Wherever you live in America, you are in effect at the hub of a wheel whose spokes reach into every corner of the country, tapping the rich resources of a whole continent. The name of that wheel is transportation. Its spokes are highways, waterways, airways, pipe lines, and—most important of all—railroads. Without adequate rail transportation our whole economy would grind toward a standstill. Though you may seldom ship freight or ride the passenger trains, you're using railroads every day just the same. Every time you go to the store to buy something you make use of rail transportation—for railroads are the base of our whole structure of transportation. Railroads have the vital job of providing the efficient, low cost mass transportation service upon which our entire economy is based.

For every 100 persons employed in the actual operation of trains, about 375 persons are employed to keep the tracks, yards, bridges, locomotives, cars and other equipment and facilities in condition, to handle clerical work, to look after purchases and supplies, to man the stations, yards and supply depots, and to perform other duties required to keep the railroads operating smoothly and efficiently.

* * *

Payroll taxes paid by Class I railroads to the Federal Government now average approximately $25,000,000 a month, which is more than total railway taxes of all kinds—federal, state and local—in any year prior to 1922.

* * *

Everyone who has had business experience knows how important it is to keep a careful check on income and expenses. But consider the complexities of record-keeping on just one railroad . . . operating in many communities and employing thousands of persons. The accuracy and care with which reports are made insure the availability of accurate, impartial railroad information.

The facts and figures of no other industry are subject to more careful public supervision and scrutiny to insure accuracy than are railroad statistics. These figures are compiled in accordance with accounting procedures prescribed by the Interstate Commerce Commission, and are kept under the Commission's inspection and supervision. Such information is a matter of public record and is reported periodically to the public.

* * *

The average cost of a treated cross tie laid in railway tracks in 1951 was $2.99, compared with $1.31 in 1941, an increase of 128 per cent. The railroads spent $95,000,000 last year for cross ties and $28,000,000 additional for switch and bridge ties and they spend a million dollars every 48 hours for forest products.
LAST OF THE 400

The sole survivor of an industry that once numbered 400 plants in Maine is located on Maine Central lines. For 62 years it has been a good customer of the railroad. It is the last of what was once one of New England's greatest industries—and it is still producing the same high quality product by the same method it did when it began operation in 1890.

The Lyman W. Smith Co. at Canton, Me., is the sole remaining bark tannery in New England and possibly in the United States. The "lure of the tanbark" may be just an antiquated phrase to the younger generations of today, but you can still sift handfuls of the rich, red-brown, ground hemlock bark through your fingers at the Smith Company's Canton plant. Its aromatic scent will carry you back through the mist of years to the time when it was the "floor" of every circus that ever played your town.

One cannot help but feel a deep respect for the Canton tannery. The realization that the fourth generation of one family (the Smith's started in 1776) and Canton people have tanned hides for many years here with the cool, sweet water of Lake Anasagunticook. That modern methods and industrial change which have sounded the death knell for other tanneries have not been able to equal their craftsmanship and pride of product.

According to an early newspaper account, the largest hemlock bark tannery in the World was built in Winn, Me., in 1885. It had a daily capacity of 55 cords of bark. One built at Island Falls in 1895 had a capacity of about 40 cords.

The tanning of animal skins for leather with hemlock bark extract was one of the most primitive industries in Maine. In 1810 there were 200 tanneries and by 1840 the number had increased to 395. In 1869 the industry ranked among the first five of the State in importance. In York County alone there were 101 plants. It seemed as if almost every town had one. Today there is but one left.

According to C. A. Allen, manager of the Canton plant, good tanning must have good water, and as previously mentioned, Lake Anasagunticook has that.

The sheepskins to be tanned are shipped from New Zealand in hogsheads weighing 950 pounds apiece. They are green on arrival and must be kept constantly in a salt solution mixed with tannic acid throughout the tanning process. This accounts for the many carloads of salt the Maine Central is pleased to handle for the plant.

The hemlock bark, from whence the tannic acid comes, is ground up in a mill beside the tannery. Again, the Maine Central enters the picture as we handle the 2,200 to 2,400 cords of bark shipped in carload lots, mostly from Michigan.

To watch the ancient tanning process, the sheepskins are sorted "in the pickle" i.e., as they come out of the casks. About 4,000 dozen skins are handled a week and sorted into from one to five grades. Only those of highest quality are selected by the Smith Company to be tanned.

The skins are put under hydraulic pressure and the sheep grease ex-
tracted. This is reclaimed and sold to the soap industry and also as oil to be put back into the tanned hides in the finishing process.

The ground bark is conveyed into a tanning "leach," a big bucket and sprayer that holds three cords of ground bark. Combined with water and salt the extracting of the liquid from the bark is known as "leaching out" the tannic acid.

