Can You Identify This Location?
Mystery Picture No. 10

Here you are — the 10th in our series of mystery photos. This one shows itself to be a junction point with a fairly large station building from which we have purposely had the town’s name eliminated. There are other clues however and, should you decide on this one, why not drop us a card with your answer?

Last month’s mystery picture, No. 9, was taken at Cumberland Center with the station shelter at the right and a section house at the left. The main line tracks lead westward to Portland.

Further correct answers to Photo No. 8, which was the Mattawamkeag station area, have been received from Allen Hazen, of Minneapolis, Minn., and Miss Annie Severance of West Enfield whose father works for the Maine Central at Bangor.

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Receive 50 Year Life Service Passes

Recently honored by President E. S. Miller for their long and varied years of service with the Maine Central were the following veteran employees:
- Conductor Thomas E. Day of Bangor who received Life Service Pass No. 198 together with a letter of congratulations from President Miller.
- H. Adelbert Wright, Assistant Yardmaster at Waterville, who also received a congratulatory letter from President Miller and his Life Service Pass, No. 199.

FROM THE EDITOR

Not a long article in so far as the amount of space it uses in this month’s Magazine, but in many ways one of the most important in the issue, is found on page 8 under the title of “Outstanding Public Relations”.

The grass roots support upon which our Railroad builds its goodwill, public understanding and its actual business comes from contacts made with our passengers and freight shippers by us, the individuals who make up our organization. When a letter of appreciation reaches our management from a satisfied customer it means that we have been doing our job, giving the people of Maine courteous and efficient transportation.

Thus the fine work of Conductor Nielson is an example of good public relations that will maintain the high standing of the Maine Central Railroad in the eyes of the people of the State and provide secure employment for all of us. After reading the article, don’t you agree?
Rate, Tariff and Division Sections of the Freight Traffic Department

By JOHN M. SHAW
General Freight Agent

The Freight Traffic Departments of practically all railroads are basically divided into two categories—solicitation and service or rates, tariffs and divisions. This article covers the latter category.

For rate, tariff and division purposes, the country is divided into five territories, which are outlined roughly as follows:

- **Official Territory**—East of the Mississippi River and north of the Ohio River and Virginian Railway.
- **Southern Territory**—Points in Virginia south of the Virginian Railway and the States of North Carolina, South Carolina, Kentucky, Tennessee, Mississippi, Alabama, Georgia and Florida.

**Western Trunk Line**—States of Minnesota, North Dakota, South Dakota, Nebraska, Iowa, Kansas and Missouri north of the Missouri Pacific Lines between St. Louis and Kansas City.

**Southwestern Freight Bureau Territory**—States of Arkansas, Louisiana, Oklahoma, Texas and Missouri south of the Missouri Pacific Lines from St. Louis to Kansas City.

**Trans-Continental Freight Bureau Territory**—Balance of the Western States.

In order that various problems within Official Territory may be handled more quickly, this territory is subdivided into three groups, viz: New England, Trunk Line and Central Territory.

Rate, tariff and division men attend meetings with other carriers at regular intervals to consider proposals and other problems which are impossible to handle by correspondence.

The territories outlined above are governed by rate committees that include carriers located in these territories.

Generally speaking these rate committees provide a place where carriers may file rate proposals in which other carriers may have direct or indirect interests, also provide for a clearing house where carriers and shippers may meet and discuss their problems.

The carriers generally abide by the so-called National Industrial Traffic League agreement. This is an agreement which provides that all propositions involving changes in rates and rules that would result in increases, or in some cases reductions in charges paid by the shipping public, shall be placed on the public docket, i.e., advertised.

This agreement also provides that these propositions which are advertised on the public docket shall be held open for a period of twelve days in order to permit shippers time to investigate and determine their interests and register objections, if any. When any interested party desires to be heard, a public hearing date is set by the carriers at which time these parties appear and speak for or against the proposal. Following the public hearing, the subject is disposed of by the rate committee then in session or continued on the docket for further study.

If a member road of one of the rate committees is not satisfied with the action taken by that body in connection with one of their proposals, they may appeal to the executive committee of that jurisdiction for their views. If the action of this latter committee is not satisfactory, the member road may then take independent action. This means that the rate under discussion may be published without approval of the rate committee provided that if it is a joint rate the concurrence of all interested lines is obtained. For example, if the Maine Central Railroad filed a proposal to establish a rate on a specific commodity from Waterville, Maine to Boston, Massachusetts and the rate commit-

tee, which in this case would be the New England Territory Railroads, would not give its approval after considering the proposition and we were of the opinion that the rate should be published, then it would be necessary for us to take independent action. In order to do this, it would be necessary to obtain the concurrence of the Boston & Maine Railroad and if agreeable to them, we could then proceed with the publication.

The Rate Department is responsible for rates, rules and regulations dealing with freight traffic. There are several factors which have to be considered in constructing freight rates and some of these are shown below.

The nature of the commodity from a physical standpoint.

