Can You Identify This Location?
Mystery Picture No. 1.

This is the first in a series of Maine Central mystery pictures. They will all be locations somewhere along the railroad's lines with some sort of signal, building, equipment box or other means of identifying the location plainly shown. Answers to each mystery photo will be printed in the following month's issue of the magazine. We hope that you'll have a lot of fun while deciding where these places are out on the line!

WE'RE AFTER SKIERS!
In an effort to attract skiers and winter sports enthusiasts to its trains, the Maine Central Railroad has announced special, low-rate, one day and 3-day round trip excursions from Portland to North Conway, Intervale, Glen and Jackson and Bartlett, N. H. Effective each weekday during the winter season, the low rates afford a comfortable, convenient way to reach the winter sports areas of the White Mountains without the worry of dangerous driving conditions.

COURAGE
Wife (reading the paper): "It says here that most accidents happen in the kitchen."
Husband: "Yes, and we men have to eat them."

THE COVER
The largest deer reported in the area around Cornish this past season was shot by Electrician James Small. Photo sent in by A. B. Wetmore, Rigby Engine House correspondent. Further details may be found in the "From the Editor" column on this page.

FROM THE EDITOR
We believe that we have pleasantly surprised correspondent Wetmore and Electrician Small by the use of their photo on this month's cover. Wetmore forwarded the print to us along with his news column for the December issue. Thinking it an excellent photo of the hunting season and of interest to the many hunters among Maine Central readers, we held it over a month without explanation to anyone.

Thank you, gentlemen, for your patience—your picture is now in print!

Should you have an interesting item that is available for publication or a photograph of railroad activities which would be of interest to all employees, please contact your magazine correspondent. He, or she, will appreciate your kindness very much and we know that it will make their news gathering tasks easier and more pleasant.

Good, sharp, clear, large size photos of general interest are always possibilities for cover pictures and any forwarded to us are viewed with that in mind.
Mail Facilities Expanded and Improved
At Union Station, Portland

COMPETITION FOR MAIL TRANSPORTATION BUSINESS
SERIOUS THREAT TO RAILROAD'S MAIL REVENUE

Portland Union Station is always a busy mail terminal and especially so during the Christmas season. It was the scene last month of hectic construction work, with postal department workers and railroad mail handlers performing the huge task of keeping the mails moving through the terminal at the same time that alterations and new construction were underway to enlarge and improve it.

As a result of the ambitious program instituted by the Portland Terminal Company, greatly expanded facilities for the Postal Transportation Service of the Post Office Department and a new all steel building for railroad mail handlers were completed to the point of occupancy in time to handle the Christmas mail rush. Much remains to be done, however, to actually finish the work which, it is expected, will be brought to a conclusion during the first few months of this year.

One of the big reasons behind this expansion program is that, with its completion, all parcel post is to be sent into Portland, sorted there into direct sacks and sent on to its destination.

Approximate costs for alterations and improvements to the present station building, which is entirely for use by the U. S. Government, are $100,000 and $50,000 for the metal building to be used by railroad personnel who handle the mail. The total capital cost for this work is assumed by the railroad; no part of the cost of the metal building is paid by the Government which will pay rent for the terminal facilities used by its employees.

Prior to the new construction, the railroad mail handlers occupied quarters in the westerly end of Union Station, 45 feet wide by 69 feet long. Next to this section, and extending to the restaurant partition, was the Postal Transportation Service occupying 9,700 square feet of space. Mail was handled from the trains to the Postal Service workrooms by railroad personnel where it was sorted, resacked and transferred to the railroad mail room. From there railroad workers reloaded it on the various trains for the next leg of its journey.

Under the new setup the Postal Transportation Service has an area of approximately 17,300 square feet of space available in Union Station for its use. This includes the original floor area plus that section formerly occupied by the railroad mail handlers and also the new addition just built which is 20 feet wide and 231 feet long, parallel to and adjoining the station building on the platform side under the train shed.

The new addition is constructed of concrete blocks with a weather tight roofing and a hot-top flooring. The former outside station wall has been opened up as much as possible to add to the floor area. Two partitions within the original building have been removed and columns put in to support the upper stories.

Designed not only to meet present needs but also to care for any foreseeable use in the future, are the new quarters for the railroad mail handlers. Their building, situated 20 feet west of the west end of Union Station, is 50 feet in width and 120 feet long. It is to be fully insulated in the walls and ceiling so that it will be warm in winter and cool in summer. Heat is supplied by unit heaters connected with the railroad central heating plant. The exterior will be painted early this summer so that it will match the other railroad buildings in the area. Flooring here is also hot-top.