In the tan yard, when the first step is complete, the high quality hides are thrown into tan pits containing the solution, left for 21 days and agitated occasionally.

Allen calls this the "old-fashioned" method. There's been no change in it since it was originated. The tanning puckers the skin thoroughly "wellng out" the fibres. It's a slow method, hence the disappearance of Maine bark tanneries as they succumbed to modern speed-up methods, "but it's still the best," Allen says, "resulting in a really high grade product."

Obviously it must be, since the plant is producing leather that must be absolutely flawless. It goes into an instrument in daily use by the millions throughout the Country. Because of the plant's competitive position, its exact use must be withheld.

The Canton plant does only custom tanning. The skins are dried on hooks, bundled and shipped to other plants for finishing, i.e., shaving down and dressing of the leather.

The Smith Company, now affiliated with Winslow Brothers and Smith of Boston, who have plants at Gloversville, N. Y., Pittsfield and Tilton, and Peabody, N. H., was once part of the great tanning industry that supplied sheep and lamb skin roller covers for the cotton textile mills. Their soft covers were used on the top spinner of a spinning machine. Calf skin soon replaced that and the Canton plant converted a number of years ago to custom tanning. They once did and occasionally do now, "russets," the skins used in binding law and other volume books.

Unique in its demand for hemlock bark, Allen, bemoans the fact that little or no bark can be purchased in Maine. He recalls the day when up in Aroostook County whole hemlock trees were cut at $4 a cord just for the bark.

Some Maine bark is purchased around Mattawamkeag on a ton basis, but of the 2,400 tons used annually, only 35-37 tons come from Maine. Allen estimates that of the 350,000 cords of hemlock cut annually in the hemlock belt from Dover-Foxcroft to New Brunswick, Canada, not over 450 cords of bark is peeled for sale.

The Canton plant employs 42 people. From the time it started shipping and receiving by rail on the Rumford Falls and Buckfield Railway until now, it looks to the Maine Central to handle inward shipments of bark, salt, barrels of hemlock extract, and coal.

Maine Central people, proud in their own right of their long service as the transportation backbone of the State, understand and respect the traditions of the last of the bark tanneries. We hope to serve our good friend at Canton in the years to come.

R. W. TRUE NAMED TRAFFIC AGENT

The appointment of Robert W. True of South Portland as Traffic Agent of the Maine Central Railroad, effective January 1, has been announced by Harold J. Foster, general passenger agent of the road.

True graduated from the Portland Public Schools and the Northeastern Business College. He started his railroad career with the Maine Central in 1941 as a ticket clerk at Portland. He entered the Army in 1942 and was discharged in 1945 when he returned to his former position as ticket clerk at Union Station, the position he has held until his present appointment.

In his new position he will handle passenger traffic matters of both the Maine Central Railroad and the Maine Central Bus Lines.

He is married and makes his home in South Portland with his wife and three children.

An old gent was passing a busy intersection when a large St. Bernard ran by and knocked him down. A moment later, a Crosley car skidded around the corner and inflicted further damage. A bystander helped him to his feet and someone asked him if the dog had hurt him. "Wll," he answered, "the dog didn't hurt so much, but that tin can tied to his tail nearly killed me."
Heap Big Dam

Bingham Branch Bustles

Indian Pond Dam Construction By Central Maine Power Company Creates New Revenue

Construction by the Central Maine Power Company of a huge new dam at Indian Pond, Maine has resulted in stepped up traffic activity on the Bingham Branch and when completed in 1954 will have meant many dollars of new revenue to us.

The Central Maine through its contractor Ellis Snodgrass, is cooperating with the Maine Central in routing the huge quantities of cement to be used in the construction from the Dragon Cement Plant at Thomaston to a terminal point at Bingham.

A large cement silo capable of storing two carloads of cement has been erected in the Bingham Yard along with a cement unloader. The latter is a screw-type conveyor which picks up the cement when it is dumped into a pit below the tracks from the hopper cars, and carries it under the track and up into the silo.

The Indian Pond project is the first step in the development of the Upper Kennebec River to increase power sources of the Central Maine. The station will be located about midway between Moosehead Lake outlet and The Forks at a point some two and one-half miles below the old Indian Pond Dam.

Interesting to railroaders is the fact that access to the dam site is over a public road leading from The Forks about six miles to Moxie, and then over the roadbed of the old Somerset Railroad which we abandoned in 1937.

The new dam will back up the water and flow out the old Indian Pond to a depth of approximately 20 feet.

The new water surface will cover an area of about five and one-half square miles. Of this area, about two square miles are already flowed by the river and Indian Pond. The total area will aggregate about 2,500 acres.

