In the past twenty years the number of passenger-train runs with speeds exceeding a mile-a-minute, start to stop, has increased from less than a dozen to 2,800.

The first freight cars built for service in New England were just large enough to carry two hogsheads of molasses. The sanity of a director of the railroad extending westward from Boston was seriously questioned when he ventured a prediction that eventually at least 85 cars of that type alone would be needed for service on the line. When longer cars were introduced on the railroad, each car was given two numbers—one for each end—to enable train service employees and freight handlers to locate shipments readily.

In building a diesel-electric locomotive, about 125 tons of steel are required, compared with 165 tons for a steam locomotive.

A drawing room car operated on the Vandalia Railroad in 1872 was equipped with a cabinet organ for the use and entertainment of passengers. Every time a steam locomotive is scrapped, there is released components for 500 tons of new steel.

There are eleven stretches of straight railway track in the United States 50 miles or more in length. The longest of these, located in North Carolina, is approximately 79 miles in length.

After the first of January, 1952, benefit payments to retired railway employees under the Railroad Retirement Act will total $736,000,000 a year. Such benefits in 1951 were at the rate of $636,000,000 a year.

"Soda Ash Johnny," famous in railroad lore, was so named because he originated the use of soda ash in the treatment of water in locomotive boilers. His real name was John M. Horan. A native of Vermont, he spent most of his adult life in the service of Western railroads.

Reduced rate, tax-exempt, round-trip railway coaches fares for fur-loughed military personnel traveling in uniform at their own expense have been extended from June 30, 1952 to Jan. 31, 1953. The reduced rate of 2,025 cents per mile or less means a saving of up to one cent per mile. Regular stop-over and baggage privileges are allowed.

Florida leads all other states in the number of wood preserving plants, with 18. Louisiana with 17 and Washington State with 16 were second and third, respectively.

Railroads use more oak crossties than any other kind. Oak ties accounted for 48 per cent of all ties passing through tie-treating plants during 1950.

More than fifty railway companies in the United States were chartered, or include lines which were chartered, over a century ago.

More than 500 passenger trains enter or leave Boston, Mass., on each work day.

Continued improvement of Maine Central mainline track was accomplished last month when 5.2 miles between Milepost 116 and Etna received 16,000 tons of washed crushed gravel under the direction of Track Supervisor Charles G. Rivers.

The project, between Newport and Bangor, featured use of two cribex machines leased from the Boston and Maine for "skeletonizing" the track, i.e., taking out the old gravel ballast between the ties down to the bottom of the ties.

Work began with the digging out of the six-foot, between the two mainlines to make room for the gravel from the center of the track. At the controls of MeC Crane 163 for this job was Howard Bowen. Prior to the unloading of the gravel, Rome Beau-lieu's Crew installed new ties and spaced others to obtain the required amount per rail length.

The ballast came out of Libby's Pit at the rate of 20 carloads a day, the first time such a figure has been reached, and more than 2,000 feet of track was skeletonized a day. Dropping the ballast was in charge of Renault Doyon of Alex Farras' Crew. Then the Jordan spreader was used to smooth up the shoulders.

Hamilton's Crew from the Eastern Division made the rough lift with the power jack and when completed the finished lift was made by Hamilton and Beaulieu's crew operating two multiple tampers.

Work was under direction of Rivers and Assistant Track Supervisor Maurice Thorne of the Portland Terminal Company.

NEWPORT-ETNA BALLASTING COMPLETED
About Those "Twelve Increases"
In Railroad Freight Rates

To meet increases in railroad operating costs which have been accumulating since 1949, the Interstate Commerce Commission on April 11 authorized an increase in freight rates estimated to average about 6.8 per cent above the rates then in effect and about 13.8 per cent above the rate levels prescribed in 1949.

This increase is described as the twelfth since the end of World War II—but eight of the twelve have been interim increases, subsequently absorbed into, and made a part of, four basic decisions.

Whether described as twelve increases, or four, all of them put together have raised the level of railroad rates above pre-war levels by only a little more than one-half the percentage by which the major elements of the cost of producing rail transportation—wages and fuel and materials prices—have gone up in the same period.

And the average revenue the railroads receive for performing a unit of service—moving a ton of freight one mile—has gone up since before the war only about one-third as much as the average increase in prices generally.

As a matter of fact, railroad freight charges had nothing to do with the start of rising prices. Prices had gone up about 45 per cent above pre-war levels before the first increase in railroad freight rates was made in 1946. And since 1946, the level of prices generally—including the prices railroads must pay for the things they must buy—have consistently moved ahead of, and kept above, the increases in railroad freight rates.

So railroad freight rates today—even after the latest increase—are a smaller proportion of the cost of most things people buy than they were before the war.

Actually, total railroad freight charges are such a small part, on the average, of the cost of producing and distributing most goods, that changes in freight rates, either up or down, are not enough to have material effect on costs and retail prices.

Even if all freight rate increases authorized since 1949—including the one of April 11—were reflected in full in the prices you pay for goods, the total increase in prices would be something less than one-half of one cent out of each dollar spent—and that includes the increases in rates on raw materials and everything else that goes into the finished products, as well as in the rates on the products themselves.

