Greetings

As we approach the Holiday Season and the end of the calendar year, it is natural for us to reflect upon our good fortune and successes and also to look back over the past twelve months to see wherein we have succeeded and wherein improvements might have been made.

At this time last year I expressed to you my heartfelt gratitude for the hard work, co-operation and high intelligence shown by men and women of the Maine Central family which contributed to a good and reasonably prosperous Maine Central year. We all know that in 1954 adversity in the forms of hurricane and lessened local traffic came upon us, making it necessary for all of us to work harder to keep the Railroad in the black. Compared with railroads nationally and despite whims of nature over which we had no control, we are going to bring our Railroad through with a small profit. With an up-surge in eastbound traffic and a return to normalcy in potato and pulpwood movements, I am optimistic enough to think that 1955 will bring a much improved showing.

That the operating results of 1954 have been achieved despite several unfortunate factors joined together in one year, is attributable to the industry, loyalty and flexibility under adversity of our people, and I would be less than grateful if I did not express to you at this time not only Season’s Greetings and kindest wishes for the health and prosperity of each of you and the members of your family, but also profound thanks for what you have done and are going to continue to do to make our Railroad fully achieve its potentialities as a good place to work, a good public servant and a good investment for its owners.

President

FROM THE EDITOR

With this, our first issue, we begin what promises to be a most pleasant association with the Maine Central Railroad. The cooperation of everyone we have met in the short time we have been in Portland has been splendid.

For our part, we shall make a sincere effort to continue your magazine as an informative publication on the Maine Central’s activities from the passenger, freight and personal standpoints. If you have anything that would be of interest in the magazine give it to one of your local correspondents. Their work provides material which is one of the mainstays of the magazine.

But, right now, it is nearly Christmas. May we wish each and everyone a warm and hearty Merry Christmas and all the best for the coming year!
Maine Central Gives SANTA CLAUS AN ASSIST

A Story of Trees and Wreaths, of Mail and Passengers — A Story of A Railroad at Xmas Time.

Yes, this is the story of a Railroad, the Maine Central, at Christmas time. This railroad handles the trees and wreaths which go into decorations for the holidays; it handles the turkeys and other foods which go into the preparation of bountiful Xmas dinners; it handles toys for the kiddies, young and old; and it carries the friends and relatives on their way to enjoy their Christmas at home.

To put the holiday in a decorative setting the Maine Central is handling thousands of trees and wreaths.

Christmas wreaths are being shipped this year to many points in this country from Eastport, Maine, the easternmost city in the United States. The firm of Jacobson, Inc. has loaded cars for destinations in Michigan, Pennsylvania, Maryland, New York and, of course, the New England States.

This business of making up various size wreaths is an interesting process when learned from Don Galen, Wreath Department, Jacobson's, and goes something like this:

Many residents of the area have been taught by representatives of the Jacobson firm the process of assembling plain green wreaths. Hoops and wire are furnished by the company; the branches and twigs used are supplied by the maker, usually from trees on his or her own property. Trucks gather these wreaths from a wide area of eastern Washington County including such towns as Perry, Pembroke, Dennysville, Lubec, Machias, Alexander and Harrington. They are then taken to a central location in Eastport where they are trimmed, that is, the cones and berries are added.

Materials used are the best as shown by past years of experience. Bushy Fir trees provide the green base for the wreaths as they hold their needles longer than other types of Evergreens. Large pine cones grown in Maine and Vermont along with another variety which comes from Michigan and still another, the Japanese pine cone which sports painted white tips and
is imported from Japan, all go into the trimming of the standard wreaths. Sugar pine cones supplemented with a red cherry in the center are used in the larger size wreaths.

Some 90 to 100,000 wreaths varying in diameter from 15” to 26” will be shipped this season by Jacobson, Inc. Of this total, close to 40,000 will be decorated while the balance will be shipped without trimming.

Refrigerator cars, pre-iced in Bangor, are spotted for loading on Sea Street, Eastport. Each car will carry 500 to 600 wood slat crates of wreaths. On the return trip the cars are again iced in Bangor before being sent on to their destinations. Upon arrival the cars are unloaded into a cold storage plant where the wreaths are held until needed during the Christmas season.

A crew of 24 girls and 11 men, working at long tables, have their materials piled near at hand for the final trimming of the wreaths. After some experience an operator is able to trim as many as 22 to 30 wreaths per day.

More or less an oddity from a by-gone era is the shipment this year of about 600 bundles of Christmas trees on one flat car from Ellsworth Falls. According to C. D. Wiggins, Agent at Ellsworth, the car will be routed via Rigby and is destined for York, Pa. It is the only one of its kind this year is this flat car of Christmas trees shown loaded and ready to leave Ellsworth Falls for York, Pa.