Both the new building and the addition to Union Station are provided on track side with metal roll up doors. Two storage mail cars can be spotted at each facility for loading and/or unloading. Gravity roller conveyors will handle mail sacks from the cars to the Postal Service work rooms at which point the mail will be sorted and made
Greatly appreciated by railroad officials has been the fine cooperation received from District Superintendent Louis H. White of the Postal Transportation Service, Robert W. Jones of the Regional Realty office and Lynden A. Washington, General Superintendent of the Postal Transportation Service. Their help has made the excellent postal facilities possible which are now in use at Portland Union Station.

TRUCK AND AIRLINE

COMPETITION

Competition, provided by truck and airline companies, is today a serious problem of the railroads of the nation, including the Maine Central. Wholesale diversion of mail traffic from the railroads could, if carried through as proposed, result in a loss of $225,000,-

000 a year in gross revenues, which is about 73% of their total 1953 mail revenue of $310,000,000. Truckers are openly shooting for diversion to highway movement of at least $200,000,000 in mail traffic and aviation interests estimate at $25,000,000 the amount of first class mail they say should be diverted to air movement. Maine Central mail revenue amounted to approximately $1,000,000 for the year 1953.

Any such loss of revenue would lead inevitably to some curtailment of passenger train services, on which mail is normally carried.

The nation’s railroads have an investment estimated at $950,000,000 in facilities for handling and transporting mail, owning 2,600 R.P.O. cars and 11,500 baggage, express and storage cars, terminals, conveyors, buildings, etc. The Maine Central, of course, owns a proportionate share of this investment, including 20 R.P.O. cars and 53 baggage, storage and express cars. Many more of these types of cars are available as needed, however, by use of cars belonging to other roads.

The ultimate result of this loss of revenue would be to reduce the railroads to a standby status, to be called on only when unexpectedly heavy volume, special emergencies or bad weather made it impossible, inconvenient or unprofitable for the other carriers to handle the mail. Even under such inequitable conditions, failure to carry the mail—or to give it preferential handling, as required by law, over all other types of traffic—would subject the railroads to heavy penalties. They would, therefore, have no alternative except to maintain, almost in tact, but for only partial and irregular use, their present facilities. They would have to retain also, but for only partial and irregular employment, most or all of the nearly 50,000 railroad employees now engaged, wholly or partly, in handling mail in stations.

But the railroads, through their various Associations, spokesmen, magazines, and with the support of many newspapers, railroad industry friends and workers, are striving to point out the reasons for keeping the mails on the trains.

Rail rates include coverage of costs for such functions as construction and maintenance of physical facilities and provision of necessary manpower and equipment for handling mail and for its protection and safeguarding in transit. However, neither airlines nor truckers have indicated any desire to provide, as railroads do, the means for handling, sorting or storing mail. In fact, both groups are outspoken on the idea that the Post Office Department should provide the terminal facilities itself. Any transportation rate savings, therefore, resulting from diversion would be reduced by additional costs which some department of the Government would have to assume to provide facilities and labor now furnished by railroads, but not contemplated in rates suggested by their would-be competitors. The “saving” might well turn into added overall cost!

By keeping the costs to the Post Office Department as low as possible for the handling of mail the Maine Central and Portland Terminal Companies are doing everything within their power to keep the mail
contracts. The revamping of the Union Station areas to increase their work load capacities is a major step, plus the other various services provided, all of which are done as inducements for keeping the mails on the trains.

We would like to quote a few paragraphs from a recent message to the employees of the Illinois Central Railroad Company from their president, Wayne A. Johnston.

"Here is what is happening. Back in October 1953, the Post Office Department began experimenting with moving regular 3-cent surface mail by air. Heavy-volume mail routes between Chicago, New York and Washington were chosen. Since then the service has been extended to include certain Florida cities.

"At first glance, the new handling looks like a break for the general public, which is getting a 6\(^\circ\) service for a bargain 3\(^\circ\). But a closer examination reveals that the plan is a vicious one that will destroy railway mail service. Already, most of the surface mail has disappeared from trains between the large cities named above.

"The airlines have a free and easy arrangement in handling surface mail. They need take it only on a filler basis and only when more desirable traffic is not available. They give preference to all other traffic—regular air mail, passengers, baggage and express. Their setup is the answer to a transportation man's prayer—full loads, without extra expense.

"The full story is too long to tell here, but it boils down to this: If the airlines are given the cream of the mail business, the railroads cannot live on the skim milk. The railroads and their employees and friends must win this fight or the railway mail service surely will be destroyed, and it will part of the passenger service.

"Congress needs to be asked one simple word: Why?

