Can You Identify This Location?
Mystery Picture No. 3

Last month's photo, Mystery Picture No. 2, was taken at Quebec Jet., N. H., looking east toward Portland. Track at the right is our Mountain Sub-Division and on the left are cars on a siding next to the line running to Beecher Falls, Vt.

We've had a number of people correctly identify the scene, among them being a Maine Central man who recognized it from a trip he and his wife made to Quebec, P.Q. back in 1921. At that time, with 3 or 4 changes of trains (one of them at our mystery site), it was possible to go all the way from Portland to Quebec. That day in 1921 also saw snow on the ground and a string of cars in much the same location.

Merton J. Stearns, Agent for the B. and M. at Norwich, Vt., also had the correct answer.

The railroad facilities at another point on our lines, as shown above, constitute your photo puzzle this month. Correct answer will be found in another issue. Good Luck!

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WILL IT COME TO THIS?

THE COVER
A rear brakeman's view of Frankenstein Trestle, taken from the platform of the caboose attached to the Gilman Extra. This well known trestle is located, as no doubt most of our readers know, in Crawford Notch and forms part of our Mountain Sub-Division line.

FROM THE EDITOR

Special groups or parties form an important part of the Maine Central's passenger business. For example:
A group of 301 persons recently journeyed to Boston from Lewiston, spending the day there and enjoying the Ice Follies at the Garden in the evening. Extra coaches were added to our new, fast morning train from Lewiston to Portland and Boston while, after the ice show, the group returned on a special train all the way.
And, a few days ago, a group of 156 Boy Scouts and their counselors climbed aboard the train at Fryeburg and thrilled to a one-day excursion through the mountains, via Crawford Notch, to St. Johnsbury, Vermont, and return.
Such groups find that attractive, low fares are available to parties of 10 or more persons traveling together.
All of us can help in this business by urging local organizations to use the train for their trips and by sending tips on possible party travels to Passenger Traffic Manager Harold Foster, General Offices, Portland. That's not only providing valuable business for the Maine Central but also giving folks along our lines the best for their travel dollar.

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street
Portland, Maine
THROUGH THE MOUNTAINS
via
MAINE CENTRAL

Conductor Bergeron, Gilman Extra, filling out report forms at his desk in the caboose.

It was a beautiful clear and cold winter's day as we left Portland Union Station on Train No. 162 bound for Bartlett, New Hampshire over the Mountain Sub-Division and a visit with Magazine correspondent O. R. Burdwood who is the Agent at that station.

A pleasant trip, and several station-stops later, we arrived in Bartlett. It was 10:10 a.m. Mail and express were unloaded and then we watched our train out of the station, up past the engine house and off through Crawford Notch to its destination—St. Johnsbury, Vermont.

Introducing ourselves to Agent Burdwood in the ticket office, we were at once made welcome and the conversation followed along on such subjects as the Magazine, goings on in the Bartlett area, the weather and expected train movements that day.

Burdwood said that a snow plow train had left Rigby yards and had followed us up the line toward Bartlett. It was, however, working the sidings along the way and might be a couple of hours or more before it came along. There was little snow actually but the idea was to make sure that all track was opened properly for any needs.

Beyond that, there was some repair and alteration work going on in the engine house that might be good for a photo or two and, at 12:05 p.m., there was the departure of the Gilman Extra, a local freight then operating Bartlett to Gilman, Vermont and return. Its crew would check into the station in a short time to receive their train orders.

About 11:30 a.m. they arrived: Engineer Mead, Fireman Spencer, Conductor Bergeron, Head Brakeman Kennedy and Flagman Dudley. At our request they lined up in front of their engine, No. 335, for a group picture.

It was nearing their 12:05 p.m. departure time when, suddenly, an inspiration! A quick question to Conductor Bergeron, "Do you have a meet with Train No. 163, Portland bound, somew here further up the line and, if so, where?"

The answer was yes—a meet at Quebec Junction.

Could we make the trip with them in the caboose? Again the answer was yes.

