At this season of the year thoughts of every one of us naturally run to his own blessings and the contributions of his associates and fellow workers which have made them possible.

During the months of 1952, which shortly will be known as the old year, I have become more impressed with the passing of each day by the loyalty, high morale and good will of our employes, and how much this has had to do with creation of the operating efficiency which has made this Company preeminent in the field and has resulted in public opinion which considers the management as successful.

I am no less proud of the fact that there has been a heightening of good will borne to you and your company in the various communities which we serve.

No company and no management is any stronger than the efforts and abilities of its personnel and its employes make it. The credit for our accomplishment is yours.

In recognition of it, I express to you heartfelt thanks and best wishes for a pleasant holiday season and a completely successful New Year.

E. Spencer Miller
President
Annual Christmas Tree Shipments Now Underway

WE DO OUR CHRISTMAS CHOPPING EARLY

In territory served by the Maine Central this time of year, people do their Christmas chopping early.

It's the last "harvest" of the year, and the one which the Maine Central and other railroads throughout the Nation perhaps take a secret joy in handling. For it's our job, just as it has been for the past 60 years, to provide the means of getting the Yuletide centerpiece—the Christmas tree—into the living room.

From the time when population growth meant that Dad and the children could no longer troop out to the woodlot to cut their own tree, the railroads have had the responsibility for hauling the 12 to 15 million evergreens shipped each December for their traditional part in the world's most joyous day.

The Northern New England states at one time supplied most of the Nation's needs and while there has been a steady decline in shipments, 200 or more cars last year as compared to more than 400 in 1936, it still is a source of seasonal revenue which we welcome.

Today the northernmost and easternmost points on the Maine Central share honors in the difficult task of moving the Christmas trees. The large volume of spruce and fir trees must be handled within a month and handled fast. For, as one of our Traffic Department men pointed out: "There's nothing more dead than a Christmas tree come Dec. 26."

The northernmost point is Beecher Falls, Vt., and West Stewartstown, N. H. in the Coos Country. Back in August or September an out-of-state automobile registration meant a tree buyer contacting local dealers for prices. The agent at Beecher Falls issues a memo tariff of rates useful to shippers and agents on the branch. Farmers in the North Country and in the eastern townships of Quebec Province get in touch with the local dealer to supply bundled trees in a variety of sizes ranging from 40 foot trees down to apartment sized table models.

Traveling through this fertile valley land the middle of November, with the mountains towering in the background, one may see the bundled trees in front of a farmer's house. Covered with the sprinkling of the first snowfall they await a dealer to pick them up and take them to the station for shipment. In that area, George Rien deau and Emile Paquette are the noted shippers and as the air becomes heavy with the fragrance of fir balsam pitch English, French, and the jargon of the Yuletide loggers mix with the urgency of the harvest.

For many years a North Country dealer annually had the special problem of finding a giant evergreen between 30 and 35 feet tall for the Union Trust Company of Pittsburgh. He'd spend a week or more in the woods to find just the right tree, then it would be loaded into a Maine Central gondola and protected by bundles of smaller trees. Such giants are now cut in the Pacific Northwest.

The easternmost point for Maine
FIRST RUBBER SHIP into Portland was the Cingalese Prince

A profitable new era for the Port of Portland and its coincident benefit to the Portland Terminal Company and Maine Central Railroad was predicted by civic and marine interests last month with the arrival of the first of many rubber cargoes.

The rubber is being purchased by the General Services Administration for the government stockpile. Its delivery to Portland is the result of many months of earnest effort by port, city, and rail officials to obtain business for the port.

The first ship to dock under the new agreement was the Cingalese Prince with a 900-ton cargo of Indonesian rubber. Eleven more ships have been scheduled and the rate may exceed four ships per month.

Portland Terminal Wharf One is receiving most of the cargoes for storage and the government shipments will be graded and inspected for transhipment to inland stockpiling centers. Thus both the PTCo. and the Maine Central will benefit from their arrival.

Instrumental in the work of the port committee to achieve increased activity through the Port of Portland was Assistant Vice President Traffic, Frank A. Murphy.
THE BRASS POUNDERS OF 1892

Down The Years
Of Memories

By WILLIAM A. WHEELER
General Representative (Retired)

This little piece is written mainly for the few remaining old-time telegraphers. One of the prerogatives of old folks, you know, is to reminisce, and that's what I'm going to do now—but you don't have to listen unless you want to.

Ernest Kingston, who recently retired as assistant superintendent of the Eastern Division, has sent me a copy of The New England Telegrapher, a little 4-page monthly sheet which, during its short life, carried news of the craft on the railroads of New England. Reading it, now, has taken me back, in memory, to my early days of railroading.

This copy is dated September, 1892—sixty years ago, almost to the day. At that time, Ernest was night operator at Waterville and I had the night trick at Brunswick. The term "nightman" meant just that, back in those days—the eight-hour day was undreamed of, and where a night operator was employed his hours were usually from 6 p.m. to 7 a.m. If necessary he might work even longer; but that didn't mean overtime pay. His "salary" was for the month, not by the day or hour.

