Can You Identify This Location?  
Mystery Picture No. 13

We'll be one of the first to admit it—Mystery Picture No. 12 in the January Magazine was indeed a puzzler! It was taken on the main line in Freeport near Mile Post P-22, looking west toward Portland.

Stone Crew Foreman A. J. Lawrence quickly spotted the location as his crew installed a new multi-plate pipe culvert 31 rails east of M. P. 22 last year. Trainman Emile Morin was another to accurately place the scene.

We understand that Division Engineer R. A. Jackson and General Engineer C. G. Rivers also spotted the area. One clue which especially aided them in narrowing down the spot is the rail stand (which holds extra lengths of rail ready for quick installation), usually to be found on the same side of the tracks as the mile posts but which, in a few cases, are on the opposite side, this being one of those cases.

Another to approximately judge the location was Signal Engineer J. F. Stanford. He reasoned that it was between Freeport and Brunswick due to the fact that the pole line along that particular segment of the railroad carries more wires than at any other. The single track, rock ballasted roadbed substantiated his thoughts.

Wiscasset Station, Mystery Picture No. 11, has been further correctly identified by Boston and Maine Train Dispatcher Preston S. Johnson, Allen Hazen of Minneapolis and retired Conductor C. D. Williamson of Jacksonville, Florida, who also correctly labeled Mystery Picture No. 10 as Yarmouth Jet.

And now for the new picture above—where on the Railroad have you seen anything like this scene? One thing is certain: it isn't main line trackage.
The Law Department

By Scott W. Scully
General Attorney

Undoubtedly many of the employees and friends of Maine Central Railroad Company are more familiar with the everyday operations, functions and duties of the other departments of the railroad than they are with those of the Law Department. Since the work of a general attorney may involve proceedings extending over several months or even years and also since more than one attorney may work on one case, this article includes matters handled by others now or formerly in the Law Department.

Primarily, the Law Department acts as the legal adviser to all the other departments of our railroad. Not a day goes by that does not find a representative of one or more of the several departments in consultation with our General Counsel and other members of the Law Department. Accordingly, counsel must have a good working knowledge of the functions and operation of each of the other departments in order that he may properly advise each as to the legal effect upon the railroad of its particular problem.

Maine Central Railroad Company is a railroad operating in interstate commerce and subject to the jurisdiction of the Interstate Commerce Commission, a federal agency created by Congress in 1887 for the purpose of regulating railroads operating in such commerce. As a Maine corporation, incorporated in 1862, it is subject to the laws of Maine and to the jurisdiction of the Maine Public Utilities Commission in matters concerning its operations in the State of Maine which are not subject to the exclusive jurisdiction of the Interstate Commerce Commission. Maine Central also operates in the States of New Hampshire and Vermont and is subject also to the jurisdiction of the regulatory bodies of those states.

The Interstate Commerce Act has been said to be the railroad lawyer's bible. He must be familiar with it in its entirety. Failure of the railroad to observe and comply with the provisions of this Act might well result in severe penalties being imposed upon the company, its officers and directors. The same is true of the Public Utility laws of the several states in which Maine Central operates.

The activities of the Law Department before the Interstate Commerce Commission in certain phases of practice before the Commission are not as extensive as are those of some of the larger railroads of the country. Most of the interstate rate cases are handled by committees composed of counsel from the larger roads, who specialize in cases involving the reasonableness of freight rates and charges applicable to the various commodities carried by the railroads. Maine Central attorneys have served on such committees of counsel when the rates in question involved movements into our territory.

There are interstate cases which primarily affect the Maine Central and in those cases the Law Department has the sole legal responsibility of protecting the interests of Maine Central. A few years ago, a complaint by a shipper was filed against this Company, seeking to collect about $12,000 in alleged overcharges. The I. C. C. examiner, after the facts and arguments had been presented, decided in favor of the railroad. Exceptions were taken and the case determined by the Interstate Commerce Commission. The complaint sought recovery of over $7,500 in alleged overcharges. After hearing, and the preparation and filing of comprehensive briefs, the Commission sustained the position of the railroad, finding that the rates involved in the proceeding were not unreasonable or prejudicial to the plaintiff.

The general public and even many railroad employees may be unaware of the extent to which virtually all phases of railroad operation are subject to either federal or state regulation.