Out of Bartlett on time—engine, caboose and one unexpected passenger. No freight cars going up the line this trip; it was Monday and, as sometimes happened on that day, nothing had arrived at Bartlett for the Gilman Extra. Other days of the week several cars could be expected, sometimes enough so that a second engine would be needed on the grades through the mountains. Engine 335, 1,200 horsepower, could handle 8 or 10 cars without help the crew said.

It wasn't long before we were in the mountains and found there a change in the weather. Clouds hung low over most of the peaks and snow squalls moved through the valley. A common occurrence practically any day during the winter months according to Flagman Dudley. He, the conductor and their passenger were, now, of course, up in the cupola of the caboose, a fine vantage point for viewing the sights of the Notch.

Towering, snow clad mountains topped by famous Mount Washington, looked down on our train from both sides as we labored up the steep grades to the summit: over Frankenstein Trestle, the Willey Brook Bridge past the Willey House and into Crawford Notch Station where our conductor signed the register book.

But, back to the business at hand. A short distance beyond the Notch we reached Carroll siding. Here there were four cars for us to pick up. They had been left for this local trip by the through freight the night before. A car of coal was destined for Gilman, a box car of wood pulp for Groveton and 2 empty milk cars were going to Colebrook to be loaded with milk for Boston. While these cars were being coupled into the train, our flagman walked back along the tracks to protect his train and left a fuzee burning brightly as we pulled out a few minutes later.

The extra for Gilman arrived at Quebec Junction at 1:40 p.m., about an hour before the local freight from Beecher Falls arrived and an hour and a half before the passenger train for Portland was
Posed at Bartlett just before departure time is the crew for our trip: 1 to r., Engineer C. F. Mead, Conductor A. F. Bergeron, Fireman R. O. Spencer, Head Brakeman H. L. Kennedy and Flagman D. A. Dudley.

due. An interchange of freight cars between these two lines is thus set up.

While the engineer and fireman stayed on their engine, Head Brakeman Kennedy came back to the caboose and ate his lunch. We accepted his offer of a piece of delicious, home-made venison mince pie. The rest of the time we sat and talked, took a photo or two inside the caboose and enjoyed the warmth from the pot-bellied stove in the corner.

Engine 331, which arrived on the local from Beecher Falls, was due to undergo routine tests at Rigby so the two engine crews swapped engines. In that way engine 331 could be worked back down the line to Rigby, handling trains all the way. That day she finished the run to Gilman and returned to Bartlett, probably hauling the local freight from Bartlett to Rigby the following day.

While some of the cars of the two freight trains were shifted from one train to the other for forwarding to their destinations, photos of the Junction area, including Mystery Picture No. 2 (appearing in the February Magazine), occupied our attention until No. 163 arrived from St. Johnsbury shortly after 3:00 p.m.

Here No. 163's engine was uncoupled and went over on a siding to pick up two cars of milk which had come down the Beecher Falls line from Colebrook and were destined for Portland and beyond. Trainman "Chief" Simmons did the coupling work while Conductor Allen Batley stayed by his train.

We climbed aboard the coach and took over a comfortable seat for the trip back through Crawford Notch, through Bartlett, at which point the sun was shining again, and on into Portland.

In the meantime, the freight trains we had left at the Junction proceeded with their work: one headed up the branch again to Beecher Falls while the other continued on to Gilman, at which point there is considerable railroad business, and then back to Bartlett.

No. 163 arrived in Portland on time.

Interesting and profitable day? Definitely so!

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Wilbur Lampson

Wilbur Lampson, Supervisor of Bridges and Buildings for the past 25 years, retired February 1st, after 44 years service in the Engineering Department. Working up through the various positions of General Office Draftsman, Structural Engineer, Deering Jet, Supervisor of B. & B., Brunswick Supervisor B. & B. and then Supervisor B. & B. in the General Offices, Lampson has won the deep appreciation of the members of the Engineering Department for the manner in which he has carried out his many duties and responsibilities.

This appreciation was shown on his last day of work when, unknown to him, a beautiful Sylvania television set was installed in his home, the gift of 224 railroad associates. The names of each of these persons was inscribed in a fine leather-bound signature book with every department and practically every location on the railroad represented.