It was a pretty good salary, too. I don't know what Kingston got at Waterville, but I drew the princely sum of $35. Oh, no, bless your heart; not $35 a week—a month. Sometimes on the monthly payday we got the cash from the agent; but frequently it was from the pay-car.

You never heard of the pay-car? Well, it was an old coach, built over and fitted as a traveling bank, with a big safe in which the necessary cash was carried, and a counter protected by a heavy grating. In this car Paymaster Tom Shaw, later a director of the Company, traveled the length of the road to gladden the hearts of the employees, who filed through the car, getting their fistful of cash and signing their names on the long, handwritten payroll. Usually the car was handled "special," stopping at each station long enough to take care of

Wishing You
A MERRY CHRISTMAS

Waterville Shops

By "Steve"

First Sgt. Ted Morey, Jr., son of Machinist and Mrs. Ted, Sr., is home for a furlough from Korea and is waiting for reassignment. New apprentice in the Paint Shop is Philip Ware, son of furloughed Carman Otten Ware.

Carman Henry Gleason has had a new room job recently. A new type bean is for sale by Carman Sid Brown, namely Soldier Beans.

Carman Ralph Smoll has been confined to the hospital with virus pneumonia.

Brakeman Arthur McClain attempted to boil up a pot of coffee at Carman Roy Lank's Camp in Kingsbury. Mac grabbed what he thought was a jug of water and poured it into the pot. It was kerosene and he nearly burned the camp down.

Painter Red Caldwell has a new '52 car. Two big cogs in the office wheels, Herman Nines and Algie Small have been vacationing recently. Algie in Cleveland, Ohio visiting a sister.

Carman William Ames of the Passenger Room died recently at a local hospital after a very short illness. He had been employed here at the Shops for 23 years. He was buried in Fairfield and the bearers were Carman Harold Varney, Charles Sweet, Chester Craig, Frank Bragg, Tom Niles and Machinist Carroll Carey.

Mr. and Mrs. Charles Marston of Yarmouth have been visiting her parents, Painter and Mrs. Bill Mingo.

Painter Charles Lawry has moved to an apartment in Waterville for the winter.

Laborer and Mrs. Maxwell Bumps ring the bell in the Stock Derby with a 7 1/2 lb. entry called Ronald Alfred, born Nov. 1.

Carman Helper Urban Dulac has been a recent surgical patient at the Thayer.

Late vacationers include Carmen Paul Halle, George Buck and Roy Lank of the Riptrak. Ramrod Win Potter, Laborers Kenneth Philbrick and Carroll Tibbets, Lumber Checkers Alfred Cunningham, Blacksmiths Clayton Johnson, Laurie Oleson and George A. Machinists Bill Severson, Sid Hamlin, Blaine Ladd, Charlie Averill and Carleton Bussell. Most of these are deer hunters.

Machinist Perry Morse has been attending the meetings of the Grand Lodge of Odd Fellows in Bangor.

JUST A BUNCH OF STEAK EATERS are, left to right, Waterville Shops Machine Foreman Archie Lemoine, Machinists Diamond Sherrard, Walter Pearl, Abbott McKenney and in the Mother Hubbard, Cook Carroll Carey at a get-together at Archie's camp on China Lake
THE AWARD for First Prize in the Industrial Division given to the Waterville Shops miniature train "Waterville High and Gardiner." Bob plays lesicing from bumps received in an automobile and Laborer Carroll Bumps. Prentice Laurie Varney, Painter Bill Fletcher, Eddie Gurski and Machine Helper Charles Ready for the locals.

On the sick list at this writing are Painter Eddie Gurski and Machine Helper Charles Sweet, Jr.

Reported deer-slayers are Machine Apprentice Laurie Varney, Painter Bill Fletcher and Laborer Carroll Bumps. Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

Bob Bagnon, son of Blacksmith Gid, was seriously hurt in the football game between Waterville High and Gardiner. Bob plays for the locals.

CREW CHIEF of an Amphibious Tractor detachment is Cpl. Clifford A. Clark, Jr., stationed with the First Marine Division in Korea. He's the 15-year-old son of Mr. and Mrs. Clark of Madison. Clifford graduated Madison High School in 1950 and enlisted in the Marine Corps in January, 1951.

HEATING Plant Engineer Ango Oliver is in sick bay and Eddie McAleer is doing the stoking.

A new improvement in the blacksmith spring shop is the installation of a new blower type heating system.

Stenog Lillian Poulin has returned to the office after being on sick leave.

A daughter, Marilyn Vaughn, was born to Stenog Garth Gid and Carman Helper Maurice Nov. 4th, weighing 7 lbs., 13 ozs.

Carman Helper Clarence Richardson is back in the shops after a hitch as oiler in the Yard.

Many friends of Retired Track Supervisor William A. Prescott will regret to learn that he is seriously ill in Slater's Hospital in Waterville.

Plumbing Department employs vacationing: Harold Milton, Ben Cayford, Hugh Gleason and Harold Finsmeen. Mr. Milton was successful in catching up with a deer but no reports from others.

Congratulations to Operator and Mrs. L. E. McIntosh on the birth of a son, Lawrence E.

Operators McDonald and Begin on vacation, relieved by Operators Young and Achenor.

