Merry Christmas!

DECEMBER
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MAINE CENTRAL RAILROAD MAGAZINE

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

SIP MARILL
Memorial
To
Robert Braun

Robert Braun, a director of the Maine Central Railroad since April 18, 1934, died in Portland Friday, November 13, 1953, in his eighty-second year.

He was a leading industrialist of the State, being director of utility, manufacturing and banking enterprises. It was in no small part due to his initiative and vision that Maine's largest textile industry was preserved, and grown to prosperity and pre-eminence in its field.

Mr. Braun brought to the deliberations of the Board not merely a sound business judgment, but a rare foresight and ability to chart courses calculated to produce success in the immediate as well as in the more distant future.

In public life his contributions were legion, but his charity was not limited to organizations—it extended to scores of worthy men and women of this state who came to him for help and advice and called him friend. Those who were fortunate enough to know his true character respected him not only for his unusual talents and brilliance of mind, but also for unparalleled courage in advancing those causes in which he was willing to fight without fear.

The members of the Board sorrowing deeply at the ending of his active, able and distinguished career desire to place in the permanent records of the corporation which he served so loyally this expression of their tender and respectful remembrance and esteem.

The above was presented and spread upon the records of the Company.
THE BRIDGE OPENS

A pair of shears snipped a pale blue ribbon at 3 p.m. Sunday, Nov. 15. The Maine Central's president turned and boarded 100-car freight B-12 throbbing heavily in the background. The train moved forward and over the completed railroad section of the new $7,000,000 combination rail-highway bridge across Fore River at Portland.

MODERN PROJECT OPENED

With that simple ceremony, the most ambitious and modern engineering, track and signaling project undertaken in more than 25 years by the Portland Terminal Company and Maine Central was officially opened. It was followed by weeks of feverish activity as crews sought to complete extensive signal and track installations to bring the entire project to its culmination.

It all began in 1949 when the State legislature authorized a new combination bridge across the river to replace the outmoded and obsolete Vaughan highway bridge and the Terminal Company's old wood pile trestle. Plans were drawn, contracts let and work got under way in the Fall of 1952.

NEW LOCATION

Briefly, the railroad portion of the new combination bridge is 103 feet upstream from the pile trestle. Although not immediately apparent, the railroad portion of the new bridge is integral in its foundation with the highway portion.

Building the bridge meant new connections between the existing facilities and the new railroad section. First task was construction of a connecting track between the Portland Union Station west yard and the Mountain Subdivision track. A slot was cut through Union Station gravel pit and track laid connecting the west yard and the old Mountain Subdivision mainline. Then the wye connection to the trestle was removed.

EXTENSIVE FILL

The railroad portion of the new bridge was constructed six to seven feet higher than the old trestle, which although desirable in reducing grades, also made it necessary for extensive fill to grade the new approaches. The location north of the old tracks on both sides were graded starting in the Fall of '52 and continued until Mid-Summer of 1953. On the Portland side, the fill was obtained almost exclusively from the so-called Union Station gravel pit between Yard Nine and the Union Station West Yard.

Coincident with the grading, new yard construction as well as new mainline track installation was being undertaken by Terminal crews, under the efficient and time-tested impetus of Track Supervisor Elijah Ryder, with Thompson's and Pooler's crews. As soon as the track work was at the point where signal cables, switch machines, etc., could be installed, signal crews were brought in under Foremen Rand and Caret. The signal installation was under the supervision of Arno Ellis, set up to signal inspector for the project.

The initial cutover to use the new bridge was followed by seven major steps at three-day intervals to put into operation all of the mainline and other trackage to and from Union Station as well as the east and west freight mainlines.

HOW TO TELL IT?

Somehow mere words seem to fail to describe the tremendous amount of planning, work, individual sacrifice and ingenuity attendant to bringing the rebuilding of the approaches and yard to the point described and half short of describing the subsequent heroic efforts of crews and supervisors in its completion.

