There were many correct answers, we know, to our first mystery photo in last month's magazine and also some puzzled frowns. Actually the picture shows the end of double track at Freeport, looking east. Freeport station is just out of sight on the left and slightly to the rear of the camera.

But, here's a new challenge. Do you recognize the above scene? We are inclined to think it a difficult one for anybody not quite familiar with the area. A clue might help: it is a junction point.

You'll find the correct answer in this column next month.

Then there was the man who always called a spade a spade until he stumbled over one in the dark.
A Maine Central Stone Crew
In Action

Location—Mile Post 22.25, east of Freeport, main line to Bangor via Augusta.

Speed restriction: 10 miles per hour.

A “Slow” board indicates to the engineer that he must operate at restricted speed, passengers notice the braking and slow crossing of the work area and then a pick up to normal speed again as the train passes a “Resume Speed” board.

To the non-railroader the above episode probably means relatively little—his train slows down momentarily, the train crew probably shows considerable interest in what is going on outside and he, himself, notices work going on alongside the track.

But, to Maine Central people, the incident is another example of a railroad maintaining, at its own expense, the roadbed for its passenger and freight trains. Experienced and skilled crews work tirelessly with valuable equipment and materials in performing this task, weather conditions notwithstanding.

The particular repair work of which we are writing was done to a culvert washed out last fall by Hurricane “Edna”. As pictures on other pages of this issue show, only a comparatively small stream courses through the area under normal conditions but the deluge of water, released by the terrific rainstorm and combined with water from a dam which burst upstream from our tracks, built up to 40 feet deep and literally blew out the existing culvert along with tons of dirt that formed the roadbed. A hole 40 feet deep was left and train traffic was halted.

In order to restore service with a minimum of delay a temporary trestle was constructed, a type of bridge that is known to our Engineering Department as an 8 panel pile trestle.

Then a Stone Crew, under Foreman Jack Lawrence, was called to the scene to replace the culvert so that the area might be filled in, graded and normal speed restored to that section of trackage.

The old culvert, constructed of stone and 4 feet x 4 feet in size, capably handled water flow at that point for many years. It could have been replaced with a culvert of the same size but our Engineering Department concluded that good practice dictated installation of a larger structure. Hence the new culvert, 6 feet in diameter, 120 feet long and created from multiplate corrugated pipe, has a capacity almost twice as great as the old culvert. It was a job—there wasn’t any doubt on that score! Cold weather, icy water and rough terrain all hindered but did not stop the work.

In an area of flat ground, with few trees and little undergrowth, the segments of such a culvert could be bolted together on dry land and then rolled into place. Not so here—there wasn’t any room for such maneuvering—all 15 sections, made up of 60 segments of pipe, had to be individually placed and bolted right where they were to be used—in the stream.

First then, the crew had to apply a protective coating of a material called Bitumastic 50 to all surfaces of the pipe. That brought up a minor difficulty also, in that the coating was rather hard to spread in cold weather but on it went under the powerful brush strokes of Jack Lawrence’s men.

Next, the sections were carried to the brook, which was running several inches deep in ice water, and placed in position. Four segments to a section, 15 sections, a total of 1,356 bolts to be tightened. It took time, a total of 32 days.

With the culvert secure and in place the job was ready for the fill and it was necessary to dump 98 carloads of gravel and stone into the hole, approximately 3,000 yards of material, before it was filled and the track level reached. Distance from the rails to normal water level had been 37 feet.

Two Stone Crews are presently working on the Maine Central System. One, Jack Lawrence’s crew mentioned in this article, as a general rule works the entire territory west of Waterville, while the other crew, under Foreman P. L. Martin, works everything east of Waterville. If necessary, of course, either crew may be sent anywhere on the railroad to perform its work.

It is an interesting fact that, due to the absence of regular Foreman
P. L. Martin because of illness, the temporary Foreman of his crew is Frank Lawrence, a brother of Foreman Jack Lawrence. Remaining members of Martin's crew at the present time are: D. A. Pomeroy, M. J. Tracy, V. T. Leighton, C. L. Tracy, H. M. Davis and D. R. Reid, cook.


While there are only 2 Stone Crews in operation now, there were at least 4 in years gone by. The skilled Stone Cutter and Stone Mason were excellent craftsmen on these railroad Stone Crews.