On the sick list at this writing are Painters Donald and John Peltier, Painter Bill Fletcher and Laborer Carroll Bumps.

Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

ICE FISHING at Kingsbury Pond were George Stinchcomb, Jr., stationed with the Marine Corps in January, 1951.

Many friends of Retired Track Supervisor William A. Prescott will regret to learn that he is seriously ill in Slater's Hospital in Waterville.

Plumbing Department employs vacationing: Harold Milton, Ben Cayford, Hugh Gleason and Harold Finsmeen. Mr. Milton was successful in catching up with a deer but no reports from others.

Congratulations to Operator and Mrs. L. E. McIntosh on the birth of a son, Lawrence E.

Operators McDonald and Begin on vacation, relieved by Operators Young and Achenor.

On the sick list at this writing are Painters Donald and John Peltier, Painter Bill Fletcher and Laborer Carroll Bumps.

Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

Bob Bagnon, son of Blacksmith Gid, was seriously hurt in the football game between Waterville High and Gardiner. Bob plays for the locals.

CREW CHIEF of an Amphibious Tractor detachment is Cpl. Clifford A. Clark, Jr., stationed with the First Marine Division in Korea. He's the 15-year-old son of Mr. and Mrs. Clark of Madison. Clifford graduated Madison High School in 1950 and enlisted in the Marine Corps in January, 1951.

HEATING Plant Engineer Ango Oliver is in sick bay and Eddie McAleer is doing the stoking.

A new improvement in the blacksmith spring shop is the installation of a new blower type heating system.

Stenog Lillian Poulin has returned to the office after being on sick leave.

A daughter, Marilyn Vaughn, was born to Stenog Garth Gid and Carman Helper Maurice Nov. 4th, weighing 7 lbs., 13 ozs.

Carman Helper Clarence Richardson is back in the shops after a hitch as oiler in the Yard.

Many friends of Retired Track Supervisor William A. Prescott will regret to learn that he is seriously ill in Slater's Hospital in Waterville.

Plumbing Department employs vacationing: Harold Milton, Ben Cayford, Hugh Gleason and Harold Finsmeen. Mr. Milton was successful in catching up with a deer but no reports from others.

Congratulations to Operator and Mrs. L. E. McIntosh on the birth of a son, Lawrence E.

Operators McDonald and Begin on vacation, relieved by Operators Young and Achenor.

On the sick list at this writing are Painters Donald and John Peltier, Painter Bill Fletcher and Laborer Carroll Bumps.

Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

Bob Bagnon, son of Blacksmith Gid, was seriously hurt in the football game between Waterville High and Gardiner. Bob plays for the locals.

CREW CHIEF of an Amphibious Tractor detachment is Cpl. Clifford A. Clark, Jr., stationed with the First Marine Division in Korea. He's the 15-year-old son of Mr. and Mrs. Clark of Madison. Clifford graduated Madison High School in 1950 and enlisted in the Marine Corps in January, 1951.

HEATING Plant Engineer Ango Oliver is in sick bay and Eddie McAleer is doing the stoking.

A new improvement in the blacksmith spring shop is the installation of a new blower type heating system.

Stenog Lillian Poulin has returned to the office after being on sick leave.

A daughter, Marilyn Vaughn, was born to Stenog Garth Gid and Carman Helper Maurice Nov. 4th, weighing 7 lbs., 13 ozs.

Carman Helper Clarence Richardson is back in the shops after a hitch as oiler in the Yard.

Many friends of Retired Track Supervisor William A. Prescott will regret to learn that he is seriously ill in Slater's Hospital in Waterville.

Plumbing Department employs vacationing: Harold Milton, Ben Cayford, Hugh Gleason and Harold Finsmeen. Mr. Milton was successful in catching up with a deer but no reports from others.

Congratulations to Operator and Mrs. L. E. McIntosh on the birth of a son, Lawrence E.

Operators McDonald and Begin on vacation, relieved by Operators Young and Achenor.

On the sick list at this writing are Painters Donald and John Peltier, Painter Bill Fletcher and Laborer Carroll Bumps.

Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

Bob Bagnon, son of Blacksmith Gid, was seriously hurt in the football game between Waterville High and Gardiner. Bob plays for the locals.

CREW CHIEF of an Amphibious Tractor detachment is Cpl. Clifford A. Clark, Jr., stationed with the First Marine Division in Korea. He's the 15-year-old son of Mr. and Mrs. Clark of Madison. Clifford graduated Madison High School in 1950 and enlisted in the Marine Corps in January, 1951.

HEATING Plant Engineer Ango Oliver is in sick bay and Eddie McAleer is doing the stoking.

A new improvement in the blacksmith spring shop is the installation of a new blower type heating system.

Stenog Lillian Poulin has returned to the office after being on sick leave.

A daughter, Marilyn Vaughn, was born to Stenog Garth Gid and Carman Helper Maurice Nov. 4th, weighing 7 lbs., 13 ozs.

Carman Helper Clarence Richardson is back in the shops after a hitch as oiler in the Yard.

Many friends of Retired Track Supervisor William A. Prescott will regret to learn that he is seriously ill in Slater's Hospital in Waterville.

