There are approximately 1,100,000 railroad employees and at least 2,500,000 dependents—a total of 3,600,000 persons who depend directly on railway employment for their livelihood. If all members of this great railroad family were to be brought together in a column four abreast, spaced at intervals of ten feet, they would form a marching column reaching from Maine to Texas.

The Brotherhood of Railroad Trainmen, in its official publication, says that as the result of action taken by the 30th Annual Convention the BRT will seek state and national laws and ICC action to impose greater restrictions on the transportation of explosives by trucks. The convention went on record as “unalterably opposed to the trucking of dangerous explosives over the public highways,” and urged enactment of state and federal laws prohibiting the trucking of explosives in any quantity over 5,000 pounds except “under circumstances of extreme national emergency and that in such emergencies such movements be authorized only under control recommended by the Conference of Governors.”

More than 300 railroads in the United States are represented by the American Short Line Railroad Association. Members of this organization range from one mile to nearly 2,400 miles in length and have an aggregate investment of $2,311,611,259. These railroads employ in the aggregate around 96,600 persons and have a payroll in excess of $428,000,000 a year. They do an annual business of about $841,000,000 a year.

The Boston & Maine Railroad will be the largest owner of RDC passenger cars in the world when it takes delivery of 55 of these cars now on order, according to the Railway Age. The self-powered units will be employed in short-run commuter service out of Boston—each car making from eight to twelve runs in a day.

Railway purchases of materials and supplies used for signal and communication systems totaled $69,500,000 in 1953.

Approximately 24,200 railway officers and thousands of railway supply men are listed in the “Pocket List of Railroad Officials,” which is issued quarterly. This handy and useful publication is now in its 60th year of service to the railway and railway supply industries.

Total track mileage of railroads in the United States is now more than double what it was in 1888. Then it was 191,376 miles; today it is about 395,000 miles.

Hundreds of churches in Christendom—in lands far and near—are equipped with large bronze bells from dismantled American locomotives. Nearly every one of these bells is the gift of an American railroad.
Billion Dollar Industry


The Oxford Paper Company at Rumford, Me., among the leaders in the postwar expansion of the pulp and paper industry, is the Maine Central Railroad's largest single shipper and receiver of freight.

Now in its 55th year, the Oxford Paper Company is one of the nation's largest producers of book, commercial and printing papers—used for magazines, books, catalogues, labels, box wraps, envelopes and general commercial printing—and currently accounting for about eight per cent of the book paper industry's total output.

Oxford has invested more than $20 million in expansion and improvement since World War II and an added $12 million investment is anticipated during the next five years.

From the cold winter's day in 1882 when a lonely figure drove from Bethel in a rented horse and sleigh to stand, oblivious to the cold on a table of rock at the foot of Rumford Falls, the vision and hand of Hugh J. Chisholm, Sr., founder of the company, has been indelibly stamped on its growth and success.

It is fitting that Oxford Paper Company's story be included in this issue, for October, 1954 will see activation of a new hydro-electric plant new electrical distribution system, first envisaged by the senior Chisholm 72 years ago, and carried out by his son Chisholm, Jr. currently president of the company.

Oxford Paper Company is an integrated enterprise from forest reserves to finished paper and including the world's largest book paper plant under one roof.

Forty-seven percent of its total sales are accounted for by 26 customers who have been with Oxford for 25 years or longer, and nearly two-thirds of Oxford's sales are made directly to magazines and other large customers.

Did you know that—both the Sears Roebuck and Montgomery Ward catalogues are printed on Oxford Paper?

Did you know that—14 of the Country's most widely read and recognized
Oxford's emphasis upon new products is exemplified by its entry into the field of machine coated paper in 1947 and of hardwood kraft pulp in 1950. Today, about 42 per cent of the book paper industry's total output is machine coated, as against 18 per cent in 1945. Oxford's machine coated output increased 243 per cent or from 21,000 tons to 72,000 tons in a six-year period. Production of hardwood kraft pulp begun in 1950, now accounts for 45 per cent of the company's total pulp output.

As a result of its expansion and improvement program, Oxford can now produce 45 per cent more paper than in 1945 and 44 per cent more pulp. Its present pulp making capacity at Rumford is 530 tons daily plus selling 20,000 tons of hardwood kraft pulp annually to outside users.

In 1910, eleven years after Oxford was founded, the company payroll was $529,984 annually for 749 employes. By 1920 payroll expenditures were over $2 million annually for 1,631 employes; and in 1950, over $11 million for 2,983 employes.

A recent estimate indicated a payroll of over $12 million a year for 3,200 workers and since 1910 the Rumford community has grown from 6,842 to 14,000.

Much has been said about New England's skilled workers. And nowhere are they more important or the value of their skills more real than in the manufacture of pulp and paper. The industry is rightfully proud of them. In many of the towns where mills are situated—and there are 101 such communities in New England, according to the American Paper and Pulp Association—family employment in the mill has been a four-generation matter.

