A Year End Message

The men and women of Maine Central have worked to produce many constructive changes in their railroad in this year of 1955 which will be recorded as one of the most significant in the Company’s history.

First, we have acquired the last of our leased lines and now operate over our own iron to the important interchange points of St. Johnsbury and Vanceboro. Second, we have established an organization which, in all departments, is completely independent of any other. 1955 has seen the creation of our own operating and mechanical department which, under the direction of General Manager Baker and Ass’t. General Manager Pierce should write new records in the book. Vice President Rainie is now devoting 100% of his attention to Maine Central purchasing and our difficult inventory problems. Controller and Treasurer Foster and his capable assistants in the various accounting sections have overcome great mechanical difficulties in establishing new accounting organizations with emphasis on streamlined procedures and modern machine equipment.

These changes have involved inevitable dislocations which your management has strived to keep at a minimum with a view to protecting personnel and to easing the burdens of all concerned. In return we have received enthusiastic cooperation and understanding and I express my heartfelt gratitude to all who have worked and planned beyond the call of duty to effect these achievements.

May every Maine Central man and woman and those dear to them, enjoy a bountiful holiday season and go forward with Maine Central to new levels of prosperity in 1956!

Yours sincerely,

President
Whenever a freight shipment is lost or damaged a freight claim will be made for the loss suffered by the shipper. For the first ten months of this year there were 7,464 claims presented against rail carriers for this same period together with its proportion of the amount of $290,227.98. The Maine Central proportion of these claims amounted to $71,674.19. You will agree that this is a very substantial sum of money for which no one paid for the loss suffered by the shipper. For the first ten months of this period the total amount of claims amounted to $71,674.19. You will agree that this is a very substantial sum of money for which no one paid for the loss suffered by the shipper.

The manner of investigation of a freight claim depends largely on the amount of money involved and the commodity, also whether it is a carload or a less carload shipment. As an example, let us consider a carload shipment of canned goods moving from the South to a Maine Central R.R. destination where, upon arrival it is found that there has been a shift in the load causing damage of several hundred dollars. In the investigation of this type of claim we inquire of each Operating Department official of the railroads over which this car moved whether it had been in an accident, been shopped, received rough or improper handling and the exact amount of delay. To investigate a freight claim properly all of these inquiries must be made upon receipt of the claim in order that when the replies are received the claim will be ready for settlement and apportionment.

If it is found that all the damage claimed does not represent carrier liability then this office offers a compromise settlement. In many instances a personal call is made on the claimant to explain the reason for the compromise offer. The time required in negotiating the compromise settlement of such claims accounts for the ten percent of claims not paid within thirty days.

Another type of claim from the same locations would be one involving fresh fruits or vegetables. At destination there may be broken packages, decay or delay. In the investigation of this claim we would be most careful to investigate compliance with the instructions on the original bill of lading, namely, position requested of vents and plugs, icing requirements and whether the car was forwarded for diversion. The junction points would be asked to furnish the position of vents and plugs; the icing stations would advise as to the amount of ice supplied and the station or stations would provide information as to diversion and whether diversion instructions were received before arrival of car. We would also inquire of the Operating Department officials of the railroads over which this car moved whether it had been in an accident, been shopped, received rough or improper handling and the exact amount of delay. To investigate a freight claim properly all of these inquiries must be made upon receipt of the claim in order that when the replies are received the claim will be ready for settlement and apportionment.

If it is found that all the damage claimed does not represent carrier liability then this office offers a compromise settlement. In many instances a personal call is made on the claimant to explain the reason for the compromise offer. The time required in negotiating the compromise settlement of such claims accounts for the ten percent of claims not paid within thirty days.

On a less carload shipment exceptions are placed on the waybill at point of transfers. From these exceptions liability is placed according to the notations. It is absolutely necessary that destination agents carry any previous exceptions to their station records as under certain conditions freight claims are apportioned according to these notations which can only be obtained at destination and not from obtaining the original waybill from our Auditor Revenue.

It is surprising that so many of our individual claimants feel that railroads do not have to make investigation to determine carrier liability and that their claim should be paid like any invoice for goods received. They do not realize that the railroad to whom a freight claim is presented acts for all railroads over which the shipment moved and if an error in making payment is found the railroad making settlement is liable.