Plumbing Department employs vacationing: Harold Milton, Ben Cayford, Hugh Gleason and Harold Finsmeen. Mr. Milton was successful in catching up with a deer but no reports from others.

Congratulations to Operator and Mrs. L. E. McIntosh on the birth of a son, Lawrence E.

Operators McDonald and Begin on vacation, relieved by Operators Young and Achenor.

On the sick list at this writing are Painters Donald and John Peltier, Painter Bill Fletcher and Laborer Carroll Bumps.

Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

Bob Bagnon, son of Blacksmith Gid, was seriously hurt in the football game between Waterville High and Gardiner. Bob plays for the locals.

CREW CHIEF of an Amphibious Tractor detachment is Cpl. Clifford A. Clark, Jr., stationed with the First Marine Division in Korea. He's the 15-year-old son of Mr. and Mrs. Clark of Madison. Clifford graduated Madison High School in 1950 and enlisted in the Marine Corps in January, 1951.

HEATING Plant Engineer Ango Oliver is in sick bay and Eddie McAleer is doing the stoking.

A new improvement in the blacksmith spring shop is the installation of a new blower type heating system.

Stenog Lillian Poulin has returned to the office after being on sick leave.

A daughter, Marilyn Vaughn, was born to Stenog Garth Gid and Carman Helper Maurice Nov. 4th, weighing 7 lbs., 13 ozs.

Carman Helper Clarence Richardson is back in the shops after a hitch as oiler in the Yard.

Many friends of Retired Track Supervisor William A. Prescott will regret to learn that he is seriously ill in Slater's Hospital in Waterville.

Plumbing Department employs vacationing: Harold Milton, Ben Cayford, Hugh Gleason and Harold Finsmeen. Mr. Milton was successful in catching up with a deer but no reports from others.

Congratulations to Operator and Mrs. L. E. McIntosh on the birth of a son, Lawrence E.

Operators McDonald and Begin on vacation, relieved by Operators Young and Achenor.

On the sick list at this writing are Painters Donald and John Peltier, Painter Bill Fletcher and Laborer Carroll Bumps.

Sheet Metal Worker Joe Hall is convalescing from bumps received in an automobile smash-up.

Bob Bagnon, son of Blacksmith Gid, was seriously hurt in the football game between Waterville High and Gardiner. Bob plays for the locals.

CREW CHIEF of an Amphibious Tractor detachment is Cpl. Clifford A. Clark, Jr., stationed with the First Marine Division in Korea. He's the 15-year-old son of Mr. and Mrs. Clark of Madison. Clifford graduated Madison High School in 1950 and enlisted in the Marine Corps in January, 1951.

HEATING Plant Engineer Ango Oliver is in sick bay and Eddie McAleer is doing the stoking.

A new improvement in the blacksmith spring shop is the installation of a new blower type heating system.

Stenog Lillian Poulin has returned to the office after being on sick leave.

A daughter, Marilyn Vaughn, was born to Stenog Garth Gid and Carman Helper Maurice Nov. 4th, weighing 7 lbs., 13 ozs.

Carman Helper Clarence Richardson is back in the shops after a hitch as oiler in the Yard.
THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

working on it. He is still looking for a nearby rent so can move his family here.

Joseph Anthony Lebel died Nov. 1 and funeral services were held at Brunswick. Pete as he was known among the boys had been a locomotive engineer and fireman for some 45 years. He will be missed around Brunswick.

Jim Berube, swing gate man at Brunswick, spent a few days last week visiting relatives at Victoriaville, Que. Spare gate man Dave White relieved him.

Engineer Harry McAllister of the Lewiston local freight has sold his home in Freeport and moved to a new place in South China.

Third Trick Clerk Telegrapher W. E. Kirkpatrick on vacation being relieved successively by Operators C. E. Young, E. S. Anderson and R. L. Archon.

Chet Newell, swing gate man, Brunswick and Bath, got a little worried last week as Bath when a milk tank truck went out of control on Leeman Highway and ended up against the gate control tower.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

engineer and fireman for some 45 years. He will be missed around Brunswick.

Tom Berube, swing gate man at Brunswick, spent a few days last week visiting relatives at Victoriaville, Que. Spare gate man Dave White relieved him.

Engineer Harry McAllister of the Lewiston local freight has sold his home in Freeport and moved to a new place in South China.

Third Trick Clerk Telegrapher W. E. Kirkpatrick on vacation being relieved successively by Operators C. E. Young, E. S. Anderson and R. L. Archon.

Chet Newell, swing gate man, Brunswick and Bath, got a little worried last week as Bath when a milk tank truck went out of control on Leeman Highway and ended up against the gate control tower.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

engineer and fireman for some 45 years. He will be missed around Brunswick.

Tom Berube, swing gate man at Brunswick, spent a few days last week visiting relatives at Victoriaville, Que. Spare gate man Dave White relieved him.

Engineer Harry McAllister of the Lewiston local freight has sold his home in Freeport and moved to a new place in South China.

Third Trick Clerk Telegrapher W. E. Kirkpatrick on vacation being relieved successively by Operators C. E. Young, E. S. Anderson and R. L. Archon.

Chet Newell, swing gate man, Brunswick and Bath, got a little worried last week as Bath when a milk tank truck went out of control on Leeman Highway and ended up against the gate control tower.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

engineer and fireman for some 45 years. He will be missed around Brunswick.