The dam itself will be made up of three major parts: a massive concrete main structure in the ledge gorge of the present river channel; an intake located on the top of the left bank; and an earth and rock fill dike extending further to high ground. The main structure from the bottom of the foundations to bridge level will be approximately 175 feet high.

The intake will be a rugged concrete structure about 45 feet high pierced with openings for four penstocks. Penstocks, you may recall from the Magazine of November, 1951, are large tubular pipes to carry water around or over obstacles to a powerhouse. In this case the penstocks will be of steel construction and carried from back of the intake down over the hill to the powerhouse, a distance of approximately 325 feet. The penstock diameters will be 6, 17, and 24 feet respectively. It is expected that the Maine Central will benefit from this construction too, in the transportation of steel and fittings.

A powerhouse will be located in a ravine on the left bank of the river, formerly the mouth of a small stream entering the river from the east. The tailrace excavation adjacent to the powerhouse will run out at a point 2,000 feet down river, and will necessitate the removal of some 45,000 yards of ledge.

Progress to date has consisted of building or rebuilding some eight miles of access roadway, the construction of temporary buildings and yard facilities, including quarters for housing and feeding 200 men. A construction bridge has been thrown across the river at the bottom of the gorge and excavation for a diversion channel well underway. Preparatory work for setting up the cement batching plant and cableway is well advanced by the 190 men presently engaged on the project.

The Maine Central already has transported an estimated 40,000 barrels of cement to the Bingham terminus from whence it is transported in specially built trucks the 40 miles to a cement storage tank at the dam site. The total concrete in the dam, intake and powerhouse will amount to some 150,000 barrels, the remainder of which will be transported during 1953.

In this latest addition to the expanded power sources of the Central Maine Power Company, the Maine Central Railroad capably provides its services. Another example of the cooperative industrial activity which benefits our State and its people.

An inmate in an insane asylum was trying to convince an attendant that he was Stalin.

"But, who told you that you were Stalin?" inquired the attendant.

"God did," replied the inmate.

"No, I didn't either," came a voice from the next bunk.
Two-way Radio For Terminal

The greater Portland freight and passenger car yards of the Portland Terminal Co., and the Maine Central Railroad will be under two-way radio communication next Spring keeping diesel locomotives and yard men in constant touch with supervisory personnel.

The radio communication system will consist of 17 diesel locomotives carrying two-way radios and a main transmitting station in Rigby Yard in South Portland. This main transmitter can be controlled from its own location or from two remote control points in other sections of the yard and two-way contact can be established with locomotives working anywhere in the greater Portland area.

While the bulk of the radio communications will be with locomotives and crews working in the yards or at waterfront facilities, it will also be possible to contact locomotives carrying the radio equipment as they work with short haul freight at industrial plants as far away as Cumberland Mills.

Supplementing the radio will be a weatherproof combination talk back and paging speaker system installed on posts throughout the yards where supervisory personnel in offices and towers can talk with yardmen working in various parts of the yard.

President E. Spencer Miller stressed the fact that it is one of the results of the continuous study being made by the road to employ the latest methods to speed up and improve freight service to the shippers and passenger service to the traveling public.

Vets Honor Provenchers As Oldest Couple

Mr. and Mrs. Simeon Provencher of Caleb Street were honored as the oldest married couple present at the annual Christmas party of the Maine Association of Railroad Veterans at Portland.

Mr. and Mrs. Provencher have been married 52 years. He had been a railroad man for 51 years until his retirement. The association is made up of veteran railroaders with more than 20 years' service.

Also honored at the third annual party was DeForest Davison, 83, Medford, Mass., retired conductor with 56 years' service.

Mr. and Mrs. Provencher were presented a cake by Emile J. Morin, master of ceremonies. John J. Keating assisted. The cake was baked by Mrs. Morin.

Mr. and Mrs. Cyril Springer, Philip Earles, Mrs. Eagars, Houlton, and Robert Cram entertained.

“B. J.” Is Ninety

More than 50 friends in Calais, Vanceboro and Eastport called Sunday, Nov. 23, to congratulate Bertram Jackman on attaining his 90th birthday, which occurred the previous Friday. Open house in observance of the occasion was held for him at the Calais home of his son and daughter-in-law, both afternoon and evening.

About a dozen of his former employees and associates from Vanceboro held a family reunion, with many reminiscences of days extending back to the dawn of the century. Probably the oldest active “oldtimer” to call was Ross Haycock, King of Conductors out of Calais after 66 years on the iron.

Another was Earl Crandlemire of Vanceboro, one of the first of B. Jackman’s stenographers, later head of the Immigration service at the up-river town, now retired. Several of the boys, including Chief Clerk Harry Davis, and Yard Conductor King McIver, called the Saturday before, as time permitted.