After a freight claim is paid it is apportioned between the rail carriers involved in accordance with Rules of the Freight Claim Division of the Association of American Railroads of which the Maine Cen-
The Freight Claim Agent of the Maine Central is also in charge of Loss & Damage Prevention. Since our product is safe, dependable transportation, Loss & Damage Prevention plays an important role in securing and retaining satisfied customers who are willing to purchase our service. Consequently, this function of the Freight Claim Department is of utmost importance. We find our shippers and consignees increasingly concerned with the burden of damage and demanding that something be done about it. Dissatisfied patrons and the wasteful expense to all is a matter that cannot be ignored. We must, therefore, devote a great deal of time and effort to reduce loss and damage.

Causes of Loss and Damage are continually being investigated and the information developed brought to the attention of those concerned. Causes can be traced back to the actual manufacture of the articles shipped and starting from that point they can be listed in general order.

Causes Prior to Loading:
1. Manufacturing defect or improper packaging.
2. Improper handling in storage.
3. Unsuitable cars for the loading of the commodity.
4. Failure to clean cars properly before loading.

Causes Attributed to Loading:
1. Lack of protection given lading.
2. Improper arrangement of the load.
3. Not applying A.A.R. loading rules and regulations to give adequate blocking and bracing for the commodity loaded.
4. Lack of proper doorway protection.
5. Improper tally or load check.

Causes Attributed to Handling in Transit:
1. Rough handling of cars.
2. Accidents or car defects found in transit.
3. Delay.
4. Improper refrigeration or ventilation.
5. Heater failures.

Unloading Causes:
1. Failure to secure or level off loads at stop off points.
2. Improper handling of lading in unloading operations.
3. Improper handling in movement for storage and storage protection.

With so many possible causes it is very important to check carefully all reported shortages and damages to determine the exact reason for the loss. Only in this way can a reliable record be made to aid in determining carrier liability and to provide the necessary information for use in Freight Claim Prevention aimed at avoiding recurrence.

The Maine Central is a rail carrier originating a variety of freight traffic. Newsprint, Printing Paper, Other Paper, Pulpboard Products, Canned Goods of every description, Machinery, Furniture, Lumber and Forest Products are examples of the many types of freight handled. In this group claims run extremely high. Upon receipt of reports on shipments showing exceptions and apparent cause we go directly to the source of the trouble. Where it is necessary we start with the shipper. Here packaging processes are checked, loading equipment observed along with stowing, blocking and bracing methods for the loading of the shipments with preparation of car. Generally from this study it is possible to point out to the shipper ways and means for improvement to eliminate many types of damage. To aid in this we are provided with material from the Association of American Railroads outlining Loading Methods for every conceivable commodity shipped by rail. Our own files, including photographs made of typical load procedures and destination exceptions, enable us to illustrate cause and effect of damage and provide suggestions for corrective measures. Mention should be made of the photographic work we have instituted on our railroad. The evidence of damage as shown in photographs has done much more to bring about corrective action than exception reports furnished in writing.

At this point we would like to describe some outstanding examples of our work to help shippers on our railroad. Recently we arranged for the Director of the National Freight Loss & Damage Prevention Section of the Association of American Railroads to meet personally in Portland with twelve of our largest shippers. A most informal discussion of shippers' problems took place and our customers freely stated that they had benefited greatly by this meeting. On another occasion we had the Canned Goods Specialist from the Freight Loss & Damage Prevention Section of the Association of American Railroads contact various canned goods shippers and our General Agent at Eastport. He contributed many worthwhile suggestions for the proper loading and bracing of shipments to reduce damage. Other projects such as those with the paper industry have had excellent results with increased efficiency of loading for shippers and reduction of claims for the railroads. On many of these projects we have received fine cooperation from our Car Department in planning our load methods best suited to a shipper's commodity.

It should not be thought that causes of damage are wholly traceable to the loading. The causes occurring in transit clearly demonstrate many failures for which the carrier must take full responsibility. Rough car handling and furnishing...
At the scene of the Crawford Notch derailment described in the accompanying article: propane gas is pumped from the derailed tank car to a tank car in the relief train by the equipment shown here. An air compressor, on the nearest end of the car is operated by a motor on the further end of the car by means of a specially constructed drive shaft designed to keep any possible motor sparks from contacting the propane gas. J. D. Rourke, Div. Gen. Car Foreman, watches the operation.

Cars unsuitable to the commodity to be loaded represent two of the major causes of damage. This Department has several Impact Registers which are used continually to determine where rough handling actually takes place. This is a metal box with a clock mechanism set to run for several days and containing a chart showing the time and intensity of any impacts of over 4 miles per hour. The impact record with record of car movement will locate any overspeed impacts. Our Operating Department and those of other carriers participating in the movement are promptly notified for further action with the parties responsible in the interest of Careful Car Handling. Bulletins, pamphlets and other correspondence regarding the importance of Careful Car Handling are obtained by this Department and forwarded to our Operating Department for proper distribution. Placards showing the commodity loaded and the necessity for careful handling are furnished for attachment to outside of freight cars.