In the years during which the various parts of the Maine Central Railroad were being constructed, stone was in great abundance in this part of the country and widely used with the result that practically all bridges and culverts on the railroad were made from it. Quarries were to be found at North Jay, Redstone, Hallowell, Clark's Island (near Rockland) and throughout Washington County. The Clark's Island quarry is active today along with a very few quarries in Washington County.

Construction of Portland's Union Station is of stone quarried at Redstone; it has a reddish tint in it as compared with a pure gray found at most other quarries.

The Maine Central still uses a quantity of stone for the headwall construction of some small culverts. It is obtained just as blasted from a quarry and railroad crews do whatever shaping is necessary.

Many culverts, which were built of stone when the railroad was originally constructed, are still in use. Crews these days maintain and repair them where necessary, working inside some box culverts as small as 3 feet square.

One of the colorful old-timers in the Stone Crews was Foreman Tom Breen. He was born in Ireland in 1855, according to Maine Central records (although he always claimed that he did not know exactly how old he was). He came to this country at an early age, became a railroad laborer at Bath in 1873, and a Stone Crew Foreman in 1884.

So the story goes—Breen once wanted to find the length of a culvert he was to repair. A tape measure couldn't be pushed through because of the distance and the culvert was much too small to crawl through. But, it happened that he owned a small dog, so, a string was tied to the dog's collar, the dog was coaxed through the culvert and the string measured giving Breen the distance he was after. Rather ingenious, these Foremen!

Breen retired in 1936 from railroad service. He was the very proud owner of Maine Central Gold Pass No. 1, issued to him at the completion of 50 years service. He called it his "Century Pass".

He died in 1943.

Sumner S. Clark

OFFICIALS PROMOTED

New Assistant To President

The appointment of Sumner S. Clark of Portland as Assistant to the President of the Maine Central Railroad effective February 1, was announced January 20th by E. Spencer Miller, President.

Clark, a native of Portland, graduated from Thornton Academy, 1936, the University of Maine in 1940, A. B., and Harvard Law School in 1943, L. L. B. He then went into the Navy and served in World War II as a Lieutenant. At the completion of his Navy duty he started with the Maine Central Railroad as Attorney in November of 1946.

In May of 1952 Clark was appointed General Attorney of the road the position he has held until his present appointment. He is married and makes his home in Portland with his wife and six year old daughter, Deborah. Clark is a member of the Portland Rotary Club, the Cumberland Club of Portland and the Cumberland Bar Association.
Arrangements between the Maine Central and the Boston and Maine which have been in effect since 1933 for the employment of joint Operating and Mechanical Department officers and personnel were terminated effective February 1, 1955.

The announcement from E. S. Miller, President, included the appointments, effective February 1, of Morton A. Thomas as General Manager-Transportation and Roy F. Baker as General Manager-Mechanical. In these new positions Thomas has jurisdiction over operation of trains, yards and station agencies, and Baker has jurisdiction over the mechanical forces of the railroad including the Waterville Shops, engine houses and car and locomotive repairs. Both officers report directly to the President.

Thomas is a graduate of Montpelier, Vermont, Seminary and Syracuse University. He started railroading in 1910 as telegraph operator on the Boston and Maine and was promoted through the positions of agent, train dispatcher, general agent and trainmaster. In 1938 he became Superintendent of the Montpelier and Wells River and St. Johnsbury and Lake Champlain Railroads and in 1942 was made Superintendent of the Eastern Division of the Maine Central Railroad. He returned to Montpelier in 1943 and was made Vice President and General Manager of the St. Johnsbury and Lake Champlain and Montpelier and Wells River.

Later that same year he was rehired by the Maine Central as Superintendent of the Portland Division with office at Portland and in 1947 was made Assistant General Manager-Operating, the position he has held until his present promotion.

Baker is a graduate of Pennsylvania State College, Class of 1923 with B.S. and F.E. Degrees. He started railroading on the Boston and Maine in 1925 as Air Brake Instructor and Supervisor of Automatic Train Control. In 1930 he was made General Air Brake Inspector and in 1939 was promoted to Supervisor of Air Brakes, Air Conditioning and Power Plants. He was made Assistant Superintendent of the Fitchburg Division of the B. and M. in 1944.

Baker joined the Maine Central as a joint man with the B. and M. in 1945 when he was made Superintendent of Car Maintenance of both roads and in 1948 was made Assistant General Manager of both the B. and M. and M.C., the position he now holds.