The significant thing about the increase in freight rates just granted is not with reference to any possible effect the adjustment may have upon retail prices. The significant thing, the important thing, to all Americans is that the recent increase in rates means that railway revenues will be brought more nearly in line with increases which have accumulated since 1949 in the cost of producing transportation—so that railroads will be better able to serve the public and to meet the requirements of agriculture, commerce and industry, and the demands of national defense.

SMART
Teacher: "How do you suppose Noah spent his time in the Ark?" There being no response from the class of little tots, she added: "I suppose he did a lot of fishing."

"Fine chance," jeered little Freddie, "with only two worms!"

NEW SITE FOR RUMFORD STATION

Plans to build a modernized passenger station in the east end of the present Rumford freight house were announced last month by the Maine Central Railroad.

The new location, in addition to offering improved station facilities in the form of a modern waiting room, ticket office and lavatories, also will provide better access to the Rumford business center.

Negotiations currently are underway to sell the existing passenger station to the Oxford Paper Company for use as an office building. Typical of the many fine brick stations on the Maine Central built during the heyday of passenger traffic, the Rumford station has out-grown its need. Built in 1914 with the Boston firm of Shepley, Rutan and Coolidge as architects, it was one of the most sumptuous stations on the system. The second floor offices, once a division headquarters housing a superintendent and a roadmaster and their forces, were ornate and some contained fireplaces. The line at that time ran through to Oquossoc and Kennebago.

Several track changes in the west end of Yard One were required to bring trains into the new passenger station location.

PUTTING IN NEW LEADS at the west end of Yard One, Rumford, was Willard Weeks crew from Lewiston
All tracks had to be shortened and moved bodily to the eastward. The ladder track was moved 18 feet from the old ladder which in turn became the new main line track. Nine leads and switches were relocated by Earl Hamilton's Eastern Division Crew and Willard Weeks' Crew from Lewiston.

An interesting sidelight on the operation revealed that the "new" move puts the train operation back to that used by the old Portland and Rumford Falls Railway, which ran its trains up to Railroad Street to their passenger station on the site of our present freight house.

### WISE BUCK

An Indian wandered into a Bangor cafe and asked the waitress for a sliced chicken sandwich. She went into the kitchen and soon returned with the order. After lifting off the top slice of bread and gazing at the rest of the sandwich, he asked her: "You slice 'em chicken?"

"Yes," she answered.

The Indian took one more look at the sandwich and grunted, "Pretty near miss 'em, eh?"

### Deer Isle Pupils Tour Bangor Facilities

Thirty-eight pupils, three teachers, and the principal of the Deer Isle Elementary School toured our facilities at Bangor recently under the guidance of Trainmaster R. L. Williams.

The pupils, many of whom were seeing a railroad for the first time, were conducted through the passenger station, ticket office, dispatchers office, freight yard, engine house and were shown through streamline passenger coaches and two types of our diesels.

Grateful for the two and one-half hour trip, the principal and pupils wrote Trainmaster Williams thanking him for his courtesy.

### NEW LOCATION FOR LEWISTON INSPECTOR

NEW TENANT in the Maine Central Transportation Company's Terminal on Main Street, Lewiston is Harry Cote, official railroad watch inspector in that area

### ARTFUL ARTISAN

**Chief Examiner's Hobby Featured**

(South Portland—The man took a long look through the binoculars.

"It's about a 20-mile hike to the falls, I'd judge," he said.

He was looking through an inverted pair of binoculars in the backyard of Herbert M. Harris' home at 27 Victory Avenue. (He's chief examiner for the Maine Central Railroad.) The falls were just 20 feet distant, but everything around them was in miniature—waterwheel, trees, animals and even a slinky mermaid or two.

"We tell distance by comparison," Harris explained. "When you exclude nearby objects from vision, it throws your prospective all out of whack."

In just 83 hours work, the South Portland man has scraped the loam off a ledge near his house, built a pool at the base, and installed a one-fiftieth horsepower motor that pumps a good sized stream up to where it begins tumbling down in an 18-foot fall.

**WATER TURNS WHEEL**

The water constantly turns an eight-paddle waterwheel. Next Winter, Harris plans to carve out a 36-wheel of the "over-shot" type common in all New England states in the early days.

The deep pool right at the base of the ledge holds goldfish that will eat out of your hand. They manage to get a living under the ice all Winter. They keep the pool much cleaner than the trout which formerly swam there, and while spectacular jumpers, the trout ate up a lot of expensive hamburger.

Harris likes to watch the "darning needles" whirl over the pool as they pick up drops of water and then spray an egg or cluster of eggs on the shore.

It's a center of attraction of dozens of toads—not frogs—and they lay eggs in strings in the pool. A frog symphony in glass, little glass figures playing musical instruments and just sitting around listening, seems to attract these insect destroying creatures.

"The expression on the toads' faces indicates the sympathy is the strangest thing they ever saw," observes Harris.

Robins, grackles, goldfinches and hundreds of migrating birds find the many small pools in the cascades an oasis in hot weather and shallow enough to drink from.

**LINED WITH MOSS**

The waterfall is lined with moss and backgrounded with tiny Colorado spruce and lilies. Fluorescent stones
and such showy rocks as crystal, quartz and fool's gold are placed in strategic spots.