Whenever derailments or accidents occur involving freight we are called, whether day or night, to arrange for protection or disposal of the contents of the cars. A spectacular example of this is the derailment at Crawford Notch, N. H. a few years ago. Seven cars were derailed, four of which plunged down a nearly perpendicular embankment, considerably over 100 feet in distance. One of the four, a carload of lumber, was beyond reach and so badly damaged it was necessary for us to sell the car body and contents. Another was a car of propane gas, a highly volatile commodity used for household cooking and heating. It was necessary to arrange for a private engineering concern to pump out this gas before the car could be re-railed. It was the first time this operation had been accomplished under such conditions and we were justly proud that it was done without incident. Another car had heavy bales of cotton and it was necessary to remove the bales before the car could be handled. Our Engineering Department built a ramp from the track down to the car and conveyed the bales to the transfer car without any damage occurring. The fourth car with feed could be raised back to the track after removal of part of the contents. The handling of the freight in this derailment was expensive but was necessary to satisfactorily dispose of the shipments involved. This illustrates well the problems that can confront our Department.

Some other duties of the Freight Claim Department connected with derailments include immediate advice to our Freight Traffic Manager, along with copies of waybills of shipments concerned, in order that that Department may have full knowledge in the event information is requested from them. Waybills accompanying shipments must be checked and followed through to see that they move with the freight and all changes made should transfers or exceptions develop.

It is important that consignees employ recommended methods in unloading and storage as many times damage is traceable to this phase of the movement. Stop-off loads are particularly troublesome and it is the duty of the stop-off consignee to properly level down or brace the remaining part of the load as required under the tariff. Educational steps are taken to acquaint consignees with proper handling through pamphlets, placards and personal contact. Station agencies are also provided with this information.

It is well to state that we maintain contact with our principal stations checking and rechecking to see that the proper practices are applied to the handling of less carload freight shipments both for loading and unloading. Necessary records of over and short freight must be maintained and notice given that we may arrange for proper
disposal or adjustment. Whenever shipments are refused by consignees or abandoned we must be advised to arrange for disposal. If such goods are damaged, then we must arrange for proper salvage.

From the foregoing you will observe that this Department provides 24 hour service to protect the freight shipments which patrons have entrusted to our care. It can be easily seen that without the cooperation of shippers, receivers and all carrier departments handling the freight little could be accomplished toward the reduction of loss and damage.

As Railroads we have only one thing to sell - Safe, Dependable Transportation Service. Every time we fail to give 100% service to our customers we may not only be confronted with a claim but worse, we endanger our relationship with the patron in question. Loss and Damage Prevention requires the cooperation and assistance of every Railroad officer and employee. Make it a point to do everything within your power to handle every shipment, whether it be carload or less-than-carload, in a manner that will eliminate loss and damage and bring satisfaction to our patrons.

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Can You Identify This Location?

Mystery Picture No. 11

Yarmouth Jet. it is! Quick replies from Magazine readers indicated that this station is a well known location on our lines and was easily recognizable as last month's mystery picture—No. 10.

The double tracks of our main line are heading east in the photo passing the freight house in the background. The Grand Trunk line crosses in the foreground.

Notes giving the correct identity of this station have been received from the following: retired station agent O. C. Casey of Buckfield who worked at Yarmouth Jet, as baggagemaster in the summer of 1906 under Agent Arthur P. White and from Sumner T. Carlson of Friendship.

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Maine Central Completes Purchase of E. and N. A. Railway

President E. S. Miller, left, hands a check to E. and N. A. President G. F. Eaton, receiving in return the deed to the property.

Eliminating the last of its leased lines, the Maine Central Railroad purchased, on November 17th, the European and North American Railway, sale of which had been in the negotiation stage for some months.

The climax came with the presentation by President E. Spencer Miller of a check in the amount of $3,114,500 to George F. Eaton, president of the E. and N. A. Railway. In return Eaton handed Miller the deed to the property which includes Bangor Union Station and 114 miles of main line track extend-
eral miles of branch lines, sidings, the duties of Superintendent. Henry

ination to his previous duties, assumed

Central and Portland Terminal

November 20th. The other two.

scrapped and were transferred to

by diesels in recent years.

ing from Bangor through Matta-

Canadian Pacific Railway. In

which have been in storage at Rigby En­

in recent years.