He is a member of the Mechanical Division of the Association of American Railroads, New England Railroad Club, Alpha Sigma Phi, Tau Beta Pi and Eta Kappa Nu Fraternities.

Also effective February 1 was the promotion by R. E. Baker, General Manager-Mechanical, of R. F. Dole from the position of Assistant Shop Superintendent at Waterville Shops to the position of Mechanical Engineer for the Maine Central and Portland Terminal Companies with headquarters at Portland.

In connection with these announced changes in the Operating Department, the statement from President Miller indicated that there is no foundation to rumors of an impending consolidation between the Maine Central and any other railroad or railroads. The separation of Maine Central and Boston and Maine Operating and Mechanical Departments has been accomplished simply as a move to step up efficiency of both roads and has been planned for some time.

It was pointed out that the Maine Central connects, and enjoys valuable traffic interchange, with seven different railroads, including the two Canadian transcontinental systems, at a dozen junction points, and that a keystone of its policy will continue to be the fostering of good relations and closest cooperation, consistent with traffic protection, with the management of all of these lines. Maine Central is cooperating with the Boston and Maine in the employment of joint officers and personnel in accounting, purchasing and tariff and rate work.

The statement concluded by saying that the independent Maine Central with its local resident management and four gateways to the west will continue to advance the interests of the Port of Portland and protect and develop through routes and rates for Maine industries and shippers.
Eric P. Smith of Portland was appointed Chief Statistician of the Maine Central Railroad and the Portland Terminal Company effective February 1, according to an announcement in January by Walter P. Reeves, Vice President.

Smith, who was Statistician of the road, will, in his new position, also perform the work previously handled by H. M. Harris, who retired as Chief Examiner on February 1 after 47 years service.

Born in Cambridge, Mass., Smith graduated from Concord High School, Philips Academy, Class of 1924, Harvard College, in 1932, A.B. and Harvard Business School, in 1934, M.B.A. He joined the staff of the Federal Co-ordinator of Transportation in Washington, D.C., in 1934 and in December of that year he started his railroad career on the New Haven Railroad as Assistant to Traffic Development Agent and held various positions on that railroad including Chief Traffic Analyst of Traffic Research and Development Department and Assistant to General Merchandise Manager.

Coming to Portland in 1953, he became Statistician in the Executive Department of the Maine Central where he has been making studies of various railroad operating problems.

Smith is an ardent stereo camera enthusiast and spends much of his spare time photographing in color scenes in the deep woods and along the Maine coastline. He is also interested in the study of Arctic exploration and has a sizable library of books on the subject acquired over a period of 30 years.

Harris has had an outstanding career in railroad service working through the various positions from clerk to Chief Examiner attached to the Executive Department.

He has taken an active part in the affairs of the American Society of Variable Star Observers and has served as secretary of that society for a number of years. From his astronomical observatory at his home Harris has filed hundreds of reports on his observations with the society.

Harris is a licensed amateur radio operator and plans to spend some of his time during retirement in the electronics and television business with his son who is now active in that field in South Portland. He is a past president of the Maine Mineralogical and Geological Society, Maine Microscopy Society, Portland Amateur Wireless Association, Maine Astronomical Society and is First Celloist in the Brunswick Orchestral Society.

The appointment of E. D. Westcott as Assistant Superintendent Car Service, effective February 1, was announced in January by F. L. Strange, Supt. Car Service. Westcott’s headquarters will be in Portland.

At the same time, W. E. Pierce, Superintendent, announced the appointment of J. N. Horton as General Agent at Bangor, filling the vacancy created by the promotion of Westcott.

L. W. Judkins was appointed General Agent at Rumford, filling the vacancy created by the promotion of Horton. Judkins was formerly a Maine Central freight conductor.
TOP – Traffic was maintained at Mile Post 22.25 in Freeport by means of a temporary trestle which looked like this from water level. The picture graphically shows the construction of the trestle and gives an idea of the size of the wall of water which poured through the area.

BOTTOM – The trestle looked like this at track level. There's little to indicate the scope of the washout or the amount of fill later required at this point.

Shown in the TOP photo are Stone Crew Foreman Jack Lawrence, at right, and James McLoon, a member of his crew, during the rebuilding of the Freeport culvert. The crackling fire gave the men a chance to warm up a bit on cold winter days.