"Why are the airlines carrying 3\(^\circ\) mail when last year the Post Office had a loss of more than $29 million in handling air mail at 6\(^\circ\)? Why is the risk of destroying railway mail service being taken, when surface carriers last year gave the Post Office a profit of $39 million? Why is the Post Office, which operates at a large deficit, doing the very thing which will make its deficit even greater?"

Maine Central management's cooperation with the Post Office Department in accepting less for railroad transportation than the I.C.C. allows and in spending capital money in providing larger and more efficient post-office facilities has resulted in a contract keeping mail and parcel post on Maine Central trains. Let's all do our part to ensure its continuance!

Myths That Are Hard to Kill

Every now and then the statement is made that the railroads are subsidized by the Federal Government. Those who make such statements usually cite the federal land grants which were made to aid a few railroads nearly a century ago. And there are some who are under the impression that the railroads are being subsidized currently by the taxpayers for the transportation of United States mails.

For instance, a recent newspaper story contains the flat statement that "the government subsidizes all forms of transportation—railroads through original grants of land and mail charges, airlines through mail payments . . . "

The truth of the matter is that the Federal land grants—which, incidentally, were made to only about 8 per cent of the present-day railroad mileage—were not gifts, but were trades between the Government and those who undertook to push railroads into undeveloped territory ahead of settlement. By the terms of these trades, made between 1850—1871, the railroads received lands worth about $125,000,000 at the time of the grants.

In return for these grants, the railroads, under the land-grant acts and land-grant equalization agreements, carried Government traffic at reduced rates until the arrangement was terminated by Congress in 1946. As a result of these reduced rates, the direct monetary return to the Government was in the neighborhood of $1,250,000,000 or ten times the value of the lands which the railroads received. There is no element of subsidy in such a transaction.

Neither is there any element of subsidy in the amounts paid to the railroads for the transportation of U.S. Mail. In recent years the railroads have in effect subsidized the Federal Government by carrying the mails at charges which amounted to less than the cost of rendering the service.

Maine Central's New Comptroller And Treasurer

Horace Foster

The election by the Board of Directors of the Maine Central Railroad of Horace Foster of West Medford, Mass., as Comptroller and Treasurer of the railroad effective April 1, has been announced by E. S. Miller, President.

In making the announcement Miller said Foster would start his services with the Maine Central at Portland, Maine, on January 3rd and act as assistant to Horace Woodbury, present Comptroller and Ralph Lunt, present Treasurer, until April 1 when he will assume his full title. Both Woodbury and Lunt have reached retirement age under the Railroad Pension Plan and will retire on that date from railroad service.

Foster resigned as Assistant to
the Vice President — Passenger Department of the Boston and Maine Railroad to assume his new duties.

Born in Somerville, Mass., he is a graduate of Arlington High School and Boston University with a degree of Bachelor of Science in Education in 1934. He was employed in a Boston Bank Trust Department from 1935 to 1942 and in 1942 started his employment with the Boston and Maine Railroad in the Auditor of Freight Receipts' Department.

He was in the Armed Services from 1943 to 1946 and returned to the B & M becoming Chief Clerk to Assistant to Vice President — Accounting. In 1951 Foster was again promoted to Chief Clerk and Statistician to Vice President — Accounting. He became Assistant to Vice President — Accounting in 1952 and on January 1, 1954 he was made Assistant to the Vice President — Passenger Department of the Boston and Maine, the position he has held until his present resignation and acceptance of his new position with the Maine Central Railroad.

Foster is married, has four children and will make his home in Portland.

Furlough Fare Extension

The Maine Central Railroad participates with many other railroads across the nation in offering special furlough fares for military personnel traveling in uniform and at their own expense. These fares, scheduled to expire this January 31, have now been extended to January 31, 1956.

Furlough fares are tax-exempt, round-trip coach rates on the basis of 2.025 cents per mile or less.

POPPULAR BUS DISPATCHER DIES

John C. Hayes

John C. Hayes, 52, bus dispatcher for the Maine Central Transportation Co. at Union Station, Portland, for 14 years, died after a long illness at his home, 204 Maine Ave., December 5.

He was born Feb. 21, 1902, at Gorham, N. H., son of the late James T. and Catherine Mahoney Hayes, and moved with his family to Portland at an early age. He attended Portland schools.

He was a member of the Brotherhood of Railway Trainmen and of the Amalgamated Association of Street Railway and Motor Coach Employees.

WANTED — OLD RAILROAD PASSES

The Maine Central Railroad Season Pass for 1889, reprinted as part of this article, is from the collection of Earl Russell, Chief Clerk to the President.

Earl hasn’t been collecting these old time passes for too long a time but already has quite a number of them in his possession. He’s very much interested in expanding his collection so, if anyone has a pass that they would like to send to him, he would certainly appreciate receiving it.