Typical of the friendly spirit of the Maine Central is the reproduction at right of a slip of paper that has been included with each pass issued to a foreign line holder for 1953. Self-explanatory in its content, it nevertheless points out to the receiver of a Maine Central pass that its giving by our Pass Bureau rises above mere obligation and that we’re glad to have them ride with us.

SPECIAL MOVE AT LEWISTON

SHIPMENT of a huge new drum barker (it peels bark off pulp logs) to the Oxford Paper Company at Rumford necessitated close cooperation between the Traffic, Engineering and Operating departments. Because of clearance problems at Riverside Street overpass, Lewiston, the track was temporarily lowered six inches, the barker switched off DR-1, carried through and picked up by DR-2. View above shows glimpse of daylight as it passed through. Below, approaching the bridge.

MAINE CENTRAL RAILROAD COMPANY

To you as a member of the railroad family, Maine Central is pleased to issue this pass and it is my sincere hope that your travel over its line will be most pleasurable.

President
HAVING FUN at a well-attended Christmas party were the girls in the Portland General Office building. (1) A group awaiting the entertainment (2) Santa Claus in the form of Minnie Shine (3) You'd never guess but it's Edith MacGiboon as the preacher in a mock wedding (4) Announcer for the acts was Ida Hamm, standing at left (5) "Millie and Tillie in New York" featured sisters Ruth Casey and Phyllis Haley (6) A group of the girls include Ruth Provencher, Edith MacGibbon, Margaret Lynch, Gertrude Waterhouse and Lillian Small (7) Pat Connary, Alice Elison and Ernestine Grimes (8) One of the large tables (9) The "bride and groom" in the form of Margaret Lynch, left, and Hazel Tanner, right.
Portland Freight Office and Freight House

By ALICE MCLAUGHLIN and MARGARET QUIGLEY

A series of parties have been tendered by Firemen and Freightmen. Among the successful deer hunters are Carmen Ivan Perkins, Don Perkins and Merle Cook.

Carmen Joe Gillkson acted as last trick foreman during the absence of Foreman Harry Adams.

An inspection during November were John Budge, Henry Gayeth and Emile Casey. Carmen Tom and Charles Aldette are now working the day trick.

Who finally completed the demolishing of the Worcester garage? Aa or the Mrs. Carmen and Mrs. Fred Robinson took a trip to Canada. A second son of Tom and Richard, was employed at the local Post Office. After the ceremony, a wedding breakfast was served at Rock Hill Inn, in Cape Elizabeth, which was attended by friends and family. Miss Eleanor F. Norton, O. S. D. & cler., was in charge of the guest book. They will reside at their new home at 322 Danforth Street.

Best wishes for a speedy recovery are extended to Arthur H. Fogg, former Freight House employee, who is a patient at the Memorial Hospital. He should take only a few minutes to drop him a card.

We express our sympathy to the family of Alonzo D. Harriman, former loader and clerk at the Freight House, who died recently after several months illness.

Freight Clerks Ever Harvis and Alice S. Stout were on a trip to New York City in order to attend a house-warming for Tom's brother who was recently married. Tom's father, a retired attorney in Portland.

Carmen Clarence Laburge has purchased a 1946 car.

Carmen Pete Seranina has entered the U. S. Marines.

Portland Terminal Operators

By D. J. WILSON

Retired Operator John Coiten was telling me about his daughter. Her name is Susie and she is now working for Electrians' Helper Walter Magnus. As I stated last month, is in New York.

Assistant Foreman Russell Hammond has recently purchased a new Rototiller tractor, and a new car of popular make.

Mechanic Ralph McKelvey, after working several years on the second trick, has at last had a chance to par-ticipate in their annual harvest supper as was testified by a photograph in our daily paper.

Pipefitters Helper Norman Brown is about to move into his new home located on the Fogg Road, Scarborough.

Porterg's Helper Thomas Storer is now working under Foreman Electrician Edwin Storer. Assistant's Helper Resilla Tatarczuk is now working under Foreman Electrician Edwin Storer.

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I think it is very fortunate that Mrs. Con- len has such a versatile husband.

E. P. Otis, spare dispatcher, has bid in the third trick at Rigby Yard and has not had too much opportunity to work it so far as his service has been required in the dispatchers office at Rigby Yard. Maine Central spare man, has been borrowed by the Portland Terminal Company to cover third trick Rigby Yard office until Otis returns.

Much publicity was constructed by ship builder Marshall, first Tower One, is now having an added boost. Now on display at Frost Boat Company on Forest Ave., for all to see. Walley says if he knew they were going to keep it for him he wouldn't have torn the foundation out from under his home to get it in his cellar.

Looks like we'll have to rename it bachelors' quarters now, Union Station (PA) office first and second tricks being bid off his home to get it in his cellar.