A former president of the Maine Mineralogical and Geological Society, Harris has a valuable collection, including some found rarely in this state. He also headed the Maine Astronomical Society—and as a nearby observatory indicates, formerly spent many nights watching the skies as a volunteer studying variable stars in cooperation with Harvard University's program.

He is proud of having seen the canals on Mars with a six-inch scope, a rare feat.

As if the South Portland man's spare time isn't well-enough occupied already, he is one of the most active "ham" radio operators in Greater Portland.

Original Musicals On Summer Railroad Hour

A delightful hot-weather menu of original musical romances, starring Gordon MacRae and the lovely soprano, Dorothy Warenksjold, is scheduled for Railroad Hour listeners. Beginning June 2 and continuing each Monday evening throughout the summer on the National Broadcasting Company network, the railroad industry's radio program, sponsored by the Association of American Railroads, will present a series of factual and fanciful stories.

Carmen Dragon's orchestra and the Norman Luboff chorus will support MacRae and Miss Warenksjold musically and vocally. Murray Bolen will direct and Marvin Miller will announce.

Joseph R. Cook, 69, crossing tender at Newport Junction, after 42 years of service. He began as a water boy in 1910, was a car knocker, machinist helper, section hand and a crossing tender since 1928.

G. A. Ellis, 68, agent at Wilton, after 50 years of service. Ellis was your Magazine reporter for several years. He began railroading as an operator with the Portland and Rumford Railway in 1906. He was their agent at Hartford in 1904, Gilbertville until 1907 and then held various spare operator positions until he went to Cumberland Center as agent in 1932. He has been agent at Wilton since 1943.

Leon S. Howard, patrolman on the Harmony and Foxcroft Branches, on disability, after 45 years of service. He plans to do some fishing.

Frank H. Elston, 66, crossing tender at Newport Junction after 27 years of service. He had been a trackman from 1925-27 when he became a crossing tender.

Frank H. Gray, 76, agent at Wiscasset, after 53 years of service. This distinguished Gold Pass Holder started his career at Corinna in 1899, was an operator at Detroit, Sand Hills, agent at Dresden, baggagemaster at Richmond, agent at Jay and has been agent at Wiscasset since 1908.

John E. Rollins, 65, rate clerk at Lewiston, after 38 years of service. Railroading with the Grand Trunk 1908-1914, he came with the Maine Central that year as a freight clerk. He had been W/B clerk, cashier, chief clerk and rate and revision clerk during his service.

Herman J. Tompkins, 69, agent at Burnham Junction, after 45 years of service. He started railroading as a baggageman in 1907 on the Eastern Division. He was agent at Woodfords in 1934, at Harmony in 1935 and at Burnham Jct. from 1946 until present.

Silas W. Burbank, 65, conductor on the Portland Division after 46 years of service. Started railroading as a trainman in 1906 and was set up to conductor in 1911.

Archie McWilliam, 68, conductor, after 46 years of service. He began as a trainman in 1907 and was set up as conductor in 1913.

Eugene F. Cook, 65, conductor, after 46 years of service. He began railroading with the Somerset Railroad as a trainman in 1906 and was set up to conductor in 1910.

DEATHS

Clifford A. Small, 68, retired Eastport general agent, died April 1 at Baker Memorial Hospital, Boston where he had been a patient since February. Born in Lewiston he spent the greater part of his life there as a traffic and general agent for the railroad later being transferred to Eastport. On his retirement he resided at Poland Spring.

Fay E. Hartshorn of Montreal, Quebec, died in February, according to word received this month. A one-time operator at Interlaken, N. H., he was a dispatcher at Bangor for 11 years and went to the Canadian National where he was promoted to assistant superintendent of their Montreal Division until he retired in 1943.

Howard E. Henshaw, 65, of Livermore Falls died suddenly at his home March 17. He was station agent for five years and had been with the Maine Central for 35 years.

ADDRESSING the Maine Association of Railroad Veterans at Portland last month was Maine Central President E. Spencer Miller. Seated left to right, Past Association President E. H. Winslow, Association President Joseph G. Meehan, Miller, Secretary John J. Keating, Treasurer J. G. Sullivan

Among Those Retiring
NEW ATTORNEY APPOINTED

The appointment of Scott W. Scully, Portland, as attorney for the Maine Central Railroad and the Portland Terminal Company was announced last month by Archibald M. Knowles, general counsel.

A native of Philadelphia, Pa., Scully was graduated from Yale University in 1944 and from the University of Pennsylvania Law School in 1948. He served in the United States Army from 1943-1945. In 1949 he moved to Bangor and following his admission to the Maine Bar, was associated with a Bangor law firm. In March, 1951 he opened his own law office in Portland. Scully is single and has spent his vacations since childhood at his family’s summer home at Prouts Neck, Scarborough.

Two Awarded Gold Passes

Harry L. Plummer, head clerk at the Portland Freight Office, added distinction to honor last month when he was personally presented Life Service Pass 161 from President E. Spencer Miller. It was the first Gold Pass awarded by our new president.

Plummer started railroading as a freight clerk for the Maine Central and was at one time assistant to the auditor of freight accounts. He has been head clerk for the Terminal Company since 1928.