The Fir Balsam tree is the type almost universally used now for Christmas trees. Others have been cut but found unsatisfactory; it was stated by a representative of the Brookings Landscape Service of Portland. And the constant year after year cutting of the trees will not deplete the woodlands in any further appreciable amount if reforestation now being carried on in some areas of Maine is continued.

The Mail Goes Through.

Don't be surprised during this Christmas season to hear the loud speaker systems in either Portland or Bangor stations blare forth with an admonition to “mail early!” As a result of a request from the Committee on Railway Mail Transportation, C. W. Bruns, Supervisor of U. S. Mail Traffic for the Maine Central, has sent the following two notices to the Train Announcers at the stations mentioned:

“For on-time arrival - do your Christmas mailing early.”

“The Christmas time table says - mail early.”

Thus, along with the announcement of a train departure, the Train Announcers will pass an important message along to the public.

And that message is important too for the Post Office Dept., in handling the virtual mountains of mail offered to it for Xmas delivery, finds that early mailing spreads the work load over a longer period thereby eliminating a very heavy peak rush.

The Maine Central Railroad is prepared, as usual, to handle this greatly increased mail volume with augmented crews, extra mail cars and even extra mail sections of regularly scheduled trains. These extra trains will be run should the volume reach a point where it causes undue delays to passenger trains at loading and unloading points. In many instances the size of Railway Post Office cars used is increased for several days before Xmas. A train normally carrying a 30 foot R.P.O. may have a 60 foot car assigned to it or a 30 foot car may replace a 15 foot car, etc.

An estimated 75 to 100 additional mail handlers will join regular crews at Portland Union Station to keep the mails moving through that terminal. Extra men will also be called to work at many other stations as, when and where needed.
An interesting item, and a fine example of the cooperation given the Postal Transportation Service by the Maine Central, comes from Bangor. There a 60 foot R.P.O. car will be parked in Union Station from December 12 through December 24 and kept heated and lighted for use as a mail terminal. In effect it relieves regular post office facilities of excess Christmas mail. Mail clerks, working in the car, sort and handle sacks of mail transferred by railroad personnel to the car directly from incoming and outgoing trains.

Advance setting of R.P.O. cars is another important aid provided by the Maine Central to get the Christmas mails through on time. By this is meant that the mail cars are made available, properly heated and lighted, to the mail clerks several hours ahead of the regular departure time of the trains. This gives the clerks much valuable time in which to sort and bundle the mail in preparation for leaving it at the various stations along the train's route.

Without this advance setting it would be impossible in many cases to have the mail ready for delivery at the proper time due to the fact that the actual running time of the trains between stations is not enough to allow for the work's completion. This is a procedure which is followed on a year-round basis but which is quite drastically extended during the Yule season.

Number of Passengers Up

It is expected by the Passenger Department that from 8 to 9,000 more passengers will be carried over this Christmas period as compared to a normal period which does not contain a holiday. With extra cars added to most trains on Maine Central routes to handle the heavy influx of travelers, railroad stations along the line will see scenes of happy family reunions.

Many students, free from their classes for a Xmas vacation, hurry to and from their homes and school or college via comfortable and safe Maine Central trains, free of worry from storms and attendant poor traveling conditions.

Railroad's Yule Observance

Station decorations and Christmas music broadcast over radio and television will feature the Maine Central's observance of the holiday season.

Christmas week will see Portland Union Station in a festive mood with garlands of evergreen, wreaths and a gaily lighted Christmas tree providing the atmosphere for the occasion. A special loudspeaker system, connected directly with radio station WGAN, will broadcast Christmas Carols 4 times each day from Monday, December 20 through Christmas Day. These 10 minute periods of Carol music will be heard at 10:45 a.m., 4:55 p.m., 7:05 p.m. and 7:35 p.m.

Eight major Maine Central stations will give Season's Greetings to their patrons through decorative wreaths hung over the ticket windows. These wreaths, furnished by the railroad, will lend an Xmas atmosphere to the stations at Augusta, Bangor, Bath, Brunswick, Ellsworth, Lewiston, Rockland and Waterville.

A half-hour program of Christmas Carols sponsored by the Maine Central will be heard over radio station WGAN in Portland on Christmas Eve from 8:00 to 8:30. Also under the sponsorship of the railroad will be a presentation over WTWO-TV, Channel 2 in Bangor, of Norman Lambert at the organ keyboard with a Xmas program on Friday evening, Dec. 24, from 6:45 to 7:00.