It meant a completely new, 12-track yard, with modern interlocked
signals and switches controlled from a new Tower “X” just west of the General Office building. In the signalling layout there are three major interlocking systems: Union Station, Fore River and Oil Plant interlocking in South Portland, all under control of newly-built Tower X. Within them are 28 power switches and three electric-lock, hand-thrown switches. Color light signals include eight 3-light; five 2-light; and 34 1-light, controlled by 24 levers in the new tower.

COUNT THIS
Five hundred tons of 115-pound rail, 437 tons of 100-pound relay rail, and 150 tons of 85-pound relay rail went into the track. Approximately 170,000 board feet of treated switch ties, 27,000 cross ties and 167,000 feet of bridge ties were used in the construction.

NEW IDEA
A unique and possibly original system to inform operating crews of new facilities being cut into service was developed by the Engineering Department. When a track was cut into service, an Operating Department bulletin was issued accompanied by a small lithograph map layout of the tracks and signals made operative by the cutover and also those made operative in the previous cutover. Since eight bulletins were issued and

A historic landmark passed, but was preserved for posterity, with the modernization of the Union Station West Yard. One of the last remaining high ball signals in New England governing trains entering and leaving the yard was removed during the project.

Robert M. Van Sant, director of public relations for the Baltimore & Ohio Railroad, spied the old signal when visiting here last summer, and realizing that the Terminal was being completely rebuilt, asked Vice President Walter Reeves for it. The signal will be enshrined along with other important items of early railroading in the unique B & O Museum at Baltimore. Included in the museum structures is the Mt. Clare Station of the B & O opened in 1830 and now the oldest railroad station in the world. Two adjoining buildings, one of them the magnificent old passenger car roundhouse, housing the locomotive exhibits, are the exhibit buildings.

Maine Central people can appreciate Mr. Van Sant’s foresight in obtaining this historic old signal and are proud to have it housed in a museum of such significance.

1,200 had to be printed for each step, some magnitude of the project and its efficient handling may be realized.

When the cutovers began, it was necessary to increase the number of track crews working, therefore Perkin’s Crew was brought in from Bangor. The three crews, Pooler, Perkins and Thompson, however, had their hands full to handle the work until Nov. 28 when the balance of the old yard was turned over to the Engineering Department for reconstruction. On that date Week’s Crew and Hamilton’s Crew moved in to assist.

NEW PLATFORM TOO
Important too, to the traveling public in the new yard construction, was building of extensive new station and yard platforms requiring 75,000 feet of treated pine planking. An assignment ably achieved by the Portland Terminal Carpenter Crew under Anson Stewart and the Maine Central crew under Perley Gross.

WEATHER FORECAST
Added to the herculean task of completion was the forbidding threat of the unpredictable Maine climate. Already blessed with the mildest weather and most “open” Winters in New England history since start of the project in 1952, Engineering Department heads had their fingers crossed, Farmer’s Almanacs out, and the full knowledge that our management wanted the job completed in 1953.

From the first cutover then, on Nov. 15, to Dec. 6, Maintenance of Way and Bridge and Building crews plunged into a seven-day week and worked the Thanksgiving holiday. The latter, Chief Engineer J. W. Wiggins commented on emphatically and sincerely, “The willingness of our men to work on Thanksgiving is an eloquent tribute to their individual loyalty and belief in our railroad,” he said.

Added praise went to the final installation of six signal bungalows housing the intricate and complicated apparatus for the modern interlock system, employing the synchrony step principle of controls, and the testing of all apparatus to insure proper signal indication for train movements on track turned over to the Operating Department. This work was accomplished by Signal Engineer J. F. Stanford, assisted by Nelson Sanford of the General Railway Signal Company, Signal Supervisor L. M. Lentz, Inspector Arno Ellis, Signal Foremen Rand and Caret, and Rideout and forces.

MORE PRAISE
When the signal cutover was being made, for a period of three weeks if

(Continued on Page 12)
Train radio in the form of portable radio sets for conductors has been put into service on the Calais Branch of the Eastern Subdivision and the Mountain Subdivision, enabling train and engine crews to operate more effectively and together more safely.

On the Eastern Subdivision, five locomotives used in the motive power pool have been equipped for sets, along with three road switchers and two yard switchers. Three cabooses on regularly assigned runs have had shock racks installed for holding the portable sets installed.