Julian F. Ellis, crossingtender at Auburn, retired on the anniversary of completing 50 years of service and was awarded his Gold Pass accompanied by a congratulatory letter from President Miller. Ellis started as a yard brakeman in 1900 and was a conductor at one time.
Agent A. E. Garon is on vacation. Albert has left to visit relatives in Canada. His job is covered by Spare Operator W. O. Burwood.

Three railroad men went to Boston to see the double-header with Detroit recently. Your correspondent, and Bill Smearer and Wes Moody of the engine house. All had a fine time, but it's a long trip back home.

The handsome children of Trainman and Mrs. Halsey Chandler, Bartlett, N. H., are left to right, Halsey, Jr.; Diane, 4; and Steven, 9.

Conductor Dolf Bergeron has returned to work after a few weeks' layoff. Dolf says he and the Missus had a very nice time. Engineer C. J. Bolduc, who holds the Beecher Falls job is laying off at present. He, too, says it's grand to get away from the noise, the kids, and the critters crawling all over it. Maybe we shall have a plague of locusts around here yet.

Conductor Dave Dudley of this village is suffering through a plague of caterpillars. Dave's house is a sight---about five million of the critters crawling all over it. Maybe we shall have a plague of locusts around here yet.

George Peters has taken over a spare crew for the summer season. Is located at Roadfield for a week or two and then goes to the P. & O. J. R. Dorsett is acting as the assistant foreman on the crew.

Foreman Chick Pooler is seriously considering becoming a racing trainer as a side line. He is accumulating a supply of rope, blankets and horse liniment and hopes to have an entry ready for the Kentucky Derby. Chick already has considerable experience along these lines.

Retired Painter Fred Thibodeau has been a recent visitor and is very happy in retirement. Fred has an interesting and profitable hobby raising canaries. Mrs. Thibodeau cares for the birds and Fred counts the birdseed.

Machine Helper Richard Starkey said "Good Morning" to the Judge and paid $4.20 for being color blind where traffic lights are concerned.

Shits in the supervisory personnel in the Car Department are William D. Otto appointed foreman of the Passenger Room with E. W. Pooler and Nubert Estabrooke as assistants. Percy Brown appointed to the Tip Track and Carman Floyd Case appointed Assistant Foreman in the Freight Dept. Reviewing Shifting and Materials.

Ex-Clerk Guy Wentworth is fast becoming a qualified ornithologist, the pigeons about the Shop recognize him as such.

Former Machine Apprentice Ernest Niles, now of the Army, has been a recent visitor at the Shops.

Assistant Foreman and Mrs. Floyd Case observed their 25th wedding anniversary June 11.

Foreman Chick Pooler, Carmen Frank Bragg, Earl Burgess and Howard Knight spent a recent fishing trip at Moosehead and report a very satisfactory catch.

Superintendent F. H. Bennett reports in that the temperature of the China Lake is normal. F. H. knows from first hand experience as he has out of P. O. boat and report.

Other fishing enthusiasts that have been at Moosehead include Painter and Mrs.
Local hospital recovering from surgery. Help guidance of WM Fred Gaunce finished the man Tom Niles. Lin have been recent visitors in Boston. Turned to work after spending a week in Walter Moore is substituting. They are Mrs. Gideon Gagnon, was recently married covering his job in the yard. Machinist Phil Severson's father Chester Fowler were recent visitors at Machinist Phil Severson's camp at Moxtle. Sid fell and drove a fish back to the time he had to return to Waterville to have it removed. Someone in the Air Brake room charitably remarked "that's the biggest sucker on record caught in these parts." Assistant Paint Foreman Kenneth Stevens has been attending a Spray Painting School. Clerk Bill Hill Chase has returned to work after a long illness. Alden Finno more ran the pumps and valves in Bill's absence. Machinist Helper Sam Desveaux is in a local hospital recovering from surgery. Helper Walter Moore is substituting. Machine Foreman Archie Lemoine has returned to work after spending a week in Detroit, Mich. Stenogs Fabiola Tardiffe and Lillian Poulin have been recent visitors in Boston. New additions to the Safety committee are Painter Roy Jackson and Laborer Vincent Vigneault. Clerks Ola Prentice and Yvette Guite have been in Boston recently on a shopping spree.

NEWS HOUND TAKES OVER AT WATERVILLE SHOPS—At long last the true facts and a picture of the REAL correspondent of the Waterville Shos Column has come to light. When interviewed recently the "Ghost Writer" was NOTING this EVERY previous issue of the Magazine and snarled "It's a doggone shame that I do all the work and Stevens gets the by lines."

The "Ghost Writer" has a keen nose for items and good ears for stories and growled "This column is definitely NOT going to the dogs, but it really is a DOG's life digging up enough MEATY subjects to make the column interesting and keeping away from bones of contention." And this is no doggerel.

She is the Baroness Katrienka and is descendend from a long line of Doberman Pinscher Nobility, weights 65 pounds and is one year old.

Painter and Mrs. Bill Minigo have spent a recent week end visiting her sister in Old Orchard. Laborer Albert Cates has recently purchased a home on the Bangor road. Helper Oseine Pellerin has transferred to the Air Brake Room and Helper Elmer White is in the Wheel Room. Blacksmith George Hustus has returned to work after being in sick bay. M of W Carpenter Clarence McLean has moved to Benton Falls from Fairfield. Machinist Robert Hamilton and Son Fowler were visiting at Machinist Phil Severson's camp at Moxtle. Sid fell and drove a fish back to the time he had to return to Waterville to have it removed. Someone in the Air Brake room charitably remarked "that's the biggest sucker on record caught in these parts."