These two programs and, in fact, the entire Christmas observance of the Maine Central are the means by which our Company expresses to all of its patrons, shippers and passengers, and to all of its employees, each and everyone, its wishes for a most joyous and happy Christmas!

A “FIRST” FOR THE MAINE CENTRAL

Voting at midnight on November 1, Hart's Location, N. H. became the first community in the nation to ballot in the 1954 general elections. The voters, all but one out of the village's 10 eligible persons, gathered at the home of selectman Cornelius Griffin to cast their ballots by kerosene lamps. Griffin is Foreman, Section 129, at Crawford Notch. Railroad workers, an inn keeper and a forest fire warden were included among the voters. Besides voting, each village had some official chore to do—counting the ballots for various offices for example.

On hand to watch the proceedings were several newsmen and photographers. A midnight snack of doughnuts, coffee and cider helped keep those present awake.

COURAGE

Wife (reading the paper): “It says here that most accidents happen in the kitchen.”

Husband: “Yes, and we men have to eat them.”

Your New Editor

The appointment of Richard M. Aylward of Marblehead, Mass., as Assistant Publicity Manager of the Maine Central Railroad and Editor-in-Chief of the railroad's magazine, effective November 15, was announced by E. Spencer Miller, President of the road. Aylward was Advertising Manager of the Boston and Maine Railroad and resigned from that position after having been in the Publicity and Advertising Department since 1948. Part of that time he worked jointly with the Maine Central.

In his new position he has his headquarters at the General Offices in Portland.

Aylward is a graduate of Boston University, 1947, and served in the U. S. Navy as a Lieutenant in the Atlantic, Mediterranean and Pacific war areas from 1944 to 1946.

Married to the former Nathalie Smith of South Portland, the Aylwards have one son and have just moved to their new home in Portland. He is a member of the Boston Advertising Club.
MAINE'S FIRST TOP AWARD WINNER

Pictured above is Janet Russell, 11 year old daughter of Mr. and Mrs. Earl R. Russell of South Portland who was a recent winner in the "Ask Andy" feature of the Portland Evening Express. Her question "Why do the fall leaves turn the colors of the rainbow?" won for her a set of the Britannica Junior Encyclopedia and the Britannica World Language dictionary with which she is shown.

Janet, who is in the sixth grade at Roosevelt school, is the first Maine winner of a top award from the "Ask Andy" column. Her proud father is chief clerk to the President.

Labor Groups Meet

Reported by John S. McGarry, Retired Engine Dispatcher, Rigby and President Portland Lodge 152.

A joint meeting of ten different labor organizations of the Maine Central and Portland Terminal Companies was held on November 5 to hear Mr. Jos. L. Burke—Chief of Field Activities of the Railroad Retirement Board of the New York Regional office—discuss the new amendments passed by the 83rd Congress. A question and answer period followed his talk.

"THE 470 CLUB"

The romance and glamour of railroading as typified by the era of steam locomotives will be kept alive by "The 470 Club" which has been formed by Portland railroad fans. The club's name, of course, was taken from Maine Central's locomotive of that number which made the last steam run on our lines June 13, 1954. At a recent meeting the guest of honor was Engineer Archie Towe who was in 470's cab on her last run. Movies of that famous last trip were shown.

D. L. CAMERON

Fifty-two years of loyal and satisfactory service were terminated on October 26 by David L. Cameron, Agent at Gardiner. First employed as a Clerk at Foxcroft in March 1902, Cameron was made Agent at Canton in June 1920, Agent at Mechanic Falls in December 1930 and at Gardiner in November of 1946. He holds a Maine Central Gold Pass presented to him after completing 50 years service.

R. E. Hall, Conductor, of Calais retired on October 26 after completing 49 years of service with the Company. His railroad career started on the Eastern Division in September 1905 when he was employed as a Trainman. He became a Conductor in February 1911 and has served in that capacity until his recent retirement.

William H. Raymond, Baggagemaster, Bangor, retired on October 8 after completing 35 years of service in that capacity. His railroad employment in Bangor began in June of 1919.

Retiring on November 5, at the completion of 48 years service, was Herbert L. Ross, Clerk, Portland Terminal Co. Ross first entered the employ of the Maine Central in November 1906 as a Clerk and transferred to the Portland Terminal Co. when it was established in 1911.

Ewlyn T. Ricker, Storekeeper at Deering Jct., retired recently after 40 years service with the Maine Central. Starting with the Engineering Dept. in 1914, Ricker was made Asst. Engineer, Portland Division, in December 1918, Asst. Roadmaster, Eastern Division, in March 1922, Roadmaster at Rumford in October 1929 and Asst. Roadmaster at Lewiston in November 1932, becoming Storekeeper at Deering Jct. in January 1936.