For instance, a carrier by railroad cannot issue any share of capital stock or any bond or other evidence of interest in or indebtedness of the railroad, or acquire or
abandon a line of railroad or portion thereof, without first obtaining the permission of the Interstate Commerce Commission. An application, with its many exhibits, must be filed with the Commission setting forth all the facts and the reasons why the Commission should grant the request of the railroad. If no objection is made by any interested party, and all such parties are notified of the filing of the application, the Commission may grant the request without formal hearing, but only after making the necessary findings required by the Interstate Commerce Act.

This Company, with the approval of the Interstate Commerce Commission, has abandoned certain highly unprofitable portions of its line of railroad, thus increasing its net income without violating its trust, as a public utility, to render a reasonable service to the public. An example of this is seen in the abandonment of the Canton Branch from Rumford Junction to Canton, for which authority was first obtained from the Interstate Commerce Commission.

The preparation of such applications for the Maine Central, and their presentation before the Commission, is the responsibility of the Law Department.

Hearings before the Maine Public Utilities Commission require a large portion of the time of the Law Department attorneys. As the private passenger car is the great competitor of the railroad's passenger operations, so the highway truck is the prime competitor in the freight traffic field.

The Maine Legislature has recognized that the congestion of highway traffic, the wear of public highways and the safety of the public traveling on the highways are all of vital importance to Maine citizens. Accordingly, any person who desires to transport freight for hire by motor vehicle as a common or contract carrier within the State must obtain authority to do so from the Public Utilities Commission. Before granting such authority a public hearing is held at which any person or corporation may be heard in support or in opposition. The person seeking authority has the burden of proving that public convenience and necessity require such authority.

In many cases the Maine Central has a vital interest in such hearings to prevent loss of business to motor carriers. This is particularly true in connection with revenue-producing commodities that are moved in bulk such as petroleum products and cement. If the territory for which authority is sought is one which is now being served by rail, the Maine Central has been able to show in many recent cases that there was no public need for additional motor carrier service. The Maine Central is represented at these hearings by a member of the Law Department as well as one or more witnesses from the Traffic Department. Law briefs are often filed in these cases and one recent case in which the railroad's position was sustained was not settled until the applicant had taken the case to the Maine Supreme Court.

There are also hearings of a similar nature concerning the authority of motor vehicle carriers in interstate commerce operating in Maine. Although there have been fewer of these in which the Maine Central was directly concerned, there are always some each year in which the Maine Central participates.

The Maine Public Utilities Commission has jurisdiction over many facets of railroad operation in the State of Maine which are not subject to the jurisdiction of the Interstate Commerce Commission. Some of these are as follows: grade crossing protection at public highways; elimination of such grade crossings; elimination of train and station services; laying out of tracks across a highway; and intrastate freight rates and passenger fares.

Whenever one of the above matters is at issue before the Commission, all facts and evidence must be marshaled and a case prepared under the supervision of the railroad attorney. Counsel has the sole responsibility for the trial of a case or the conduct of a hearing insofar as the railroad's interest in the matter may appear. Therefore, of necessity, he must have the final decision as to what facts shall be presented, and when and how they shall be put in evidence.

The Law Department is fortunate to be part of a railroad family in which each department is looking only to the overall good and welfare of our Company. Accordingly, counsel always has had the full cooperation of all the departments in such matters.

It might be well to mention here that while a case may take only a few hours to try, often many days and even weeks have been spent by the Accounting, Statistical, Operating, Freight Traffic, Passenger Traffic or Engineering Department in conjunction with the Law Department in the preparation of just one exhibit which is put in evidence and explained in a matter of minutes.

In addition to the aforementioned activities of the Law Department, all of the many agreements which emanate daily from the several departments of the railroad, such as land leases, sidetrack agreements, pole and wire agreements, pipe agreements, construction contracts, equipment rentals, conditional sale agreements and purchase contracts, must be read and analyzed before they are approved as to form and execution. Since the Maine Central owns land in the states of Maine, New Hampshire and Vermont, there are often legal questions which may arise in connection with leasing and conveyancing of land. When the Company purchases land, the title thereto must be searched and approved before the transaction is consummated. Real estate tax matters also may involve legal problems. The
Law Department, the Engineering Department and the Real Estate Department work in close conjunction on such a matter.

As Mr. Tukey stated in his recent article, unusual freight claims are submitted to the Law Department for an opinion as to the railroad's legal liability. In addition, the freight claim rules provide that certain types of claims must be approved by counsel before they can be paid, if the paying carrier is to receive a settlement pro rate from the other line-haul carriers involved in the carriage of the damaged or lost shipment.