A good look, BOTTOM, at the size of the corrugated pipe culvert – 6 feet in diameter. Just imagine the volume of water it will be capable of handling when and if necessary!
Fourth Annual Joint Installation

Head table left to right, Mr. Plummer, Miss Ernestine V. Grimes, Mrs. Harrison Lyseth, Dr. Lyseth, General Chairman Harold D. Ulrich; George E. Curtis, Jr., master of ceremonies, Gordon L. Wilson, G. W. Hurley, Lewis E. Rines, Mrs. Rines, T. F. Timmins and Mrs. Curtis.

By Ernestine V. Grimes

Miss Anne Donahue, Portland, and Mr. Harry L. Plummer, Cape Elizabeth, were honored Saturday, January 15 as the two holding longest union membership under the jurisdiction of the seven lodges of the Brotherhood of Railway Clerks in the Portland area, when Lodges 152, 374, 790, 884, 887, 1050 and 2243 held their fourth annual joint installation of officers at Vallee's Steak House, Dunstan.

Preceding installation ceremonies, a delicious steak supper was served 404 members and guests. Brief messages were heard from Chairmen Ulrich and Hurley as the ceremonies began after the dinner. Dr. Lyseth's special brand of New England humor and seriousness would have kept his audience spellbound for much longer than his allotted time.

Brother Hurley, as installing officer, with Brother Timmins as Sergeant-at-Arms, seated the following officers of the various lodges:

- **#152**—President, John S. McGarry; Vice-President, Joseph F. Flaherty; Recording Secretary, Thomas J. Foley; Financial Secretary, Jere J. Flaherty; Chaplain, W. B. Cooney; Sergeant-at-Arms, William G. Shea; Inner Guard, Joseph DiMauro; Outer Guard, James J. Hassen.
- **#374**—President, Miss Ernestine V. Grimes; Vice-President, Martin A. Holmes; Recording and Financial Secretary, Clifford H. Ball; Chaplain, Philip Merriman; Sergeant-at-Arms, Neil Smith; Inner Guard, Miss Theresa Slattery; Outer Guard, Thomas Dunn.
- **#790**—President, Clifford P. Hawkes; Recording Secretary, Melville L. Davis; Financial Secretary, L. W. Reinsborough; Chaplain, Harry W. Caldwell, Jr.; Sergeant-at-Arms, Bentley I. Gass; Inner Guard, William P. Kelley, Jr.; Outer Guard, Miss Clara Dunbar.
- **#884**—President, Edward Hurley; Vice-President, C. Conley; Recording Secretary, Bartley Flaherty; Financial Secretary, John J. O'Donnell; Chaplain, John Burke; Inner Guard, Newton Rogers; Outer Guard, William Roach; Local Chairman, George Purdy.
- **#887**—President, John J. Redmond; Vice-President, Sterling E. Brown; Recording Secretary, Robert G. Smith; Financial Secretary, Parker L. Brooks; Chaplain, T. L. W o o d b u r y ; Sergeant-at-Arms, William E. McCullom; Inner Guard, Matthew Stowell; Outer Guard, Charles Duncan; Local Chairman, James J. Finley.
- **#1050**—President, Mrs. Katherine O. Somers; Vice-President Gilbert Georges; Recording Secretary, G. S. Siteman; Financial Secretary, Lester J. Cole; Chaplain, Robert Rounds; Inner Guard, Harold Hodgkins; Local Chairman, Martin McDonough.
- **#2243**—President, George Buckley; Vice-President, John Foley; Recording Secretary, Nathan Copeland; Financial Secretary, Stanley Heskett; Local Chairman, Louis Rancourt.

The evening concluded with modern and old-fashioned dancing.
Bertram L. King, a retired Blacksmith died recently at the home of his son Machinist C. B. King in Vezzie. Mr. King had worked his entire life on the Maine Central, and with the times with radio broadcasts and newspaper items of local and national importance. Mrs. Rogerson raised a family of 6 boys and 1 girl of which among the 4 boys now living is Stationary Fireman L. J. Rogerson. She makes her home with a daughter, Mrs. Marie A. Calhoun of Edward Island. Belated Happy Returns Mrs. R. Vacationing “Down Among The Shimmering Palms” are Engineer and Mrs. L. J. Grant. Theodore H. Ware MM 2/C — U.S. Navy, son of Electrician F. J. Ware, was discharged after 2 years service. He spent most of his time aboard the destroyer U.S.S. San Marcus in the Atlantic Fleet which included the Caribbean area.