Should you have a pass you might like to send — please forward to Earl Russell, Executive Department, General Offices, Portland.

“Christmas Time Table”

Our Christmas story told of the “Mail Early” messages being read over the public address systems in Portland and Bangor stations by the Train Announcers in cooperation with the Committee on Railway Mail Transportation. One such announcement brought an unexpected request to Train Announcer Batchelder in Portland Union Station.

One day, early in December, “Batch” had just finished making the special announcement which read “The Christmas Time Table says — mail early” and had gone from his office back out onto the platforms. Almost at once a lady stepped up to him and requested a copy of the “Christmas Time Table”!

Slightly taken back by the request, but always ready with a courteous answer, “Batch” explained, to her satisfaction, the circumstances surrounding the fact that no such time table had ever been printed.
The Christmas season provided opportunity for many such pictures as these, all featuring the heavy flow of mail through Union Station:

TOP—Outside the railroad mail handlers building. A large pile of mail sacks is also visible just within the door.

CENTER—Looking into the westerly end of the train shed with a good assortment of Christmas presents on the trucks. The train is the “State of Maine”, sleeping car and coach train, in after its overnight run from New York City.

BOTTOM—The camera’s view was cut off a few seconds after this photo was snapped by more storage cars of mail being spotted for unloading. Stationmaster J. H. McNally (at right) coordinated the movements of the switchers working the cars in the station area.

TOP—An outside view showing the new railroad mail handlers building in December shortly after it was put in service in time to handle the bulk of the Christmas mail traffic. In the left portion of the photo, under the train shed, may be seen a corner of the addition to Union Station.

BOTTOM—Interior of the building (shown in top photo) is a scene of bustling activity as the mail handlers prepare truck loads of mail for loading onto trains out of Union Station. Electric conveyors will soon be added to the equipment of this building.
3 New Magazine Correspondents

Pictured this month are three new correspondents for the Maine Central Magazine. As shown, left to right, they are: Miss Vaun Dole of the Executive Department, Robert Leighton, Dispatcher for the Maine Central Transportation Co. at Portland's Union Station and Mrs. Mary Starbird, Superintendent's office. Each will be glad to receive news of the moment to add to their monthly column material.

RAILROAD VETERANS INSTALL OFFICERS

Installation of officers and a Christmas party featured the December 19th meeting of the Maine Association of Railroad Veterans held in Portland. Officers for the ensuing year are: James E. Fay, President, William Small, Vice-President, B. P. Lyden, Secretary-Treasurer and J. J. Keating, Chaplain.

Santa Claus, a Christmas tree and an entertainment program were enjoyed by the 115 persons present at the meeting.

Since the end of World War II the railroads of the United States have increased their fleet of diesel-electric locomotives from 3,600 to 25,500 units at an outlay of approximately $3 1/2 billion.

BETITTING

Discussing his epitaph, Sir John Strange said, "I want no fuss, nothing fancy. I simply want these words on my stone: 'Here lies a lawyer who always spoke the truth.'"

"But," a friend protested, "no one will know who rests there."

"Oh, yes, they will know," Sir John replied, "All who read will say, 'That's strange!'"

Important Train Service Changes

Changes in passenger train service affecting Rumford, Lewiston and Auburn were announced by the Maine Central Railroad in December.

Discontinued, effective January 10, 1955, is the round trip train No. 214—No. 213 operating from Rumford to Portland and return, leaving Rumford weekdays at 7:20 a.m. and returning from Portland at 12:05 p.m.

This action was made necessary by the decline in traffic which resulted in an operating loss to the railroad of over $48,000 per year on the train.

Also announced, and effective upon discontinuance of the above train, is a new, fast round trip weekday train from Lewiston and Auburn to Portland and Boston carrying a through, stainless steel, air-conditioned, reclining seat coach. This new train leaves Lewiston at 7:20 a.m., Auburn at 7:23 a.m. and arrives in Portland at 8:10 a.m. where the Boston car is transferred to the "Casco" leaving Portland at 8:30 a.m. for a fast run to Boston with arrival there at 10:30 a.m.

Returning, the Lewiston car, attached to the "Pine Tree", leaves Boston's North Station at 4:45 p.m., leaves Portland at 7:05 p.m. with passengers for Auburn arriving at that city at 7:52 p.m. and for Lewiston at 7:55 p.m.

It is felt that the improvements made for Lewiston and Auburn passengers who wish to make a one-day trip to either Portland or Boston are very important to those communities. The new service offers the best schedules and equipment ever available on this run.