Of these engines eight are to be

W. E. Pierce, Assistant General

November 7. Willard E. Pierce,

companies were announced as fol­

October and November 1.

appointments of
everett K. Goddard as Manager of

were appointed. Kathryn C. .Mc.Mulkin,

M. C. Trans. Co.

Promotions

Promotions - Appointments

Recent promotions and appoint­

ments in the Operating and Ac­

ounting Departments of the Maine

Central and Portland Terminal

Companies were announced as fol­

Roy E. Baker, General Manager,

announced three promotions in the

Operating Department effective

November 7. Willard E. Pierce,

Assistant General Manager, in ad­

tion to his previous duties, assumed

the duties of Superintendent. Henry

Nos. 501 and 519, are being held for

standby heating work, one at Rigby

and one at Waterville, for a period

of approximately one year.

Maine Central originally leased

the E. and N. A. in 1882 for a

period of 999 years. However, in

order to fulfill that part of its

policy which is to consolidate its

holdings, the Company initiated the

proceedings which culminated re­

cently with approval of the

purchase by the Interstate Com­

merce Commission and the actual

transfer of the properties.

Promotions, effective November

1st, in the Maine Central Transpor­

tation Company's general office

were those of Merrill B. Stanley

who assumed the duties of Superin­

tent and Raymond Briggs who

became Assistant Superintendent.

Stanley, until his recent promo­

tion, had been Supervisor of Tariffs

for the Company while Briggs had

been a Bus Operator.

At the same time, Arthur Par­

ridge, Foreman at the Portland

garage, was promoted to General

Foreman in charge of maintenance

operations in all of the Company's

garages.

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

RAILWAY CLERKS TO
HOLD INSTALLATION
BY ERNESTINE V. MILLER

The fifth annual Joint Installation-
Banquet-Dance of the Railway Clerks
will be held Saturday, January 14,
1956, at Valle's Steak House, Dunstan
(Scarborough). A steak dinner will be
featured at 6 P.M., with a cocktail
hour from 4 to 5:45 P.M. Several
prominent guests will be present, rep­
resenting both the union members
and the railroad. All speeches will be
very brief, in order not to interfere with
the main events of the evening. After
the installation of officers, Bob Per­
cival's orchestra will play for dancing
until midnight. "Ziggy" Dyro, ac­
cordionist, will act as 'wandering
minstrel' during the dinner hour. More
details will be released in the January
magazine, but anyone who has pre­
viously attended these affairs knows
that they are most enjoyable and it is
hoped that all reservations will be
given to the committee as early as
possible. A most cordial invitation is
to come to Valle's on January 14—busses
will leave from convenient

places for those desiring transporta­

tion, departure times to be announced
later. Tickets for the banquet will be
available through the following com­

mittee members: Gordon L. Wilson,
Co-Chairman, Payroll Department;
Stanley Heskett and Nate Copeland,
Railway Express Agency, No. 2243;
John McGarry and Hugh Flynn, No.
152; George Purdy, Edison Hattie,
Francis Haldane, No. 884; John J.
Burke, and L. J. Cole, No. 1050;
Steve Conley and Joseph (Red) Mur­
ray, No. 374.

A deaf old lady entered the church
with an ear trumpet. As she was set­
ting herself in her seat, an usher came
over and whispered, "Listen, madam,
one toot—and out you go."

I know a lovely parking place;
Each work-day I go back.
It's near my job, and furthermore,
The meter's out of whack.
It's Christmas time again—and who said it was fun anyway—why right now you are in the midst of so much activity, what with shopping, card writing, gift wrapping, mailing parcels, decorating the house, party planning, etc. you just know you are not going to get half thru it. Just one thing you are sure of—you are weary and you haven't any Christmas Spirit, and besides, how did Christmas get here so quickly anyway? Why it was just a few short weeks ago you were sizzling in the hot weather, and just yesterday you celebrated Thanksgiving, and now all the hustling and bustling and not even time enough to know where you are going, or why; your feet hurt too, and why wouldn't they, you've just walked all over town trying to find that “different” gift for someone special, but no luck and you're discouraged and you think, “What's it all about, anyway”?