Frost Boat Company on Forest Ave., for having an added boost. Now on display at Rigby Yard office until Otis returns.

By IRENE ELWELL AND JACK HAYES

We understand that Frank Foster, mechan- ical foreman at Portland Garage, has recently purchased a new TV set. Frank says that reception has been fairly good.

We think it is very fortunate that Mrs. Con- len has such a versatile husband.

Arnold Butwell, first class mechanic at Portland garage, has company now. His daughter, Audrey, has recently come down to Portland. Con Colostock, N. H. and is working in a Portland department store.

Arthur Partridge, foreman at Portland garage garage, and family spent the holidays with his parents at Milo. Pat bought his son an electric train for Christmas. We hope he is having the most fun with it, father or son.

We hear that Pop Goddard is recovering after his illness and the time spent in the hospital.

Jae Astle has been on vacation. Maynard Perkin, who has spent the last week of vacation doing odd jobs around his Yar- mouth home.

Mrs. Velma Fox has been added to the staff in the office of General Manager Westcott.

Westcott and E. K. Goddard, superintend- ent, attended the Annual Christmas Banquet of the New England Transit Association in Boston.

Jim Rollins, driver on the Augusta- Gardiner line is a patient at the Thayer Hos- pital in Waterville.

Don Hill has taken a leave of absence and has gone to Clearwater, Florida, until April 1st.

Conrad Mason, driver on the Brunswick-Portland run is going to the West Coast for a few months.

J. J. Astle, supervisor at Augusta, is on vacation for two weeks.

By JOHN K. KEATING

Retired Conductor Dave Johnson is spending the winter at St. Petersburg, Fla. Dave resides in Belfast.

A shipment of Christmas trees by Rail- way Express from Tennessee to Florida was made by Enginer James Lowery, who is a graduate of the New England Conservatory of Music.

November 24 was a day we will not for- get. Four of our favorite railroad workers died on that day: Road Foreman Wil- liams, who was the President of our Union; Re- tired General Freight Agent Charles Hall, and Railroad Police Lient. Walter Murray's father.

Waterville engine crews are having a lot of hard luck in regard to sickness in their ranks. Engimer Charles Ladd in Thayer engine, as well as Engineer Earl Jones, Enginermerry, and Engine Dispatcher Ray McCormick. Mrs. A. L. Harradon, wife of Conductor Harradon, was a patient at the Mercy Hos- pital, and James Kelliher, Director of the Maine General Hospital. Mrs. Leo Gilbert at the Mercy Hospital and Sergeant Seymour at the Mine General Hospital.

Sympathy is extended to Enginerman Arnold Baker on the death of his mother, a resident of Bangor.

Two Fine Sons of Mechanic and Mrs. Eugene Podz- ziak, Portland Garage, are Michael, five, left, and Eugene, Jr., right.

Ed H. Craner, Clerk, Freight Claims and former travelling agent, has been very ill with polio and is expected to be released from the hospital on Christmas Day. The doctors are proving every day, so the report comes from the Maine General Hospital where Ed is a patient.

TWO FINE SONS of Mechanic and Mrs. Eugene Podzziak, Portland Garage, are Michael, five, left, and Eugene, Jr., right.

Arnold Butwell, first class mechanic at Portland garage, has company now. His daughter, Audrey, has recently come down to Portland. Con Colostock, N. H. and is working in a Portland department store.
MARRIAGES IN THE FAMILY of Retired Station Agent and Mrs. C. D. Shannon (he was formerly one of the best known agents on the Eastern Division), were those of daughter Mary Ruth, left, to John J. Conley in the Navy Chapel at Washington, D. C., recently. Mrs. Conley is employed by the Navy Department there. She attended the University of Maine, Husson College and was graduated from Westbrook High School. The bridegroom is a First Class Teleman in the Navy station at Washington. They were home to attend the wedding of her sister, Barbara E. Shannon, right, to David S. Hamer of Seal Harbor. Barbara attended Husson College where she was a member of Phi Rho Zeta sorority. The bridegroom attended school in New York, served four years in the Army during World War II and has returned from Korea. They are residing in Chicago where he is a student at DeForest Training Inc.

relatives in Waterville and was operated on Dec. 15 in Bangor for appendicitis. Two lucky families as far as Christmas dinners were concerned. Storehouseman F. L. Toole and his wife each won a turkey at a recent event and the daughter of Turntable Operator Oliver Cormier won two. The railroad family won four out of the seven turkeys that were present at the party. Engineer Archie Towe told me that "Tom Ted's" funeral home was (from George Hibbard) died on Dec. 20. Private funeral services were held at the residence in Oakland, Dec. 25, at 2 P. M. Hostler B. H. Duddy was another lucky winner of one of Hibbard's prize turkeys. Engineer B. DeGrasse has been absent since Nov. 12 on account of illness, but expects to be able to return to work...before long.