The new "siesta coaches" now in production by an Eastern manufacturer cost $210,000 each.
Enjoying the rabbit hunting are Carmen Ivan Perkins, Bill Bean and Bob Mulhern. Notice Henry Grimmer and Joe Martell carrying some of the game. Easy does it.

Enjoying their late vacations are Laborer Bill Conrad, Carman Helper George Lynch and Carman Parker.

Our janitor Asa Worcester seems to be back on the road to good health after being in and out of the hospital.

Understand Carman Don Perkins is contemplating the purchase of a picture window.

With the presentation of a billfold and purse Carman Millett Labarge was extended the best wishes of his fellow workers on his retirement on December 8, 1954. Millett began his railroad career at Thompsons Point in August of 1911. We wish him a long and pleasant retirement.

Three of our fellow workers who have been out sick for many months are Carmen John Savage, Henry Stackhouse and Edwin Roberts. Why not send them a note or card? No telling the good it might do.

Chief Clerk Elmer Rounds recently purchased a 1953 Ford. Nice looking car and we hope it starts good.

Stores Laborer John MacVane and the Mrs. started Dec. 27 for California where they will join their son who is in the Air Force. They plan to return in about five weeks.

Carman Edgar Dunham’s young son has been confined to the Mercy Hospital seriously ill with pneumonia.

Our new magazine editor Mr. Aylward visited during the month for treatment on a lame shoulder. He is now on the mend.

Hostler “Steve” Brodie was in the hospital during the month for treatment on a lane shoulder. He is now on the mend.

By HUGH F. FLYNN

We are glad to report that Mr. Harold R. Cummings, former Real Estate and Tax Agent, is recovering from his recent illness.

Margaret Lynch spent some time in Boston recently catching up on her Christmas shopping. Several of the General Office girls joined with the Portland Terminal girls in giving Mrs. Kurt Reimann and his son a farewell party at Mrs. Campbell’s on Spruce Street. Portland. Mrs. Norton is retiring after thirty years service with the Terminal. “Kate” has the well wishes of all.

Mrs. Vyletta Merry was in New York over the week end recently. She attended the annual Christmas show at the Radio City Music Hall.

We are glad to welcome John V. Parker as a Student Supervisor for the Portland Terminal Track Department.

John comes to Maine from Morrisown, New Jersey, and is a 1952 Graduate of Princeton University. He has recently completed two years in the Civil Engineer Corp of the U. S. Navy, spending two winters at the U. S. Naval Station at Kodiak, Alaska. He has also spent several summers down East, so Maine climate will be nothing new to him.

John is interested in sail boating, skiing and color photography. A family Parakeet, living with his mother and father, Mr. and Mrs. Dudley F. Parker, has recently added “MAINE CENTRAL” to his vocabulary, so John must have plenty of roosters at home.

We extend our sincere sympathy to Miss Retta V. Shaw, Stenographer in Chief Examiner’s Office, (now on leave of absence) whose mother passed away Dec. 1.

By ALBERT B. WETMORE

Our new magazine editor Mr. Aylward visited the engine house during the month.

Labore Lawrence Gantner, 3rd trick is connected on the Pine Point Road to the Central Maine General Hospital. This was our first appearance in a tuxedo and it was quite an experience for him. Roy also lost his pocket book later at the shop.

The family of years.

This affair was sponsored by the nurses of the engine house during the month.

By VAUN DOLE, MARY MORSE, MARGARET LYNCH and ERNESTINE GRIMES

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By IRENE EVELWELL

and

BOB LEIGHTON

Employees of the Maine Central Transportation Co. extend their deepest sympathy to the family of Jack B. Beaudry, who passed away on June 3, 1954. Jack had been employed by Maine Central Transportation Co. as a ticket agent, from June 25, 1932. For the past fourteen years Jack has been our bus dispatcher at Union Station. His ready smile and cordial attitude will always be remembered by his fellow workers and his many friends.

Operator Ken Marston purchased a new 1955 Chevrolet and with only seventeen miles on it struck out for Tenn. for a three weeks vacation during the month of Nov. to hunt big game. Ken has time in both the Atlantic and Pacific.

As Ina Mason who shot a nice 9 point Buck. The parlor and he looked in and saw his little old wife placidly knitting a woven wire fence with a pair of crow bars. Rugged stock, indeed.

Mr. Everett L. Bailey, sectionman at Whitefield wishes to extend his most sincere thanks to all who helped out recently when he lost his home by fire.

George Peters, spare crew foreman and Mrs. Peters have spent most of their vacation in Cleveland visiting their daughter.