And then, suddenly, without any warning, the miracle seems to happen and the magic of Christmas seems to be personally, intimately, your very own. You wonder about it—just when and how did it happen—was it when you were rushing thru that shop and your eyes fastened on that toy that brought you back to your childhood, and you could see instantly, and so vividly, as though a curtain was drawn aside, all the Christmas activity of “home”; the air of secrecy that prevailed; the closets that seemed to be locked so long before Christmas; the feeling that you would surely choke with joy and anticipation before Christmas ever came—or was it that Christmas carol, the one you loved best of all, that you heard the children singing as you hurried along—or perhaps it was that dear old lady you just saw with her arms so loaded with bundles your first thought was “Oh, she must be so tired” and then your eyes met hers, and she smiled, and you smiled, and you knew, instinctively, all the joy of the Christmas Season was hers. Whatever it is, or however it happens, when this magic comes to you, hold it tight, for this is your Christmas, as personal to you as your name, and wholly yours.

And so, on Christmas Morning, with hearts full of love and hope and charity, we will find ourselves wishing that everyone, everywhere, could share in the peace and joy which is ours, that they will be surrounded by those they love, as we are, and have the privilege of celebrating the Birthday of the Infant Saviour in the Church of their choice.

A very Happy Christmas to you all, and since New Year's Day will have come and gone before I talk with you again, may I add my best wishes for a Healthy, Prosperous and above all, Happy New Year!
We are sorry to report that Engineer John G. Moulton passed away recently. Our sympathies to his family.

Ellie Beech is substituting for Beverly Cook at the Freight Office. Ellie's a pretty busy girl these days! Whenever you see her, she's dashing like mad!

Understand there is a new interest in Freight Office Stenog Dotty Fortin's life these days. Could she be lightening in her eyes? One of our former stenographers, Mrs. Connie Bouchard, recently substituted in the Motive Power Department Office.

We hear that a certain Ticket Clerk has been making money on her co-workers. We won't mention any names, but the B.P. Telegrapher Renee & Mrs. Michaud visited relatives in Montreal recently.

Maurice & Mrs. Thorne spent a week's vacation visiting friends in Range Island & Portland and also visited their son in Boston.

Ralph Snow spent a few days at The Forks deer hunting but didn't even see a deer. Some­time later he & Mrs. Snow were driving home one Sunday night and what did they see but four deer along the way! Leo St. Pierre also hunted at The Forks for a week's vacation. He got a shot at a deer but the deer was faster than Leo! What's this we hear about a country dance up that way, Leo? Walter Peavey, Car Inspector, has a nice 1956 Mercury.

Signal Maintainer Fred Pickens has also been deer hunting, but no success to date. However, there are a few days left in the hunting season and no doubt Fred will get his picture in the paper later on this month showing the results of his hunting trip.

Section Foreman Albert Allaire and his crew have been working on the section in front of the passenger station this month.

Engineer Harry Pettingill expects to call a meeting of the Hot Rumor and Top Secret Club member Arlo Parker off on vacation this month. For the purpose of appointing officers of the club and to hold a general discussion of the latest rumors, etc.

By H. O. PREBLE

General Agent J. L. McGee, and Baggage­master Arlo Parker off on vacation this month. Third trick telegraph operator Pete Tenneson missed out on a nice buck recently. Pete said he was waiting on an old tote road in Dresden when he heard a noise behind him. A buck and a doe came out of the woods and Pete stepped back to get a shot at one of them. When he stepped back he stepped on a loose rock and went over backward. Somebody else got the buck when he heard a noise behind him. A buck and a doe with one shot? Give the brother nimrods bears with one shot? Give the brother nimrods something to talk about these long cold evenings.

There is a rumor going around that a spirited
Newcastle

By ROGER D. DROLET and GEORGE H. CONNERS

We are sorry to hear that Elmer F. Simpson of North Stratton had to retire lately due to ill health. Elmer, who was section foreman when he retired and only 65 years old, spent 30 years and 6 months working for the Maine Central Railroad.

Engineer C. J. Bolduc took three weeks vacation lately, Engineer Sweeney, known by some under the surname of "Meadow Hen" covered Bolduc's job on 377-378.

Conductor E. H. "Hub" Halld also had his vacation and he says a wonderful time. We received some nice post cards.

Fireman G. H. Conners back covering the Beecher Falls job again. This branch must have some special appeal since everyone who taxes of it comes back sooner or later. Mrs. Conners was also a visitor recently. Her time is spent between 300 African Violets, all of colors, the Rebekahs and the Canton Auxiliary of the IOOF.

Don Burwood, of Beecher Falls, is now doing some painting. Mrs. White has left for California with her family.

It is beginning to look like Christmas, snowing a little every day and the Christmas tree dealers yards are filling up steadily with that merchandise so valuable now and so worthless after December 25th.

A. S. Dodge, from Bartlett, N. H. in town recently making his usual tour of inspection, a few days after car 100 had done the same.

Welman Rowell, "Slim", of the Beecher Falls Section laid off the first of November and went on Government Pension for the winter.