Assistant Paint Foreman Kenneth Stevens has been attending a Spray Painting School. Clerk Bill Hill Chase has returned to work after spending a week in Detroit, Mich. Stenogs Fabiola Tardiffe and Lillian Poulin have been recent visitors in Boston. New additions to the Safety committee are Painter Roy Jackson and Laborer Vincent Vigneault. Clerks Ola Prentice and Yvette Guite have been in Boston recently on a shopping spree.

First Birthday for Ronnie Thompson, shown with brother Bobby, five, the sons of Waterville Carman and Mrs. Basil Thompson.
Dispatcher Ray Kane has been subbing for Chief Dispatcher Duke McGary while he was out of town.

Chief Clerk Leo Bellfontaine spent his vacation and had a much needed rest at his cottage in Kansas City.

Track Driver Ernest Brown of the B. and E. crew, spent the Memorial Day week end at his cottage in Kansas City.

We extend our best wishes to Head Clerk Farland and management together in closer relations in regards to their different drives for funds for our local benevolent agencies.

Storekeeper Didace Burke attended a meeting of the Association of American Railroads, Purchases and Stores Department held in the Palmer House, Chicago. Burke was the chief of the Safety, Insurance and Fire Prevention.

Machinist Arthur Hutchinson, now at Bangor Engine House, is now eligible to take employment at the Revenue and I.C.C. Inspector, pending the necessary examination.

Machinist Linwood Swett has been assigned to the relief foreman's job for a period of 10 weeks. This move caused him to resign as chairman of the shop committee. Eugene Annett was appointed in his place.

Daniel Norton has returned to work after a very long sickness.

Our very best wishes for a speedy recovery are extended to Robert Rioux, son of Freight Stower Thomas P. Coyne; next Coleman P. O'Toole, next, Clinton D. Kane, Jr., son of Freight Checker Clayton F. Hoar, (Battie) Kane, Sr. All were loadmen and callers prior to entering the service. The gang sends their best wishes with hopes of having them home soon.

Portland Freight Office and Freight House

REUNION for three former employees of the Portland Freight House, Mrs. Virginia Hoar, Elroy Hoar and Phineas B. Rigby, Air Base recently. Second from left is John M. Coyle, son of Freight Stoker Thomas P. Coyle; next, C. A. O'Toole, son of Clifton D. Kane, Jr., son of Freight Checker Clinton D. (Battie) Kane, Sr. All were loadmen and callers prior to entering the service. The gang sends their best wishes with hopes of having them home soon.

Portland Terminal Operators

By D. J. Wilson

Looks like Wally Marshall, first trick operator at Tower One, has finally figured out what causes the white-out in the engine house. Ernie says it's going to sink or float with all hands aboard. You can't let anyone away from the maiden voyage.

R. L. Faraday, first trick operator at Tower Two, took a trip to St. Louis on Union business, Sparer T. T., Operator Jim Ansel balanced his checkbook.

Sorry to report wife of Paul Timberlake, second trick operator at Tower Three, is hospitalized with illness. We all wish her a quick recovery.

A couple of the boys here in the Terminal are trying their hand at farming. Stan Chace, second trick operator at Tower Four and Larry Holmes, swing operator at Tower One, Stan who has purchased a small 160 acre farm has planted a few acres of wheat to start himself off. Larry, on the other hand is looking towards great wealth as he has started with the old Maine idea. A few weeks ago we were on hand at the planting and got a look at a good potato.

Portland Terminal Operators

By D. J. Wilson

Looking over the last trick operators records today, we found that Howard Thurlow, a master operator at the Falmouth Hotel, June 7th. Howard, wife of Paul Timberlake, second trick operator at Tower One, has been working most of his life in the engine house. However, he is now working at a factory for a family friend and has been unable to work for a week.

Howard attended the graduation exercises in Boston, June 12. We extend our best wishes to Billie for his future success.

L. C. C. Inspector E. F. McKee, Jr., has offered a long for a trip to San Francisco, Calif., and when he was about to take the train for Chicago, he discovered his billet with his passes and money were missing. He was obliged to return home to Portland and later will start all over, to make this journey which we join Forrest in hoping will be a success this time.

Rigby Car Department

By Bill Hale

Carmen Chester Potter and Joseph MacDonald are the latest ones to donate blood to Terminal Lodge No. 48 Blood Bank. Vacations are in full swing now. Carmen Carl Carter, Daniel Norton, William Hale, Jr., Almon Dunham, Raymond Harriman, Ray Wilson, Ray Palmer, Frank Ham, and Murry Campbell having taken theirs.

Percy Akeley has returned to work following his vacation during which he and his wife, general stokers, went west for a family union.

Daniel Norton has returned to work after being off sick since last November. We wish him all our best wishes to work after being off sick for several weeks. The boys at Rigby took up a collection and presented him with a small bill for his sickness.

Earl Peterson visited his mother over Memorial Day.