The Law Department receives all of the reported decisions of the federal courts, of the courts of the states in which Maine Central operates, and of the Interstate Commerce Commission. These must be read and digested if a railroad attorney is to keep abreast of the law as it is being constantly expounded by the courts and commissions.

When Congress is in session the Association of American Railroads sends to the General Counsel of each railroad copies of all bills filed in Congress affecting the railroads. Likewise, when the State Legislatures are in session, copies of all bills are received as soon as they are put into the legislative hopper. Each and every one must be read and analyzed as to its possible effect upon our railroad.

By this time most people connected with the railroad industry are familiar with the report of President Eisenhower's Advisory Committee on Transport Policy and Organization, which was made public last April. Legislation to give effect to the recommendations contained in the report may well be acted upon at this session of Congress. Railway labor and management are in accord on the principal objectives of the report and are working together for the passage of legislation which will untie some of the strings of regulation which have put the railroads in a position where they cannot compete on equal terms with their competitors. Counsel from all the railroads of the country, including Maine Central, have been actively participating in this joint endeavor to have effective legislation enacted at this session of Congress.

A picture of the work of the Law Department would not be complete without mention of its Claim Department which is ably handled by Mr. Walter Bird, Claim Agent. This is probably the part of the Law Department which is most familiar to Maine Central and Portland Terminal employees. Despite the many problems which naturally arise in handling claims, Mr. Bird has maintained an excellent relationship with his fellow employees over the years. The Claim Agent's work however is by no means limited to "employee" cases. Claims by lessees, passengers, licensees, invitees, trespassers and persons injured at grade crossings have to be investigated and handled.

Even though the railroad may not be legally liable for injury or death of a trespasser, the accident must be thoroughly investigated. Likewise, although there may be no railroad liability for damage to property or injury to persons in a grade crossing accident, in which case no voluntary payment would be made by the railroad, a complete investigation is conducted. If the other party resorts to legal action, the railroad must be prepared to present all the pertinent evidence in court to defend its position. Such evidence must be gathered at the time of the accident when witnesses are available and their memories and recollections are fresh and clear. It is the Claim Agent's job to locate and interview the witnesses and to establish the facts surrounding the accident with as much certainty as possible. When this has been done, the attorney must decide how the case is to be presented.

Fires along the right of way have become non-existent with the advent of the Diesel locomotive but horses and cows still like to play tag with the new Diesels as they did with the old steam engines. Strangely enough, it always seems to be a blue ribbon winner instead of some poor critter on its way to the glue factory that has met a sudden end. Although the price may be that of hamburger instead of 4-H Steer Beef, a satisfactory settlement is usually reached between the parties.

Summing it all up, the work of a railroad attorney, particularly on a comparatively small railroad, is an interesting and many-sided experience. It may require a trip to Washington, D. C. to appear before the Interstate Commerce Commission, or to Washington County, Maine, to search a real estate title. A multitude of subjects and fields of the law are involved, many of which a lawyer in private practice would encounter only occasionally during a lifetime of practice. A railroad attorney is an integral part of a vital industry with an honorable heritage and a promising future.

Dec. 29th: Accounting Dept. Complete

"Loyalty and devotion to duty from the top right through to the bottom of all sections of the Department has been unprecedented."

So spoke Horace N. Foster, Comptroller and Treasurer, as he described Maine Central's new Accounting Department, now operat-
ing independently with its own complete facilities and personnel.

Months of planning details, preliminary steps and hours of midnight oil were spent by Foster and his staff in preparation for the day when Maine Central would once again operate its Accounting Department on its own property. No stone was left unturned to ensure the success of the transfer operations and, in the final result, nothing occurred to mar the smooth, efficient transfers which took place, a tribute to the carefully formulated plans and to the persons who carried them out when the time arrived to do so.

Brought back from Boston and incorporated into the General Offices in Portland were: Freight, Passenger and Station Revenue Accounts on October 21st, Car Accounting and Statistics on November 24th, and Auditor Disbursements and Payrolls on December 29th, all in 1955.

Three baggage cars of current records, typewriters and similar office equipment were brought in from Boston, plus one car from Billerica, for these sections of the Department.