Mechanical Department

By L. P. SEVERANCE

Although it has been published here before it is definitely a news item of which to be very proud. The Safety Record Board as of December 10, 1967 reads 1790 days. That is 4 years, 14 months, 13 days. One million one hundred and forty five thousand nine hundred and ninety three days — that is a lot of hours. It is much better place to work.

Robert Hunter and his wife spent Christmas vacation with his family in Machias. Mr. Maynard Preston, Leadman at Portland, and his wife have moved to Portland for the winter months.

Those on vacation this month were Merrill Stanley and Ann Stratton from Mr. Goddard's office and Mr. Arthur Partridge from Portland garage.

The fourth annual joint banquet and installation of officers of the Brotherhood of Railway Clerks will be held on Friday, June 11, at Vallee's Steakhouse, Dunstan, 6:30 P.M.

The cocktail hour will be from 5:15 to 6:15, with Zygby Dyro, accordionist, furnishing entertainment. The full course steak dinner will be served promptly at 6:30, with speakers to follow. After the installation of officers, there will be dancing from 7:00 to 12. Banquet tickets may be obtained from the following committee members:

Lewis Kings, No. 887 and Gordon Wilson, No. 730, Co-Chairmen.

Robert Smite Treasurer, No. 887.

Ernestine Grimes, Secretary, No. 374.

John McGarry and Hugh Flynn, No. 152.

Stanley Heskett and Nathan Copeland, No. 2294.

Lester Cole and John Burke, No. 1050.

John Hurley, No. 884.

James Finley, No. 867.

By C. A. JEFFERDS

Bangor Car Department

Albert B. Miller, Carman, Northern Maine Jct. has retired. Mr. Miller has had over 32 years of service and resides in Carmel.

Those who have enjoyed their annual vacations since the last publication are: Carmen W. T. Walker, H. E. Burnham, M. L. Baker, Carman Helper George Kelley.

Many friends of Carmen and Mrs. D. E. Lambert will be pleased to learn that their young daughter is recovering from her attack of polio, she being now at Bath, Maine, at the Hyde Memorial Home.

Mr. Lambert is substituting in W. T. Walker's position while he is on vacation.

The Trolley Club Exhibit Machine, R. L. Hudson, Laborers, J. E. Roach and W. G. Lizzotte, took part in the search for the downed Eastern airlines plane while they were at the airport.

Not much snow around and not much severe weather as yet and we all hope that it stays that way; however these New Hampshire folks are plenty tough and can manage somehow. Tough and resourceful, and the fact brings to mind a fairly true story of the old Yankee farmer and his good wife of many years.

The old man trod his homestead one afternoon, tired and hungry from his hard day's work, entered the kitchen and soon found that no supper was ready and no sign of the Missus. He looked the dismal scene over a few minutes and came out with a roar for the Missus to get busy and fix the food. She answered from the parlor and he looked in and saw his little old wife placidly knitting a woven wire fence with a pair of crow bars. Rugged stock, indeed.

Mr. Everett L. Bailey, sectionman at Whitefield wishes to extend his most sincere thanks to all who helped out recently when he lost his home by fire.

George Peters, spare crew foreman and Mrs. Peters have spent most of their vacation in Cleveland visiting their daughter.

These are some of the VERY interesting things that R. O. McGarry, son of General Foreman R. O. McGarry, saw on his recent trip to Honolulu for a week's leave from the U. S. Army post on the island of Eniwetok. Ronald, prior to his entering the armed forces was employed at the Engine House as an electrician filling vacations during the summer months. After receiving his basic at Fort Dix he was shipped to the Marshall Islands chain where he was present with Joint Task Force 7 during the explosions of the "H" bombs. He expects to be returned to the States in February of 1955. Upon his discharge in the late summer he will return to the University of Maine where he will complete his senior year.

Mr. lan Hubbard, 3 months old son of Operator Harry W. Hubbard and grandson of Harry B. Hubbard, retired, formerly of the car distributor's office.

Bartlett, N. H.

By O. R. BURDWOOD

Today, Dec. 17th, we ran the first plow up the Hill to downward Clarksburg.

Foreman W. N. Tetreau is taking his vacation with his daughter in Florida. We expect him back soon and loaded with skins of the rattlesnakes he killed down that way.

A good job was done putting in the new macadamized floor in the engine house here. It is smooth and well graded and should provide a much better place to work.
Gateman Ralph Robbins of Hallowell has bid in First Track Winthrop St. temporary; Clerk-Telegrapher Clair Cramblin who has been on the Relief job in Ticket Office has left us and bid in Relief job at Waterville Yard. The Relief job here has been bid in by Operator P. G. Tracy.

Freight Handler and Mrs. Leland S. Hopkins spent Christmas with their son, Rev. Richard Hopkins in Groton, Conn.