Bartlett, N. H.

By O. R. BURWOOD

Mrs. Bert Kennedy, mother of section foreman at Sebago Lake, has left for El Centro, Calif., on a visit to relatives.

George F. Peters, formerly of the spare crew, has left for California with his family.

Among the railroad boys who have brought home a deer are engine house man Ralph Couture, trackman Preston Burke and trackman Richard Nealley.

The other day the section crew, while going along west of Bartlett, saw a nice buck tangled up in the right way of fence. The deer was struggling and kicking like crazy and the boys did not care to get to close. His frantic kicking and bucking at last got him free and away he went. So the boys' good intentions of curtaining him loose went for nothing.

Ray Bailey, Jr., who has worked on Peter's hill for two years, has joined up with the Air Force. A great loss to Bartlett.

Motor-patrolman Percy Chandler has finished his vacation and is back on the old grind. Bartlett is increased ten miles.

Trackman Eddie Ainsworth surprised Mr. Bailey back on his bed a few days ago. Eddie had missed away with the old 45-70 but didn't hit anything worth speaking of; the deer got up and looked around, yawned a little and took off, with Eddie still heaving lead in his general direction across the field. After a little of this sport the deer decided he didn't want any more of that kind of pie and vanished.

Nancy Johnson, of Waterville, has left for California. She got nothing. Conductor Roy Wilcox, got a deer while picking apples.

We all extend our sympathy to Opry. Guy Saunders on the recent death of his mother.

Spare crew foreman George H. Peters will soon start for Cleveland to visit his daughter. He is still chasing the baseball season and see the Indians.

On their way to the summit of Mount Washington on July 10, 1906 were, 1. to r., Charles F. Dodge, retired B. & M. foreman, Fred Russell, Fred Drew and Ephram Lincott. Dodge went to work for the Maine Central late in 1902, was made Foreman May 1, 1910 and retired in April 1939. Now, at the age of 50, he makes his home in Newcastle.

Mountain Division

Beecher Falls, Vt.

By JOHN J. KEATING

Sympathy is extended to the families of Engineer Ray Robinson who died November 16th, and Retired Conductor William Edeven, November 21st.

Conductor Walter Driscoll was confined at the Mountain Sanatorium.

Mrs. Frank McNally, wife of Conductor McNally, was a patient at the Maine General Hospital for a broken ankle.

Conductor J. E. Monahan with son, Dr. John are residing in New Orleans. John is employed with the Canadian National Railroad in Portland.

Machinist Helper Joseph Hanlin took an extra vacation. He got nothing. Conductor Roy Wilcox, got a deer while picking apples.

The first train reported over the new dispatching phone covering the Lower Road was B-12 on Monday, November 21st, Conductor A. H. Mac- Donald, Operation, Fairly, ruled the report which stated that B-12 left Bangor at 2:30 a.m. with engines 695-568-378-466, arrived Rigby 10:15 a.m., cars 48-22, tons 2,978, cars handled 67-25.

Mrs. John Casey, wife of Retired Station Master, Union Station, was a patient at Mercy Hospital.

It was a great pleasure to meet the former managers of the Waterville Passenger Station Restaurant, Miss Jennie Michaud and Dianne Porier. All you boys, who keep me on the bottom rung of the ladder, get the girls a card at 8 Spring St., Waterville.

At this writing the Sardine Card is up hunting. We hope he has better luck than the other members of the "One Man Family Crew."

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Mrs. Roy Hanes, wife of Foreman Roy Hanes, had a critical stomach operation during the month and is improving at this date.

We had a very pretty marriage ceremony—conducted by Rev. Mr. Harvey C. Wright, at the Old Town Church—on November 19, when Doris, the daughter of Mr. and Mrs. John F. Norton, wife of Yard Recorder, was married to Eugene Cyr, the son of Mr. and Mrs. Charles Cyr. The ceremony took place at the Old Town Church in Yarmouth.

There were 58 in attendance. The Banquet was held at the magnificent home of Mr. and Mrs. Lucien Carignan, Scarborough, and the reception, in Legion Hall. There were 56 in attendance.

The father of Electrician's Helper Laurence Annett, the wife of Machinist Eugene Annett, and it is needless to say they are all big game hunters.

Machinist Frederick Johnson cut his hand with an axe while preparing kindling wood for a fire. We wish him a speedy recovery.

Another birth occurred when a daughter, their 3rd child, was born to Hostler Guy Densmore in the Maine General Hospital. The baby was a girl.

Annett's nephew, George H. Coffin, was a recent visitor at the Freight Office and Freight House.