Whether it is a raw material or a finished product.
The amount of traffic and whether the movement is regular or seasonal.

Rates on similar commodities.

Carrier competition.

Whether or not a reduction in the rate would increase the movement sufficiently to provide a profit.

Terminal expenses.

The rate structure could be called the price list of the railroads similar to price structures of industry and is in a constant state of change due to situations that are brought about by a number of things not directly related to transportation; for example, economics.

All proposals covering requests for revision or reductions in rates have to be analyzed to show whether or not the proposed rate is on the proper basis; if it is comparable with other rates for similar distances; also, if it would jeopardize any rate already published on the same commodity from and to other points.

Before rates are established, it is also necessary to secure from division freight agents and others information covering past or probable movements so that all necessary data can be assembled and a proper conclusion reached.

It can be seen that all of this takes some time to process and generally the shippers do not expect hurried action. In fact, railroads in some cases have been criticized for acting too hastily on a proposition rather than taking the required amount of time for investigation.

The rate structure on some commodities is so balanced that the slightest change in one key rate may not only throw one entire group of carriers out of competition with another but may also seriously injure one group of shippers of a given commodity. For example, grain from the west moves on a three-way combination made up of a rate from origin to a Missouri River point such as Kansas City, Mo. or Omaha, Nebraska plus rates therefrom to Chicago, Illinois, Peoria, Illinois or St. Louis, Mo., plus proportional or reshipping rate beyond to such points as Port of Portland, Maine, Boston, Mass. or New York, N. Y. The resulting through charges figure the same whether the shipments move via Chicago, Peoria or St. Louis.

From this it can be seen that if any one of the several factors to or from any of these gateways should be changed without the same change being made to or from related gateways, the entire adjustment would be upset.

The officer in charge of the Rate Department is usually in charge of the rate quotation section. The personnel of this latter section consists of a group of men who are familiar with tariffs and rates and quote rates to shippers and agents upon request. The usual procedure is to take men from this group for promotion into the solicitation ranks or the rate legislative department.

The cooperation of the Rate Department and the Solicitation and Service Department is extremely necessary.

The Rate Department keeps the field representatives posted as to any new rates or changes in rates that would be of interest to shippers. These field representatives pass along important information to the Rate Department as to traffic that has been lost or is likely to be lost to other forms of transportation.

When joint rates are handled by the Freight Traffic Department, it is necessary that the proposed rate be divided on an equitable basis which will pay for the cost of transportation plus a reasonable return in the form of profit and for this reason it is imperative that those in charge of the Rate Department have a working knowledge of divisional arrangements between railroads.

The Division Bureau of the Freight Traffic Department handles the arrangement of agreements with other carriers as to dividing the revenues resulting from the application of joint rates. It performs one of the most important tasks of the Freight Traffic Department because it decides by these agreements how much the railroad will actually receive for the service performed.

There are various methods used in the division of rates, such as mileage prorate, which allows earnings based on the mileage that each road handles the traffic; or if a shipment moves on a combination rate, such rate usually divides as made. Specific divisions constitute certain figures, usually in cents per one hundred pounds, for each line involved.

The above are a few methods used in dividing but each one takes into consideration the service performed and the underlying basic factor in each case is mileage.

It is necessary that a division man be more than a mathematician, as he has to be fully aware of the measure of the rates under discussion, the basis thereof, the basis of divisions on like traffic. He should know via which junctions the involved traffic is likely to move, in order to protect the long haul routing for his company. In fact, it is a necessity that a division man have experience in rates and routing before coming into the division bureau.

Divisions, after being agreed to, are published in division sheets, which are generally not filed with the Interstate Commerce Commission as they are a voluntary agreement between the carriers, although the Interstate Commerce Commission does have power to prescribe divisions as well as rates when two or more groups of carriers fail to reach an agreement.

The Tariff Bureau of the Freight Traffic Department is responsible for compiling, publishing, filing and distributing the tariffs in which the railroad provides its rates, rules and regulations.

The Interstate Commerce Commission issues what is known as the Tariff Circular. This circular covers very rigid rules which all carriers must observe when preparing and filing their tariffs such as the size of the tariffs, the size of the type that must be used, the special symbols for reductions or increases in rates and many other regulations. In fact, this Tariff Circular is the tariff compiler's book of rules.

Compiling a tariff is very exacting work and even the placement of a comma is of great importance for tariffs are, in fact, legal documents. All changes in tariffs have to be made on thirty days' notice, i.e., a tariff has to be on file with the Interstate Commerce Commission for a period of thirty days before
it becomes effective. There are a few instances where the Commission grants special permission for short notice filing.

If there is an error in publication, for example; a rate of 12c is published when it should have been 21c, the 12c figure remains in effect until it can be changed by a supplement and this, of course, means that the carrier loses that much revenue on any traffic which moved under the low rate. This is an example of the necessity of good tariff compilation.