The equipment on both subdivisions is the same. It is FM designed Motorola sets licensed by the Federal Communications Commission to operate on one frequency of 159.87 megacycles. The set is constructed so that the transmitter, receiver, power supply and two "wet" type storage batteries are all contained in a compact metal case. The hand-set, which contains the ear piece (for receiving), and the microphone or mouthpiece (for transmitting), fits securely in a "cradle" on top of the case. The antenna consists of a steel wire "whip" 19 inches long topped by a red plastic ball and a woven shoulder strap is arranged for convenience in carrying the unit outside the caboose.

Four sets have been assigned to a pool on the Calais Branch for use mainly on freights BC-1 and CB-2. The sets are assigned to conductors by serial number and are signed out at the start of each run and returned on completion. The power supply batteries operate on the same principle as an automobile storage battery and must be charged. For this purpose Harry Martin, licensed radio technician, takes fresh batteries down to the yard as the train makes up and picks up the discharged batteries as well as maintaining the equipment. Each trip the portable radio units receive a fresh set of batteries.

Instruction classes were held at Bangor prior to introduction of the radio on the Calais Branch by Russ Kendall of the Mechanical Department, Assistant Superintendent R. W. Williams, Trainmaster A. W. Crocker and Ralph Anderson, Motorola representative.

A test run on CB-2 proved the radio to be invaluable during the constant switching on the job, operating on the County's innumerable curves, in the fog around Waukeag, and backing into Bangor Yard.

Twenty-three locomotives—GP-7's, F-7's and F-3's—used in the Mountain Subdivision pool have been equipped for radio. Locomotives assigned to the freight runs for a specific night are set up by an electrician who plugs in transmitter, receiver and power unit. When the engine hooks on, the conductor draws his portable set from the assigned supply and makes an operating check with the head end.

CREW OF CB-2 testing train radio include top to bottom, Flagman Beaver O'Neil, left; Motorola Representative Ralph Anderson, Conductor Bill Healey and Fireman B. G. Glass.

CONDUCTOR Murray Allan tries out portable set on ground at Calais.
through the difficult cuts and terrain of the Mountains.

Installation of the radio there had an immediate and specific benefit to a long-time operating problem at Bartlett. It is necessary to put the pusher engine for the run up the Notch on ahead of the caboose. Then at Crawfords the pusher backs off and runs around the caboose, then puts the caboose back on the train. Radio has expedited this job and proved a major safety aid. It also has proved valuable on the return run between conductor and head end, as to the number of retainers necessary to be set on the downward run through the Notch, dependent also on the number of dynamic brake diesels hauling the train. Such information may be readily passed with the use of radio.

Train radio improves safety, eliminates guesswork from many operations, saves time and steps for trainmen, and improves the general coordination of train operation. Although it has been in service for a relatively short time, the communication system has won favor with trainmen and engineers.

Regardless of weather, length of train or terrain that may make it impossible to see hand or other visual signals, the conductor is now able to communicate and keep in constant contact with his engineer. After a stop, the engineer can be advised when the flagman gets back on the caboose. The conductor is saved long walks from caboose to locomotive, crews may be given certain advance information to save men from getting off the engine and going to telephones.

On every trip the crew finds radio communication to be an aid in performing routine operations. The crew in the caboose can provide information to help the engineer start a heavy train on a grade. On entering or leaving a siding, the engineer can learn when the switch has been cleared. Similarly he can be notified when the rear of his train has passed a crossover or is through a restricted speed zone. When a train must set out cars, either to make a delivery or because of a defect, the operation can be performed with more ease and safety if the trainmen can communicate with the engineer from the caboose or with the portable set out on the ground.

In short, train radio communication enables all members of the crew to have information on matters affecting the train's operations and thus they can work together more effectively and safely.

**NEWS ITEM**

The Bangor Water District had a problem. Seems they had found one more fire hydrant than was listed on their books. It was located on private property at that. And when the inspectors went to check on it, it had been moved several yards from the position where it was originally spotted.