Clerk Albert C. Frye was a recent visitor at the Freight Office and Freight House.

Freight Office and Freight House

By MARJORIE J. MULKERN and ALICE A. MAULCOURN

Head Clerk Harry L. Plummer, who was absent due to illness, has resumed his duties at the Freight Office.

Two new members are on the staff: Machinist Eugene Annett, who went hunting up Bowager. Further reports may show later killings.

Electrician Walter Enery and party shot 3 deer and a bear at Holden. Later Walter went on a deer hunting trip with his dells not killed.

Machinist Helper Maurice Gardner had a slight operation for a case of appendicitis.

Annett's wife, Mrs. Eugene Annett, was married to Eugene Cyr. The ceremony took place at the Pennsylvania American Legion Hall. There were 56 in attendance. The reception, in Legion Hall. There were 56 in attendance.

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Annett's nephew, George H. Coffin, was a recent visitor at the Freight Office and Freight House.

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Freight Office and Freight House

By MARJORIE J. MULKERN and ALICE A. MAULCOURN

Head Clerk Harry L. Plummer, who was absent due to illness, has resumed his duties at the Freight Office.

Two new members are on the staff: Machinist Eugene Annett, who went hunting up Bowager. Further reports may show later killings.

Electrician Walter Enery and party shot 3 deer and a bear at Holden. Later Walter went on a deer hunting trip with his dells not killed.

Machinist Helper Maurice Gardner had a slight operation for a case of appendicitis.

Annett's wife, Mrs. Eugene Annett, was married to Eugene Cyr. The ceremony took place at the Pennsylvania American Legion Hall. There were 56 in attendance. The reception, in Legion Hall. There were 56 in attendance.

The father of Electrician's Helper Laurence Annett, the wife of Machinist Eugene Annett, and it is needless to say they are all big game hunters.

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after attending the races at Gloucester, Mass. Ralph is an ardent admirer of good horses.

At 136 State Street, Brewer, Maine, where Carman Geo. W. Graves resides you can, at this writing, purchase a 200 lb. bear which the owner has no use for.

Among those who have purchased real estate are:

Carman Earle J. Honey who has sold his home in Bangor and purchased a lot in Holden where he intends to build himself a new house in the spring.

Also Carman Richard A. Golding who has purchased a lot in Hampden and plans to build in the near future.

J. F. Vaudestine is substituting in Freight Yard while Carman Owen Spaulding is off on vacation.

The regular meeting of the Bangor Chapter of the Trowel Club was held Nov. 16. 1955 at At 136 State Street. Brewer, Maine, where Carman Geo. W. Graves resides you can, at this writing, purchase a 200 lb. bear which the owner has no use for.

Those enjoying vacations since the last list of items, Clerks B. G. Nason and W. M. Russell. A recent postcard received from retired Deputy Collector of Customs A. J. Dickinson reports his and Mrs. Dickinson's arrival at Punta Gorda, Florida, on Nov. 13th accompanied by Bess Libby; widow of former car inspector Charles Libby. The note, written on his shaded piazza at 8:45 a.m., reports a temperature of 75 degrees. We are all wishing for a most pleasant and comfortable winter for "Dick and Maude".

Engineering Dept.

By JOHN MINCHER

The family of John G. Ryan, retired signalman who died Nov. 2. wishes to express their sincere appreciation and thanks to the Signal Department Employees and other friends for the beautiful floral tribute received.

Vic White, Extra Crew Foreman on District 6, is now planning to keep his home nearby wherever he goes since he recently acquired a house trailer.

Mechanical Department

By FRANK E. WARE

Well, hunting and tall story season is here again. If half of the deer were killed in reality that are killed in story here at the Engine house on each shift, there wouldn't be a deer left in the State of Maine. Never-the-less, there are a few lucky hunters that work here; among the few are: Electrician Forrest Smith, Laborer Romeo Rancourt; Machinist Jan Steenblick and Electrician and Mrs. Paul F. Vance.

Among the "Unlucky" hunters must be listed Machinist Richard Hudson, who had the misfortune of breaking a leg while on a trip with Machinists "Slim" Clark, Donald Booker, Diesel Foreman George McCausland and Electrician Granville Bickford. Of course Dick was the most unlucky but I didn't hear that any of the boys were lucky enough to get a deer.

Retired Hostler Harry Skilling called me the other day to tell me that, on Nov. 10th., he picked a cup of ripe raspberries in his garden for lunch. Who says we don't have swell weather in Maine for this time of year.

Carmen Arthur Johnson is back at work after being laid up for seven weeks for surgery on his hands.