At two related “Clubs” formed here about a year ago are undergoing a change. First the “Non-Smokers Club” which, at its inception, boasted of about a dozen employees who were well impressed with a series of articles pertaining to smoking — or rather not smoking — so

Recently visited the home of Retired Engineer W. H. “Bill” Maney, and he consented to a quick snap. Some of his old buddies outside the area might like to know that “Bill” is in wonderful health and drives his car daily.

Our sympathy is extended to the family of L. J. Higgins on the recent death of his father Thomas Higgins. Still on the sick list at this writing are Machinist E. W. Rideout, Hostler H. A. Skillin and Locomotive Engineer J. A. Coombs.

When Electrician G. M. Hathaway stepped into an open floor on Diesel 366 on January 10th, he ended a record of employees going without a lost time accident of 1819 days or 4 years 339 days — a total of 1,121,257 man hours. Which merely strengthens the determination of all employees to continue on and excel the past record. Mr. Hathaway is still at home at this writing but is recuperating rapidly.

AT IOYTRADERS, Laborers E. F. Glidden, W. C. Gaudette.

OUGHTOTRADEHER: “Willie Moody.” A grand old lady, Mrs. Leonard Rogerson celebrated her 103rd birthday on January 24th. She is a very active person and enjoys excellent health as well as good hearing and eyesight. One of her hobbies is following the so-called “soap-operas” daily. She keeps abreast of the times with radio broadcasts and newspaper items of local and national importance. Mrs. Rogerson raised a family of 6 boys and 1 girl of which among the 4 boys now living is Stationary Fireman L. J. Rogerson. She makes her home with a daughter, Mrs. Marie A. Calhoun of Edward Island. Belated Happy Returns Mrs. R. Vacationing “Down Among The Shimmering Palms” are Engineer and Mrs. L. J. Grant. Theodore H. Ware MM 2/C — U.S. Navy, son of Electrician F. J. Ware, was discharged after 2 years service. He spent most of his time aboard the destroyer U.S.S. San Marcus in the Atlantic Fleet which included the Caribbean area.

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cut it out then and there. But the membership in this disorganized organization slowly dwindled down to its present two. And the reason that they could trim down a little bit of the excess. In some cases it did help but in most cases it was the drowning man grasping for the straw. On the 11 to 7 trick the club boasts a few staunch members in Eames, Ross, Caruso, Wilson, Simpson, Hatch, Drew. Then there is Bill Clark who is a losing battle not to join the club. Last report had him within 4 ounces of being a member.

By JOHN J. KEATING

Sympathy is extended to Enginnerman and Mrs. Dennis Desmonds of Waterville on the death of their son. Patrick.

Chief Electrician, Floyd Lancaster of the U.S.S. Hincmarie, was in his Baltimore, later returning to Boston. His ship sailed to the Pacific Ocean. Floyd was employed as electrician at Bangor Engine House.

Mrs. Earl Stevens, wife of Enginnerman Stevens of the Eastern Warehouse, was appointed a trustee of the High St. Baptist Church.

Brakenman George Townsend’s wife was a recent hospital patient. Also George Hall of the section crew. Glad to hear the reason that he is with the thing. Bruce Bowden, son of Merrill Bowden, freight handler, has been discharged from the service.

Alcide, son of General Agent Vic Brown, was in the hospital, recovering from a bad ulcer. He is much improved now but must take it easy for a long time.

At a recent church meeting, Harold Duplisea, freight handler in the Eastern Warehouse, was appointed a deacon, and Sandy Laboree, was appointed a trustee of the High St. Baptist Church.

Rutherford, has had a long spell of hepatitis. Now he can join the “Stumpy” Club. Emile Onion made a trip to Togus to visit his brother there. And is at home with his parents.

Jack McClaren one of our former bus drivers visited some of the fellows a short time ago. He has only recently discarded the heavy cast. Meanwhile, Bob is keeping up his morale with a new ski rack on his flashy blue convertible and is at home with his new grandson, James Morin is President.

By VAUN DOLE, MARY E. MORSE, ERNESTINE V. GRIMES AND MARY E. STARDBIRD

We hear Mr. and Mrs. Spurgeon Sullivan are on another skiing trip in Maine. It’s Geits winter.