Carman M. L. Baker of the Bangor Car Department had some explaining to do. Seems the hydrant was on his property. It was simple enough, Baker explained solemnly. He'd been convalescing from an illness and taken up wood working to while away the time. A bit here and a bit there and presto, just what everyone needs on a front lawn, a fire hydrant. That's it in the picture. No comment from the Water District. No comment from Baker. No comment from the dogs.

—C. A. Jeffords

**NEW COLORS**

Green and gold, new color combination for the Maine Central Railroad, made its first appearance last month on a new 1,500 hp diesel, below, painted at the Alco plant and entering service on the Rockland Branch, and on nine boxcars painted at Waterville like the above, with a "Pine Needle green" body and large gold panel with 3-foot Maine Central Pine Tree insignia and legend "Maine Central—The Pine Tree Route." The new color combination and design was originated and suggested by Assistant Paint Foreman Ken Stevens of the Shops, who painstakingly made locomotive and boxcar models in several designs with the idea of giving his railroad a unique identity. His idea was enthusiastically received by the president and now all locomotives and boxcars will take on the new colors as they are shopped for regular painting.

C. H. BLATCHFORD DIES

Charles H. Blatchford, 79, former general solicitor of the Maine Central Railroad, died Dec. 2. Blatchford, an Evanston, Ill., native and former Chicago lawyer, joined the railroad system in 1910 as an attorney for the Boston and Maine and in 1913 joined the Maine Central Law Department. He retired from the railroad in 1940.
was necessary to stagger the shifts of part of the signalmen and they worked 'round the clock. Wiggins said that the successful culmination of the signal work, accomplished with a high degree of efficiency and without a single major delay, "is indeed a tribute to Stanford and his organization."

Track Supervisor Ryder and Assistant Joe Coombs were complimented for their careful planning and judicious use of men and materials during the track installation work. Highlight of this was Ryder's ingenious assignment of the recently purchased Hough Payloader and a small power lift shovel, used for everything from laying rail and transporting tie plates, to removing old dirt and gravel. Operator was Joe Cusick.

The old yard that was supplanted by this modern project, while adequate in its day, had many sharp and reverse curves which had to be navigated and was an expensive piece of property to maintain.

The old wooden railroad trestle over Fore River was in the same category. Providing the only link for Maine industries with rail routes to the rest of the country it was surrounded by oil tank farms and in constant danger of being put out of service by maneuvering tankers.

The new bridge is of steel and concrete construction with the track carried on a wooden deck resting on steel girders. Piers are concrete faced with granite to a point several feet above tidewater. Its total length from shore to shore is 1,200 feet.

PROBERT NEW VETS' PREXY

Fred O. Probert was elected president of the Maine Association of Railroad Veterans at a meeting recently. Others elected included William M. Small, vice president; B. P. Lyden, secretary-treasurer; John J. Keating, chaplain.

Elected directors for three years were Lyden, Chester Miller, Fred Gleason, Palmer Wile, D. J. White, Stanley Answorth, Patrick Conley, Probert, Percy Grant, Joseph D. Meehan.

Elected to represent the group on the board of governors of the United Veterans were Meehan, J. J. Burke of the CN and Palmer Wile of the Boston and Maine.

The vets enjoyed a Christmas party and entertainment December 20 at the Universalist Church, Portland. E. J. Morin was general chairman assisted by Keating, Ernestine Grimes and Robert Cram.

"JOE" DAVIDSON

David Joseph Davidson, 65, of Portland, familiar to thousands as food and magazine salesman on Portland-Bangor trains, died recently after a short illness.

Born in Boston Jan. 1, 1888, he moved to Portland at the age of five and was educated in the Portland schools. He was employed with the Armstrong Catering Service and had served on Maine Central trains between Portland and Bangor for 45 years.

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MERROW NAMED ASSISTANT FTM

The appointment of R. C. Merrow of Montpelier, Vt., as assistant freight traffic manager of the Maine Central Railroad, effective January 1, has been announced by F. A. Murphy, freight traffic manager of the road.