Stay Put. Paper mills tend to stay put because of their specialized site requirements, such as proximity to waterpower and forests. This has built up a tradition of skills, loyalty and pride which is invaluable to success. Millions have been spent in recent years by New England companies. Since World War II almost $80 million has been spent on production facilities by seven leading New England integrated pulp and paper firms. Certificates of necessity issued the industry in 1952 totaled $52.5 million, over 13 per cent of all New England awards. Indications are that capital expenditures will continue for several years.

Harold Holden, president of Eastern Corporation, Brewer, Me., says a large part of 1953 earnings, after regular dividends, are being allocated to further modernization—a part of a $2 million long-range program begun over a year ago.

He says two new machines are being tested and company-owned woods operations are being streamlined for better efficiency. We have found, he adds, that fewer company-run camps have been necessary since local labor was utilized.

Selective cutting has been practiced by Eastern for many years and this year, in conjunction with Dead River Co., Eastern was awarded one of the first State Tree Farm plaques.

Eastern also has pioneered in the use of hardwoods for fine papermaking and Mr. Holden says his company "will continue to make manufacturing improvements in its several operations and development and research will continue to play an important role."

Woodlands. Basic to the pulp and paper industry is the assurance of a continuous, ample supply of pulpwood, and underlying that is the necessity for good forestry practices.

More than three-fourths of New England's land area is forested. About five per cent of the woodlands are owned or controlled by state or federal governments. Many of the big paper companies, such as Great Northern, St. Regis, Oxford, Eastern, Brown, and International have substantial holdings of their own. These forests are well-managed and scientifically cropped.

Recognizing the dependence of pulpwood supply upon sound forestry practices, the industry has pioneered in conservation. Some companies maintain nurseries for seedling replacements; scientific "conservative" cutting is practiced; and efforts are made to advise and educate the large numbers of small woodland owners from whom much of the region's pulpwood is obtained.

These forestry programs are still in their infancy relatively, and there is room for much coordinated effort as regards the education of the small woodland owners. But the awareness of the industry bodes well for the future, and continued cooperation with the U. S. Forest Service, the state universities and extension services, and such organizations as the New England Forestry Foundation and the Northeast Pulpwood Research Center lend assurance that the day may never come when the supply of hardwoods for pulping in New England is a problem as that of the softwoods has been. The realization that forest resources are renewable and that their proper management can cut production costs and assure the future supply is a real step forward.

Opportunities. Thus, while reserves are not unlimited, opportunities exist for further development, and forward-looking management in New England seems to be taking advantage of those opportunities.

"No one needs to worry about the paper and pulp industry," one president of a leading New England paper company said with a smile.

Roy K. Ferguson, president and chairman of St. Regis Paper Co., Bucksport, Me., says:

THE OPERATING FLOOR in Oxford's hardwood kraft bleach plant. It is housed in a brick and glass block building which contains a modern four-stage bleaching system and has a capacity of 300 tons of pulp per day.
“At the present time there appears to exist a constructive balance between supply and demand in the paper industry. In my view no danger exists of excess capacity in any segments of the industry, when consideration is given to normal growth and, importantly, new uses.

“The research and development program of St. Regis continues its emphasis on new paper uses and packaging, as well as bag filling and closing equipment, all of which has found its reflection in the steady national growth in paper utilization.”

Stimulant: Competition and the challenge of changing times have acted in combination as a stimulus, revitalizing and redirecting the energies of a very important member of New England’s industrial family.

(This concludes a two-part article, the first of which ran in the August issue of this Magazine, discussing the vitally important role of the pulp and paper industry to the Maine Central Railroad and the New England economy. Special material has been written and added to extracts from The New Englander, magazine of the New England Council.)

20 Candles For AAR

On October 12, 1954, the Association of American Railroads will reach its twentieth birthday. On that day, in 1934, the AAR was organized as a consolidation of the American Railway Executives, the Railway Accounting Officers Association, the Railway Treasurers Officers Association, and the Bureau of Railway Economics.

The Association is the central coordinating and research agency of the American railway industry. It deals with matters of common concern in the field of railroading.

The Association's active membership consists of 124 Class I railroads and 61 other railroads in the United States, and 11 railroads in Canada and Mexico—186 in all. The 124 Class I railroads in the United States which are full participating members account for 97.7 per cent of the mileage in the Association includes 166 railroads, representing 124,191 miles.

The Association sponsors more than 200 standing research committees and its publications number more than 700 titles, ranging from pamphlets to extensive technical works of encyclopedic proportions.

PORTLAND YOUTH HURRICANE HERO

By MAJORIE QUIGLEY

Charles Foley, 18, son of Loader and Caller and Mrs. Patrick J. Foley, Portland, was honored by the International Grocers of America at their convention Sept. 26 in the Hotel Samoset, Rockland, for his heroic actions during Hurricane Carol.