RECENT APPOINTMENTS

Michael F. O'Brien of Portland has been appointed Assistant Superintendent, Portland Terminal Co., effective November 1 according to an announcement by W. E. Pierce, Superintendent. O'Brien, who has had 40 years service with the Terminal Co., will have his headquarters at Rigby General Yard Office.

W. Laird Harris has received appointment as Assistant Track Supervisor with headquarters at Lewiston. Harris was Inspector, M. of W. in May 1951 and became Student Track Supervisor in November 1952. R. A. Jackson, Division Engineer, announced the appointment which is effective November 1.

Thomas F. Roche has been named Storekeeper at Deering Junction effective November 1. F. J. McNulty, General Storekeeper, made the announcement. Roche was with the M. of W. Dept. from 1921 until 1938 at which time he was made Foreman, Stores Dept. at Deering Junction.
Scenes of Washington County's Christmas Tree and Wreath Business:
1. Bundles of Xmas trees piled up at rail siding in Pembroke awaiting loading into box cars.
2. Group of Jacobson, Inc. workers at Eastport storing wreaths just brought in from neighboring towns, prior to trimming.
3. Mrs. Edith Wilbur, Jacobson's, holding a 36" wreath.
4. Trimming wreaths at Jacobson's are, left to right, Mrs. Florence Bassett, Mrs. Bertha Stanley, Miss Mary Stanley, Mrs. Edith Wilbur and Miss Anna Lola.
5. A general view of the freight siding at Pembroke with Xmas trees piled in the foreground.
The American Railroads make up the biggest single organized industry in the world.

The world's greatest concentrated total of freight cars, 1,760,604, is owned by the American railroads. Their combined capacity is 93,625,750 tons, exceeding by far any other freight-carrying combination on the globe.

It would cost $60 billions to reproduce the American railroad plant.

The American railroads are among the nation's biggest employers of labor—average employment on the railroads in 1953 was 1,226,665.

There are several times more miles of railroad track in the United States than in all other countries of the world combined.

More than 25,000 freight and passenger trains start out on journeys every 24 hours on the American railroads.

The railroads have spent more money for improvements—$10 billions—in the last 10 years than any other industry in America; and more than $32 billions since 1921.

The American railroads are the nation's greatest taxpayers; in 1953, they paid $1,300,000,000 in taxes to Federal, State, County and City Governments in the U. S.

The American railroads are the greatest consumers of (1) steel, (2) coal, (3) oil, and (4) wood products produced in our country.

All forms of transportation are vital to America and its economy; but all others are more or less dependent upon the railroads—and the railroads are the most nearly indispensable to America.

America's railroads make up the mightiest single agency ever put together by man for the efficient carriage of vast volumes of freight and passengers.

The railroads spend more money each year—the average for the last 10 years is $1,761,523,260 for materials and supplies—than any other industry. The railroads are among the nation's greatest payers of wages—$5,328,358. In 1953.

A High Green
For
"J. L. Q."
Contributed by one who worked with him at Rigby

The associates and friends of Joseph L. Quincy, Asst. Supt., Portland Terminal Company, were shocked at his untimely death on October 19th. Not only his associates and subordinates, but the members of their families who honored and revered his name.

Upon his transfer from Waterville to the position of Yardmaster at Union Station, he immediately won the admiration and respect of his subordinates and as he was advanced through the positions of Asst. General Yardmaster and General Yardmaster and finally to that of Assistant Superintendent, his promotions met the approval of everyone under his charge.

The culmination of one of his dreams to relieve congestion in the old Portland Yards was the building and opening of the Rigby Terminal on the site of the old Rigby Trotting Park on December 16, 1923.

He was loud in praise of the many loyal and efficient railroaders in all branches of his many and varied charges including General Yardmasters, Yardmasters, Conductors, Trainmen, Clerks, Telegraphers, Laborers, Wharfmen, Crane Operators and in the various groups employed at the Portland Union Station.

He was personally acquainted with all Maine Central and Boston & Maine personnel having Rigby Yard or Union Station as their home terminal and was held in high esteem by one and all.

Availability was his watchword and thru the long years he was on the scene day or night when his presence was required on account of wrecks, derailments, heavy congestion of traffic and the many other incidents which were his life.

A friendly but stern disciplinarian he was always ready to give or take a little.

He was endowed with an infallible memory which allowed him to store a vast amount of knowledge and information regarding his many responsibilities.