Larry Harding, Signal Clerk, and family have moved to South Portland and Mrs. Prentice, is very proud of his new grandson, James. Dana L. Woodbury, Clerk, Freight Traffic, is an avid skiing enthusiast. He’s now sporting a new ski rack on his flashy blue convertible and is at all set for White Mountain skiing.

Mr. Herbert M. Harris, retired Chief Examiner, is on leave of absence, and is spending two weeks because of illness. Paul C. Garvin, Passenger Traffic Dept., now has his car back in running condition after it was badly damaged in an accident awhile ago.

Paul A. Murray, Ticket Seller, Union Station, is on leave of absence and is spending some time in Jacksonville, Florida. Walter R. True, Ticket Seller, Union Station, is on leave of absence, and is going to see the sights in San Francisco. While Morton and Murray are away, Bernard J. McDonough is filling in as ticket seller.

Mr. Herbert M. Harris, retired Chief Examiner, is very proud of his new grandson, James.

By IRENE ELWELL AND BOB LEIGHTON

Many of the bus operators and mechanics were very pleased to see Pop Goddard a short time ago, as he visited at Union Station and also the garage.

Ray Briggs has been elected President of Local 1435, Ray is driving the Portland-Belfast section. He plans to be in charge of the operation with Mood lights, a small building in Greenfield, Mass. Charles, Jr. is on the.

Mrs. Y. C. Neilson, wife of Conductor Neilson was a patient at the Maine General Hospital. Station Baggage master, Forest Edgecomb of Bangor and Miss Georgina Reed were married January 6th at Hampden, Maine. Lots of Luck to You both.

Mr. and Mrs. Spurgeon Sullivan are planning another skiing trip in Maine. It’s a patient at the Veterans Hospital. We hear Mr. and Mrs. Prentice are spending two weeks because of illness.

By VAUN DOLE, MARY E. MORSE, ERNESTINE V. GRIMES AND MARY E. STARDBIRD

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Mr. Theodore G. Grover, General Freight Agent, has returned to the office after being out for two weeks because of illness.

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Mr. Horace Foster of West Medford, Mass. Maine, where he was formerly Assistant to the Vice-President, Passenger Department. A hearty welcome is extended him, along with best wishes for success in his new position.

It seems raining again — at press time Mrs. Horace Bud, wife of the Assistant Treasurer, had just returned leaving the house in a small shower and was still quite ill. At the same time Mr. Budd and their young daughter were seen coming into the office. A cordial welcome to all three.

Treasury Ralph Lunt recently enjoyed a weekend trip to Southport with Clerk Erroll Libby who has been appointed supervisor of the daily noon-time cage game among the fellows in his office. While there has been no consistently lucky winner, we understand that Mr. Libby expects to exploit in the next round. It was nice to see Mary Jean MacNeil, former secretary of the Maine Central Office, in the building just before the Holiday. We were very sorry to learn of the sudden death of Arthur B. Mennealy, Train Dispatcher on January 5th. Mr. Mennealy, who has been in the service of the company for 50 years, was a well-liked employee, and our sincere sympathy is extended to his family.

Fire brought tragedy to Fred Peterson of the Stores Department when the house he recently purchased was extensively damaged by flames inside and outside. Hope "Freddie" will soon be comfortably situated again.

Yarmouth

Retired Agent and Telegrapher William L. Kenney passed away Dec. 29, 1954, at his home in Yarmouth, Maine. Mr. Kenney was in the service of the company for 35 years of ill health.

Mr. Kenney began working for the old Portland & Rumford Falls Ry. in 1898 at Canton, Maine. He served the Maine Central Ry. faithfully even after his retirement of 1943 to serve as telegraph Operator at Yarmouth Junction, Maine, retiring March 1, 1954 after fifty-four years of service. All wish him many years of well deserved rest and enjoyment.

Waterville Station

By M. W. FLYNT

Glyde Talbot, Carpenter who lives at Brunswick recently retired. He was presented with a pocket book and a sum of money by his fellow workers, and our sincere sympathy is extended to his wife and family.

Fire brings tragedy to Fred Peterson of the Stores Department when the house he recently purchased was extensively damaged by flames inside and outside. Hope "Freddie" will soon be comfortably situated again.

Wilton

First snow plow of the winter came up the Farmington Branch Jan. 10th, to plow main line and sidings.

Mickey Doles, baggage man on trains 7 and 24, has returned to duty after being off several days account of sickness.