The youth was credited with saving the lives of three people when a huge elm tree crashed through the roof of a small Portland grocery store. One man was killed and Foley himself thrown to the floor but he remained to warn occupants of the store of their danger.

A senior at Deering High School, Foley was presented a Scholarship Medal, a $50 check from the Grocers’ Association and a check for $25 from the store owner for his heroism.

By JAY HINSON

Of all the graves of relatives, friends and nationally honored dead none are more respected or tenderly cared for throughout the country than a tiny plot located on the banks of the St. Croix river about eight miles below the border town of Vanceboro.

LOGGERS’ TRIBUTE

Here 30 feet from the rushing waters of the magnificent river is a simple neat grave of an unknown infant which has been tended for more than half a century by burly log drivers and a Maine Central Railroad family whose hearts were pierced by the tragic fate of the little girl.

The fact that this grave of a nameless baby has been lovingly tended for the past 55 years is an inspiring example of respect for human life and devotion to duty assumed voluntarily.

The story begins one summer day in 1899 when some of the 50 rough and tumble men employed on a long log drive by the outfit known then as the St. Croix Pulp and Paper Company went to work breaking up a jam at a crook in the river called Duck Point.

The men were picking at the jam with their peaveys and pick poles when all of a sudden Jack O’Malley of Vanceboro let a yell out of him that stopped the men in their tracks. At the moment O’Malley was walking the logs near a wing which had caused the churning trees to back up for half a mile.

Legendary Grave Tended

By Vanceboro Railroaders

VANCEBORO Yard Clerk Milton Pine is taking over where his father left off tending this legendary grave of an unknown infant on the banks of the St. Croix River.
log drive continued the other drivers. Each year, too, as long as the long
would stop by for a moment to take a
year he took care of the baby's grave. Early 1930's when he died. But each
summer for two months until the
be on the forward crew at Duck Point,
epitaph: "A child found in the river
and buried here. June 29, 1899."

He pulled his peavey up from be­
tween a couple of logs and there
hooked on to it was a pillowcase
which had been sewn up at the open
end. The peavey had ripped the cloth
and there inside the case the men
could see the body of a newborn in­
fant girl.

At that time and in that section
of Maine which is remote even today,
there was no such thing as law en­
forcement; officials such as coroners,
medical examiners or county attorneys
had never been heard of. The awed
men merely walked to shore on the
American side of the river, cleared
out a spot and buried the child.

There was, of course, much specu­
lation as to where the infant's body
came from. Through the years it has
become the general belief that the
pillowcase holding the baby was tos­
sed from a train passing over the
river on a bridge between Vanceboro
and McAdam, N. B.

Because they were engaged in
bringing up the rear of the drive the
men had no time to waste but the
following spring three men who were
tending out at a Duck Point as the
forward crew erected a marker. On
the polished thick piece of slate
which was roughly the shape of an
elaborate horoscope, Keene inscribed
in graceful script with the
point of his knife the following brieft
epitaph: "A child found in the river
and buried 1899."

On the side of the headstone Keene
etched these words: Fri 4 1900 graded
and seeded and placed by Horace
Keene on the slate rock were becom­
ing illegible. This last undoubtedly re­
ferred to the fact that the three men
had, on a certain Friday in the spring
of 1900, smoothed over the grave,
planted grass on the plot and placed
the headstone.

CONTINUED CARE
Horace Keene, who had been a log
driver since about 1875 continued to
be on the forward crew at Duck Point
each summer for two months until the
early 1930's when he died. But each
year he took care of the baby's grave.
Each year, too, as long as the long
logs were coming in. The drivers
would stop by for a moment to take a
look at the resting place of the most
famous child on the river.

When Keene died it looked as
though that was going to be the end
of it. Most of the old-timers who were
intimately associated with the event
had expired by 1934. However, Beryar
Pine, section foreman at Vanceboro,
decided to take over the care of the
scenic little plot. Pine, who was born
at famed Loon Bay further down the
St. Croix river, had heard his father,
Steve Pine, a riverman on that drive
in 1899, retell the story so many times
he felt a part of it.

And so, until Beryar Pine's death
last year at the age of 63, the grave
at Duck Point was meticulously cared
for. Pine, who evidently delighted in
attending the spot, would take his canoe
Sheaturdays and drift downriver eight
miles to the point where he would fix
up the stones around the plot, put
fresh moss on top and perhaps pick
a few river lilies to place at the head­
stone. Two years ago he replaced a
cedar fence Keene had made with a
more lasting metal one. Several years
ago he tidiously carved a new marker
out of a piece of cedar when he noticed
the inscriptions made by
Keene on the slate rock were becom­
ing illegible.

The one day each year that the
unknown infant's grave would defini­
tely be visited by Pine was Memorial
Day. He would spend part of the holi­
day with his family and then, gather­
ing some special garden flowers or a
wreath, he would go visit the spot
downriver.