After rates have been agreed to by various rate departments, they are announced in the form of rate advices, rate notices or information circulars. These forms seldom contain much information beyond the actual changes to be made so that it is necessary for the Chief of the Tariff Bureau to arrange for an effective date, also publication in proper tariff and if publication involves a competing carrier, he must arrange for uniform effective date with this other carrier.

There are occasions when the Chief of the Tariff Bureau notices discrepancies in the records which have been given him by the rate department and it is one of his most important duties to correct this situation. This error could have been made by the rate department, due to not having all the facts before them when dealing with proposals.

This article shows in a general way the method of rate making and also the necessity for the rate, tariff and division sections working together so that the Freight Traffic Department may function properly.

Outstanding Public Relations

That courtesy and consideration by our train crews toward our passengers is noticed and appreciated was proven recently by the receipt of a letter addressed to President E. S. Miller from Mr. R. Oakley Kennedy, 277 Park Avenue, New York City. It was dated September 30, and read as follows:

“For many years I have been a devotee to railroads. I happen to be a director of the Boston & Albany Railroad Co. This has made me unusually sensitive to the attitudes of the operating employees. I have at times found instances that annoyed me, but I believe that I have never written a letter pointing them out.

“I have, at times, had the pleasure of writing letters when I found outstanding instances of courtesy, such as I found the other night. Mrs. Kennedy and I were on your train No. 19 on Wednesday night, September 28, 1955, going from Portland to Waterville, Maine. The conductor was Mr. Nielson. We were both impressed by the courtesy and consideration shown by him, so much so, that I want you to know how impressed and pleased we were.”

A copy of this letter has been made a part of Conductor Nielson’s record by Assistant General Manager W. E. Pierce, who added, “It is indeed a pleasure to get such comments and I know from experience that you endeavor to treat all passengers courteously and with consideration.”

Fine weather, a chance to meet old friends and the promise of an excellent dinner at an undisclosed seashore location whetted the interest and appetites of 27 members of our Magazine’s staff of correspondents on October 4th.

The group, from all parts of the Maine Central system, gathered for a 10:30 a.m. business meeting in the Director’s Room, adjoining the President’s office, of the General Offices building at Portland. They were welcomed to the session by Publicity and Advertising Manager G. H. Hill who outlined the value of the Magazine as a means of communication for both the Company and its employees. The rest of the meeting, devoted to various items of business, was conducted by your Editor.

With business over, the group boarded a waiting Trailways bus and soon found themselves on the shores of Casco Bay at Homewood Inn where they were served a delicious lobster dinner. After the meal everyone had an opportunity to enjoy the area with its beautiful view of the Bay and the islands, to stroll around on the
rolling lawns, to browse about the gift shop or to watch television (the World Series was underway) before returning to Portland later in the afternoon.

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M. C. Trainman
Runs Fishing Derby

Maine Central's well known trainman and sportsman Emile J. Morin donned his fishing garb on Saturday, August 27th to lead a flotilla of 5 boats carrying 81 young fishing enthusiasts on the Annual Deep Sea Fishing Derby sponsored by the Consolidated Sportsmen's Club of Maine.

Originated by Emile Morin, and proclaimed by Maine's Governor each year since 1949, Children's Day In Sports was observed again this year by Governor Edmund S. Muskie with the designation of August 23rd as the day "... to plan special events stressing the importance of teaching our children, under supervised programs, how to be good sports . . ."

Morin's sponsorship of a bill in Congress for the national observance of a similar day, has been passed by unanimous vote in the Senate and is now pending in the House of Representatives.

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Winslow Elected V. P. of Veterans Group

Eugene H. Winslow, Maine Central's well known rules examiner, was elected first vice president of the United Association of Railroad Veterans at their 26th annual convention held at Asbury Park, N. J. early in October. Nearly 1,000 railroad veterans from 26 eastern railroads were in attendance, including some 30 persons from the Maine Association.

"Gene's" present term of office will run through 1956, during which time E. R. Stanley of the B. & O. R. R. will serve as president. Next year's annual convention has been scheduled for Pittsburgh, Pa.

Winslow will become president of the organization for 1957 and it is during this year that the Maine Association is ambitiously planning to hold the United Association's annual convention under its auspices in Portland. Indications at this early date point to much interest and enthusiasm for the meeting here.

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Among Those Retiring

T. Marshall Saunders

A veteran of sixty years of Maine Central service, Locomotive Engineer T. Marshall Saunders, of 34 Union St., Rockland, retired late in September. He started railroad ing on July 11, 1895 and was set up as an engineer in 1901. For the greater part of his service he has handled passenger trains 52 and 57 on the Rockland Branch. Saunders is the holder of a Maine Central Gold Pass which he received upon completion of 50 years service with the Company.