Tom Berube, swing gate man at Brunswick, spent a few days last week visiting relatives at Victoriaville, Que. Spare gate man Dave White relieved him.

Engineer Harry McAllister of the Lewiston local freight has sold his home in Freeport and moved to a new place in South China.

Third Trick Clerk Telegrapher W. E. Kirkpatrick on vacation being relieved successively by Operators C. E. Young, E. S. Anderson and R. L. Archon.

Chet Newell, swing gate man, Brunswick and Bath, got a little worried last week as Bath when a milk tank truck went out of control on Leeman Highway and ended up against the gate control tower.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

engineer and fireman for some 45 years. He will be missed around Brunswick.

Tom Berube, swing gate man at Brunswick, spent a few days last week visiting relatives at Victoriaville, Que. Spare gate man Dave White relieved him.

Engineer Harry McAllister of the Lewiston local freight has sold his home in Freeport and moved to a new place in South China.

Third Trick Clerk Telegrapher W. E. Kirkpatrick on vacation being relieved successively by Operators C. E. Young, E. S. Anderson and R. L. Archon.

Chet Newell, swing gate man, Brunswick and Bath, got a little worried last week as Bath when a milk tank truck went out of control on Leeman Highway and ended up against the gate control tower.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.

engineer and fireman for some 45 years. He will be missed around Brunswick.

Tom Berube, swing gate man at Brunswick, spent a few days last week visiting relatives at Victoriaville, Que. Spare gate man Dave White relieved him.

Engineer Harry McAllister of the Lewiston local freight has sold his home in Freeport and moved to a new place in South China.

Third Trick Clerk Telegrapher W. E. Kirkpatrick on vacation being relieved successively by Operators C. E. Young, E. S. Anderson and R. L. Archon.

Chet Newell, swing gate man, Brunswick and Bath, got a little worried last week as Bath when a milk tank truck went out of control on Leeman Highway and ended up against the gate control tower.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

Engineman "Len" Hunter running the Bath Switcher while the job is up for bid. I remember running errands for Len when I was a kid. Didn't know he was a New York Yankee rooter then though.

THE FINE FAMILY of Clerk-Telegrapher Charles St. Hilaire, Auburn, are left to right, Alice, Claire, Theresa and Mrs. St. Hilaire.
on him. We were pleased to see that Maynard Preston was an escort in the affair.

Cloned Goddard is a patient at the Maine General Hospital. The report is “pop” will soon be with us. We all miss him.

The Cote family just bought a new Winchester 22 special and is planning to use it on deer hunting. Good luck, Pat.

Of the five sons George Poliha has, the two older ones are aboard the U. S. S. New Jersey in New York harbor. George is in Italy aboard the U. S. S. New. Robert is aboard the U. S. S. Pennsylvania. Robert Jr. is in Italy aboard the U. S. S. Missouri. None of the two older ones are aboard our Navy ships.

Several days ago the beauty of John A. Roberts was attended to by the most pleasant features of the New England Theatre. A reception was held at the home of Machinist and Mrs. Paul F. D'onnell, Hampden. The bride is a graduate of Hampden Academy and Alexander is assistant office manager of the National Biscuit Company in Boston.

Among those who recently walked down the aisle and said their “I do’s” were Miss Roseville McTigue, daughter of retired Engineer Man J. T. McTigue, Sr., and Miss Judith McTigue, formerly of Bangor, now of Washington, D. C., marriage was followed by a day of fun during the Christmas season. The couple was received by the U. S. Department of Labor in Washington, D. C. The bridegroom attended the University of Ankara, Turkey to graduate from the University of Virginia. The bride is the daughter of Laurence and Mrs. McTigue of Bangor. The couple was married on November 12. The wedding was attended by Miss Judith McTigue, former of Bangor, now of Washington, D. C., and the bride's parents.

The wedding was held at the home of Machinist and Mrs. Paul F. D'onnell, Hampden. The bride is a graduate of Hampden Academy and Alexander is assistant office manager of the National Biscuit Company in Bangor.

At the wedding reception held at the home of Machinist and Mrs. Paul F. D'onnell, Hampden, the bride is a graduate of Hampden Academy and Alexander is assistant office manager of the National Biscuit Company in Bangor.

Our Agent and Mrs. Burns enjoyed a few days visiting relatives and friends in St. John, N. B. recently.

Quite a few of our employees have been out deer hunting this season but so far we...
 haven't had any invitations to a steak dinner. This factually tells the story of their luck—or lack of it. Laborer Sandy Sherman's son Clark is a patient in the Waterville hospital where he has undergone an operation.

Calais

By P. D. ADAMS

Recent vacations were enjoyed by Conductor Bob Gillis and Express Route Agent Chick Spinney who passed most of their waking hours engaged in hunting. We have no report as to what success they may have had. While on vacation Express Agent Arthur Harriman and family visited at Peabody, Mass. Operator and Mrs. William H. McKay returned from a trip to Boston and New York. Operator Burt Pullen visited in Eastport, Me., as guests of Mrs. Pullen's mother, Mrs. Ethel Clark. McKay was relieved by Operator Robert Rand of Harrington and Agent Pullen was relieved by Operator Clarence Bowker. Operator Bowker advises us that while on vacation he tried to get a deer but his wife beat him to it, bagging an eight point 150 lb. buck.