HOSANNA, to General Foreman R. O. McConnell!! His safety bulletin board reads 1,086 days without a reportable accident as of Dec. 19. Can any point on the B&M or ME compete with this record for number of manhours worked?

Incidentally, the House Man Romeo Rancourt came in the office this morning and said "Py by Gee, Charlie, I fell asleep in the coach he traveled up in. NO Sirens were blown and at last he was found fast asleep on Dee. 15 in Bangor for appendicitis. While en route to Bermuda he became dark and no signs of Higgins the body was left. Surviving are his wife, Philip, and one son, Wilfred, who is a conductor in passenger service on the Boston and Maine Railroad, also several brothers and sisters.

Colonel Charles F. Gillis, son of Conductor and Mrs. Bob Gillis, passed his furlough through the home of his parents.

Mr. and Mrs. William Bailey and children of Wilmington, N. C. have arrived in Calais and will visit at the home of Mrs. Bailey, formerly a Defender and Mrs. Bertrand F. O'Neill. Retired General Agent Bertrand Jackman recently celebrated his ninetieth birthday at the home of his son, Perry.

TYPICAL of the American soldier's concern for children is this picture of Lt. Duncan Robinson, son of Mrs. Ruth Kinney of New York. The picture was taken at Bangor where they are located. Robinson has been in Korea for nearly a year and expects to be home by June. We hope so, too.

BANGOR M. W.

By JOHN MENCHER

Earlon Irish has been awarded position as temporary section foreman at Bangor following James Kinney's application for disability pension.

During Ernest Stover's absence from duty as motor patrolman between Mattawa and Vanceboro on account of illness, William Varney, trackman at Vanceboro, filled in for him temporarily.

Edward O'Brien, trackman in Hamilton's Extra Crew, has recently entered the U. S. Army.

A recent visitor here has been James Roach, former trackman in Perkins' Extra Crew, who has been discharged from the U. S. Army following two years' service in the armed forces.

Several of the successful deer hunters in this area this year are Extra Crew Foremen Earle Hamilton and Forrest Perkins. Retired Supervisor Ben Whitner, but Section Foreman Wallace Poder of Bangor so far has been able to only bag one rabbit.

Frank Dowling, trackman at Jacksonville, has returned to work following illness.

VANCEBORO

By H. D. DAVIS

Carpenter crew with Foreman Brown have made general repairs around station buildings.

Englteman and Mrs. H. D. Lounder spent Christmas with their son Lamo, who is a student in the family at Espinala, Ontario.

Plumbers under Foreman F. L. Graves are renewing pipes line from Main tank to Custom House to insure better water supply.

Many were pleased to find Section Foreman Beryar Pine present at the children's concert at the church on the evening of Dec. 21st. He is getting around again well and looking forward to returning to work in the near future. This following his serious accident in July.

CALAIS

By P. D. ADAMS

This community was saddened by the passing of Mrs. Ruby Holmes, wife of Philip Holmes, agent at Woodland. A largely attended funeral was held on Dec. 17 from Nooky's Parthenon. Home advised by Rev. Walter Lyons of the First Baptist Church. The home was filled with sorrowing relatives and friends. A great amount of floral bouquets testified to the esteem in which she was held. Surviving are her husband, Philip, and one son, Wilfred, who is a conductor in passenger service on the Boston and Maine Railroad, also several brothers and sisters.

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Eastport

By MARY HOLMES AND MERRILL BOWDEN

Tom Allen, working one of the passenger jobs, Calais to Bangor, dropped in to see Sir. Every body was glad to see him back to work after his operation and sick spell. He had thinned down some, but otherwise still had the same old line—gosh! The boys here have been saddened by the passing of Charles Hall of the P&F&N office. A popular railroader for two score years or more, we may use the Magazine as a medium of regret and sympathy to this close to him.

Freight Handler John Collins is on vacation. He needed a good rest and we hope he comes back fresh and full of vim and vigor.

While en route to Bermuda he became dark and no signs of Higgins the body was left. Surviving are his wife, Philip, and one son, Wilfred, who is a conductor in passenger service on the Boston and Maine Railroad, also several brothers and sisters.

Colonel Charles F. Gillis, son of Conductor and Mrs. Bob Gillis, passed his furlough through the home of his parents.

Mr. and Mrs. William Bailey and children of Wilmington, N. C. have arrived in Calais and will visit at the home of Mrs. Bailey, formerly a Defender and Mrs. Bertrand F. O'Neill. Retired General Agent Bertrand Jackman recently celebrated his ninetieth birthday at the home of his son, Perry.