Let us add that he passed on as he wished. Whenever he heard of mishap or striking one of his workers or members of their families, he would always say, "When the day comes when I can't throw my feet out of bed onto the floor to cover my job, I want to bid this earth 'Goodbye.'"

He is the belief of those he was closely associated with thru the years on the Maine Central and the Portland Terminal Company, our Good Lord will say, "Well done, my good and faithful servant, enter."!

Our deepest and heartfelt sympathy goes out to his widow, Mrs. Jane E. Quincy and his daughter, Mrs. Janet Thompson.
Bartlett, N. H.

By O. R. BURWOOD

So far we have heard of only two deer being taken by our local micromods. Trackman Fred Cote has one and foreman Bob Gardner got himself a large buck.

A. S. Dodge, T. S., has returned from his vacation in Pittsburg, says he had a fine time of it. Operator R. C. Burwood has returned from Korea and is discharged from the army. He goes to work at Bartlett on third soon, with Union Station.

Mr. H. Bowie is taking over at Fahyvan while agent Joe Crepeaux is on vacation. From Fahyvan ‘Mackey’ goes to Fryeburg to relieve agent Walter F. Tracy.

Ivan Stonehouse, trackman, retired October 22nd. He came to work on the Bartlett section on April 24th, 1924, and has put in the last of his railroad years on the Sawyer River section. He has made his home in Bartlett during his Maine Central career. We all wish Ivan many years of retired happiness.

Gardiner

By M. L. SANBORN

Station Agent David Cameron retired from active service in October. Dave has had 52 years of continual service with the Maine Central which started in the Dover Freight, Maine. Genial Dave is well known throughout the system, and he and his family are missed by his new employees. All of us at the Gardiner Station wish him good health and a long life during his retirement.

Operator Eben Lord may trade cars again this fall. Eben is looking for a late model with all the modern conveniences including white sidewall tires, automatic shift, T.V. installed, blowout proof tires, etc.

Operator Ralph F. Tracy has been getting his home in West Gardiner ready for winter putting on banking boards, storm windows, replacing glass in window panes, etc. Ralph is of the opinion that winter will come early this year, and it is best to be prepared.

Freight Clerk Clyde Cooper enjoyed three weeks’ vacation in October visiting friends in New Hampshire and Massachusetts. Clyde also went coon hunting a few nights to pass away the time and, as this venture is usually an all night affair consisting of falling over trees and hidden breaks in search for a coon, he was glad to stay home and watch T.V. the latter part of his vacation.

There seems to be no limit to modern scientific research. Latest dope is the mixing of plastic varnish with bed sheets, resulting in a nice, smooth durable sheet suitable for use inside box cars or section houses. Or else for roofing material.

And, to be sure, honorable mention should be made of the vast number of railroad hunters who ‘would have got him if’. We know about ‘em because we were one of them in other years.

M. H. Bowie is taking over at Fahyvan while agent Joe Crepeaux is on vacation. From Fahyvan ‘Mackey’ goes to Fryeburg to relieve agent Walter F. Tracy.

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Olin Gordon, Baggage man, has a few hens and roosters for sale at so much per pound or where he can get 40 cents for the whole lot—all prices F.O.B. and subject to change without notice.

Crossing tender Hiram Walker attended the Topsham Fair this month.

Signal Maintainer George Curtis has purchased a new car—one of the latest models to come out of Detroit—and equipped with all the modern conveniences of the motorcar age and a few more thrown in to clinch the sale. We all certainly admire George’s choice of car and are looking forward to a ride some day soon.

Signal Helper Fred Pickens purchased a power lawn mower that will run by remote control. Fred just sits in his lawn chair and presses a button, says a few magic words, waves his hands high in the air, and this modern contraption is off to do the moving.

Section Foreman Albert Allaire and his crew have been installing a temporary crossing at Farmingdale in order that the paper mill crews may haul back their pulp wood which was washed down the Kennebec during the hurricanes.

Augusta

By E. E. WALKER

We are glad to see Clerk Telegrapher, Herbert Thing back to work following a recent operation.

Cashier Ray M. Burns is on his annual hunting trip to the Wilds of Whitefield. Me. Burns has no plans on enjoying a fine run for a tennis supply when he returns. (?)

Mr. M. B. White former employee is working in freight office account of vacation.

Home owner, Art Roy has recently returned home and is convalescing from surgery. We hope to see you around soon Charlie.

Section Foreman and Mrs. Albert Galloupe are leaving Thanksgiving on an extended trip to Florida. Al says he intends to spend his time at the beaches and not for purposes of getting tanned.

Merry Christmas

Waterville Station

By M. W. FLYN'T

Sympathy is extended to the families of retired yard conductor Edmund F. Traynor and retired signalman Harvey W. Schoppes. Both of these long time employees died recently.