Vanceboro

By H. D. DAVIS

Section Foreman B. E. Pipe, has sufficiently recovered from the accident of July last to have been home for some time. As he is moving around the house with crutches: has been a long siege of convalescence but he is winning the battle. Mrs. Pine has also recovered from her lameness to the extent of again taking over her household duties. All join in wishing them the best.

Those on vacation include Clerks P. E. McPhee, R. E. Smith, V. T. Wescott, B. C. Nason, M. E. Beers, Acting Section Foreman, L. T. Mathews. General Agent W. L. Blanchard is building a fine garage to house that new automobile. While he got a late start the weather-man has been very considerate so it is fast moving along toward completion. A pretty wedding was held in Vanceboro with the presence of United Church St. Stephen, St. Stephen, N. B. Oct. 29. Of the Inspector Hazen W. Getchell and Mrs. Mabel Swaney, of Vanceboro, Open House reception was held that evening at home of Mrs. Miles Cropley, daughter of bride, where many of their relatives and friends gathered to present gifts and congratulations to the happy couple. Mrs. Getchell is widow of former prominent employee of C. P. R., as assistant to United States and Canadian Customs in examination of baggage on trains and from Boston, John C. Swaney. They will reside at the Getchell home on Water Street, Vanceboro.

Here's Relief Operator Clarence Bowker and his son Dennis, snapped at Machias.

A WONDERFUL FAMILY has Division Engineer and Mrs. Raymond A. Jackson pictured with, left to right, Judith, 11, Lawrence, 10, and Natalie, 9, their families at the Davis homestead. Present with Mr. Davis, were: Mr. and Mrs. Warren L. Dudley, Warren Linwood, Jr., Donald Francis, Mary Elizabeth and Paul Davis Dudley, of Vanceboro; Mr. and Mrs. James E. Harper, Edward Graham and James Calvin Harper, of Saugus, Mass.; Mr. and Mrs. Clinton Hayward, Betty Jean, Clinton Ross, Jr., Janet Louise and Karl Lee Hayward, of Calais; Mr. and Mrs. Lee Davis, of Woods Hole and Fullmouth, Mass.; Mr. and Mrs. Fred Osgood, Jean Allen and Dan Winfield Osgood, of Old Town.

Bangor Car Department

By C. A. JEFFERDS

Mrs. Lewis S. Stubbs and children, Norma and Juanita, and Cpl. John Stubbs of Hampden Highland, wife and children of Carman L. S. Stubbs, have returned home after visiting her son-in-law and daughter, Sgt. and Mrs. Barden Strickland in Ephrata, Wash. Carman and Mrs. Donald Lambert, Pearl Street, Bangor, are receiving congratulations to the happy couple. Mrs. Lewis S. Stubbs, has returned to duty at McAndrew Air Force Base, Argenta, Newfoundland, after visiting his parents in Hamden.

A-Sgt Garvin Mathews who has completed his training at Greer Field, Ill., has been visiting his parents, Carman and Mrs. L. E. Mathews.

James H. Hill, formerly carman at Waterville Shop, has been promoted to Assistant Car Foreman. Hill has a long period of time in the Skowhegan department. Some of the boys who have been hunting on their vacation during November are: R. A. Golding, O. E. Lamont, W. S. O'B. O., W. Spaulding. None of them have reported as yet as to what they bagged.

Arthur Holmes, coach cleaner, has returned to work after being out off duty account of illness.

Carroll Sorensen, formerly helper at Northern Maine Junction, has been transferred to Bangor as coach cleaner.

A good buy in a railroad watch $30. Contact James H. Ifill, Bangor. Will pass inspection.
Our most sincere sympathy is extended Virgie and his family. Another addition to our steadily growing railroad family, Miss Vann Dole is being welcomed as a new employee in the Executive Department.

Bookkeeper Martin Holmes has recently purchased a home at Town Landing, Falmouth Foreside. With all the work of moving and settling his new residence, Marty was very late for several days—not used to strenuous work, apparently!

Mrs. Jerry Woodbury, wife of Bookkeeper Frank, who has been quite ill, is now much improved in health. Incidentally, Frank and Jerry celebrated their 25th wedding anniversary on Armistice Day. We hope they have at least 100 more of them! Assistant Treasurer Horace Boud and Cashier Leo Jackson attended the Bowdoin-Melrose football game on November 8. Mr. and Mrs. Edwin W. Farrar are the proud parents of a daughter, Kathleen, born on October 17.

R. A. Jackson, division engineer, took the reminder of his vacation week of Oct. 27, spending it with his family.

Tom Dunn again proved his hunting ability this fall, bringing home a deer. Harold W. Shepard, assistant engineer, and Mrs. Shepard, motored to Florida during November, where they will spend at least five months. "Sheppie" is on sick leave, and Mrs. Shepard motored to Florida during November, where they will spend at least five months. They are accompanied by their sister, Mrs. Evelyn C. O'Donnell and brother, Motor Operator Solon Fogg.