Merrow is a native of Maine, born in Saco, where he attended the local schools and Thornton Academy. He attended the University of Maine, Class of 1923.

In 1926 he was employed by the St. Johnsbury and Lake Champlain Railroad and made his home at Montpelier, Vt. He was appointed assistant general freight agent of the St. Johnsbury and Lamoille County Railroad in 1928, and general freight and passenger agent in 1943, the position he now holds.

He is married and plans to move to Portland with his wife the first of the year.

A NEW YARD OFFICE at Bangor, left, contrasts with the old right, when the Star Beef Company sought facilities for a new plant. They are to be located on the site of the old office, and the new office represents the latest ideas and design for efficient operating space.
**Eastport**

By K. O. CLINE

Operator at MacKay has been temporary operator in the Eastport office. He was re­placed by C. E. Fickett.

Laborer Sandy Sherman has been visiting in Connecticut for his vacation. Former Brakeman Roscoe Constantine visited the office recently. He plans to spend the winter in Florida.

General Agent Vic Bowker has helped entertain a recent K of P meeting by singing a few songs.

Comrade's second field, sponsored by the Bangor Rotary, has been enlarged and had three Floodlights installed.

Freight Handler Vic Blackwood has pur­chased a new car.

Section Foreman Oscar Brown enjoyed his vacation hunting. Several MCRR employees have bagged their annual deer.

**Vanceboro**

By HARRY D. DAVIS

Foundation for installation of new scales by Contractor Ten Broeck Corporation has been completed and crew under Foreman Chester Cahill has swept out to the open sea. The accident took place near Kings Mountain, N.C.

Carman Lee Topham, Left

By R. G. WHEELER

Conductor and Mrs. John H. Libbey recently returned from a visit with their daughter in Albuquerque, N.M.

Agent Waldo E. Bridgham, Maches, back on the job after a prolonged illness. Glad to have you back, Waldo.

Agent-Operator C. R. Bowker on his job as chief trick. Eastport now that Agent Bridgham has retired.

Vanceboro has a very active Field Club, and stopping the train to allow his three companions to cross the tracks. One deer was too anxious and tried to cross before the train stopped, but was only knocked down and not hurt seriously. Not so fortunate, the one who sprang the air, he lost his foothold and went under the engine. Had this deer observed the rules about riding on footboards, probably he would still be alive to dodge hunters' bullets. This should serve as timely warning, if there are persons who have the desire to ride a leading footboard.

**Bangor Operating**

By L. P. SEVERANCE

Two youngsters were brought into the railroad family recently in the persons of Evangeline Ann Ross, daughter of Crew Dispatcher and Mrs. C. S. Ross, Jr. and Ronald Peter Steenblik, son of Machinist and Mrs. A. J. Steenblik.

Recent travelers to Lewiston for a ceremonial luncheon in honor of the retirement of Mrs. C. S. Ross, Jr. and Mrs. E. W. McTigue at the Eastern Maine General Hospital, were: Norman E. LaForest, Mathew, Jr. Mrs. Mathews was bid off the helper's job by Quimby.


Carman Lee Topham, who retired Nov. 8, 1953, was tendered a testimonial dinner at the Masonic Hall, Harmon, Me., Nov. 11, 1953, by the members of the Penobscot Lodge, Brothers of the Little Fort, and the Master.

Carman Hartley J. Bell was chairman of the committee and C. A. Jefferds was toast­master.

A new automobile has appeared in our midst to none other than our good Friend and fellow­worker, Carman Frank J. Stubbs. Now that Frank has passed his test he and the Mrs. plan many pleasant trips.

One of our Carmen is off duty account of being in Florida. That is Frank J. Stubbs by Kora Temple were Electrician G. M. Hathaway, Mr. Topham with gifts and Louise Finamore of Portland, contact representative of the U. S. Railroad Retirement Board, spoke and answered questions pertaining to same.


Among the fortunate hunters in our depart­ment are: General Carman Leo J. Hartley, who got his deer while on their annual vacation. Also the first ever, the second buck, Carman R. C. Bowker got a nine-point buck.