Harold L. Cousins, of 145 Pleasant St., Dexter, a trackman at Dexter, after 35 years of service.
James E. Bennett, Star Route, Gray, a trackman at New Gloucester, after 35 years of service.
John G. Ryan, of 93 Grant St., Bangor, a signal maintainer at Bangor, after 39 years of service.
Edward J. McInnis, of 216 Franklin St., Portland, a baggage and mail handler, after 39 years of service.
Earl J. Hancock, of 49 Cool St., Waterville, a machinist (M. of W.) at Waterville, after 47 years of service.
Earl F. Counter, P. O. Box 745, Portland, yardmaster at Portland, after 36 years of service.
Arthur Chipman Glendenning, of Main St., Bartlett, N. H., a laborer (Motive Power) at Bartlett, after 47 years of service.
Stanley W. Plummer, of Canton, station agent at Canton, after 43 years of service.
Harry W. Rines, of 57 Roberts St., Portland, a Portland Division passenger conductor, after 48 years of service.
Homer Greenwood, of Main St., Bartlett, N. H., a freight conductor at Bartlett, after 43 years of service.
Roy A. Young, of 98 Summer St., Lewiston, a Portland Division passenger conductor, after 52 years of service.
Richard Moran, of Winterport, a machinist inspector at Bangor, after 33 years of service.
We've Been Working On The Highway

No, we're not using steam locomotives again but we are helping to build highways. Here is Locomotive No. 459 providing steam to heat a string of asphalt laden tank cars at South Gardiner.

The Maine Central Railroad has been, and still is, cooperating in the construction of the Maine Turnpike Extension from Portland to Augusta with large quantities of materials, supplies and equipment arriving by rail for use in the building of this Maine Turnpike Authority highway.

Working closely together on the project the two groups planned and built a number of overpasses along the route thereby eliminating the need for grade crossings. At the same time quantities of heavy road equipment, bridge steel, cement, piling, asphalt, railing posts and wire were brought to the scene of operations via the Maine Central.

Industrial and Real Estate Manager John P. Scully worked diligently to secure the heavy movement of tank cars loaded with asphalt from Everett, Mass. to Maine. The steady arrival of these tankers this year will total in the vicinity of 2,000 cars!

Participating in the construction work is retired Maine Central locomotive No. 459 which has been leased to the Trimount Bituminous Products Company "for the duration" of the project.

Parked on a siding at South Gardiner No. 459, sporting an outsize stack, is providing steam to heat the tank cars of asphalt, the cars being connected to a steam line, installed the length of the siding, as they arrive from Everett.

Continued on page 14

HIGHWAY MATERIALS MOVE BY RAIL

Pictures and information furnished by Miss Lillian G. White, Lewiston correspondent.

Arrangement made for loading ready-mix cement trucks off Lisbon St., Lewiston. Trucks load crushed rock, sand and gravel from 3 chutes (visible in background across tracks), pick up cement from nearby hopper and then proceed to construction site. Maine Central delivers cement to this loading point.

The building of the Turnpike brought hundreds of heavy road machines into the territory and the loading ramp at Lewiston Upper was erected May 28, 1954. Within 24 hours twelve carloads of machinery had been taken off flat cars with the use of this ramp which is still useful for machinery received regularly, but not particularly connected with the Turnpike job. This picture shows the ramp in use in May, 1955.
transfers Maine Central and Boston and Maine will have effected a complete separation of all department personnel and supervisory officers other than George H. Hill, who will continue in charge of public relations and publicity for both companies.

**APPOINTMENTS**

Covering changes in the Accounting Department, as indicated above, the following appointments were made by Horace N. Foster, Comptroller and Treasurer for Maine Central:

- George H. Ellis was appointed Auditor Revenue and Carlton W. Baldwin was appointed Assistant Auditor Revenue with headquarters at Portland, effective September 1st.
- Martin A. Holmes was appointed Chief Clerk to Comptroller, effective September 1st; Maurice Hawkins was appointed Assistant Manager, Machine Accounting, effective September 9th; and Eugene P. Trueworthy, Jr. was appointed Assistant to Manager, Machine Accounting, effective September 12th, all with headquarters at Portland.
- Harold J. Murray appointed Assistant to Auditor Revenue, Randall J. Thurrell appointed Re-Audit Examiner and Leroy A. Taylor, Jr. appointed Revenue Statistician, each to have headquarters at Portland.

**Accounting Department Agreement Signed**

An agreement was signed on October 10th by the Maine Central Railroad, Boston and Maine Railroad and the Brotherhood of Railway Clerks covering complete separation of all branches of Maine Central and Boston and Maine accounting, according to an announcement from President E. S. Miller. It is anticipated that separation will be accomplished in progressive steps with completion on or about the first of the year.

The agreement protects seniority rights of Boston and Maine employees whose positions with the Boston and Maine are discontinued and who may elect to work with the Maine Central in a similar capacity. Upon completion of personnel transfers Maine Central and Boston and Maine will have effected a complete separation of all department personnel and supervisory officers other than George H. Hill, who will continue in charge of public relations and publicity for both companies.

**Continued from page 12**

Thus preheated, the asphalt is transferred to trucks for use on the nearby job. The operation is set up to handle a maximum of eleven tank cars at one time.