We are pleased to hear that Edwin C. Hayes has been an Honorary Life Member of the Brotherhood of Locomotive Firemen and Engineers, Albert E. Herriott, President; Edward and Walter, brothers of Freight Clerk Coleman P. O'Toole, have returned from their vacation to the Mountain Subdivision, we lost more on the death of his mother. Also to Hostler Dinsmore, on the death of his mother. Also to Hostler Dinsmore, the family motored to Fernanda, Fla. Mrs. Flaherty has a sister who resides there.

Ralph C. Fogg, 63, of 21 Elm St., Lewiston, died Nov. 12 after a period of illness. He was locomotive fireman with the Maine Central railroad and had resided in Portland for many years. Mr. Fogg was born March 6, 1889 in Willimantic. R. A. Jackson, division engineer, took the reminder of his vacation week of Oct. 27, spending it with his family.

McKinney, the son of Chief Examiner Madeline G. Harris. Dad is a senior at the U. of Maine, majoring in engineering.

Sympathy is extended to Hostler Dinsmore on the death of his mother. Also to the family of Engineer Latell, of Brunswick. On the Mountain Subdivision, we lost two of our good engineers, Trainmen G. F. Nealley, gun accident, and S. L. Chandler.

Tommy Meachen, son of General Foreman Joe Meachen at Portland Union Station, was a visitor to his parents recently, from Ontario. Tommy is the editor of the Marine paper, "Flight Jacket." He is stationed at the Air Force Base.

Engineer Angelo Wells did a little hunting around Green Lake. No soap. Trainman E. R. O'Connor, looking out his back door, spied a large buck in his yard; canned bacon in the shape of a 190 lb. buck this venison for Winter. Nice going, Joe!

Assistant Engineer and Mrs. Eugene Cole, Jr., of Portland, are David, age three and one-half, and Richard, age one. They are a happy addition to the Foreside. With all the work of moving and settling his new residence, Marty was very late for several days—not used to strenuous work, apparently!

Mr. and Mrs. Herbert Strout (telephone number “Sheppie” is on sick leave, and Mrs. Shepard motored to Florida during November, where they will spend at least five months. They are accompanied by their sister, Mrs. Evelyn C. O’Donnell and brother, Motor Operator Solon Fogg.

Mr. and Mrs. Edwin W. Farrar are the proud parents of a daughter, Kathleen, born on October 17.

R. A. Jackson, division engineer, took the reminder of his vacation week of Oct. 27, spending it with his family.

Tom Dunn again proved his hunting ability this fall, bringing home a deer. Harold W. Shepard, assistant engineer, and Mrs. Shepard, motored to Florida during November, where they will spend at least five months. "Sheppie" is on sick leave, and Mrs. Shepard motored to Florida during November, where they will spend at least five months. They are accompanied by their sister, Mrs. Evelyn C. O’Donnell and brother, Motor Operator Solon Fogg.

We are pleased to hear that Edwin C. Hayes has been an Honorary Life Member of the Brotherhood of Locomotive Firemen and Engineers, Albert E. Herriott, President; Edward and Walter, brothers of Freight Clerk Coleman P. O’Toole, have returned from their vacation to the Mountain Subdivision, we lost more on the death of his mother. Also to Hostler Dinsmore, on the death of his mother. Also to Hostler Dinsmore, the family motored to Fernanda, Fla. Mrs. Flaherty has a sister who resides there.

Ralph C. Fogg, 63, of 21 Elm St., Lewiston, died Nov. 12 after a period of illness. He was locomotive fireman with the Maine Central railroad and had resided in Portland for many years. Mr. Fogg was born March 6, 1889 in Willimantic. R. A. Jackson, division engineer, took the reminder of his vacation week of Oct. 27, spending it with his family.

McKinney, the son of Chief Examiner Madeline G. Harris. Dad is a senior at the U. of Maine, majoring in engineering.

Sympathy is extended to Hostler Dinsmore on the death of his mother. Also to the family of Engineer Latell, of Brunswick. On the Mountain Subdivision, we lost two of our good engineers, Trainmen G. F. Nealley, gun accident, and S. L. Chandler.

Tommy Meachen, son of General Foreman Joe Meachen at Portland Union Station, was a visitor to his parents recently, from Ontario. Tommy is the editor of the Marine paper, "Flight Jacket." He is stationed at the Air Force Base.

Engineer Angelo Wells did a little hunting around Green Lake. No soap. Trainman E. R. O’Connor, looking out his back door, spied a large buck in his yard; canned bacon in the shape of a 190 lb. buck this venison for Winter. Nice going, Joe!

Assistant Engineer and Mrs. Eugene Cole, Jr., of Portland, are David, age three and one-half, and Richard, age one. They are a happy addition to the Foreside. With all the work of moving and settling his new residence, Marty was very late for several days—not used to strenuous work, apparently!

Mr. and Mrs. Herbert Strout (telephone number “Sheppie” is on sick leave, and Mrs. Shepard motored to Florida during November, where they will spend at least five months. "Sheppie" is on sick leave, and Mrs. Shepard motored to Florida during November, where they will spend at least five months. They are accompanied by their sister, Mrs. Evelyn C. O’Donnell and brother, Motor Operator Solon Fogg.