Lavonne Stevens, section man, has traded cars; he is now driving a six cylinder Ford.

Office talk reveals that Joe Whites' TV picture tube burn't out; and that M. A. Tuttle, local mail carrier, reports that he has bagged over 30 rabbits this season with his three year old beagle.

Earlon Knowles, local Express Agent, has recently purchased a rotary for his TV set; hoping to get greater reception.

Howard Rand, crossing signal inspector, was working the Farmington branch again.

Agent E. E. Newcomb, yours truly and son have recently moved into our new home on Pine Ave., Livermore Falls.

Waterville Shops

By KENNETH STEVENS

Clerk Dick Fecteau is a patient at the Sisters Hospital for surgery on a knee.

Gene Poulin, Machinist, has been laid up for a short spell with eye trouble. Sort of a "blackout" as he put it.

Foreman Bill Otis has recently purchased a new snow blower for his drive way. Bill is considering the idea of air blower to the snow plow and melting the snow at the same operation.

A racket has been raised around town by the new equipped office. It is expected that the new equipment will handle these operations and should be a financial success.

Pipeliner Bob Harding has recently purchased a new pick-up and had the misfortune to get sideswiped to the tune of $350.00.

Two gun law and order should be well enforced around here as Sheetmetal Worker Guy Bouler has been appointed Deputy Sheriff's as of Jan. 1.

Retired Painter Cleo Frappier is a surgical patient at the Sisters Hospital.

Clerk Bill McDonald is a patient in a local hospital for a knee operation.

Supt. Frank Bennett is sporting a new car, displacing the 'Green Hornet'.

Congratulations are extended to Joe Whites who has been promoted to Mechanic Engineer for the Maine Central Ry. Joe was assistant superintendent here at the Shops for over three years. Joe purchased a farm in the area and has made many friends who all wish him good flying in his new job. The Dick Doleys plan to move to South Piscataquis and be in the free air traffic business there.

Bob Bennett, former electricians helper and new Agent and Stenographer for a 30 day trip to the West, the last as Joint Agent McE. & C.N. Ry. at Yarmouth Junction, Maine, returning March 10th account of ill health.

By LILLIAN G. WHITE

Veteran Ticket Seller George H. Parker retired on Dec. 16, 1954, Mr. Parker entered the service May 1, 1905 as Ticket Clerk at Portland Union Station. On Sept. 20, 1905 he transferred to Lewiston as Stenographer & Clerk and from May 29, 1906 until his retirement was Ticket Clerk.

Samuel J. Demers retired Jan. 1, 1955 after 50 years of service to the company. Mr. Demers was born in Yarmouth, Maine, on June 15, 1883 and disappointed the town of Casco.

A tree is something that will stand for a long time if it isn't accidentally cut down.
Terminal Car Department

By HUGH F. FLYNN

Carmen Almon W. Dunham retired from the service in December and began his railroad career at Thompson’s Point in April of 1917. He was presented a purse by his fellow workers and we extend him our best of everything during his years of retirement.

At the December meeting of Local Railway Carmen of America, Richard Valerie was elected Secretary, and Earl Jones, Treasurer and Howard Thurlow and Earl Jones members of the Protective Committee. Grant Wilder was elected Vice President; Merle Cook, Financial Secretary; Earl Jones, Treasurer and Howard Jones members of the Protective Committee.

Winning the race for this additional exemption were Carmen Bill Hess and your correspondent. Born on Dec. 23 to Bill and the Mrs. were their fourth child, Valerie Hope. Born to your correspondent and Bill and the Mrs. was their fourth child, Valerie Hope.

Our new drill press has been installed and put in service. The new DeWalt saw has arrived and arrangements have been made for its installation of officers at Vale’s Steak House, Scarborough on January 1st. after an absence of quite a while. Our new editor, Richard M. Aylward, who was recently a visitor at the Freight Office. We also extend our congratulations to our former editor, George McCallum, in his new undertaking.

Portland Freight Office And Freight House

By ALICE A. MCLAUGHLIN and MARJORIE J. MULKERN

A very enjoyable time was spent by the members of the Portland Freight Office and Freight House, respectively, who were among those who participated in the joint installation of the Protective Committee. They met at Dunstan, Saturday evening, January 13. A large audience was in attendance, and their Clerk Harry L. Plummer, Inward Department, was presented with a beautiful present and a purse, the work of Sister Anne Z. Donahue.