Engineer M. B. Pope recently had the misfortune to fracture his leg while hunting.

Congratulations to Mr. and Mrs. Earl Brochu on the birth of a baby daughter.

Mrs. Lillian Poulin is substituting for Mrs. Carman and Mrs. Glendon Bumps. A. S. Dodge, T. S., has returned from his vacation.

Glenna Carline Bumps, 14 years of age, daughter of Carman and Mrs. Glendon Bumps. She is a graduate of the China Grammar School at China, Maine and is attending Erskine Academy at South China this year.

Brunswick

By H. O. PREBLE

Bus driver Danon Cunningham had a sad accident here recently. It seems he bent over to check the air in his tires and that was it. Spare tire porter Gene Donahue obliged with a spare pair of pants.

Assistant track supervisor Horace Ames relieved track supervisor A. S. Dodge at Bartlett for his vacation.

The enginehouse is a desolate place now that the Lewiston job is running out of Rigby. Just the yard swifter puts up there now.

Operator I. C. Varney is covering the agents job at Wiscasset account Agent V. F. Atwood on sick.

The new Administrative telephone is now in operation here. It has been a very silent partner compared to the regular business telephone so far as we on nights are concerned.

Mr. L. C. Varney is covering the agents job at Wiscasset account Agent V. F. Atwood on sick.

The new Administrative telephone is now in operation here. It has been a very silent partner compared to the regular business telephone so far as we on nights are concerned.
General Offices

By DORIS THOMAS and ERNESTINE GRIMES

The Accounting Department regrets losing two good clerks, Mrs. Grace Thompson and Charles Hanson, through attrition of their respective jobs on November 24. Our best wishes go with them in their future undertakings.

A new railroad has been added to the Maine Central route — on October 26 a son was born to General Accountant Virgil and Mrs. Hawkes at Westbrook Hospital. This is their seventh child.

Miss Retta Shaw is on leave of absence from the Chief Examiner's Office, with Mrs. Ralph Merrow, wife of the Assistant Freight Traffic Manager, substituting in her place. Mrs. Merrow has returned to work in the Executive Department, after a fall which resulted in a broken arm.

Martha True, Stenographer, Freight Claims enjoys a well-deserved motor tour thru New Hampshire and Vermont. From our Building Superintendent, Mr. Gessey we learn that Mrs. Lou Halliwill, former Matron who now lives in Seattle, Wash., visited friends and relatives in Etna recently. Mrs. Marion Curry, Matron is absent count of a broken arm and her sister, Mrs. Grace Verrill, are on vacation, Mrs. Barnes visiting her nephews in Chicago and Mrs. Verrill visiting relatives in the south.

A number of the personnel are enjoying vacations and trips to different parts of the U.S. and a new substitute in the Superintendent's office is Carolyn Servaty who worked while Mary O'Connor was on a trip. Story to hear Mary Starch, Stenographer, Superintendent's office is ill. We will all be glad to see you well and back again, Mary.

Gertrude Shute, Stenographer, Purchasing Dept. has enjoyed a week's vacation.

We are glad to welcome back Mrs. John Allen (Alice Jenkins) who is working temporarily in the Superintendent's office. Alice formerly worked in the Comptroller's office before her marriage.

Deering Jct.

By T. F. ROCHE

THANKS

I wish to thank heartily all those who contributed to the billfold and to the fund recently presented to me on the occasion of my retirement. This gift is sincerely appreciated.

ELWIN T. RICKER

Above is Conductor E. E. Wortman of the Eastern Sub Division, celebrating His birthday, at His old homestead, Easton, Maine.

Conductor Alfred Bouchard of Trains 213 and 214, on vacation, visiting at Manchester, N. H., is also doing a little hunting.

Engineer Bob Pressnell and Clarence Ward did a little hunting down on the air line.

Engineer Earl Drew on vacation, went hunting down around Calais. Returning, he and Mrs. Drew made a trip by auto to Boston and New York.

Congratulations to retired Conductor and Mrs. Nick Howard on their wedding, and from all of us, to You both, the best of luck.

Sympathy is extended to Conductor and Mrs. Judkins, on the death of Mrs. Judkins' Mother, Miss Marie Proctor, daughter of Section Foreman Proctor of Newport, has joined the Woman's Air Corps, and is training at Lakeland, Texas. Her Brother Paul, is in the Air Force, stationed at Trenton, N. J.

Engineer Ralph Hopkins has retired from Chicago, accompanied by his daughter and two grandchildren. Their Father, a Chief Petty Officer in the Navy, has been transferred to Midway Island in the Pacific. They plan to accompany him later.