Bangor Car Department

By C. A. JEFFERDS

8/S/Sgt. Allen Sullivan, brother of Electrician J. J. Sullivan, and John "Blockie" Hickson of the Transportation Department in Bangor have both been discharged from the Air Force, about one year in Korea. Among the first to greet Hickson was his daughter, Carolin, whom he had never seen. Sgt. Hickson has purchased a nice new home in Hampden near Mrs. Hickson's grandparents, the Leards.

Miss Blanche Butterfield of this office spent the Thanksgiving week end with her brother, A. M. Butterfield, and family in Bath.

Laborer C. L. Small and wife are taking a four-weeks' trip to Texas and while there will visit their son, Harold, in Cyler, who was formerly employed in this department for a time. The Smallis also spent some time with friends in Corpus Christi.

Understand Conductor Geo. F. Louden of Bangor Yard is slowly regaining his health following a serious operation at the Veterans Hospital in Tacoma.

Machinist Helper Kempton E. Johnston of the Engineering Department recently transferred to Locomotive Department discharging Helper A. E. Faulkner who has been laid off, and Carman A. H. Johnston of the Car Department held in the new position as Carman "A" recently created at Bangor Shops.

The engagement of Miss Doris M. Bladen to J. E. Roach of Bangor Encine House recently announced. Roach was discharged from the U. S. Army a short while back.

They tell me Fireman L. J. Higgins deadheaded up to Vanceboro during November and told the train crew he was going out hunting before he went on duty. When it became dark and no signs of Higgins the State Police, Custom Officers and Railroad Police started a general hunt for him. Sirens were blown and at last he was found fast asleep in the coach he traveled up in. NO MEAT!
Bartlett, N. H.

By Red Berwood

Lt. J. F. Chadbourne, Jr., is visiting his home here. He is the son of Jim Chadbourne, spare crew foreman. Walter Treearten, engineman, is having his vacation at present. He went to Boston, found that the Red Sox were not playing and returned home. We were sorry to hear of an auto accident involving Conductor Dudley’s car. Mrs. Dudley suffered slight injuries but is okay now.

E. N. Mallett, signalman, has returned to work after a long illness.

Everett Tabbets, clerk in Mr. Dodge’s office, is on vacation and having a nice time.

George Peters, section foreman, visited his daughter in Cleveland during his vacation.

Winter has been holding off remarkably well up until now and it is hoped that things will stay this way until some time in April, at least.

Conductor Harradon and his crew are fast becoming a bunch of cake eaters.

Christmas gifts, you know.

Jim Chadbourne is having his vacation at this time.

Homer Greenwood has bid off the flagman job on the Bartlett helpers.

Beecher Falls, Vt.

By Don DeCoster

Harold Carbee, car inspector for this branch, has gone into the freight claims business in a big way. While coupling up steam hose on the milk cars his eagle eye spotted a defective wheel on a car of furniture. The car was set off for wheel change and went forward the next day. The wheel defect, though not easily noticed, was bad enough to cause W. N. Treearten to remark that the car would not have made North Stratford without a derail.

Mr. and Mrs. A. E. Garon of Crawfordville visited his sister, Mrs. Herman Gendreau and family in Canaan, Vt., and stopped in Celebrook on the way home. The Garons called on Retired Agent Lee O. Parker and Mrs. Parker.

Engineer Charles Bobine is off duty a few days to get caught up on his rest and bookkeeping. Washburn of Bartlett is covering the job.

Messenger C. E. “Bun” Cochrane found a bee tree just before freeze-up. He salvaged about forty pounds of honey and a fine hive of bees.

Messengers Arthur C. Cryan of Lancaster and Furloughed Trainman Henry Donin have been forced to retire on account of a heart condition. Arthur has been with the Railroad Express Agency for many years and will be missed.

Stanley H. Kames and Arthur Herron of Waterville and Fairfield are breaking and flagging our train now. No. 377 gets made up.

The main line was well represented at the Red Cross Bloodmobile at Canaan High this winter. Congdon, Drolet and DeCoster gave a pint each.

Reverend Gilbert Y. Taverner of Hyde Park, station baggage master here, was renewing acquaintances around the station recently.

Gardiner

By M. L. Sanborn

Station Agent David Cameron, who works the first trick at the Gardiner Station, now remains for work at S. A. M. instead of S-49 as management changed the hours this month.

Operators Eben M. Lord and R. F. Tracy have had a chance to work on the second trick handling large quantities of mail during the Christmas season.

Crossing Tender G. Sherman of Randolph helped to handle the mail transfer at train time at the station during the Christmas period.

Freight Clerk Clyde Cooper has been unable to go rabbit hunting on his farm in Winthrop due to lack of snow.