When Beryar Pine dead, folks along
the river expected that this would be
the end of a beautiful example of re­
membrance. This weekend, however,
Yard Clerk Milton Pine of Vanceboro,
Beryar's son, decided to keep the tradi­
tion intact, and a bouquet of flowers
placed by the third generation of
rivermen is decorating the headstone
for the 55th consecutive year.

A railroad man like his father be­
fore him, Milton has a family of his
own and it was of them he was think­
ing when, walking away from the
grave after decorating it, he said, "I
suppose my oldest boy, if he stays
in these parts and if he's a mind to,
will take over with the baby's grave
where I leave off."

HERE'S how Beryar Pine looked with his two
grandchildren prior to his death last year.

MAN WHAT A BLUE MONDAY

Every day could be wash day some­
where on the railroad if a revolu­tion­
ary new theory uncovered by the
General Electric Company proves
economically feasible.

The theory points to washing rails—
with a detergent possibly—to help
eliminate one of the railroads' oldest
and most expensive problems—slip­
ping of locomotive wheels.

The G-E theory, developed by R. K.
Andrews, locomotive engineer of the
Locomotive and Car Equipment Labora­
tory, holds that slipping is caused by an
extremely thin, practically invisible
layer of oil approximately one mole­
cule thick, which spreads itself over
the running band of a rail at the onset
of rainfall or when there is dew. De­
spite its thinness, this "monomolecu­
ar layer" can withstand pressures so
high (up to 75,000 pounds per square
inch) that locomotive wheel loads or­
dinarily used will not break through it.

"We believe that suitable rail clean­
ing holds the promise of fair weather
adhesion around the clock every day
of the year," Mr. Aydelott said. "If a
stall crack trains traveling on grades.
Journal oil, used in the bearings of
freight cars, contains some percent­
age of animal oils which spread rapid­
ly over a polished surface in the pres­
ence of moisture. Small amounts of
oxidized mineral oils seem to exhibit the
same characteristics as animal oils
or fish oils and spread over a polished
surface in the presence of moisture.

One drop of oil in the presence of
moisture has the ability to cover a
surface of five square meters. If tracks
were not interrupted by rail joints,
this one drop would spread along the
polished running part of the rail (3/8
inch wide) to form a slippery film
for a distance of two miles.

It has been known since the earliest
experience with railroads that rails
which looked perfectly satisfactory
would, with the introduction of moist­
ure, lose adhesion.

Cleaning methods now under inves­
tigation, in addition to water, include
detergents, solvents, open flame, and
using a jet of light. If a suitable cleans­
ing agent is found, much of the sand
currently used on locomotives to im­
prove traction on wet days can be
eliminated, with the added benefit of
a reduction in the drag of the train.
Station Into Church

The first services in the new Faith Community Church at North Belgrade were held this month.

It culminated the hopes of a tiny congregation that faith would bring them a new church. It did in the form of the Maine Central's former North Belgrade station.

Opening of the new church culminated plans begun Jan. 23, 1951, when during a Bible class meeting it was suggested a collection be taken and given to Charles Mason, who was leading the meetings.

He agreed under one condition—that it be not for him personally, but rather for a building fund.

In March of 1952 land was purchased from Clifford Tukey, on the northeast corner of the North Belgrade Station road and the main highway, Route 11.

Based entirely on faith, plans for the building were formed and donations began to come in.

The group organized and a constitution was drawn up in June, 1952, and accepted by the membership.

On Dec. 10, 1952, the Faith Community Church was incorporated under the laws of the State of Maine, and a schedule for Sunday and weekday services was given.

The building was purchased from the Maine Central Railroad, Dec. 8, 1953, through the cooperation of its Industrial Department.

During the winter of 1953-54 much time was spent in getting the building ready to move. For one thing, the roof had to be removed to facilitate moving without interference with power lines. A bulldozer leveled the land in preparation for the new building. A moving permit was secured last March and huge trucks and a winch were employed to move the structure, which had to travel up a sharp incline, then down the other side before reaching its present location.

Inched along the highway about a quarter of a mile, the church was moved into place March 24. Since that time, every spare minute members could provide has been devoted to making the church ready for meetings.

The roof had to be replaced, floors repaired, new windows added, and a coat of white paint applied to cover the railroad gray.

On July 7 Mr. and Mrs. Lynwood Putnam accepted the call to the pastorate here and the family moved into one section of the building.

Purdam was a Spring graduate of the New Brunswick Bible Institute in New Brunswick, Canada. He held his first service July 11. At a business meeting July 26, a building was purchased for the parsonage and will be moved into position soon.

The pulpit Bible and doors were donated and the pews, platform and pulpit were made by church members. There are about 15 members.