Some of the boys and girls around the station are badly bitten by the Television bug and think by Christmas all will be talking the same language, "The rabbit ears lingo."

Rockland

By F. L. CARSLEY

Chief Clerk Lillian McCurdy, vacationing in New York City and Washington, also went on a tour to Williamsburg, Va. Carlos Davis has joined the Maine Central Family as Student Telegrapher at Thomson. We welcome you and the best of luck.

Agent Victor Atwood of Wiscasset is much improved and will be back on the job soon, Retired Telegrapher Ernest Buswell and Mrs. Buswell have gone to St. Petersburg, Fla. for the winter.

Waterville Shops

By "STEVE"

Was glad to see December 1 and glad to see the hunting stop. Cause 'open season' seemed to be on fellers working at the Shop. McCaslin had a lapse of mind and shot himself right thru the heel. And Eddie Maillett, slow and calm; a Trimmer quiet with nerves of steel stepped from his car, fired off his gun and now he's marked a big target that they had to shoot themselves. (they could always pot-shot at a Crow)

Piper Percy Grant has applied for the pension as of December 1954. Percy has been employed by the Company for some 45 years.

Machinist Fred Gould has returned to work after a severe bout with stomach ulcers.

Upholsterer Ray Dillon has returned to work after absence of three months during which time he underwent serious surgery at the Thayer Hospital.

Laborer John Eames recently underwent surgery in a Bangor Hospital and is now convalescing at home and is gaining. John has been ill since the first of August.

Carman Peanut Libby faced a local judge recently and paid a nominal fine for allegedly driving so as to endanger. Peanut being a man of few words hasn’t had much to remark about the deal.

Chief clerk Herman Rines has a Tonic in the rear mud guard of his new car.

One of our more eye appealing employees recently observed a birthday anniversary which was noted appropriately by co-workers with gifts. Bill Otis stuck in his two cents worth by observing that “life begins at 40”. (Personally we’d doubt that he would know)

Machinist Wilfred Posler has returned to work after a long and severe illness.

Machinist Don Russell has recently purchased a home on Bunker Island in Fairfield.

Machinist Otho Crowell has moved into his new home in Fairfield.

Retired Blacksmith George Hustus has been a frequent visitor at the shops.

Clerk Chester Ellis has recently purchased a new home in Winslow.

Pigeon boss Bill Leeman is on the sick list and rumor has it that he will winter in Florida.

Carman Sam Merrow has recently moved to the country and all the blessings of farm life.

Machine Apprentice Ernest Niles is serving a hitch at the Engine House.

Blacksmith Helper RePete Gagnon has recently bought a home on Benton Neck.

Any one interested in a good white enameled stove complete with oil burners should dikker with Machinist Charlie Whitney in the Wheel Room.

Clerk Guy Wentworth and family have been visiting relatives in New York City over the Christmas holidays.

Mr. and Mrs. Howard B. Stafford have recently been discharged from the U. S. Air Force at Otis Air Base Falmouth, Mass. and are visiting with her parents, Laborer and Mrs. Elisha St. Peter. They will make their home in Missouri. They were non coins and married in the service.

Yard Foreman Phil Sherrard has sold the new home that he recently built on the First Range-street. He has moved to College Ave.

Scrapper Clarence Garfield is building a new home on the Shawsnt Road in Fairfield. The grapevine has it that the Garfields will winter in Florida as soon as the house is completed.

Re-elected Labor Yardmen are Archie Smith for the Foremen and Oiler, Paul Halle for the Carmen and Abbott McKenney for the Machinists.

Helper Walter McCaslin has returned to the

Two retired railroaders who visited recently were: left, E. S. Osborne, former Express Messenger, and Seth C. Smith, former Locomotive Engineer.

Wilton

By ANN NEWCOMB

A. C. Hodgson Section Foreman Livermore Falls passed away. Deepest sympathy is expressed by all his fellow workers and many friends.

Here is Section Foreman V. I. Robinson and the big buck he downed between North Jay station and Wilton during his vacation this past November.
A/3c Roy E. Pike, son of Clerk W. S. Pike of Chisholm yard office, recently completed his basic training at Sampson Air Force Base, N. Y. He is now stationed at Keesler A.F.B., Biloxi, Miss., where he is taking a 13 week course in Air Traffic control. He graduated from Wilton Academy last June and enlisted in the Air Corps on June 29. His address is: A/3c Roy E. Pike AF—11273680 3396 Stu. Sq. Keesler A.F.B. Biloxi, Miss.

N. Blarney, sectionman on Farmington crew, has been off duty the past several weeks due to a severe cut on his hand suffered while chopping wood off duty.