We are pleased to hear that Edwin C. Hayes has been an Honorary Life Member of the Brotherhood of Locomotive Firemen and Engineers, Albert E. Herriott, President; Edward and Walter, brothers of Freight Clerk Coleman P. O’Toole, have returned from their vacation to the Mountain Subdivision, we lost more on the death of his mother. Also to Hostler Dinsmore, on the death of his mother. Also to Hostler Dinsmore, the family motored to Fernanda, Fla. Mrs. Flaherty has a sister who resides there.

Ralph C. Fogg, 63, of 21 Elm St., Lewiston, died Nov. 12 after a period of illness. He was locomotive fireman with the Maine Central railroad and had resided in Portland for many years. Mr. Fogg was born March 6, 1889 in Willimantic. R. A. Jackson, division engineer, took the reminder of his vacation week of Oct. 27, spending it with his family.

McKinney, the son of Chief Examiner Madeline G. Harris. Dad is a senior at the U. of Maine, majoring in engineering.

Sympathy is extended to Hostler Dinsmore on the death of his mother. Also to the family of Engineer Latell, of Brunswick. On the Mountain Subdivision, we lost two of our good engineers, Trainmen G. F. Nealley, gun accident, and S. L. Chandler.

Tommy Meachen, son of General Foreman Joe Meachen at Portland Union Station, was a visitor to his parents recently, from Ontario. Tommy is the editor of the Marine paper, "Flight Jacket." He is stationed at the Air Force Base.

Engineer Angelo Wells did a little hunting around Green Lake. No soap. Trainman E. R. O’Connor, looking out his back door, spied a large buck in his yard; canned bacon in the shape of a 190 lb. buck this venison for Winter. Nice going, Joe!

Assistant Engineer and Mrs. Eugene Cole, Jr., of Portland, are David, age three and one-half, and Richard, age one. They are a happy addition to the Foreside. With all the work of moving and settling his new residence, Marty was very late for several days—not used to strenuous work, apparently!
Carroll H. Oakes, telegrapher at Portland Union Station, after 46 years of service. He entered service as an operator at Portland in November, 1906, served at Farmington in 1930-31 and returned to the Portland Terminal, and Machinist.

Carl A. Robinson of 412 St. John Street, Portland, telegrapher at Portland, after 46 years of service which began there as an operator in 1907.

Norman W. Bettis, 69, of 927 Forest Avenue, Portland, yard conductor at Portland, after 47 years of service which began at Portland in October, 1905.

George Kennedy, 73, of 31 Kelley Street, South Portland, after 45 years of service which began as a yard brakeman at Deering Junction in 1909.

Joseph Doughty, of South Lyme, Conn., baggageman at Bangor Union Station, after 30 years of service.

Herman J. Tompkins, of 22 Grove Street, Pittsfield, agent at Burnham Station, after 45 years of service which began as a baggageman at Benin in 1907. He had been agent and operator at Pomfret, Eastern Division agent, agent at Woodfords in 1934, Harmony, 1935, and at Burnham since 1946.

George C. Libby, of 12 Cushman Street, Portland, ticket clerk at Portland Union Station, after 40 years of service to Libby, the quiet dignity and gracious manner earned him many friends while a ticket clerk, actually started out as an engine wiper in 1901. He was a brakeman from 1903-1907 and returned to work as a clerk in 1919.

Percy E. Bull, of RDF 2, Waterville, telegrapher, at Waterville Shop for 39 years of service.

Ralph B. Berry, of RDF 6, Brewer, conductor at Bangor, after 33 years of service.

Fred Porter, of PO Box 1652, Portland, a car inspector at Rigby, after 43 years of service which began as a boat fireman at Rockland in 1909. He became a car inspector at Portland in 1922.

Thomas J. Curran, of 26 Spring Street, Portland, a freight checker at the Portland freight house, after 41 years of service.

Cumberland Mills Agent

Frank P. Stuart, agent at Cumberland Mills since 1936, joined the select group of Maine Central veterans last month when he was awarded a Life Service Pass.

Stuart began railroad on the Washington County November, 28, 1902 and became agent at Westbrook in 1918 for the Portland Terminal Company. He was appointed to his present position in June, 1938.

Stuart’s pass was accompanied by a congratulatory letter from President E. Spencer Miller.

Real Engineer’s Outfit

Available For Boys

Many a boy railroad enthusiast will beam with delight when he opens his Christmas packages this year—especially if one of them contains an engineer’s outfit adorned with colorful railroad insignia. Such an outfit in striped denim typical of that worn by hometown roadies nowadays will make a real engine and consisting of jacket, overalls and cap is on the market this year for the first time. It is the product of Sarah Conel Inc., 152 West 36th Street, New York City. The outfit comes in two sizes—one for boys ranging from 3 to 6 years of age, the other for boys ranging from 7 to 12 years, priced to retail at approximately $6.95 and $7.95, respectively.
WHISPERING HIS HEART'S DESIRE to Santa Claus is Jackie W. McLeod, III, grandson of Trainman J. W. McLeod, Lewiston. Jackie is five this year and has a big stocking to fill.