BENEFITS

During the twelve months ended June 30, 1954, approximately 419,000 railway employees received unemployment or sickness benefits under the unemployment compensation act. Of these, 265,000 were paid for periods of unemployment, and 154,000 were paid for periods of sickness. These figures include 19,000 persons who drew both unemployment and sickness benefits and 14,000 persons who received benefits under both retirement and unemployment insurance acts.
Fascinating Railroad Tunnels

Railway tunnels—like railway bridges—are among the fascinating features of railroading. One cannot pass through a long tunnel without being aware that it was a formidable challenge to the builders—a challenge which taxed the ingenuity and skill of the engineers and which involved years of toil on the part of great numbers of workmen.

There are said to be more than 1,500 tunnels in the railroad structure in the United States. While the majority of them carry railway lines through mountains and hills, many tunnels carry railroads beneath city streets and under skyscrapers. Some carry them beneath rivers and harbors.

The first railway tunnel in America, opened in 1833 and abandoned many years ago, was built to carry a railroad through Hoosac Mountain in western Massachusetts. Twenty-four years were consumed in its construction. The cost was millions of dollars and hundreds of lives.

The Hoosac Tunnel had the distinction of being the first railway tunnel in the Western Hemisphere until the Cascade Tunnel, 7 miles 4,191 feet in length, was opened in 1833 and abandoned many years ago. The first great railway project of the past century was the construction of the Cascade Tunnel, 6 miles 1,116 feet in length, carrying the Canadian Pacific Railway through the Canadian Rockies. In 1928 the Moffat Tunnel, 12 miles 1,877 feet in length, was opened in the Swiss-Italian Alps, opened for operation in 1922.

Every tunnel has its distinctive features. Probably no two are exactly alike. Some are bored straight through from portal to portal; others contain one or more curves. Some are built for a single track railroad; others are built for two or more tracks, depending upon traffic requirements and other factors. Many tunnels are lined with concrete, brick and timber, or a combination of these materials, and many are made waterproof to prevent seepage.

The construction of a great railway tunnel calls for a high degree of engineering skill. A seemingly slight error in reckoning could prove extremely costly. In many instances, to expedite the work, boring is carried on simultaneously from either end. So precise are the engineers in their calculations, that when the tunneling forces meet they are usually only slightly out of perfect alignment. In the case of the Cascade Tunnel, for instance, the two bores, each nearly 4 miles in length, met with a discrepancy of only a small fraction of a foot, which was so slight as to be of no consequence.

The use of electricity in lighting and drilling and air ventilation has revolutionized tunnel construction technique. With the aid of powerful and efficient drilling and conveying machinery, the time element in tunnel construction has been greatly reduced, though the cost today, as in the past, is breathtaking.
Bangor Yard Changes

shot one from his front porch and Dave Whit-
cher of the engine house also shot one. The
feed back in the forests is unusually poor this
Fall and the hungry critters have been seen
crossing door yards, back fields and perhaps if
we were a more sociable class of people around
here they might have come into the kitchens
and visited.

Congratulations to Mr. and Mrs. George
Marcou on the arrival of a little boy, Peter
George.

Operator M. H. Bowie goes to Whitefield to
relieve agent Stillings for three weeks.

H. D. Greenwood "Sneak" has been busy build-
ing a garage at his home.

Snow on the higher mountain tops the other
A.M.

Should have mentioned trainman Francis
Graves who is enjoying his vacation at present.

Engineer Joe Aldridge has gone on to the
helpers after several years on the Gilman job.

A lot of building material has arrived here
and it seems that the B and B crews are to
build a new office and storage room for the
Engine house. Guess they would have been at
it before this but the floods and washouts are
keeping them busy in Maine.

GRANDSONS of Erion Knowles Express Agent
at Wilton are Bobby, left, and Ricky, right. The
boys visited their grandparents on vacation from
Derry, N. H.

Wilton
By ANN NEWCOMB

Bennie Black sectionman and L. A. Stevens
have bunted into C. D. Dykes crew Farmington
for the winter, displacing Ken Coolidge and
David Holmes.

David Holmes has bunted into W. J. Weeks
work crew for the winter and Ken Coolidge
with not enough rating has gone into a local
Paper mill.

Bennie Stimans sectionman in V. I. Robinson's
crew at North Jay has bunted into Bert Hodg-
son's crew in Livermore Falls.

Pete White, section foreman at North Jay
was recently displaced by V. I. Robinson on
return to duty after a leave of absence.

Pete White is now working at Leeds Junction

EDNA did this in front of Livermore Falls
passenger station. Standing left to right are
Agent C. Richardson and Wilton Agent E. E.
Newcomb.

Brunswick
By H. O. PREBLE

First trick operator Sam Lavalle has a uni-
que way of catching flies. It seems he just opens
his mouth and inhales.
Gene Donahue is covering the baggagemasters job at Bath while baggagemaster and Mrs. Earl Risteen are vacationing in sunny California.