It must be the season for broken wrists. Your correspondent's Wife broke her when the railing broke on piazza of camp. Mrs. Harry Rines, has returned from Europe. This is her second trip going and returning by plane, as her second trip going and returning by plane, as her second trip going and returning by plane, as her second trip going and returning by plane, as her second trip going and returning by plane, as her second trip going and returning by plane, as her second trip going and returning by plane.
Portland
Freight Office and Freight House
By ALICE MCLAUGHLIN and MARJORIE J. MULKEN

Best wishes are extended to the wife of Timekeeper William B. Cooney, who has returned to her home after being a patient at the Maine General Hospital.

A lovely pre-nuptial shower was given to Stenographer Marjorie J. Mulken (formerly Quigley) by her associates and friends. Those present were the following: Miss Penfield, Miss Sullivan, Mary E. Norton, Florence P. Cooper, Alice A. McLaughlin, Ever H. Nelson, Fay L. Marcroft, Margaret Shapazian. Nan Donahue, Anna C. Ward, Mary E. Norton, Florence P. Cooper, Alice A. McLaughlin and the guest of honor. A very fine gift was presented, for which many thanks are extended by the bride and her friends.

Rigby Engine House
By ALBERT E. WETMORE

Two of our employees at the engine house retired during the month. Electrician Jesse Cobb, who has been in service for 33 years, and Yardman John F. Clancy, who has been in service for 30 years. Mr. Cobb was born in Maine, and after leaving the Rigby Engine House, 1911. His final service before retirement was with the Portland Tinware Company, as an apprentice. He has wide range of experience in his position for 12 years and during that time he mastered the tricks of the art of a sheetmetal worker. It was at this point that he entered the service of the railroad at the old Thompson's Point Station early 1917 - 1922. In the year 1922 - 1923 he entered civil service as an instructor under vocational training for the War World No. 1 veterans. His final service before retirement was at the Rigby Engine House, 1925 - 1954.

The Bowling League, to which our point contributes, is now at its peak, with a high three strings with 339. Charles Ready has displaced a position in the high single with 122. Jay Welch holds the second single with 119 and holds high three strings with 330. As a result of Bill Conrad's retiring Laborer, and Laborer Archie Pratt, "Arch" as we know him, he has wide range of experience in his position for 19 years, however in a different capacity, the electrical worker in the engine house. He has quite a football player and we may hear from him on the gridiron at a later date.

The Safety Board now reads 81 days without lost time accident, or 194 hours for all 3 shifts. The engine house has been around early this month when Laborer Raymond Thompson returned after a vacation. Our apologies to Electrician H. S. Hughes. We had one death during the month, that of Foreman Earl G. Breese. Our deep sympathy to his friends and family.

Wavedy Hammond, a former employee has returned to the engine house for a quite a number of hours, however in a different capacity, the electrical worker in the engine house. He has quite a football player and we may hear from him on the gridiron at a later date.

Wavedy Hammond, a former employee has returned to the engine house for several hours, however in a different capacity, the electrical worker in the engine house. He has quite a football player and we may hear from him on the gridiron at a later date.

Our condolences to the family of the late Retired Machinist Leslie E. Cobb, who passed away recently, is convalescing at his home in South Bristol. Best wishes for a speedy recovery, Earl, and hope to see you on the job again.

Freight Checker John Connolly visited New York City during his recent annual leave.

The Dowling Bowling League is off again to what they call a 'Winter's Break.' The League comprised of eight four man teams meets every Tuesday at the Montgomery Square Alley's. Officers for this year are Bill Mullen, Mullen, and Dally and Hugh Flynn, Statistician. At this writing Jerry Shea is running true to form with a 90 average and holds high single with a 140. Jay Welch holds high three strings with 330.

We welcome back to the fold Laborer Bill Conrad, who has returned after being out sick for an extended period of time.

As a result of Bill Conrad's retiring Laborer Charles Ready has displaced a position in the engine house.

Garman Elmer Amsden has returned to work having recovered from an injury due to being hit by a power saw.

General Foreman Tom Airey, leading Carman Henry Grimm and Foreman Joe Berry were among those who were not successful as deer hunters.

Carman Bob Mulhen, Ivan and Don Perkins, Howard Thurlow and Labaror Gun Proctor all brought home the venison. Howard helped needed to carry his out of the house.

Understand Raymond Lawrence and the Mrs. had quite a celebration on the occasion of their fifth wedding anniversary.

Wish a speedy recovery to Yard Checker Herb Pston who is recently recovering from a major operation.