Miss Donna C. Blake, daughter of Laborer and Mrs. James E. Blake, and Roger Tate, son of Mr. Henry Tate and Mrs. Julian Dillon, were married Saturday, Oct. 29th at 10 o'clock in the Rectory of St. Mary's Catholic Church. Miss Nancy Blake, sister of the Bride, was Maid of Honor and Elwin Tate, cousin of the Groom, was Best Man. After a trip to New York City and New Jersey they will be at home at 36 Pine Street. Brewer on Nov. 5th in celebration of their 50th Wedding Anniversary. Approximately 150 friends and relatives called to extend their congratulations and to help them celebrate this Golden Menento. The Bride and Groom of fifty years ago received many beautiful floral tributes and handsome gifts.

Mr. and Mrs. McCrackin were assisted in conducting this celebration by their daughter and her husband, Mr. and Mrs. George Wilhelm of Oak Park, Ill., also by their son and his wife and their three children, Mr. and Mrs. Howard McCrackin and family of Portland, Me. Bennie, (Mr. McCrackin), has 21 years of Railroading to his credit. He worked 9 years on the Bangor and Aroostook Railroad before coming with the Maine Central in 1913, thus making 42 years with the Company. At present Bennie is engineer on the Enza Extra.

Heartiest congratulations to Mr. and Mrs. McCrackin on this, their Golden Anniversary.

Bangor Operating

By R. G. WHEELER

Crew members of No. 84's Extra (the Bar Harbor) on Labor Day just prior to departure from Washington Jet. were, 1. to r., Conductor W. J. Cobb, Asst. Conductor E. J. Robinson, Engineer W. J. Hayes; 2. to 1., Engineers M. D. Mc- Ginley, Flagman D. F. Higgin and Baggage-master F. C. Corbett, all of the Eastern Sub-division.

Hostler and Mrs. Pasquale Caruso enjoy their vacation at the home of one of Mr. Caruso's nieces in Chicago.

Eastport

By K. O. CLINE

Among those who enjoyed vacations the past month are Stan Mills, Vaughn Mills, Poozer Mitchell, freight handlers; Sandy Sherman, Laborer; Oscar Brown, Section Foreman; Clarence Bookser, Operator and K. O. Cline, Clerk.

R. G. Craig, freight handler, who has been in the Army reported back for employment Nov. 8.

Debbie Gail Hayward, age 1 year, daughter of Clinton and Mrs. Hayward, of Calais, the latter being a daughter of your correspondent at Calais recently. She is one of 16 grand children of your correspondent.
Santa Claus Special

The caller heard it jingle,
So he grabbed his telephone.
"I'll have a train of 80 cars"
He heard the YM drone.

"I'll have the train at midnight
And it's pretty classy freight;
So call a crew to leave on time,
For this train can't be late."

The caller checked the roster.
('Twas December twenty-four).
The guy first out was Santa Claus,
Same as the year before.

"We'll have your train at midnight,"
The caller told old Claus,
"So get your duds and hurry;
Don't hesitate or pause."

Sharp on the stroke of midnight
He eased out toward the main,
With 80 cars of fancy freight,
A truly special train.

He watched the cars as they rolled by,
From the engine to the hack;
Then swung aboard quite satisfied
They'd all stay on the track.

His orders read, "Run extra,
With rights of direction and class;
All other trains must be in the clear
When it's time to meet or pass."

He checked through 80 waybills
With increasing jubilation,
As he noted each car's contents
For each separate destination.

Then Santa wrote the wheel report,
And when it was complete
He glowed with satisfaction,
For he thought it hard to beat.

There were ice skates and toboggans,
Wooden blocks and books and crayons;
There were bicycles and tricycles
And fine electric trains.

There were wagons, horns and whistles,
Balloons and teddy bears,
Paper dolls and magic tricks,
And children's rocking chairs.

There were cookies, there was popcorn,
There were oranges, round and sweet;
There was one tank car of cider
And other things to eat.

At each hamlet, town or village,
Santa jumped down from the hack
And loaded many things
Into a sack upon his back.

Quickly made the round of chimneys
Filled the stockings, trimmed a tree;
He didn't waste a minute,
He worked so rapidly.

Thus he peddled all the tonnage,
Dropping empties on the way,
And setting out the last car
With the dawn of a new day.

There he was at dawn of Christmas
With an engine and a hack,
So wearily he wyed
And promptly doubled back.

He laid off when he got in,
But he said he'd mark up when
He'd be sure to be first out again,
About a year from then.

F. T. Westmeyer