At Lampson's personal request, we hereby express his heartfelt thanks to each of his friends and associates for their thoughtfulness upon his retirement.

Archibald T. Pratt, of 85 Haskell St., Westbrook, a sheet metal worker, Motive Power Dept., after 37 years of service.

Herbert L. Ross, of 344 Ocean St., South Portland, a clerk, Transportation Division, after 43 years of service.

Clyde E. Talbot, R.F.D. Box 1, Brunswick, carpenter, Maintenance of Way Dept., after 42 years of service.

George H. Parker, of 28 Vine St., Auburn, ticket clerk at Lewiston, after 50 years of service.

Samuel J. Demers, of 96 Spring St., Lewiston, crossing tender at Lewiston, after 50 years of service.
Walter E. Beers, of P.O. Box 8, Vanceboro, cashier at that point, after 48 years of service.

C. T. MacCrillis, of 48 Monument St., Waterville, telegrapher at Waterville Ticket Office, after 53 years of service.

George S. Bell, of M.R.B., Bangor, a light tender, after 33 years service. Prior to that Bell had 16 years of service with the B.A.R. as a yard brakeman.

Bernard H. Quinn, 143 Frances St., Portland, yard conductor, Portland Terminal Co., after 47 years of service.

Joseph B. Gaynor, 39 Cedar St., Portland, yard conductor, Portland Terminal Co., after 36 years of service.

Frank E. Hollis, of Kelley Road, Falmouth Foreside, Portland Division engineer, after 48 years of service. His last run was also the last run of Portland-Rumford train #213 last January 8th.

Wallace E. Coulter, Box 41, Vanceboro, stationary fireman, after 44 years of service.

Joseph C. Miller, of 84 Western Pk., Portland, yard conductor, Portland Terminal Co., after 39 years of service.

Percy T. Grant, of 84 Western Ave., Waterville, sheet metal worker at Waterville, after 54 years of service.

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**Two Veterans Receive Fifty Years Service Passes**

Fifty years of continuous service with the Maine Central were rewarded recently when two veteran railroaders received their Life Service passes, each of which was accompanied by a personal letter of congratulations from E. Spencer Miller, President.

Samuel J. Demers entered service on December 17, 1904, as a laborer at Lewiston, later becoming a machinist helper and then crossing tender. He received pass number LS190.

Receiving pass number LS191 was George H. Parker whose service with the Maine Central began in June 1904, at which time he was a stenographer and ticket clerk at Portland Union Station. In September 1905, he became clerk-stenographer at Lewiston and in May 1906, became ticket clerk at Lewiston.

Both of these men have since tendered their resignations from the Company and these are noted in another column of this issue of the Magazine.

First railroad in the United States to change from wide gauge to the present standard gauge of 4 feet 8 1/2 inches was the Androscoggin Railroad (now a part of the Maine Central) extending from Leeds Junction to Farmington, Maine. The change (from 5 feet 6 inches) was made in 1881.

The outstandingly significant feature of the position taken by the railroad industry in various presentations filed with the Work Group for the Cabinet Committee On Transportation Policy and Organization is the absence of any plea for government subsidy. The rail industry prefers private enterprise — paying all its costs from revenues received instead of government handouts.

The railway passenger train provides the safest form of travel ever known. In the last ten years, the railroads performed 507 billion passenger-miles of service, and had only 666 passenger fatalities, in collisions, derailments and other train accidents. For each passenger fatality occurring in this type of accident during that period, the railroads performed the equivalent of carrying a passenger 250,000 times across the continent between New York and San Francisco.

A 25-page booklet aimed at making available factual and pictorial material relating to various aspects of railroading not familiar to the public is entitled "Inside Railroading", and contains the reader behind the scenes and shows him what is required to make the railroad a smooth running, efficient transportation machine.

Copies are available at the Association of American Railroads, Transportation Building, Washington 6, D.C., for teachers and students, and for general distribution.

The A.A.R. railway research program had, according to a recent summary, 92 research projects under way. Included in this number were 24 dealing with locomotives and cars; 36 with track and bridge structures; 18 with freight loading and containers; 8 with railway sanitation, and 6 with rail detector car development.