Portland Freight Office and Freight House

By Marjorie J. Quigley and Alice A. McLaughlin

A party was tendered Stuart, son of freight checker Frederick F. Joy, June 3, prior to his departure on June 5, for Camp Devens to begin his basic training. We all extend our best wishes.

We extend our best wishes to Head Clerk Harry Farland, assistant freight department, who celebrated his golden anniversary with the Portland Terminals. He has served the company for 48 years. Mr. Plummer, was presented with a billfold by his associates, in which he may carry his gold Life-Time Pass.

Supply Clerk Edwin C. Noyes and children, Mrs. Mary Noyes and Edna Noyes, spend a few days during the Memorial Day holiday week end with his sister, Grace, in Hartford, Conn. A most enjoyable time was had by all.

Stenographer Marjorie J. Quigley spent Memorial Day week end with relatives in Virginia.

Demurrage Clerk Fay L. MacRae and hus­band Yard were still out and does not seem to get along too well.

The Safety Board at the engine house now is still out and does not seem to get along too well.

Machinist Ray Killinger now on sick leave is still out and does not seem to get along too well.

Machinist George Weeks is building a cot­tage in Canada.

Machinist Morris Belyea has returned to work from the maiden voyage.

William H. Dillon, son of Revision Clerk and Mrs. Thomas E. Dillon, was among the graduates recently at Boston College of Business Administration; his parents attended the graduation exercises in Boston, June 12. We extend our best wishes to Billie for his future success.

Local 525 will be on vacation as far as we know.

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Chief Clerk Leo Bellfontaine spent his vacation and had a much needed rest at his cottage in Kansas City.

We extend our best wishes for a speedy recovery to O. H. Lye, brother of Freight Checker Ray Wilson, Ray Palmer, Frank Ham, and Murry Campbell having taken theirs.

Fred Johnson are taking their vacations. Mrs. Johnson, wife of Carmen Fred Johnson is confined to the Maine Eye and Ear Infirmary due to illness, but is show­ing improvement and her friends all hope that she will continue to improve and be able to return to her home shortly.

Carmen Fred Robinson and Mrs. Robinson attended the graduation of their son Robert April 15, at the South Portland School recently.

Clerk Elmer Rounds has received a crate of oranges sent by the friend of his in Florida.

On the last trick Point Foreman Guy Crabb and Mrs. Crabb, wife of the crew foreman, had their 51st wedding anniversary on June 1st.

Chief Clerk Leo Bellfontaine spent his vacation and had a much needed rest at his cottage in Kansas City.

We extend our best wishes for a speedy recovery to Larry Holmes, swing operator at Tower One. To have purchased a small 160 acre farm has planted a few acres of wheat to start himself off. Larry, on the other hand is looking towards great wealth as he has started with the old Maine idea. A few weeks ago we were on hand at the planting and got a look at a good potato.

TALKING IT OVER are Fred Johanson with Dick and Donald Butts at Portland Union Station.

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Earl Peterson visited his mother over Memorial Day.
Friends of Harold Johnson, laborer, Union Station, will be sorry to learn he is at his home sick.

Verne Blaisdell, agent at Old Town, formerly agent at Bangor, is at the Osteopathic Hospital at Bangor at this writing account of illness.

Carman M. R. Grass is substituting in H. J. Conners' place temporarily.

Word has been received from Cpl. Francis L. Jewett, son of Conv. Cleaner and Mrs. M. W. Jewett, that he is serving on the Korean battlefront, with the Second Infantry Division. Cpl. Jewett entered the service in May, 1949.

Bangor Car Department

BY C. A. JEFFERSON

June 14 the so-called Bar Harbor train service started operating and the following men will take care of the cars during the coming summer: Car Inspectors L. S. Stubbs and R. A. Golding; Coach Cleaners, W. R. Moore, J. F. Vaneldinste, A. H. Holmes, L. W. Marsh and E. J. Honey, Jr. A. H. Holmes has returned to work after being off duty account of illness.

One of the lucky fishermen at the Bangor Salmon Pool recently was our Special Agent James Breen who landed his first salmon. A new railroad clerk has arrived in the person of David Brian Bowen, born June 6, to Car Clerk and Mrs. Harry A. Bowen.

Bangor Motive Power

BY C. H. LEARD

Thomas W. Lawrence, Jr., son of Eastern Division Fireman T. W. Lawrence and wife, has been inducted into the Army and left Bangor, June 5, for his basic training.

The many friends of Switchman Hugh F. Whitty of Bangor yard are sorry to learn he is confined in the Eastern Maine Hospital, on account of serious illness.

Employees were pleased to learn that Yard Conductor George F. Brown is feeling much better, following an operation at the Veteran's Hospital in Portland, where he has been for the past two months. "Brownie" expects to return to work before long.

Stationary Fireman Harold Hughes is building a new home on his 100 acre farm in his neighborhood. Fireman D. E. Lawrence built a new 1½ story house adjacent farm about two years ago. Incidentally, the population of Carman was increased by one on May 22nd when D. E. Lawrence, Jr., was born at the Bangor Osteopathic Hospital, Again, incidentally, Frank Hughes married Lawrence's sister, and Lawrence married Hughes' sister. What relations will be given away?