Engine 459 was taken from storage at Rigby Engine House, put into operating condition by crews there and then hauled by a diesel locomotive to South Gardiner, the units moving as a special train.

Railroad men placed the engine on the siding, connected steam lines, fired up the boiler and then turned daily operation over to employees of the Trimount Company.

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By KATHRYN McMULKIN

Hello! and a very cordial “Welcome” to all you new members of the Maine Central Family—we are so glad you are with us and we hope, sincerely, you will be as proud of your connection with our Railroad as we are.

Well, here we are heading right into the Holiday Season, and the “kick-off”, of course, is always Thanksgiving. Falling as it does on the traditional Thursday, with working days fore and aft, it means an especially busy time, unless, of course, this is your turn to be a guest instead of the hostess.

Thanksgiving being a family day most of “Us Girls” will probably be planning the dinner. For working wives and busy mothers it means advance planning and doing, but what a help when the big day comes. Cranberry-orange relish can be made days ahead and is nicer. Vegetables, dressing, celery, etc., all can be fixed the night before. Even the fruit for your first course—if grapefruit, it can be cut, sectioned, lightly sugared or salted, wrapped in tinfoil and refrigerated—if fresh fruit sherbert cup, all fruits with the exception of pears, apples and bananas, can be fixed in advance and is truly more delicious as the juices have an opportunity to mix and complement each other.

If you are at home there will be time for pie making, but if not, consider an easy quick dessert. Almost everybody likes strawberry shortcake, and that is both quick and easy. Frozen strawberries can be thawed and cream whipped Thanksgiving morning, the short bread prepared and ready to pop into the oven as soon as the turkey comes out.

Another easy dessert, and rather a glamorous one, is Baked Alaska. For some reason many think of this as a complicated dessert, but it is really one of the simplest. The only musts—make sure ice cream is firm (not rock hard); have a board small enough to fit in your oven; and be sure the meringue covers every inch of ice cream. Here is the recipe—

Sheet of sponge cake one inch thick (you can buy or make it)  
1 qt. ice cream any flavor 2 tsps. powdered sugar  
2 egg whites 1 tsp. vanilla 
Put cake on board. Place ice cream on cake. Trim cake so it extends about one-half inch all around ice cream. Beat egg whites stiff with sugar. Add vanilla. Spread meringue thickly over ice cream and cake. Cover every inch of ice cream. Bake in 450 degree oven until meringue is golden brown (5-7 mins). Serve at once. You will love it! Have a wonderful day and let’s all remember—when we say Grace—the true meaning of Thanksgiving Day and all we have to be thankful for. ‘By now!’
Audrey Morrell, daughter of Conductor and Mrs. Glen Morrell, married on October 1st to Mr. Robert McLaughlin.

Sympathy is extended to the family of Portland Terminal Operator Ralph Dyer, who died October 12.

If you are looking for children's toys for Christmas, such as dolls, cribs and cradles, get in touch with John Oberg, Mrs. Frank Rice, widow of the late BAR Yardmaster at Northern Maine Jet, made a visit to her brother at Gardner, Mass.

Attending the convention of the United Association of Railroad Veterans held at Asbury Park, New Jersey, October 7, 8, 9, were members of the Maine Association: President and Mrs. J. F. Fay, Vice-President, Peter Tein, John, and Mrs. Burke, Secy. Treas. Bart Lyden, Chaplin, and Mrs. John J. Keating, First Vice President of the United Veterans Eugene Window, and Mrs. Winslow, Howard and Mrs. Burnham, Percy and Mrs. Stets, David and Mrs. White. Mr. and Mrs. George Bourne and daughter Harriet, Herbert and Mrs. Wells, Palmer Wilde, Martin Conley, Mr. and Mrs. George Collin.

The number one veteran attending the Railroad Veterans Convention was Mrs. Ruth Munger, for 38 years a telephone operator for the Erie Railroad at Buffalo, N. Y. She retired in 1954, and is now a Correspondent for the Erie magazine.

Conductor Dick Green's mother had the misfortune to break her hip just eighteen months ago. The other hip was broken recently and she is now confined to a nursing home at Winthrop.

Chief Floyd Lancaster of the United States Navy, stationed on the U.S.S. Baltimore, was home on furlough. He resided at Pittfield, Maine, before being called back in the Navy and was employed as electrician at Bangor Engine House.

Trainman and Mrs. F. W. Manter recently returned from a week's vacation during which time they motored to Chicago, Milwaukee and Toronto.

Sympathy is extended to the relatives of Mrs. William Prescott who died October 18th. She was the widow of the late track supervisor.

The Nielsen family of Portland includes, l. to r., Peter, age 7, Karen, 12, Mrs. Nielsen holding Christopher, 21/2, and Carl, 13. Proud parents indeed; not only that but this is the first complete family group picture ever taken!