Freight and Blacksmith shop are undergoing a face lifting with the arrival of a new saw and drill press.

Terminal Car Department
By HUGH F. FLYNN

The Maine Central family lost two of its members in the past month. Electrician D. W. Stratton died recently. Mr. Shaw had made his home in Princeton since retiring and Dan Stratton had been in the hospital at Lincoln undergoing treatment. Engineers Hagen King and Bill Dowling and Machinist Vern Cunningham are all back on the job after being on the sick list for a month or more.

Since Jim Fay has given up the freight runs into Bangor we have been over a passenger run between Portland and Waterville, we miss seeing him very much. Jim in his days has dragged around the engine house and he was like nothing but the plush for Jim.

Our condolences to the family of the late Retired Machinist H. S. Hughes.

In the last issue we reported that he was the proud father of a baby girl. The family was over the moon—but the baby was a boy.

Auto Traders: Richard Moran—J. L. Rich, Mrs. W. P. Dowling, Mrs. B. H. Duddy, Mrs. Ira Carmine and Mrs. L. P. Merritt recently attended the New England State Assis...
Joanne Marie Moran, daughter of Machinist Richard Moran of Winterport was recently married to A/2C Noah C. Burson. Mr. Burson is stationed at Dow Air Force Base with the 506th Operations Squadron. His home was in Houston, Texas before signing up with the Air Force. At present they are living at 20 Boynton St., Bangor.

The fraternity meeting in Portland. Forest Lodge of Portland was hostess for the meetings that were held in the Eastland Hotel. The 1955 meeting will be held in Bangor with Bangor Lodge No. 646 in charge of the program.

According to all broadcasts and news items the deer kill is running way ahead of last year, but the boys in this department are certainly behind the schedule. We believe that the lack of game is the main reason the night hunters are at an all time high this year. On this basis we doubt that the legal kill will go above thirty thousand this year.

And to all our readers a very MERRY CHRISTMAS and a HAPPY NEW YEAR.

Back in the year 1822 in New York City, a Dr. Clement C. Moore, a Biblical history teacher, wrote for his own children a poem he entitled "A Visit From St. Nicholas". Since then the title has changed to "THE NIGHT BEFORE CHRISTMAS" and has had many deviations from the original. This is our contribution.

*Twas the night before Christmas and all through the round house Not a mechanic was stirring not even a boss.

The tools were all hung in their places with care In hopes that no breakdowns would move them from there.

Most engines were nestled all snug in their pits Except for a few that just couldn't rest.

When all at once there arose such a clatter 22's engine had quit, Lordy what was the matter.

Out of the round house and on the dead run Electricians, mechanics Yes, even the foreman Up onto the engine with tools in their hands Meggers and meters and radio bands.

The foreman on duty to his mechanics he came He whistled and shouted and called them by name.

New Charlie, now Paul New Jonnie, now Everett On Jimmie, on Pat On Mickey and Dick.

Now many an obstacle they had to meet To get 22's engine back on her feet.

With a check of the PC switch and dead man control Another man sees if the fuel is low.

When all at once the engines start with a flash A fuse was the trouble now that's in the past.

And the Engineer exclaimed as he drove out of sight Merry Christmas to all and to all a good night.

Bangor Car Department

By C. A. JEFFERDS

General Car Foreman L. J. Hartery bagged a doe during his annual hunting trip this season. Also included in the list of lucky hunters is Carman O. W. Spaulding who also got a doe.

Those who have enjoyed their vacations are: Electrician Leo J. Hartery, Jr., Carmen D. K. Bridgham, R. E. Lancaster, Jr., M. L. Baker and Stenographer C. H. Lottus.

Mrs. P. F. Boudreau, wife of Asst. Car Foreman is visiting her daughter and family in East St. Louis, Mo.

Carman R. E. Wheeler has returned to work after enjoying his vacation. A welcome addition or change to the Bangor Relief Train outfit under the supervision of L. J. Hartery, General Car Foreman, is a new or rebuilt living car No. 984, replacing the old living car No. 900, which has been in service for some time.

Railroad Memories

MORE WONDERFUL photos forwarded by Bartlett Agent Bud Burdwood taken from stereopticon cards include this view of the first Frankenstein Trestle left, with P&O engine No. 6. At right the legend reads "The Mountaineer" with the engine the "Crawford".

THIS OLD TIMER shows Train No. 86 at Foxcroft Station about 1914. Left to right, Mail Clerk H. E. Chase, Baggage Master S. C. Skillings, Conductor F. W. Hammond, Brakeman R. C. Sanford, Engineer Harry Maxey, Fireman George Parks.