Electrician G. E. Rockford has recently purchased and moved into a beautiful new two apartment house on Wilson Street in Brewer.

GRADUATED from Bowdoin College in June was Reoald P. McManus, son of Mr. and Mrs. John H. McManus of Bangor, and brother of Francis J. McManus, electricity at the Bangor shops. While at Bowdoin McManus held a scholarship, served in the Army, and was a member of the Student Union Committee. He received his A.B. degree Cum Laude in Biology. In September he will enter George Washington University Medical School.

Engineer and Mrs. William P. Dowling with their young grandson recently spent two weeks with relatives in Calais and St. Stephen, N. B.

Many old time friends and acquaintances of Mrs. Gertrude Coburn, were saddened to learn of her death on June 1st, following a long illness. Mrs. Coburn was the widow of Eastern Division W. E. Coburn.

Many old friends of Mrs. Beth Donald, who this year won three Lawrence prizes at the Boston English High School. He received the highest grade in biology, geometry and "fidelity." He also received a $100.00 scholarship on account of being the highest ranking student in his class.

Conratulations to John R. Hickson and wife, on the birth of a daughter, Carolyn E., born at the Eastern Maine General Hospital, June 9. Mr. Hickson is an ex-Midland employee and a former prominent athlete, is currently serving with the Air Force in Korea.

The following ladies of the Auxiliary of the B. of H.L.F.&E., Penobscott Lodge, Bangor, attended the meeting which was held in Bangor recently: Mrs. C. E. Corson, Mrs. L. L. Fernald, Mrs. Mary Dauphinee and Mrs. L. P. Merrithew.

Portland Division Engineer E. H. Stevens has been away sick since May 2 and Engineer L. E. Frennie, who has been laid up since March 16, returned to work June 10.

In the Army, Maj. W. Nichols, wife and daughter Jacqueline, recently visited another daughter in Gastonia.

Miss Betty, daughter of Diesel Foreman G. N. MeCausland and wife, was general chairman of a committee that arranged a dancing party of Troop 20, Girl Scouts, in Hampden the first part of June.

A SHORT BREAK for Ed Runnels, left, second trick operator, PA at Portland Union Station, and Asst. Yardmaster Walter Allen, framed in window.

Another student, a Professor of Fishing, Wally Marshall, has shown his worth it appears in the form of Al Hemmingway, fellow telegrapher from GM office Boston, who journeyed down to Maine for a fishing trip in Rumford with Ed Gallant. Al it seems took a bit of the Maine waters back with him in his ears, clothes, etc. However he outdid Coke Kane by one. He went swimming fully dressed twice. Ed and Al got 14 fish between them.

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A GROUP of Maine Central and Bangor and Aroostook Carmen at Northern Maine Junction include, left to right, George Wigg, McE; S. E. Foss, BAR; R. Quimby, McE; F. Adams, lead carman McE; L. R. Jeffisson, McE; and R. Chaisson, BAR.
THREE FUTURE ATHLETES of John Bapst High School were selected for All New England, left to right, Leo J. four, Barry J. two, and Richard, 16 months, the good-looking boys of Fireman and Mrs. Leo J. Higgins. Pop Higgins was a star football, basketball and baseball player during his high school course.

Notice where our old chum Charles Doherty of Mr. Riley's office was once more down in the wilds of Maine judging pugnacious, pedigreed pups at the annual bird dog field day, sponsored by the Union River Fish & Game Association. Bow Wow —Bow Wow!

On June 6, Conductor Roland Crane “traveled over the hot sands” during the first international ceremonial ever known to be held by the Shriners, the occasion took place at Vanceboro.

John T. McGinigle, Sr., formerly janitor, and who has been away on account of health since last September, tendered his resignation on June 12th.

Little Romeo Rancourt, our sand house operator, came to work the other morning yawning and rubbing his eyes as though during the whole forenoon, asked him what the trouble was and anything else that was going on all night. He was playing poker with his brother and they had wonderful luck, both making $3.50 each. Machine Richard Moran attended the 100th anniversary of the Grand Commandery of Orient, celebrated in Portland, June 21.

R intern in the U. S. Service since February 1951, Alden Faulkner was discharged and returned to his duties as machinist helper, the latter part of May. Many employees will remember Harold E. Eaton, “Hal” is now a bus driver for the Penobscot Transportation Company. He told me last week he served three years as news agent for Chilson Brothers, worked as clerk in the Bangor Freight Office for four years, and was in train service as a brakeman for three years.

RECENTLY discharged after more than a year's service in the Navy, Machinist Helper Alden Faulkner has returned to work at the Bangor Engine House.

the start of old times again. Let's keep the herring well and plentiful.

ASSOCIATION with the Circulation Department ascends upward. The son, son's "Piper Clipper" and WHEN CLERK "Hawk" chinist helper, the latter part of May.

BY HARRY D. DAVIS

May 26 Fireman L. C. Brown had lunch at Lambert Lake with Trackman Landry, flagman of Teledew Welding Crew.

On May 30 at the Legion quarters was held unveiling of Monument Memorial for veterans of first and second World Wars. Captain Charles Boynton, the executive committee included three stars.