Some of the boys at Gardner say they have no way of getting back to Correspondent Maurice Sanborn and have asked me to tell all and sundry that Maurice has a new car which he drives only on sunny days. It seems he’s afraid the rain might spoil the finish. With the weather the way it has been all summer Maurice must be rather footsore by now.

We are glad to see Joe Desjardins back at his job as clerk in the track supervisors office.

Engineman Bunny Utech is now on the Lewiston switcher after a sojourn on the third trick yard transfer job.

Second trick switchman Ralph Moffett claims to have seen a duck land in the lower yard during Hurricane Edna, stayed about five minutes then took off again. With the amount of water spread over most of the state at that time it’s no wonder the poor duck got confused.

Smith’s B&B crew completely rebuilt the wharf this summer.

Engineman L. S. Bailey on vacation this month being relieved by Engineman Ladd of Waterville.

Conductor Sky Tardy is back with us for a while on the Lewiston job. Sky says the first night he entered the caboose he very carefully wiped off the door knobs then gingerly opened the door with his foot. I don’t know just why all the precaution was taken unless it was because of a few years back when Sky filled a duck’s nest with hurricane water and the duck’s baby. It took all summer but he finally succeeded in curing himself down in Mississippi. Swing job was bid in by employ of the company to work for his father while on the Lewiston job. Sky says the first day he entered the caboose he very carefully wiped off the door knobs then gingerly opened the door with his foot. I don’t know just why all the precaution was taken unless it was because of a few years back when Sky filled a duck’s nest with hurricane water and the duck’s baby.

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Six years old is Peggy Elaine Vigue, granddaughter of Track Driver Arthur “Peanut” Loubier, Shops.

Waverly Shops “STEVE”

That classic remark, “Ay tank Ay go home” given out by the mighty Carman Carman Carman Garbo was exemplified by another Swede who folded his hands, said “Sorry”, and left.

Swing operator M. K. Graham has left the employ of the company to work for his father down in Mississippi. Swing job was bid in by operator L. F. Blanchette.

Bus driver Damon Cunningham is driving between here and his home in Augusta in a new car. It took all summer but he finally succeeded in curing himself down in Mississippi. Swing job was bid in by operator L. F. Blanchette.

Your correspondent spent the summer at Bath relieving operator L. M. Frye.

Some changes during my absence. Crossing tender Bunny Deschaine bid in the first trick job at Bath and former section foreman Emil Lachance bid in the first trick job at Waterville.

Rockland Branch swing operator Clift Varney on vacation; former operator Oakes making his rounds in the absence of Crossing Tender Emid Lachance just back from his vacation. He enjoyed motor trips to West Springfield, Mass. and to Aroostook County.

A lot of you people have hollered about no column by Bronbrick for the last few months, but I can’t tell what I don’t know so please give me a little dope so can keep things going.

Augusta

By ELLIS E. WALKER

First Trick, Clerk Telegrapher Herbert Thing is a past master at Waterville. We all hope for quick recovery and return to work.

Our sterling Miniature Train crew Hector Michaud, Laurence Sparrow and Ken Philbrick under the command of that Goodwill Ambassador Alden Fimminore were feted and dined by the Pittsfield Oddfellow Club after the Maine Central Train appeared there in the Kiwanis Club meeting.

Snow to the Car store for Fecteau’s. Big doin’s. Carroll Stevens to Rancourt’s. Don Berard to Steven’s. Dick Fecteau to Berard’s and Ken Stevens to the same brewery millions that sent Foreman Bill Otis on the gravy train.

Piper Charlie Kent has resigned after about 12 years of service and will devote his entire time to farming. He has some over 50 head of stock.

Fortunate furloughed Carmen helpers to find holes to crawl into are Tim Pooler and Al Char­mon who went to the Electric Shop and George Buck who inherited Clark Hustu’s broom in the machine shop.

Electric Shop employs on leave are Forrest Hussey and Lloyd Leeman.

Carman Paul Halle has returned from the Federation of Labor Convention at Long Beach California. He flew home.

Boilermaker Lawrence Cote has a new car. Carmen Hazel Brown has been a recent visitor in Jackman where he attended a Somerset County Legion meeting.

Stenog Shirley Barton has returned after sick leave.

Dick Dole, Jr., son of Assistant Superintendent and Mrs. Richard Dole, has enrolled at Bates College for a course in journalism.

Our sterling Miniature Train crew Hector Michaud, Laurence Sparrow and Ken Philbrick under the command of that Goodwill Ambassador Alden Fimminore were feted and dined by the Pittsfield Oddfellow Club after the Maine Central Train appeared there in the Kiwanis Club meeting.

By JOHN J. KEATING

The Maine Association of Railroad Veterans held their first meeting after summer vacation at Park View Restaurant, 106 Exchange St., Sunday evening, August 25. The representative of the United States Railroad Retirement Board was the principal speaker. Thurl Sewey, Maine Central engineer,

Tender of the train from Bar Harbor to New York.