Chicago is served by 33 railroads, of which 20 are trunk line roads, 7 are switching and terminal companies, 8 are industrial railroads and 3 are electric interurban roads. Within the Chicago terminal district there is more than enough railway trackage to form a double-track railroad reaching across the United States from coast to coast. This trackage includes more than 200 freight yards with a total capacity of 250,000 cars.
AWARD FOR EXCELLENT SERVICE

Following a Maine Central Railroad Budget Committee meeting on the afternoon of January 31st, Committee Secretary H. M. Harris (shown at left) was presented, on behalf of the members, a beautiful wrist watch by Walter P. Reeves, Vice-President. The occasion marked the retirement of Harris as Chief Examiner after 47 years of railroad service.

Engineering Department Promotions

Following the retirement of Wilbur Lampson, Supervisor of Bridges and Buildings for the Maine Central, it was announced by J. O. Born, Engineer of Structures, that the position would be filled by two men, together with their assistants, with territories as follows:

Edward E. Davis, Supervisor of Bridges and Buildings at Portland, covering main line and branches west of mile post 72.28 on the Back Road, west of mile post 75.00 on the Lower Road, the Mountain Sub-Division and Portland Terminal Co.

Assistant Supervisors reporting to Davis are Roscoe F. Woodrow—covering the Mountain Sub-Division and the Portland Terminal Co.—and Clarence E. Dixon—covering the main line and branches west of mile post 72.28 on the Back Road and west of mile post 75.00 on the Lower Road.

Ellis E. Manter, Supervisor of Bridges and Buildings at Bangor, covering the main line and branches east of mile post 72.28 on the Back Road and east of mile post 75.00 on the Lower Road from Waterville to Vanceboro and from Bangor to Calais.

Assistant Supervisor, reporting to Manter, is Burton W. Pease, covering the entire eastern territory.

At the same time Born announced the promotions of Earl W. Hodgkins, Jr. to the position of Assistant Engineer of Structures at Portland and Fred H. Pinkham to the position of General Inspector Bridges and Buildings at Portland.

A pedestrian is a guy who knows there are still several gallons of gas in the tank when the gauge points to empty.

Train No. 28

Shown arriving in Portland Union Station on a recent morning is Train No. 28 carrying a stainless steel, reclining seat coach in the new through service between Lewiston, Auburn, Portland and Boston. Leaving Lewiston at 7:20 a.m. and Auburn at 7:23 a.m., the train arrives in Portland at 8:10 a.m. where the coach is transferred to Train No. 134, the Casco, for a fast run to Boston. Arrival there is at 10:30 a.m.

Returning from Boston on Train No. 19, the Pine Tree, leaving at 4:45 p.m., the Lewiston car is detached from this train at Portland and proceeds as Train No. 29 on the Maine Central. It departs from Portland at 7:05 p.m., arriving in Auburn at 7:52 p.m. and in Lewiston at 7:55 p.m.

It is hoped by the Passenger Traffic Department that this train will prove popular with passengers from the Lewiston-Auburn area during its trial period of operation.

Article by Harry Treat

Harry Treat, well known Maine Central train dispatcher, now retired, has been doing some writing recently about his experiences while in active railroad service. His article, published in the March issue of Trains Magazine, is must reading for all those interested in railroad operations of some few years ago. In order not to spoil the story for our readers, we won’t mention what it’s about; you won’t want to miss it though.
Through The Mountains via Maine Central

TOP—Scene at Quebec Jct. as crews change engines and freight cars are interchanged between Gilman Extra and Beecher Falls local.

BOTTOM—At Carroll siding the Gilman Extra picks up cars. Brakeman Kennedy has just coupled them onto the engine.

Train 163 picks up milk cars at Quebec Jct. and here, in the TOP photo, Trainman Simmons and 163’s engine get them from a siding. The rest of the passenger train is in back of the camera on the right hand track.