Put into operation on October 21st and expanded as each of the transfers was accomplished, was the Machine Accounting Room, an entirely new and centralized accounting system for the Maine Central. Paced by a Univac “60” Punch Card Electronic Computer, or in other words a “Mechanical Brain”, Key Punch Machines, Sorting Machines, Tabulators, Portable Key Punch Machines, a Collating Reproducer and an Interpreter Machine complete what is probably the most modern machine room of its kind in the State of Maine. All equipment is provided on a rental basis by the Remington Rand Univac Division of Sperry Rand Corporation.

A Methods Technician and a Mechanic from the Remington firm are on duty at all times to assist railroad personnel with their work. They will remain for several months, until the room is functioning at peak efficiency. It is expected that various Machine Room employees will attend Remington Rand schools, as they are made available in this area, to learn new uses and methods of operation for the machines in use here.

Briefly, and without becoming too technical, the following descriptions will give an idea of some of the uses of which the Machine Room equipment is capable:

Univac “60” Punch Card Electronic Computer — Worth from $75,000 to $100,000 if purchased outright, this is actually one of the smaller machines of its type although it will handle 150 cards per minute, 9 steps being performed for each card. Over 9 steps may be put into the machine’s computations but with a lower rate of handling in cards per minute. Its purpose, as quoted from the accompanying manual of instructions, is this: “The Punched Card Electronic Computer performs the arithmetical operations of addition, subtraction, multiplication and division with values sensed from punched cards or values manually set into the machine. The results of these operations are then punched into the same card from which the values were obtained or into any desired following cards.”

Every computation made by the machine is automatically verified; that is, the machine does each step twice to be sure any possible error is eliminated. Examples of its uses are: for payrolls the machine figures payroll taxes, deductions, net pay and also computes and controls period to date information for Railroad Retirement taxes; for Car Accounting it figures ton miles and per diem days.

Key Punch Machines — 13 of these are in operation and punch information into cards used in making tabulations for Freight Revenue Accounts, Car Service Accounting and Payroll. Location and combinations of holes punched in the tabulating cards indicate numerical and alphabetical information.

Sorting Machines — 2 electronic sorters handling 800 cards per minute and 1 automatic sorter handling 420 cards per minute, have been installed and will sort the punched tabulating cards used in the machine accounting system into any class or order desired as, numerically, alphabetically, by stations, by waybill or by audit and line payroll numbers.

Model 3 Tabulator — 3 in use. These machines interpret information found on the tabulating cards, printing it in numerical and alphabetical form by desired sequence which is passed on to various railroad departments requesting the information. While handling any given groups of cards, the machines will punch Summary Cards at the same time, which cards may be later run through the machine and total figures for all groups obtained thus reducing period-end work to a minimum.

Portable Key Punch Machines — 2 of these units, no bigger than portable typewriters, as a rule are used to replace individual punched cards that may become damaged from use.
Interpreter — This machine prints on the punched cards the information indicated by the holes made by the Key Punch machines. It is, as its name states, an interpreter of the meaning of the Key Punch holes into the “Numerical-Alphabetical” language.

Collating Reproducer — A versatile machine, often called the “Robot” of the punched card accounting system, which will perform many functions as desired. For example, it will selectively punch master information, interfile by sequence, sort out non-matching cards, reproduce one punched card as many times as required or reproduce a whole set of cards, cutting a new one for each original.

Total employment in the Accounting Department, including all of its various sections, now stands at 170 persons. They have been assembled from many sources: those who were working in the Portland offices of the Boston and Maine, personnel who were with the Boston and Maine at Boston and moved to Portland, plus many who have come to the railroad from other industries in Maine and a few from points further along the Eastern seaboard.

For seven of the department’s experienced men and women the transfers were almost like an old story. Maurice Hawkes, Asst. Manager Machine Room, Willis L. Elliott, Traveling Auditor, Harold Murray, Asst. to Auditor Revenue, Sydney Foster, Asst. to Auditor Disbursements, Randall J. Thurrell, Reaudit Examiner, John H. Malloy, Clerk, and Anne L. Biggins, machine operator, had taken part in the original move of Maine Central Accounting to Boston 22 years earlier. Miss Biggins returned to the same job she had held prior to going to Boston. Their “home-coming” was in much the same manner as their leaving—amidst carloads of files, records and office equipment!

Thus, on December 29, 1955, Maine Central officially reactivated its Accounting Department, complete in all respects. The fruits of the recent strenuous labors of all concerned in the organization will be a smoothly functioning department capable of trimming at least a day from the time formerly required to route work through Boston. At the same time more details, more facts and information than ever before, will be made available to railroad officials relating to the statistical and accounting phases of Maine Central Railroad operations.