VANCEBORO

June 6 was a red letter day for following United States Customs "staff" due to its being a "Happy Birthday" for each: C. E. Russell, Deputy Collector in Charge; A. J. Dickinson, Deputy Collector; S. A. Good, Inspector; C. S. Whitcomb, Inspector. It also proved to be birthday of Mary E., wife of Deputy Collector W. E. Pratt.

Retired Clerk and Mrs. C. P. Crandlemire have recently returned from St. Petersburg, Fla., and report having had a very pleasant winter.

Masters of Vancoboro High School graduating Class 1952 have just returned from a rail trip to Boston, Beverly and Nantasket Beach and the ball games at Fenway. While away were guests at Hotel Manager. They were Beverly Beers, Faye Baye, Billy Ver- non, Gerald MacDonald, Loren Sibley. Regret to report Clerk R. E. Grant still remains on sick list.

School General Agent W. L. Blanchard, your correspondent, Deputy Collectors of Customs A. J. Dickinson and H. E. Pratt, and Customs Inspector D. E. Clark attended meeting of Washington County Shrine Club evening of March 14 at Woodland.

While it may have been mentioned before it seems worthy of repeating that our Yard Crew consisting of seven men, include five named Melver, viz., brothers Daniel P., King C., Austin W., and the latter's two sons, Parker and Philip.


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of the delegates from Maine going to Manchester, N. H., for the quarterly meeting of the New England Council of Young Republicans, May 17 and 18. It was rather interesting to note that of the six New England States, Maine with its usual talent for "leading the parade" had the largest representation at this session, with 51 persons from all over the State being included in the registration.

ATTENDING YALE is Linwood R. Starbird, son of former Track Supervisor Leonard H. Starbird, who now holds a high office with the U. S. Military Government in Frankfurt, Germany, and Mary E. Starbird, now substituting in the Engineering Department, Linwood attended Cape Elizabeth High School, was graduated from Governor Dummer Academy, and is now a sophomore majoring in corporation law and international relations.

Bertha Dodge enjoyed her annual trip to Deer Isle over a recent week end, while taking her mother there to spend the summer. Bertha is residing at the Cape Shore during her absence.

Mary Plummer also motored eastward over Memorial Day to visit her brother and family in Bangor.

Congratulations are extended to Mrs. and Mrs. Fred H. Pinkham, Inspector B&B, on her absence.

During her absence.

Another proud father in the Engineering Department is W. Laird Harris, Inspector. He and Mrs. Harris are also receiving congratulations on the birth of a daughter, Nancey Elizabeth, June 7th, in the Maine General Hospital.

Tom Dunn spent part of a week's vacation fishing in the Bingham area. He will intern at the Grace Hospital, Portland, recently returned from Europe. He obtained his MD degree last November from the University of Geneva. Swiss
director, from Governor Dummer Dunbar, now resides at the Cape Shore, and is now a sophomore majoring in corporation law and international relations.

Engineer Charles Read of Portland is sporting new chevrons on the left arm of his frock. Stars and bars, how many? Not known.

Inspector and Mrs. Allison J. Laberee who celebrated their 25th wedding anniversary, June 4. They enjoyed a trip to Vancouver, B. C., and on return visited Yellowstone National Park and the Grand Canyon.

CHANGING POWER AT PORTLAND gave some 750 members of the Railroad Enthusiasts, Inc., a chance to snap pictures and climb up into the cab before leaving for Waterville June 8, to inspect the Maine Central Shops. At left, a group in the cab: above, the camera fans shot pictures from all angles, and below, a group of the Enthusiasts came to within a few feet of the cab before leaving for Waterville.

Engineer and Mrs. William Roach returned from Kennebago with a nice catch of fish.

Dr. John P. Monahan, son of Mr. and Mrs. James E. Monahan, Milton Street, Portland, recently returned from Europe. He obtained his MD degree last November from the University of Geneva, Switzerland. He will intern at the Grace Hospital, Detroit, Mich.

Congratulations are in order for Conductor and Mrs. Allison J. Laberee who celebrated their 25th wedding anniversary, June 4. They enjoyed a trip to Vancouver, B. C., and on return visited Yellowstone National Park and the Grand Canyon.

Best known butcher "boy" on Maine Central train is popular Joe Pelletier, with Mrs. R. M. Seymour, wife of Trainman Seymour at the Waterville platform.

ENGINEERING Charley Merrill, who died in June. Engineer Charles Read is sporting new chevrons on the left arm of his frock. Stars and bars, how many? Not known.

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By JOHN J. KEATING

A recent visitor from Rochester, N. H., was Retired Pullman Conductor Babe Stillings. He attended a stamp club held in Portland.

Sympathy is extended to the family of
THE FAMOUS old Gulf Stream Trestle on the Somerset Railroad, 500 feet long and 114 feet high, lost in the flood of '36. Picture owned by John Vigue and forwarded by C. B. Lord, Oakland.

THE HERCULES, a real old timer of Maine Central switcher No. 1 at Augusta Yard taken in March, 1890 with Engineer Charles White and Conductor J. Vigue. Retired Engineman Frank D. Hamlin took these when he was 12 years old.

"THE PAPER TRAIN" that ran on Sundays, Portland to Rockland, was forwarded by the Davises, proprietors of the Maine Central bus lunch stop at Warren. The engine number appears to be 132 and note the engine has two drivers on each side.