BOTTOM—With brakes on and snow flying No. 163 arrives at Quebec Jct. on her way to Portland.
NEW V. P. OF
VERMONT R. R.
ASSOCIATION

Archibald M. Knowles, general counsel for the Maine Central, was elected vice-president of the Vermont State Railroads Association at the association's annual meeting in Montreal early this year. The organization is made up of representatives of all railroads operating through Vermont.

Other officers elected were: president, Alan T. Danver, executive assistant of the Rutland Railway Corporation, and treasurer, Clarence E. Cleveland, executive secretary of the association.

SNOW TRAIN NEWS

Winter sports enthusiasts from the Lewiston and Auburn area now have available to them special, low rate one-day and three-day round trip excursions to the mountains at Bartlett, Glen & Jackson, Intervale and North Conway, New Hampshire. The train leaving Lewiston at 7:20 a.m. and Auburn at 7:23 a.m. makes a connection at Portland with the Mountain Sub-Division train and arrival in the ski resort towns is about 10:00 a.m. The return trip leaves the area about 4:30 p.m. and Auburn passengers arrive in their city at 7:55 p.m. Ticket sales for this excursion will be effective through March 26.

"FAST FREIGHT"

Here's an exciting picture every railroader will want to see - "FAST FREIGHT" - the new RKO-Pathe film just released for showing in movie theatres throughout the country. It's a thrill-packed picture of a diesel-powered 125-car freight train highballing at 60 miles an hour. The audience boards the train at the classification yard and rides part of the time with the engineer and part of the time with the conductor, clear through to destination.

The motion picture contains some unusual photography, not only of crew members in action, but also of brakes being released from the wheels, slack being taken up car by car as the train starts, and a mole's eye view of the cars rolling over the hump in the yard.

Shooting was done mainly in the Potomac Yards near Washington, D.C. and on the Baltimore and Ohio Railroad's line between Alexandria Junction and Fort Meade Junction. The train, dubbed "Big George", was assembled in Potomac Yards for the filming. It was hauled by one of the B. & O.'s four-unit, diesel-electric locomotives.

Two Southern farmers met on the road to market.
"Si, I've got a mule with distemper.
What'd ye give that one of yours when he had it?"
"Turpentine, Giddap!"
A week later they met again.
"Say Si, I gave my mule turpentine and it killed him."
"Killed mine too, Giddap!"

New Signal Set-up at Bangor

About to be relieved at Bangor's C.T.C. control board is Day Operator Ray Merryfield (at desk) whose relief is Spare Operator Harold McNulty:

Bangor yard, in an area from Hampden Road Bridge (locally known as Tin Bridge) to the passenger station, has received the installation of automatic color light signals as well as a centralized traffic control system covering about 1½ mile of the distance. The arrangement provides improved protection for yard train movements and has resulted in the elimination of several older style semaphore signals.

Located between the west end of Kenduskeag Bridge (at the passenger station) and the west end of double track is the territory now guarded by the C.T.C. An operator at the control panel, shown in the photo above, controls all the signals in the approximately 1½ mile section and traffic moves are made under his orders.

Switch tenders in the yard receive the operator's orders via telephone and throw the switches accordingly. With the switches in the proper position the operator then sets the signals, using the levers on his control panel to do so. The safety realized from this system is shown by the fact that the signals will not give a clear indication to approaching trains unless all the switches involved in the move are set in the correct position.
Our sympathy is extended to Head Delivery Clerk Michael G. Norton due to the recent death of his sister, Mrs. Anna Goyette.

Among those planning to attend the funeral services in Boston for the late Laborer W. E. Pierce are his wife, a patient at the Mercy Hospital, and his son, Richard, who has just moved to Maine. We hope to see you all soon, boys.

Best wishes to Stores Department Laborer Charles Whitten and Mrs. Whitten who have adopted an 11 day old baby boy. They have named it Paul Hartley Whitten.

Hostler’s Helper James Jenkins went to the funeral of his sister at Houlton. A floral tribute was sent.

Machinist Clyde Burnham has bid in on the position vacated by the absence of Harry Watts. He is now a full fledged member of the day shift having bid in the job vacated by Electrician Ralph Neumann, who was injured some time ago. Set-up Electrician John Malla, who was covering Wetter's job on the second shift, has declared himself as an electrician and holds that job permanently.