In addition to the above Carmen R. A. Gold­ing and D. K. Bridgham, the latter while on vacation, got their quota. Not to forget R. C. Wheelden, who got a four-point buck, 150 lbs. near Kings Mountain.

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Little Stephen Ericson, age two, son of stationery clerk Charles B. Ericson, had a rather harrowing experience when he got his formula bottles mixed up and latched onto a jug of paint thinner. He had downed a considerable amount before being caught in the act. Luckily for the youngster, where he gave him a complete washout, made Stephen CK for service once more—and a much wiser lad too.

Arthur asked "Gizmo." "I hear you lost one of your boots," "Yes, but don't lose it, we know right where it is. But we want to be fair about this, Arthur, so here is one boot and four dollars. Go buy yourself half-a-pair of boots."

Visiting New York City with the Mrs. is Engineer T. W. Larkin, and Russell Ware, son of Electrician F. E. Ware. Both played outstanding ball and received the attention of the local papers. It was to a losing cause, however, as the Witcher's was one of the least exciting games of the series. The score was 13 to 6 in the annual Armistice Day game. Don't feel too badly, boys, as it is the first time Brewer has beaten Bangor since 1939.

Portland Terminal Co.

Here are the Nimrods described in the narrative below. Left to right: Bick, Don, Mac, Gizmo (Severance Photo)

Most hunting trips of more than a day usually involve some expense—at least to the hunters. But in this particular instance the major financing was borne by Machinist Arthur Hutchinson, who wasn't even in the hunting party. It seems that Arthur owned a pair of hip rubber boots that were sorely needed by Machinist "Don" Booker, "Gizmo" Hudson, Electrician "Bick" Bickford and Diesel Foreman "Mac" McCausland for their expedition to the woods. In order to reach the area of supposed good hunting, a shallow but fairly wide stream had to be forded. So along with the party went Arthur's boots. At the edge of the stream "Gizmo" volunteered to make the first crossing. But what about getting the boots back? "Gizmo" would see to that. Once on the other side he removed the boots, stood near the water's edge and shouted, "Here it comes!" then wound up like an Olympic Hammer Thrower and let it go. "Gizmo" said the wind was bad. "Don" said he let go too quick. "Bick" thought he should have turned and gotten a little more height. "Mac" felt certain he should have eaten his Wheaties for breakfast instead of ham and eggs. Whatever the case, the feet went under the water in rather short order after the quarter way then favored. A little further it fluttered westward. Then at the halfway mark it took its final plunge into the cold swift waters. "Gizmo" returned to the other side minus shoes, socks, trousers and prides. Frano.

"As it turned out he was the best, luckiest chance he was the only one rewarded with a nice dole of 100 pounds plus. But the word got around and one day
During the latter part of October Train Dispatchers Ray Wedge and John Oberg, for a period of about one week, held the distinction of being the “Corn Kings” of the station. During their brief reign from the back of Conductor Angus Winslow’s truck, these two enterprising “monarchs” did a thriving business distributing cream-style corn.

Operator Don Wilson’s latest information on “Coke” Kane, Rigby Engine House Dispatcher, is that “Coke” was just returned to work from being on sick leave. He apparently had understood it, the Doctor advised that he take it easy, so he bought a TV set and is apparently doing just that.

A lot of changes made since the last write-up with the new Tower having been put into operation. A successful applicant for the four new positions created by Tower “X” are Operators Phil Gardner, First Trick, Joe Connelly, Second, Elmer Walker, Third, and the Swing Job awarded to Larry Holmes.

Successful applicants for the jobs vacated by the above men bidding Tower “X” were, Operators Mike Murphy, Third Trick Tower 5, Bill Cummings awarded the Swing Job at Tower One, and Joe Connelly bid in Tower Five First Trick, which leaves the Second Trick Tower “X” up for bid along with Second and Third Tricks at Tower One.

With the closing of Towers Three and Four, Operator Gene Wakefield returning to his regular assignment Third Deering Jet, and the remainders of the timberlake, Jim Austin, Roger Powers, Charles Weingartner, Eric Grondlund and Dick Boothby reverted to the Station office. Operator Brister, both bagged a buck apiece during November. On November 14th he got one as large as he can find out our piddle-jumping Operator at Tower Two, was successful and got one too.