A fine collection was taken about the Shops and in some City Departments for Clerk Chuck Wilson, who is seriously ill at his home. Some $300, has been donated and Chuck will be present for their viewing. Those hard hearted cops hauled him up to the Judge who said “Fifteen bucks, Bob, for speeding”.

Carman Helper and Mrs. Phil Gooch have been in Salt Lake City Utah visiting their son who recently got married there. Young Gooch is in the army there.

Mrs. Leota McCaslin, wife of Painter Earl, has recently been elected president of the Kennebec County Teachers Association.

Painting Larry Folsom has been laid up for a spell with a painful condition in his arm and should be back by September 15.

Mrs. Lillian Otis, wife of Brewery Baron Bill, is a member of the current Kennebec Grand Jury.

Upholsterer Ray Dillon has returned home after successful surgery at the Thayer. A regret collection was presented to him from the boys over the Shops.

Four new Diesels have recently been put thru the Shops and are in service. 314, 315, 316 and 317.

Mrs. Hazel Jackson, wife of Painter Roy, has been a recent patient at the Sisters.

Sympathy is extended to Painter Larry Folsom whose mother died recently.

The boys in the Yard presented Laborer and Mrs. Albert Cates an electric refrigerator after they were on the outside. It had destroyed the house and furnishings. Albert was taken to the hospital with injuries and is still recuperating.

Mr. and Mrs. Rancourt, has been a recent patient at the Sisters and Maureen Bernard has been shifted to the same brewery millions that sent Foreman Bill Otis on the gravy train.

Those hard hearted cops hauled him up to the Judge who said “Fifteen bucks, Bob, for speeding”.}

NOT MANY pictures are taken of moist Fuel Supervisor Harvey Crosby but here he is with old 606.
and Messenger Jim Leighton made his annual trip up to the big woods.

Boston Maine Engineer and Mrs. Howard Burnham, made a trip by auto to Glen Falls, Buffalo, New York, to attend the Railroad Veterans Convention at Rochester, N.Y.

Taken from the Portland Evening Express, Friday, Sept. 24, 1954 "Fifty Years Ago" Fire destroyed the station of the Maine Central Railroad at Enfield with an estimated loss on building and contents of $1,200. The fire was caused by sparks from a shifting engine setting fire to the roof, and the flames were so intense that rails near the building were warped.

**Rigby Engine House**

By ALBERT B. WETMORE

I would like to state at this time, that circumstances beyond our control was the reason no news appeared for Rigby Engine House in the two preceding issues.

Since my last report went to press a number of events, although out dated, I think should be mentioned in this issue.

A sickness of short duration, after the recent death of his wife, and resulting death of General Foreman Coleman Welton-the man called him had a very eventful career as a railroad man. Having started his time on the railroad as a call-boy, and working up through the ranks step by step, and they were not accomplished without having his final position as General Foreman. The crowning achievement of his long career was the war years, when he maintained his schedules of dispatchments of locomotives without hardly an error.

Another event of great consequence were two hurricanes-Carol, and Edna of which our previous issues of the magazine have told of the damage done to railroad property. Damage at the engine house was slight however, a few windows blown out, and water damage. Our greatest set-back was loss of electric power.

Laborer Edwin Whalen's brother died in August. He resided at Woonsocket, Mass. A floral piece was sent from the engine house.

Boilermaker—Eugene Annett was damaged by a bolt of lightning. The bolt struck a large tree to which was attached a pulley clothes line. It was the plastic type, with steel wire center, which conducted the bolt into the house. Considerable damage was done but nobody was injured.

Machinist Eugene Annett vacationed at Moosehead Lake region catching a large togue while there.

Quite a feat of engineering was accomplished by M. and W. Bridge crew when they removed a large girder from the roof construction of the engine house without disturbing any of the surrounding timbers. Foreman Annett Stewart was in charge of the job.

Electrician Carl Gilmore has sold his home in Deering to the State to make way for the new construction of the highway at that point.

Son of our Blacksmith Broniec Tatarczen was injured while driving his car. He however is now recovered, and is as fit as ever.

Our General Foreman has purchased a new car, and I understand he has used it to good advantage in enjoying his vacation. The advent of one week vacation, in addition to the two we already have is quite an innovation to us all, those who had already enjoyed the two weeks will now be given the other week later. In fact we have already taken theirs. The different labor organizations on the railroad property had cancelled their business meeting for the summer months are now holding their gathering starting with the month of October.

The Community Chest drive for funds covering 22 organizations is under way, and the report of it's progress will be announced in the next issue.

Mrs. Walter Ashley died August 31. She was the mother of Laborer James Ashley, and Machinist Helper Joseph Ashley. Flowers were sent to her funeral.

Machinist Clyde Burnham reports the death of a near relative.

