engineer and is the son of former Freight Trucker Edward Gilmore of Bangor Freight Sheds, deceased.

At Hiram a new 4-H Club was recently organized under the leadership of Mrs. Arlene Hastall, wife of Portland Division Engineer L. A. Haskell.

Noted where our former editor and assistant publicity manager, Nils Lennartson, was recently appointed First Director of Public Information for the Commerce Dept.

Eastern Division Engineer Raymond Dauphine, who as a boy had hypersensitive nerves, rushing home from Sunday School one day with his face all aglow. His mother inquired of him why he was so elated. He replied by telling her he the Supt. said something awfully nice about me in his prayer. "What was it?" asked his mother. He said, "Oh Lord, we thank Thee for our food and Raymond." Retired Conductor A. M. Phillips, 59, died Jan. 24 in Jacksonville, Fla. He was a member of the Masonic Bodies including Annah Shrine. The surviving members, including his mother all reside at Tracy, N. B.

Mrs. Mac Hatch, wife of Engine House Foreman O. Hatch, held a public card party at their home in East Holden recently. The proceeds of which were contributed to the Parent-Teachers Association.

Beware of the Ides of March," the 15th, don't stub your toe or anything.

The wife and daughter Louise of Engineeer J. W. Kelley were recently in Washington, D. C. to attend the wedding of their niece, Josephine Kelley, who is a Lieutenant in the Navy Corps and located in Washington.

General Foreman R. O. McGarry is still enthused over his Safety Bulletin Board at Bangor Shop and really has reason to be proud of his crew. As of Feb. 11 it read 187 days, over two years, without a reportable accident. Hosannah.

Retired Engineer L. P. Merrithew and the Mrs. are justly proud of their first granddaughter, John M. Merrithew, born Jan. 31 in Bangor. Their son, Philip, currently in the U. S. Marines, was home on a furlough when the big event took place. They tell me that at the hospital young "Phil" was very nervous, shaky and much tremulous waiting results.

A month or two back I told you about Special Agent Bresn shooting the face off a chipmunk and I understand his latest pastime is ice fishing. Together with a pal he recently hauled a good-sized fish and didn't know just what species it was, someone told him it was a "Silver trout" and they believed it. When they were showing it off around Bangor Yard it proved to be an overgrown sucker. No good! Next week fishing will start and all head-fall head-first in the hole they had dug through the ice. He had to be pulled out and now the boys are saying he was diving after them.

Engine Houseman Carroll B. Adams enlisted in the Navy and left Bangor Feb. 14 for his basic training. Previous to his departure he was presented with a substantial purse by his fellow workmen.
Percy Leighton, sectionman of Eastport, is now working on the Andover. Brakeman Ralph J. Donovan is on vacation. His job is covered by Brakeman Harry Stanhope.

Conductor Charles F. Gillis, son of Conductor and Mrs. R. J. Gillis, with his wife, spent a short vacation with his parents. On their return to D. C. they were accompanied by Colonel Gillis’ mother who will visit there for a short time.

Harmony Branch

By ANN NEWCOMB

Agent J. Estes is off sick for an operation at the Sisters’ Hospital at Waterville. He is being relieved by Spare Operator E. O. Walton. Gene’s wife is over at Pittsfield staying with him, their home being at Skowhegan.

J. Howard Rand’s signal crew was at Hartland and Pittsfield for a few days clearing the right of way for the branch phone. Their outfit consisted of a soup car, living car, and two supply cars. Your correspondent inspected these cars while at Hartland and found much to my surprise a bathtub with hot water facilities, several double decker bunks neatly dressed, lavatory, mirrors and lockers. The kitchen was immaculate with the smell of fine foods.

At this writing Agent Estes is now home from the hospital and is walking around. Before this goes to press we all hope he’ll be completely recovered and back on his job.

Wateville Station-Yard

By H. W. FLINT

It is with much regret that we report the death of Operator Carl R. Douglass. For over thirty years he was employed here and was much liked by all who came into contact with him.

Operator E. J. White has taken vacation on the first truck at Yard Office occupied by Operator Douglass’ seat.

Operator T. A. McDonald, from Eastern Div. takes third truck vacated by Mr. White.

Operator P. L. Overfield recently moved his family here from Steep Falls.

General Agent Hugh Travers has been confined to his home with a severe cold.

Agent C. W. Vinal, from the Memorial Union, has returned to work after several weeks’ illness.

Our wandering stenographers, Elaine Kervin and Connie Binette are vacationing in Florida with a prospective Cuban side trip provided their courage holds. We have a promise of abundant supply of oranges from them, C. O. D.