Baggage Agent Olin Gordon has been selling chances on a 700-pound pig he raised this past summer.

When the wife sets up a strict budget and tells her lesser half just how much money shall be spent on a turkey—that is it! Unfortunately, the price George said he paid and the price as marked on the wrapping paper surrounding the turkey did not agree by a dollar or more. However, after a long and lengthy explanation which lasted into the hours of the morning, George finally convinced his better half that some person unknown to him had something to do with changing the price of said bird before he got it home.

The latest report on the big automobile deal between Engineer Harry Pettigrew and Signal Helper Fred Pickens is that Harry’s again on the deal is still going and Fred is using other means of transportation to get to work and back.

Crossing Tender Hiram Walker has had the snow scoop repaired in case it should snow tonight this month.

Mail Carrier Maurice Hall has received his annual bushel basket of oranges from Florida.

Mail Carrier Adolph Turcotte hired extra help during this Christmas rush period.

Waterville Station and Yard

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Waterville Station and Yard

By M. W. Flint

Through the courtesy of this magazine I wish to extend my sincere appreciation to all those of the railroad family who contributed so greatly to the success of our fund raising campaign. It is a great privilege for me to present at the funeral of my late husband, Mr. William A. Prescott.

Signed,

MRS. FLORENCE PRESCOTT

With much regret we report the death of William A. Prescott, retired track super-

Augusta

By Ellis E. Walker

Pursloch Taubman, Harry Donin is helping on mail at passenger station during Christmas rush.

Gateman George White from Hallowell has bid in relief job on Winthrop St.

Loudall Haskell, who is attending Art School in Portland, is working relief in Baggage Room on Saturday.

Conductor "Ken" Sampson has bid in the conductor’s job on the road switcher.

Retired Freight Handler Arthur Davis was a recent caller in the office, also Retired Conductor "Bill" Penney of Hallowell, now residing in Waterville. Both men were looking fine and were enjoying good health.

A GAY CHRISTMAS party was enjoyed by Ruth Violette, ticket clerk, and Viola MacAskill, daughter of Neil MacAskill, Waterville Shops, in the Elm City last month.

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Brunswick

By H. O. Feeble

Off again, on again Paul Overfield favored us with a short visit before bidding off agent’s position at Cornish. Wonder where he will go next? Pretty soon he is going to run out of stations and have to start all over again.

Conductor Y. C. Nelson of Trains 19 and 8 has a new picket fence around his house. Engineer Harry McAllister has bid in Switcher No. 1 at Waterville. Al Murray bid off McAllister’s Job on KA 1 and AK 2 and Ross Douglas covering yard switcher with it is a bid for bid.

Walter J. Moffet, yard brakeman for the Grand Trunk, recently sold his farm in Beecher Falls, Vt.

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Job "Wilton"

By ANN NEWCOMB

C. Richardson bid off second trick P. A., Portland. Good luck Charlie!

Bill Burkwood from Bartlett, N. H., was relieving agent for Livermore Falls. Bill's father is agent at Bartlett, N. H., and Spare Operator Boy visited Livermore Falls station while Bill covered the job.

E. P. Dumont is the new agent for Livermore Falls. Dumont comes from Lewiston where he held the swing job for Lewiston and Winthrop. He finds Livermore to his liking.

Merle Tuttle and his aged mother had quite a start one morning before dawn. The chimney in his home caught fire but Merle and his brother, Earl, managed to get it under control before any real damage could be done.

Eben Lord, operator third trick Gardiner, and his family, made a surprise visit to Agent Earl Newcomb and family one evening. Lord looked very well after being so ill.

Val Robinson, section foreman of Section No. 63, is gaining slowly and expects to be off for some time yet.

L. Stevens hunted into the Farmington section crew and he is traveling from Livermore Falls to Farmington every day.

This reporter sincerely hopes that everyone in the Maine Central family will have a wonderful and prosperous New Year.

ARRIVING in Lewiston last month from Bethlehem, Pa., was this 40-ton tank for storage of propane gas by the Lewiston Bottled Gas Company. The tank is more than 67 feet long, nine feet in diameter and has a 27,500 gallon capacity for liquid propane. A good customer, the gas company has a four-carload storage capacity and receives nearly 50 carloads of the liquid gas per year by rail.
NEW MOUNTAIN TRACK COMPLETED

CONSTRUCTION of the new Fore River Bridge at Portland wrought these track changes in the yards and approaches to the Mountain Subdivision. (1) Looking westbound from Union Station, new track, signals and grading (2) Cutting over the new track from the old near Thompson's Point

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY ARCHIVES

(3) New Subdivision track looking westbound with Thompson's Point at top center background (4) Looking westbound at mainline, left, and the new track, right, that was cut in just beyond the group working at right