Operator E. P. Dumont moving from Royal Jet, on vacation during November, relieved by Operator E. S. Anderson. He has moved to Royal Jet. Operator Anderson is now relieving Operator Lester Williams on the Swing position Royal Jet-Yarmouth Jet, and Freeport.

As this is the last write-up before Christmas, I would like to take the opportunity to wish all of you a Merry Christmas and Happy New Year.

Operators Stan Chandler and Paul Timmerlake quite suddenly postponed one of their recent hunting expeditions, when Stan attempted to span a brook in one flying leap. It seems that after several runs preparatory to take-off, Stan made a perfect “splash” landing squarely in the middle of the brook, showering the surrounding area, including companion Paul, with considerable water, mud and leaves. Fortunately he had had Paul his gun beforehand and that apparently was his only dry possession. Think if Stan was to explain his need for one, one never would be too glad to loan him a catapault, as part of his hunting gear to go back in any future attempts at flying over brooks.

Other Train Dispatchers vacationing during October and November were Chief Dispatcher John Lyden, Dispatchers Ira Thombs, Al Burwood, Ray Wedge and John Oberg.

Operator Larry Holmes is covering the Agent’s job at Deerfield, in the absence of Agent Bill Fardy, who is off due to illness. We hope Bill is getting better and will be back on the job before long. Operator Gerald Bolduc is covering Larry’s job at Tower One.

By W. B. LEWIS

Train Dispatcher and Mrs. Cecil Richards motored to Miami, Fla., on their vacation during the latter part of October. With ideal weather prevailing “Rick” and the Mrs. had a very enjoyable trip.

Train Dispatchers came vacationed in Chicago, attending a train dispatchers convention. On his return trip home he stopped off to watch Notre Dame win over Pittsburgh.
All you have to do is see one and then shoot him! In these days of tearing around, speed and ability to know under what things are done at a moderate pace. We refer to the developments on Bill Emmerman’s camp on the shore of Lake McKiel. We know about this because we go up there now and then and “tie” the house and nail on a few boards, etc. Sam Smith, machinist at the enginehouse, is having his vacation. No luck hunting as yet.

Beecher Falls, Vt.

By ROGER DROLET

Section Foreman and Mrs. Carl Crawford observed their 20th wedding anniversary Oct. 28. The night before, Oct. 27th, had been spent in the Mill while Ramrod Potter took in a deer with hunters!

Mr. and Mrs. P. L. Dow recently made a vacation trip to Washington, D. C. Their daughter, Priscilla, who has been working in the Navy Dept. there, returned with them.

Mrs. Wm. Henkel is enjoying the remainder of his vacation hunting. Howard Malcolm has been unfortunately spent a part of his vacation in the hospital. He is now back at work.

Foreman Partridge went on a recent hunting trip but didn’t have any luck. He is extended to Robert Hunter, whose father died this past month. Russell Johnson, manager of the Banana Garage, has been out sick for some time.

Dick Clark has bid off the Lewiston-Bath run.

A FINE CATCH at Molasses Pond for Ralph Partridge, son of Foreman Art Partridge, Portland Garage

E. O. Westcott, General Manager, has been on a hunting trip to Moosehead.

Operators Delehanty, Rich and Leighton left for a week’s trip to the Kennebec region and will be the guests of M. C. Engineer Roach who will be their guide. Rich purchased a new pair of red boots and when he left Portland the boys bought him some red shoe polish to keep his boots looking good.

Waterville Shops

By STEVE

Sheetmetal Worker Manley Gerry has had a tough time with sciatica, being laid up for a couple of months.

While playing with a rope, Jon, son of Enginehouseman and Mrs. Arlene Centra, was injured playing football recently having been treated at the Farmington Memorial Hospital for two weeks and is at this writing at the Pratt Hospital in Boston.

Spare Clerk Fletcher relieved Yard Clerk Stanley Pike for vacation during the second week of November.