A 4 generation photo sent to us by Earle F. Sanborn, a Maine Central Operator since 1916, shows Sanborn seated at the right with his son, Milton H. A. of Bangor, next to him; next is Milton's daughter Dale Johnston and her son, Michael, of Portland. Sanborn is now working at Tower RD in Bangor Yard.

Bangor Car Department

By C. A. JEFFERDS

We will all miss our friend Ticket Agent Arthur L. Edgecomb who died Oct. 5th in a Portland Hospital. He had been employed in Union Station for the past 38 years, previous to which he worked in Rumford. Mr. Edgecomb is survived by a sister, several nieces and nephews. Interment was held in Limington Village Cemetery.

A new arrival in the Mathews' family with the birth of Jimmy Dale Mathews, son of Mr. & Mrs. James Mathews, the latter now being stationed in Tacoma, Wash. The youngster is the grandson of Carman & Mrs. M. E. Mathews and the father of the heir left the Car Dept. in Bangor to serve his hitch in the Army as Special S-4.

We had a very pleasant call from one of our Retired Yardmen, namely Virgel Nowell, who states that if all goes well he and the Mrs. plan to again spend the winter in Florida.

Those on vacation since the last publication: Carmen M. L. Baker, R. E. Lancaster Jr., M. R. Grace.

Carmen R. E. Quinby who suffered an accident to his knee while working on his farm is now out of the Hospital and is convalescing.

Mary Ann Mansueto, aged 3 weeks. Mary Ann is the first child of Engine house Laborer, and Mrs. James E. Blake.

The Eastern Division

Bangor

Mechanical Department

By FRANK E. WARE

Editor's Note: A hearty welcome to Frank Ware as correspondent in place of L. P. Severance who is "on leave" from the Magazine for a few months.

Machinist Charles "Befer" McNiess plans on hunting in comfort this fall as he has completed his camp at Flood's Pond. This should be quite an improvement over last year. It seems that Machinist Beldon King was a hunting guest of Befer's last year and, in the middle of the night, Beldon woke up feeling quite a draft on his head. On reaching to find where the draft was coming from, he put his hand right through a crack in the side of the camp. He got up put on his hunting cap to cover the spot where the insulation is thin and went back to bed well relieved, knowing that in the morning there would be no "frost on the punkin". However, the next day was well spent patching the camp instead of hunting.

Electrician William Wetherbee bought a camplot at Lucerne-in-Maine this summer. The Mrs. and he are doing a good job getting it cleared of brush and planning the location of the camp. By the looks of the axes I've seen in Bill's car, I'd say they were doing a good job on those boulders out there too.

We have a few new "Auto-Traders" this month. They are Hootler Frank Caruso; Engineer Everett Fawell; Engineer John McKay and Laborer Lloyd Smith.

On September 23rd. of this year, Engineer Robert Williams, Jr., "Bill" Martin won the 1953 Club Championship of the Lucerne-in-Maine Golf Club. Bill won the title by defeating John Bernot of Bangor 5 and 4 in an 18 hole match.

Three weeks before this, Bill won the Lucerne-in-Maine President's Cup Championship. He has been a consistent player all year and has played very well under pressure. He also won the final week-end sweepstakes at the club with a winning score of 38.

I was in hopes to get a picture of Bill with his cups for this article but as yet they have not been officially presented to him, so will try to get one at a later date.

Electrician Ronald McGarry has resumed his studies at the University of Maine which were interrupted when he was called to serve a two
year hitch in Uncle Sam's Army, Ronald has one more year at the University then plans to study Law either at Portland or Boston. Engineer Hathaway is back to work after undergoing very serious surgery at the Eastern Maine General Hospital. Evan says that he is feeling pretty good again now and it sure is good to see him back on the Bucksport job.

On the sick list this month is Carman Johnson who has been having some surgery done on his hand.

Maxwell R. Dorr, Electrician, has been suffering from a pulled cartilage on his left knee. Max was laid up all of last week and at the World Series. Of course this wasn't too hard on Maxie as he had a swell scat in front of the T. V.

We are pleased to hear that Engineer 'Tarzan' Emerson is improving and is now at home resting up.

Laborer Charlie Small receives a handshake and hearty congratulations from General Foreman R. O. McGarry on the last day of his active employment with the Maine Central. Charlie retired recently after 21 years service at the Bangor Engine House. He was presented with a purse of money by his fellow workers.

**Vanceboro**

By HARRY D. DAVIS

Congratulations are in order to Baggage Master Ben Hew H. and Mrs. King on their marriage Sept. 17th last at Guardian Angel Church, Vanceboro, by Rev. Father A. C. Fortier. Mrs. King is the former Betty E. Greeley, daughter of Fred and Mrs. Greeley, U. S. Customs Inspector, Vanceboro. Bernard is the son of the late Janitor, Hermie J. and Mrs. King. Following their return from several days honeymoon to unknown destination they are making their home at the King residence on Holbrook Street.