Although we shall miss her, we also extend best wishes to Mis. Anna Goyette, the mother of Machinist Helper Ralph Sawyer who underwent a lung surgery operation. Mrs. Sawyer, with the assistant of the Stores Department Clerk-John Welch, Laborer-Raymond Thompson, and John Sullivan, Ralph is doing reasonably well.

Laborer-Johnnie MacVane has returned from his trip to the West Coast which was accomplished by railroad transportation, and from there to Florida by automobiles. Ormond Beach was his destination in Florida. The annual Chinchilla Show for this locality, the New England area, was held at the Eastland Hotel ballroom during the month. Machinist Annett’s chinchillas as usual took prizes. Of ten entrees his take was second, and third prizes. Not so bad.

“Gene”, and Mrs. Annett at present are in Florida visiting relatives. I herein make known the announcement of the marriage intentions of Leroy St. Peter, and Dorothy Bryant of Upper Gloucester. The date of their marriage probably sometime in April.

On the evening of January 22, a social gathering at the home of our General Foreman Malcolm Billington.

Machinist Theodore Cote tells me his son Roydon has just taken an examination for Customs Officer, in Civil Service, and his son Richard is in Florida, visiting his sister who recently moved there.

We were informed of the death of the mother of our former Foreman James Marcroft, now deceased. A floral tribute was sent.

Machinist Laurence Lancieault was nominated to fill a vacancy on the Executive Board of District No. 42, representing the Portland Terminal branch of the International Association of Machinists.

Fine looking family of Carpenter Peter Griffin all wish to eat this Christmas dinner. This job meant the complete dismantling of the entire engine, including the generator, which had to be moved forward to disengage the gears attached to the crank shaft by which the timing of the engine is obtained. The principle is the same as any internal combustion engine, with the exception of the fact that there is no ignition used to fire or explode the fuel from any electrical source. It is done by air compressed in an enclosed area, so that it’s heat is intense enough to ignite the fuel oil as it is sprayed into the space above each piston by fuel injectors. Each piston comes into position by the timing arrangement so that it fires at the proper time to do the most efficient work. This was the essential part of assembly.

The crankshaft was sent to Waterville Shops to be regrind, as we have no facilities for that kind of work.

The death of the mother of Machinist Helper Milfred Goodwin, survived by 29 grandchildren, and 49 great grandchildren.

Machinist Harry Watts underwent a major operation during the month and, at this writing, he is doing very well in the matter of convalescence.

Our Carpenter and Painter Peter Griffin announces the birth of a son, Peter Joseph, on February 8. Mrs. Griffin and the youngster which, by the way is their first boy out of 4 children, are doing nicely.

A recent visitor to the shop was retired Carman Helper Art Landry’s wife is home again I see.

A happy couple—Caroline June Gilmore, daughter of Electrician Carl Gilmore, and Charles F. Ware who were married Jan. 1, 1953.
Janitor Asa Worcester's wife is home after being confined to the Maine General for observation.

Suggested name for the Maine Central Relief Train Living Car—"Airey's Deep Freeze."

There are some of us who recently took a course on the properties of various kinds of fuel.

Glad to report that Conductor George Duffey is back to work at Union Station after being off for some time.

Leslie Hamel, Jr., son of Carman and Mrs. Leslie Hamel is now on his way to Japan for service in the U.S. Air Corp.

Conductor Bob O'Brien and family have moved into the home they recently purchased in Sunset Park.

Conductor Joe MacDonald was married in Portland on Jan. 15, 1955. They will reside in their newly purchased home in Yarmouth. Perhaps Joe intends to become a gentleman farmer. In any event we wish them much happiness.

Another social event of the month was the marriage of Miss Patricia M. Hamel, daughter of Carman and Mrs. Leslie Hamel to Mr. Robert W. Herrick on Feb. 12. The event took place at the St. John the Evangelist Church, So. Portland, with the Rev. Roland Normandean officiating.

After a honeymoon in Boston the couple will reside in Portland. We wish them many years of happy married life.