M. A. Tuttle, sectionman, taking over section 63 for two weeks all by himself, as the remainder of the crew was off.

F. A. Doble, expressman helper at Wilton, was one of the first jacky hunters to bag a deer.

A speedy recovery is wished to wife of Joe White, sectionman on section 63, who is confined to a local hospital.

Six-day job on the Chisholm-Livermore Falls route was dropped in the mill and has gone up for bid as a five-day job. This is due to poor business conditions at the local mill.

WORLD

Bartlett

By O. R. BURDDOWN

We are pleased to learn that Mrs. Joseph Burke, wife of Section Foreman Joe Burke, has returned from the hospital and is feeling well.

James Chadbourne, former foreman of the spare crew, is very happy in his Florida home. Jim bought a nice piece there and we hope he enjoys a long life down there.

The rail replacing job has been completed. Peters’ crew is going to Lancaster for more rail replacing.

J. B. McCann, foreman at Sawyer River, is taking his vacation at present.

Wyman Rossetti has resigned from the Shops and will devote full time to his Radio and TV business in Fairfield.

Looking Up in this cute photo is Walter W. Whitfield, son of Enoch Whitfield and Mrs. David Whitfield, Bartlett.

Mr. and Mrs. Eugene Walton of West Farmington upon the birth of a baby son, George Eugene, weighing in at 8½ pounds.

W. P. Weeks crew have been working the Farmington branch sections 63 and 59, upon completion will move to RIchy.

Ronald Newcomb, son of Clerk R. M. Newcomb, has been playing football recently having been treated at the Farmington Memorial Hospital for two weeks and is at this writing at the Pratt Hospital in Boston.

Retired Car Inspector William O’Brien died recently in Waterville. Among survivors is Millman Cecil Niles, a son-in-law.

One of the jacky hunters has entered the Maine General Hospital for two weeks and is at this writing at the Pratt Hospital in Boston.

W. J. Weeks crew have been working the Mill while Ramrod Potter took in a deer with hunters!

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By JOHN J. KEATING

Engineerman Harold Bryant suffered a broken ankle in a fall.

Harold Curtis, retired hunter, who resides on Spiers Corner Road, Gardiner, has returned home after being a patient at the Augusta Hospital.

Conductor Roy Young was a patient at the Central Maine General Hospital, for surgery; at this writing was home, convalescing.

Guy G. Libby, for many years crossing-tender at Congress Street, Union Station, died Nov. 19.

Conductor Leonard King and his brother “Bob” did a little hunting down around Aurora. No luck.

Railway Express Messenger “Ed” Osborn was off duty on account of illness; also “Jim” Leighton was a patient at the Maine General Hospital, for surgery.

Taken from the Bangor Commercial, November 9. “By-gone Days.” 75 years ago, George E. B. Jackson, Esq., President of the Maine Central R. R., was at the Bangor House last night.

Hod Hayward brought home a spike horn buck his first day out, hunting in the vicinity of Alna, Me.

Philip, son of Alice Ellason, also brought home a spike horn buck with his new rifle.

Joe Coombs will have to delay his bobcat hunting expedition until next year, on account of the Fore River Job.

All ye Plumbers beware! Bill Hayward is practicing on designing and installing a new kitchen sink. Good job, too.

CUTE is the word for Marianne Pinkham, daughter of Bridge & Building Inspector and Mrs. Fred H. Pinkham.

Mr. and Mrs. Frank Watts are about to embark on part of their yearly vacation to visit their daughter, Mrs. Floyd Haskell and family, over the holidays, at Houlton, Me.

Mr. and Mrs. Earl White are receiving congratulations on a brand new daughter, Cynthia Ann, born Nov. 8. Mother and daughter are doing fine.

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RECEIVE HARRIMAN AWARDS

TWO OF THE DEPARTMENTS throughout the Portland Terminal that received photostatic copies of the famed Harriman Safety Certificate that the Terminal employees earned for the best safety record for a small terminal company in the United States during 1952. Above, the Rigby Stores Department and below, engineering department crews. The presentations to the various departments were made by Safety and Fire Prevention Agent C. L. Quigley.