Two deaths occurred the later part of September. A former Machinist Helper, retired, George Stratton, father of Machinist Helper Martin Stratton, and the wife of Machinist Helper Milford Goodwin.

Laborer John MacVane lost one of his boats, and had another damaged during the first hurricane.

William E. Tingley, the railroad representative of the International Correspondence Schools tells me he is an old railroad man himself and still is a member of the Brotherhood of Locomotive Engineers in the State of New York, where he resides.

Laborer Edward Toome's wife had a case of virus pneumonia while he was on his vacation.

Mrs. Leslie D. H. Drew, wife of retired Machinist Leslie Drew died on September 28th. A floral tribute sent to the funeral.

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Reports are coming in to the effect that the local growers among our farm gardeners at the shop are infested with a rot. In some cases they are not bothering to dig the raspberries.
day shift. He and Mrs. Lombard vacationed near Sellerville, Penn. Their son works at the U. S. Gauge, a concern where they really go in for precision instruments. Their tolerances in some instances are 1 millionth of an inch. They work with the watch makers eye-piece in order to tee accurately.

Portland
Freight Office and Freight House
By MARRJORIE QUIGLEY and ALICE McGUHLIN

Assistant Freight Cashier and Mrs. James E. Malia are having an enjoyable vacation visiting Boston, New York, St. Louis, Texarkana, Galveston, Houston, New Orleans, Montgomery, Atlanta, and Washington.
Waybill Machine Operator Earl H. McFarland has been a patient at Miles Memorial Hospital, Damariscotta. We all extend our best wishes to him for a speedy recovery.
Our very best wishes go to Freight Checker and Mrs. Clayton F. Hoar, who celebrated their 40th wedding anniversary recently.
We extend best wishes for a speedy recovery to the wife of Assistant Cashier Mark E. Flaherty, who is a patient at the Maine General Hospital. Also, best wishes to the wife of our General Agent, Mrs. Leroy W. Matthews, who recently suffered a fractured ankle. Glad to be able to report that she has returned to work.
Freight Checker John Connolly spent a portion of his vacation in New York City, which he enjoyed very much.

Fay Marchfilet, of the Demurrage Department, and her husband, George, who is employed at Rigby Yard Office, are visiting his brother in West Virgina during their vacation.

General Offices
By MARY MORSE, DORIS THOMAS and ERNESTINE GRIMES

We are happy to have Grace Thompson back with us in the Accounting Department, even if it is only a temporary stay. She is substituting for Mrs. Gladys Dole, who has taken a leave of absence due to illness. We all send Mrs. Dole our best wishes for a speedy recovery.
Bookkeepers Frank Woodbury and George Lowell, also General Bookkeeper Marty Holmes rated an extra week's vacation this fall under the new working agreement, which they were pleased to have in October.

Comptroller Horace Woodbury was in Augusta a few days ago to attend the Maine Central Transportation-Greyhound Bus hearings.
Return to school interrupted an adventurous summer for Robert Hayward, 12, son of Mr. and Mrs. "Bill" Hayward, who spent his vacation with his cousin at Camp Kilmer, N. J. Army Base.
Mrs. Hayward was a recent lucky winner in a local T. V. Program, answering the question correctly.
Edna Grimmins and Margaret Lynch motored to the White Mountains for a couple days vacation, staying at Littleton, N. H.
Frank Scott is building a "gray home in the east" on Dorset St., and expects to move in this fall.
David Stanford, son of Mr. and Mrs. J. F. Stanford, is playing guard in football at Deering High. David is in his senior year, and formerly attended Classical High in Springfield, Mass.
Mr. and Mrs. J. F. Stanford plan to attend "Quids Week-end" Oct. 23rd at Lake Erie College in Painesville, Ohio, where daughter Carol is a Senior.

Mrs. Gertrude Whitehouse, stenographer of the Purchasing Department retired on Sept. 15, 1954 after serving nearly 30 years as a stenographer, being employed in several different departments. On Sept. 22, 1954 her associates in the General Office Building tendered her a party and dinner at the Columbia Hotel, where they presented her with a purse of money.

A SMILE from Katherine Cyr, 19 month old daughter of Ma­chinist Alfred Cyr, Bangor.

At the Stevens Avenue Congregational Church at 2 P.M. Saturday, Nov. 6, Miss Sally Jeannette Bailey will become the bride of Herbert Leon Powers, Jr.
The bride-elect is the daughter of Mr. and Mrs. Millard W. Bailey of the Engineering Department.
Miss Bailey was graduated from Deering High School and is employed in the office of the City Clerk, Mr. Powers is a graduate of South Portland High School and the New England Institute of Boston, School of Mortuary. He recently has returned from four years' service with the U. S. Air Force in Korea and Japan.

SALLY BAILEY
(see below)

ANOTHER excellent old timer from our Bartlett reporter Bud Burwood showing an early locomotive crossing Frankenstein Trestle.
October

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