By JOHN J. KEATING

Conductor and Mrs. James Plummer have sold their home at So. Portland and have purchased one in Waterville where "Jim" has gone into freight service.

Here is one for the book. A few days ago the Conductor of WI booked his crew in the crew book and this is what it said: J. J. Kelly, Conductor, E. O. Kelly, Trainman, H. J. Kelly, Flagman.

Conductor Harry Rines has been off duty on account of illness but is improving and is able to get out and around now.

Sympathy is extended to the family and relatives of Mrs. Ira Whittmore who died February 4.

Conductor and Mrs. William Robbins, of the Portland Terminal, motored to Florida in February.

Retired Crossing Tender John R. Cook made a trip to Belfast for a visit. John says, "Have not been to Belfast in twenty years, not much change."

Baggage and Mail Handler Frank McDonald, of Bangor, was a patient at St. Joseph's Hospital.

Master. Bangor, was a patient at St. Joseph's Hospital.

Conductor James Kelly was a patient at a local Hospital. At this writing he was home and doing OK.

Ralph Bridges, mail and baggage handler of Bangor, is visiting his sister, Mrs. Clifford Swan, in St. Petersburg, Florida.

On Saturday, January 29, Retired Engineeman Howard Sawyer, of Readfield, accompanied by twenty boys and their Teacher from the grade schools of Readfield, took the train from Augusta to Waterville to see the Memorial of Engine 470 on display on the lawn at the railroad station.

Retired Conductor and Mrs. Carl Pierce have returned to De Land, Florida, for a six weeks vacation.

Mrs. Charles Miller, wife of Conductor Miller of the Eastern Sub Division was a patient at the Eastern Maine Hospital for tooth extraction.

Another social event of the month was the marriage of Miss Patricia M. Hamel, daughter of Carman and Mrs. Leslie Hamel to Mr. Robert W. Herrick on Feb. 12. The event took place at the St. John the Evangelist Church. So. Portland, with the Rev. Roland Normandean officiating.

At their camp in Kegsby, Maine, are: at the table—Seth Smith, left, and Harold "Gramp" Smith, both retired Engineemen. In background are: left, G. A. Stinchfield and Abe Johnson.

By IRENE ELWELL

Sympathy is extended to the family and relatives of Laurel Ames, stock man at Portland garage, who died on Feb. 25th. He had been ill all at the Maine Eye and Ear. Louis Moore, garageman at Portland garage has been on vacation. "Pop" took a trip to Boston to see all his old friends.

Frank Foster, mechanic at Portland garage, also was on vacation this past month. Frank and his wife took a trip to Philadelphia, Penn. to attend the convention of a cousin. "Fat", foreman at Portland garage, plans to go on an ice fishing trip to Molasses Pond this month.

By LARRY SEVERANCE

Engineeman Ralph E. Susse of Vanceboro died recently after a long illness. Ralph started his career as a fireman in January 1918 and was promoted to Engineer in March 1942. In recent years he was driving the Vanceboro night switcher but his health had kept him from his work for some time. Our deepest sympathy is extended to his family.

Engineer E. E. Hathaway has been in and out of the hospital for surgery and we hope he is well and back on the job by now.

When the first of February rolled around it found Hostler Harry Skillin a man of leisure. Harry decided to take advantage of the Railroad Retirement Act and continue his holding to the family auto—with no clock to punch.

Happy days.

By the time this is in print Machinist Helper J. M. Blakney is also going to take advantage of the Retirement Plan. Rather than being known as an active employee he will be known as a supernannuated employee. Good luck to you and the Mrs. Murray.

Speaking of Supernannuated employees, Retired Chiel Clerk and Mrs. C. H. Beard motored to Florida to spend the rest of the winter there.

A fine winter's catch made by Laborer N. E. Dexter and a friend at Molasses Pond. "The Prize" was Dexter's 4 lb. landlocked salmon, shown on the snow in front of the others.

Guess the morning the temperature dropped to 33 below had something to do with influencing them to make the trip.