The Protective Committee has also settled on a board of directors. Curtis H. Colby is with a broken wrist. A visitor to the shop was Carmen Almon W. Dunham who has been off duty for illness for some time. Married in Portland on Dec. 31, 1954 was George Colman Philip C. Gilikson to Miss Vivian Grubb. We extend our compliments to the newlyweds. A floral piece was made for their reception. Best wishes are extended for a speedy recovery to Timothy J. Crowley, loader and caller, who is recuperating from a recent illness in the Mercy Hospital, and is now at his home at 246 Brackett St., Portland. Don’t forget to send him a message in your next issue, and it helps one a great deal.

At this time is a surgical assistant to Dr. J. Welch has the three strings with 339. Team 32 and E. Murphy are tied for the high single count of the retirement of Mrs. Kathryn Norstrum. The couple will reside in Orono, Maine where they will spend the coming week-end in Boston.

A party was given at which six of their seven children were present. The seventh child is in the service. We extend our congratulations to our former editor, George McCallum, in his new undertaking.

Many comments have been heard of the exceptionally fine banquet and entertainment at the reception held at Vale’s Steak House, Scarborough on Jan. 15, 1955.

Portland Engine House

By ALICE A. MCLAUGHLIN and MARJORIE J. MULKERN

Boilermaker John Geary had a sudden attack of a possible kidney ailment, and was taken to the Methodist Hospital in treatment and treatment. He is O. K. now, and reported back on the job within a few days. Boilermaker and Mrs. Meade celebrated their 34th wedding anniversary on December 16. A party was given at which six of their children were present. The seventh son is in the Methodist Army.

Machinist Ralph McKeplin, who has been out sick for some time, is about ready to come back to work, and we welcome him back. O. K. sign. William Tatarczuk had all his family home at the Christmas festivities.

Maurice Weeks, a former Machinist Helper, has been promoted to Machinist. It is believed that he has done an excellent job, and we wish him the best in his new position.

Machinist Foreman John McCarthy has just been set up for quite a period of time previous to his decision, and will be on the 3rd trick. In compliance with the provisions of the job he is in control. He successfully passed the test for air brake and I.C.C. specifications.

Machinist George Miller tells me his son was home for Christmas. John McGregor, retired Rigby Engine Dispatcher and President of the Lodge Labor organization, reports that his son Captain Donald McCarthy, after finishing a refurbisher course at Fort Benning, Georgia, has been assigned as Special Service Officer, at Hq. Military Post. The rigby engine house was presented with a very pretty bouquet, both in recognition of their long service with Lodge 152.

Best wishes are extended for a speedy recovery to Timothy J. Crowley, loader and caller, who is recuperating from a recent illness in the Mercy Hospital, and is now at his home at 246 Brackett St., Portland. Don’t forget to send him a message in your next issue, and it helps one a great deal.

Best wishes are extended to Miss Patricia Shea in the average department with 97.2. Our new drill press has been installed and put in service. The new DeWalt saw has arrived and arrangements have been made for its installation.

Two young girls on December 27th. She is a recent visitor at the Freight Office. We also extend our congratulations to our former editor, George McCallum, in his new undertaking.

The Riclbv 108x108.jpg

By O. R. BURDWOD

Henry A. Doyle, former engine house employee died recently after enjoying five years of retirement. He worked in the engine house for 26 years during period of Xmas holidays or vacation.

The safety board had a meeting recently and we are now ready to give the safety talk for the month of February. We also wish to report that in January 159 days without a lost time accident or 3,336 hours. Mr. Quigley our Safety Director had us under observation during the month.

Machinist Helper Ralph Sawyer who seemed to be much better in the early part of the month has taken a turn for the worse making operation necessary in his home, to save his life. Blood donors were called upon to give some of their blood after the operation.

Machinist Helper John Nally has gone to California at least for a while. He was preceded by his family sometime ago.

Foreman Fred Lombard while vacationing at his home’s in Pennsylvania received word of the death of Mrs. Lombard’s grandmother. They immediately made arrangements.

Laborer John Feeney has at last decided to retire after quite a while of consideration of the matter. Good luck to you John.

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Wife: “I’ll be ready in a minute, dear.”

Husband: “Take your time; I’ve got to shave again now.”
welcome your
HEART FUND
VOLUNTEER

FEB. 20th

HEART
SUNDAY