On Oct. 4th at the regular installation of Backakagan Lodge No. 115, AF & AM, Danforth, Me., General Agent W. L. Blanchard was installed their Worshipful Master at private service conducted by Past Junior Grand Warden Cliff Perry, assisted by Past District Deputy Grand Master, Claude H. Lombard.

Regret lack of items this month but will admit that we are still thinking of the nice party Oct. 4th in the Director's room and the wonderful luncheon at Homewood Inn at Yorkmouth. "From where I sit" it is one of the best get-togethers yet.

**Eastport**

Sea St.—By M. S. BOWDEN

Track supervisor A. S. Dodge is taking two weeks off and his place is being filled by Horace Ames. Horace likes our little town. Car Inspector Leon Sandborn is recovering very nicely from an operation at the Memorial Hospital. He should return home before long.

Agent Joe Faye is taking a couple of weeks off—his place is being filled by Op. Dee. Retired Conductor Charlie Boutwell went thru town the other day. We are glad to see Charlie and to see that he looks so well. He gets younger each year.

Operator A. E. Garon has returned to third at Bartlett, the job he owns, and Operator Hebbert will take over at Towne as soon as possible.

The track boys have been doing some blasting and rock removal up in the Mountains, at a point west of Frankenstein trestle. Getting ready for winter you see.

Fireman Tom Kennedy has bid off the Bartlett Helpers.

We certainly had a most enjoyable time at the correspondent's meeting and at the luncheon that followed. The last game of the world series was played that afternoon and added to the general excitement and pleasure.

Have not heard of any bears being shot around here this Fall. Last year the critters were coming right up to the back of the houses for something to eat but it seems that this Fall the acorns and nuts are keeping them satisfied back where they belong.

Conductor Dave Dudley's hens are doing very well and he is wishing he had more hiddles in order to get more eggs, for yet more customers. A big butter and egg man, but Dave is not vain about it. Snow can be seen on Mt Carrigain; guess likely it will linger there until late Spring.

**General Offices**

By VAUN E. DOLE, MARY E. MORSE, ERNESTINE V. MILLER, DORIS THOMAS and JULIA ROPER

Mrs. Adelaide Osgood, telephone operator, has returned to work after a 3 month absence owing to the death of her husband.

Telegraph Operator, Miss Alice Gallant has returned to work after a very enjoyable trip to the West Indies.

Harold Drinkwater, Chief Clerk, Freight Claims has been busy changing his address from Rosemont to a new home he has purchased in the Deerfield section.

Retta V. Shaw, Steeplechaser in General Statistician's office, had an enjoyable Fall vacation. She was in Vermont for a few days.

Eric P. Smith, Chief Statistician, is another Fall vacationer. He spent several days deep in the Maine woods, miles beyond Brownsville Junction and far from the facts and figures of the Railroad.

Thomas E. Donlan, Chief Clerk, Freight Traffic Dept., and Mrs. Donlan spent their September vacation visiting relatives in Augusta, Michigan.

Fred R. Foley, Clerk, Passenger Traffic Dept., has just returned from vacation. Nothing special to report, he says, but he and Paul C.

A decorated desk and gifts from her office associates were a recent surprise for Ernest V. Miller who was married on October 15th to Stephen B. Miller of Portland.

Garvin, also Clerk, Passenger Traffic, and Paul's son John attended the University of Maine-University of New Hampshire football game at Durham. H. Paul and son John also hope to get to Stinkin Brook, Maine, for hunting sometime this Fall.

Mr. and Mrs. C. D. Pyneve took a trip through Massachusetts, Vermont and New Hampshire in their new Cadillac, viewing the fall foliage and, in general, having a nice time.

We all appreciate the thoughtfulness of our Editor, Mr. Aylward for making the Annual Magazine Reporter's Dinner and Meeting such a pleasant surprise this year, and further still, to receive an enlargement of the event as a souvenir in the mail.

J. F. Stanford attended the A. A. R. Annual Signal Section Convention in New Orleans this month and stopped off enroute to visit his son David at the University of South Carolina.

Everyone is sorry to have Millard Bailey off account of an eye infection and hope for a speedy recovery.

"Pete" Crompton spent a quiet week at home, painting, etc. and with trips on the side.

We're glad to report that Clerk Paul Crawford's broken fingers are coming along well—he has the cast off at this time and is carrying around a small rubber ball to help exercise and strengthen the muscles in his hand. However, to add to his misery, Paul was recently bitten on the leg by a dog, who evidently knew a good fellow when he saw one!

Everyone is sorry to have Mr. E. G. Budd attend a Railroad Accountants Conference in Miami, Florida and reports that the place is completely fabulous—almost unbelievable unless one sees it personally.

Welcome back to George Lowell, who has been on leave of absence. George has taken the Quiet Agency work in Steve Comley's office, displacing Theresa Slattery. Theresa has bid the Fabyan Company bookkeeper's job, and while Guy Mason, Jr. has been assigned the statistical job,—before too long he, too, will be receiving an enlargement of the event as a souvenir in the mail.