Some of the boys occasionally contribute to the county fund through traffic violations, and at the same time pick up a demerit mark or two. It's a good system, fellows, and don't get confused. It's the least marks not the most that makes for better driving. Some days a guy just shouldn't get up.

AUTOTRADERS: W. L. Wetherbee, H. R. Eames, S. C. Boynton, Machinist E. P. "Bing" Crosby, should be in the AUTOTRADERS column but he didn't make it through any fault of the body shop. Seems he was a victim of a 3 car intersection collision, and his canary colored wreck will take about $600.00 to make it look like a canary colored automobile again.

Better luck next time.

Last mouth we had three new boys and one new girl added to the dependency list. This month we have a repeat plus one except the parents and babies are different. Boys came to Mr. and Mrs. J. Moran, P. P. Vance, H. R. Robshaw, F. E. Drew, and the girl to Mr. and Mrs. F. J. McManus.

Engineer C. E. Drew going out on No. 8 one early morn was met by Operator Ted Willette at Bangor Union Station who congratulated...
Clerk C. H. “Hawk” Mayo had a very pleasant surprise when Stenographer B. M. Butterfield presented him with a cake on his recent birthday.

him on becoming the father of a new baby boy that was born an hour or so earlier. Ted was in error in that the Dad was Laborer F. E. Drew (no relation) of the Bangor Engine House. Francis is in his early twenties and Engineer Earl is 47 years old. For a moment he really lived—Earl that is!

Two newcomers to the Maine Central family are Laborers T. H. Ware and R. E. Villard. Clerk C. H. Courtney transferred from the Laborers T. H. Ware and R. E. Villard.

in spring a young man’s fancy turns to “flying freight” house to the Stores department at the Railroad Yard Office.

These bright youngsters are the children of Mr. and Mrs. Stanley Mattatall, trainman, of 85 Cannon Road, South Portland; Cheryl, age 6; Susan, age 4, and Craig, 2 months.

Operator R. C. Burdwood is working 3rd trip at Rockyard Yard office, temporary job. Operator A. E. Garon has bid in Bartlett 3rd temporary. Albert is visiting his daughter on the West coast but is expected to return any time now.

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Trainmen Mattatall and Leathers are with Conductor Bergeron on the first Bartlett extra. Conductor E. N. Skowell has bid off the Beecher Falls and return job.

Operator Ralph Tracy has been giving home nights via various routes according to the need of the snowfall. Ralph resides on a farm in West Gardner and after working the second trick here and consulting the latest weather reports departs for home either by Hallowell, Augusta, Lewiston, Farmingdale or Litchfield, etc.

Bangor Car Department

By C. A. JEFFERDS


Coach Cleaner J. F. Vanedestine has enjoyed his annual vacation.

Geo. H. Beaton and Ralph J. LaForge are filling in at Northern Maine Yard as Carmen during the winter months.

Carman M. R. Grass has bid off the swing job in the Freight Yard and R. E. Quimby has taken his place in the passenger yard.

The writer recently received a post card from Bartlett, N. H.

By O. R. BURDWOOD

Plenty of snow—it finally landed here. Large plow banks and cores to be seen now and it means plenty of work for the crews to keep things cleaned out in time.

Bartlett, N. H.

By O. R. BURDWOOD

The canine daughter of Crew Dispatcher F. C. “Bill” Mooney, sets in for him long enough to call an entire crew for an Extra.

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Plenty of snow—it finally landed here. Large plow banks and cores to be seen now and it means plenty of work for the crews to keep things cleaned out in time.
The district superintendent of a railroad always insisted that station-masters send in a full report of any accident, however small. One morning he received a note, "Mr. Hayford fell from platform in front of moving train. Will send further details." After waiting for what seemed an age, the superintendent received a second message which read: "Everything OK, nobody injured. Engine was going backwards."

The pleased look on Philip Maddock's face results from the long chase and capture of this fleet-footed creature, which made him able to "bring home the bacon" this year. "Phil" was a native of Ellsworth, Me. but now lives with his aunt's family, and is connected with T.V. repair work in Portland.

Opera: Where a man gets stabbed in the back and instead of bleeding, he sings!
answer the call

join and serve