A new member of our supervisory force in the person of Mr. J. T. Robinson is welcomed. He will shortly bring his family here from Portland.

Former Ticket Clerk Elizabeth Kinney was a recent caller in town.

Foreman Plumber Harold A. Milton has returned from New York. Assistant Foreman Norman Weymouth has returned to work after several weeks’ illness.

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Augusta

By ELLIS E. WALKER

Crossing Tender Don Michaud has been on vacation at his home in New York State.

Chief Telegrapher Verne Hutchinson has bid in second trick job in Ticket Office formerly held by the late Harry Lowell. Chief Telegrapher Verne Hutchinson has bid in relief job formerly held by Hutchinson. Synarchy of all in expended to Conductor George Green of the road switchers whose wife died last week. We are glad to see General Agent P. E. Fuller back at work following his recent accident. It is doubtful if he is able to compete for the dancing prize at the next meeting of the Ordo, Old, Order of the Amalgamated Shooting and Eating Club.

Gardiner

By M. L. SANBORN

Station Agent David Cameron is not using his car this winter to and from work. He claims the walking is good and very beneficial.

Baggage Man Olin Gordon recently bowled in a contest held in Augusta for the City championship. Olin lost the match by only a few pins, but with a little more practice should take the return match by a substantial margin.

Operator Wendall Lewis' car was completely burled under a big load of snow the eighth day of this month. Salvage operations haven't commenced yet but meantime Wendall is using snowshoes to get to work.

Operator Ebenezer Lord visited friends in Augusta recently.

Freight Clerk Clyde Cooper claims there is more snow in Gardner than in Gardiner. Nobody has disputed his claim to date as it is quite difficult to get to Winthrop unless by dog team to verify his statement.

Crossing Tender Herman Walker gets escorted to supper every evening. The escort meets him at the station each evening and takes him to the local restaurant and waits patiently for him to have his supper and then provides another ride back to crossing shortly. How do you rate this accommodation, Herman?

It has been noticed quite recently that Signal Maintainer George Curtis always has company when he goes calling or visiting local lodges on out-of-town trips. According to his sources of information George used to be able to go alone or with a couple of friends but now he is never without company. The signalman claims this has happened — probably slippery road conditions. Anyway he claims to be quite happy with his new company.

Arthur Grenier, clerk in accounting department, has been recently attending the Ice Follies. Arthur claims it was the last chance he had to catch the show before the Olympic Games. He has also promised to do more sight-seeing in Boston during his next vacation.

Carman Sid Brown, Jr., is in the furniture repair business as a side line, from necessity, seeing as his brother is in a room suite in Richmond. Henceforth and hereafter Carman Earl Burgess will be known as "Handbrake Burgess." Seems that he gave the hand-brake wheel of a passenger car several futile twists in an attempt to stop the car while the car was on false trucks.

Upholder Balty Baker has had the misfortune to break his leg in a couple of places and expects to be laid up for a spell. That railroad is hectic and worsening is attested by the fact that Sheet Metal Worker Roy Wilcox and Painter Chester Craig are hospitalized with ulcers; Willie at the Thayer and Craig at the Sisters.

Waterville Shops

By KEN STEVENS

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As of this writing Carman Ottie Ware is working on a bed at the EMG Hospital in Bangor for surgery on his spine. Apprentice Arthur Campbell has been ice fishing at the south end of Skowhegan. Leo Fredette is carknocking at the Waterville Station replacing Warren Miller. Carman Helper Roger Trask has deserted the Rip Track for the Machine Shop.

Final inspection of the Machine Shop has been completed by the WAF at San Antonio, Texas. She is the granddaughter of Truck Driver Charles Nichols the job formerly held by Adjutant Audette.

 Sick list in the Freight Room include Carman Joe Bickford, S. A. Busher, Fred Tar- diff, Clyde Dow, Sr. and Wilford Dusty. Carmen helpers Clarence Pomeroy, Rufus Bemonds, E. C. Starks, Rudy Fox, Arnold Giroux, Carl Fisher.

Clark Bill McDonald has been a recent visitor in Waterville. Clark Guy Wentworth has been confined to his home by illness.

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HOLDING DOWN the busy Rockland freight office and freight house are: (1) Chief Clerk Lillian McCurdy, (2) Freight Checker Fred H. Snowman, (3) Stanley Prescott, general clerk, demonstrating the best handling methods and (4) Ivy F. Brackett, veteran billing clerk.