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Watson and Mrs. Marion Failbey are spending part of their week hours learning the operation of the new machines on the first floor of the General Office.

Mrs. Marion Stevens is a newcomer to the Department of Revenues department, having accepted a stenographic position in Mr. Ellis' office.

Sympathy is extended to Martin Holmes, who died in Columbus Ohio, Chicago, on the death of his father on October 19.

Newcomers to Portland are Holly J. and William G. Phillips, of Chicago September 19th & 20th.

Charles H. Stimpson, Section Foreman at Warren, retired from the railroad service August 12th after many years of service with the Maine Central. "Stimp," as he is called by all who know him, started his railroad career in 1903, when he went to work for John Frost who was Foreman at that time at Detroit; from 1921 to 1924 he was at Bath and then went to Bellfast section where he was with the superintendent for 2 years. He went to Montreal Sept. 22, 1925. All his friends wish him many years of its a slow and steady improvement.

Stimpson wishes to thank all those who contributed to the purchase of the clock radio that was given him in time of retirement.

Vernon Mank, trackman at Wiscasset, is at his home on vacation. Sig C Karus has been a Maine Central employee nearly 30 years. During this time Johnny says he wants to get in a few days hunting. Henry White is working as Baggage Master during his absence.

Ticket Slinger Sarr has returned from his 2 weeks vacation and he reports it was one of the best he has ever had. Charles Davis substitutes while Sherm was away.

Yardman Leyon Traynor, Switcher No. 1, is back on the job after 15 days vacation. Claim Clerk Howard Ham is all aflutter these days—the reason—he's sporting around in a new frock he didn't know which ones to put his clothes for the winter. He said he was driven to it as there were so many holes in his old frock he didn't know which ones to put his arms through.

Signal helper Frank Coffin is running around with his hands on his hips. Clyde Karpiton was married Sept. 30 and motored to Canada on their wedding trip. Leland Boggs covered Spear's job on section 162.

By LILLIAN G. WHITE

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**Rockland**

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dent of the “Hot Rumor and Top Secret Club”. His recent visits between Gardiner and Brunswick and will report directly to Harry.

Foreman H. O. Ballard of the vehicle department of the R. E. A. was a caller at the express office this month.

WATERVILLE SHOPS
By "Steve"

Well, here we go again dripping newby bits and spattering gems of wisdom from our literar whitewash brush.

One of our distinguished appearing co-supervisors has rented a new home in one of Waterville’s exclusive Park residential areas, had a neighbor move out and leave the house vacant for a time. This gentleman, fearing the neighbors abandoned lawn might grow up to weeds which could go to seed and blow over to his manor and contaminate his lawn,[X 1/8] he set about in the manner of the neighbors. He was stopped by a warden, who searched the car, checked Phil’s credentials, gave him a ticket, and sent Phil home. After that, skimmish with the law, Phil says he is going to confine his looking to the city limits of “deer”. This is strictly a personal bit.

A new granddaughter was born recently to Mr. and Mrs. Bill Tobey. Mrs. Tobey is the daughter of Mrs. Lillian Otis of Otis Park and Waterford.

Machinist Hubert Samords has recently returned to work after surgery in a local hospital. He was confined to a local hospital after a 5 weeks bout with jaundice.

First casualty of the hunting season is Crane Operator Paul Fletcher, who, while coon hunting, stepped on a nail and got infection in his foot.

First near casualty of the hunting season is Anson Hodge, who was innocently (1) beaming country fields with a flash light one night while he was visited by a warden, who searched the car, checked Phil’s credentials, gave him a ticket, and sent Phil home. After that, skimmish with the law, Phil says he is going to confine his looking to the city limits of “deer”. This is strictly a personal bit.

Machinist Mrs. Sid Hamlin have been visiting relatives in Lynn, Mass. Sid allowed as how he might take in the rodeo while near Boston and show some of the cowboys how a Maine cowboy can take care of a steer.

Carman Clarence Richardson has recently resigned from the Freight Room and has taken his family to Connecticut where he has employment. Carman Helper Beecher Ladd has returned to the Freight room replacing Richardson.

Machinist Fred Gould has moved from his home in Hinckly, taking an apartment in Waterville for the Winter.

Machinist Mrs. Edgar Johnston, wife of Foreman Eddie, has been laid up with a bad case of poison ivy. Carman Laurier Poulisette has recently moved into his new home on Blenheim Road.

Carman Bernard Peabody has been a recent patient at a local hospital with blood poison in his right arm.

A masterful job of craftsmanship has been completed by Driver Peanut Loubier who just finished a boat trailer. Clerk Dick Fecteau raised the question as to why Peanut licensed two boats. Not without the usual protest, Peanut explained that he was licensed to fall apart and the chauffeur spread headlight foot.

Clerk Chet Ellis has been visiting in Washington D. C. recently. The clerks wish to congratulate Ken Snow to the car and also dented our hero’s ego.

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COMPETITIVE RATES

TRANSPORTATION

RIGID REGULATORY LAWS