V. J. Robinson, section foreman, and J. White, underhand, are among the fortunate hunters to have tagged their deer this past hunting season.

D. A. Clough has been bunted by Eddie Creamer in J. White's section crew at Livermore Falls.

Agent Goddard is off on a weeks vacation to be relieved by spare operator Bowie.

The station at North Jay is in the process of being torn down by a Mr. Oliver of the East Dixfield Road.

The Station at West Farmington will be sold and moved or torn down soon. So camera bugs or railfans better hurry if they want the last chance to get a picture of the nearly century old land marks of either West Farmington or North Jay.

The Fireman's job on the Livermore Falls Switcher was abolished recently.

Nick Blamey, sectionman on Farmington crew, and wife are announcing birth of a new born son named after daddy.

A recent survey showed that 66 railroads of the United States issue magazines or house organs for their employees. In addition, house organs are issued by The Pullman Company and the Railway Express Agency, both controlled by the railroads. It has been estimated that the aggregate circulation of these periodicals is in the neighborhood of 1½ million copies a month.

By JOHN J. KEATING

Conductor and Mrs. Lutterell celebrated their Twenty-Fifth Wedding Anniversary December 5, 1954. Wedding Anniversary was celebrated by Conductor Lutterell, Father and Mother who reside at Milo, Maine. Station Master Wood of Bangor celebrated his birthday November 27th. Mr. Wood and Mrs. Wood made a trip to St. Petersburg, Florida.

Conductor and Mrs. Seeleis, at this writing, are in California visiting their children.

Portland Terminal Conductor Fred Luckin will be laid up for a long spell with a broken leg. Mrs. Bridges, Mother of Ralph and William of Bangor, and Mrs. Clifford Swan of Portland, died, December 5th. Ralph is connected with the Maine Central Railroad and William is Captain in the Bangor Police Dept. Our sympathy is extended to you all.

Sympathy is extended to the families and relatives of the following members of our Railroad Family, Retired Conductor, Richard Moreshead, Portland Terminal Conductor, James D. Tuttle, Retired Engine Exam Harry Dame, Retired Engine Exam "Lou" Manter and Retired Conductor Charles Donna, all of whom died in December.

Retired Conductor S. L. Ross of Lewiston, celebrated his 72nd birthday, December 30th.

The Reverend Timothy Maney of Bath received a Fifty Year membership button from the Knights of Columbus in December.

A foreign newspaper correspondent reported this dialogue, reputedly direct from the Kremlin.

"What," asked the first Russian, "was the nationality of Adam and Eve?"

"There's no possible doubt, they were Soviet citizens," replied the second Russian. "They had nothing to wear, nothing to eat but an apple and lived in paradise."

For those who haven't seen Locomotive No. 470 since her famous last steam train run on the Maine Central, June 13, 1954, we hereby present this picture of her standing on a special section of track on the lawn at Waterville Station. Men from nearby Waterville Shops perform maintenance on this memorial to the age of steam power.
The days are getting shorter, and  
We'll soon have snow around;  
So plan to work more carefully  
Because of icy ground.

It takes more SAFETY FIRST these days  
To keep that record clear,  
'Cause hazards are more numerous  
Around this time of year.

With darkness coming earlier  
And mornings breaking late;  
With clothes piled thick on top of clothes,  
It's hard to navigate.

With footing much more insecure  
Because of snow or sleet —  
With fog and wind and steam and smoke  
And frost-bit ears and feet —

With collars turned up higher and  
Your hat pulled down about —  
With mufflers, coats, and overshoes  
To keep the winter out —

It makes it much more difficult  
To move, and see, and hear;  
So, hazards are more dangerous  
Around this time of year.

This business ain't no child's-play, where  
A railroad man must be;  
And yet I know that, with it all  
You surely will agree

That winter calls for SAFETY FIRST  
And, if we're not so dumb,  
We'll do our jobs the way we should  
These winter months to come.

And let me ask you, fellows, did  
You ever wonder why  
We talk so much of safety, and  
The rules we live it by?

It's 'cause we want us all to do  
(And "us" means you and me)  
To do our work from day to day  
Without an injury.

And, as we've said, and tried to show,  
The winter time is when  
Too many records—good—like ours  
Are spoiled by careless men;

A careless man who takes a chance  
And thinks he'll profit — BUT  
It's ten to one he'll trip and fall  
And bust his you-know-what!

So do your job with pride and care  
In spite of winter's blast,  
And get it SAFELY done (although  
Perhaps not quite so fast).

It doesn't pay to take a chance  
And leap before you look—

KEEP SAFETY FIRST - BEFORE ALL ELSE  
(The best rule in the book)

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