Accounting Dept.
Appointments

Received as this issue of the Magazine was about to go to press were the following appointments, announced by Horace N. Foster, Comptroller and Treasurer:

Effective February 1, Ralph H. Gordon was appointed Manager, Machine Accounting. He was formerly Methods Technician for Remington Rand and had been instrumental in setting up Maine Central’s Machine Room during recent months.

Effective the same date, Stanley A. Watson was appointed Examiner in the Comptroller’s office.

Both men have their headquarters in Portland.

5th Annual Installation - Railway Clerks

Head table dignitaries and speakers of the evening were, l. to r., Master of Ceremonies George E. Curtis, Jr., Comptroller and Treasurer Horace N. Foster, Right Worshipful Bishop Feeney, General Chairman Harold D. Ulrich, General Manager Roy E. Baker and General Chairman, Railway Express, George Hurley.

By ERNESTINE V. MILLER

The fifth annual Joint Installation of Officers of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, was held Saturday, January 14 at Valle’s Steak House, Scarborough.

Following the dinner brief, but interesting, messages were presented by the speakers of the evening who were introduced by Master of Ceremonies Curtis and are shown in the accompanying photograph. Comptroller and Treasurer Foster brought greetings from President E. Spencer Miller who had been unable to attend in person.

Officers installed were as follows:

Lodge 374: Horace N. Foster, president; Maurice J. Allaire, vice-president; Clifford R. Ball, recording secretary and financial secretary-treasurer; Philip R. Merriman, chaplain; Neil B. Smith, sergeant-at-arms; Theresa C. Stratton, inside guard; Harrison Elliott, outside guard.

Lodge 884: Patrick Foley, president; Francis Haldane, vice-president; John O’Donnell, financial secretary; Bartley Flaherty, recording secretary; Edwin B. Hattie, chaplain; Newton Rodgers, sergeant-at-arms; William Roche, inner guard; Peter Patrick, outer guard.

Lodge 1050: Arnold Pasulo, president; Harold Hodgdon, vice-president; Lester Cole, financial secretary; George Site, recording secretary; Marvin Foster, sergeant-at-arms; Edward Foley, chaplain; Howard Brown, inside guard; John Kewiada, outside guard.

Lodge 2265: George Buckley, president; C. C. Connelly, vice-president; E. P. Sprague, treasurer; Stanley Heske, financial secretary; N. J. Copeland Jr., recording secretary.
Flower arrangements at the head table were given to Mrs. Gordon L. Wilson, wife of the Banquet Committee Chairman, in appreciation of all her help to the Committee; the centerpiece was given to Mrs. Roy Baker, who was celebrating her birthday; and the third group was delivered by Mrs. Miller to her mother, Mrs. Frank G. Grimes, recently returned home after a serious operation.

Following the installation dancing was enjoyed by those present.

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M. C. - Hertz
Rent A Car
Plan

Maine Central Railroad has inaugurated a new service for its passengers as the result of the signing of a contract with the national Hertz Rent A Car System. Under the new plan a passenger may make arrangements for a car at the same time that he purchases his rail ticket and it will be waiting at the destination station when he arrives.

Or, as is shown in our front cover picture, special telephone lines, connected directly and without charge to local Hertz offices, have been installed in principal Maine Central stations. In this way, passengers who have not made prior arrangements may place a call for a car which will be delivered promptly to the station for their use. These telephones are located in the following stations: Portland, Rockland, Lewiston, Bangor, Presque Isle, Houlton, Waterville, Bath, Augusta, Bar Harbor and Ellsworth.

The rail-auto plan thus established enables businessmen, vacationers, in fact travelers in general, to leave their automobiles at home, make their long trips safely and conveniently on the train and enjoy the use of a Hertz car for local travel at their destination.

Speaking of the plan H. J. Foster, Passenger Traffic Manager said, "Maine Central — Maine's largest railroad — joined with the national Hertz Rent A Car System now offers Maine patrons the finest and most extensive rail-auto travel plan which will bring to the railroad many new patrons while greatly assisting businessmen in expediting calls and transactions in the State's leading communities."

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LOBSTER THERMIDOR

1% pounds hot boiled lobster
6 medium mushrooms, cooked
1 teas. chopped parsley
1/2 teas. paprika
1/2 teas. salt

Remove lobster meat from claws and body of lobster. Save shell to refill. Leave small claws on — they will help shell to stand upright. Cube meat and combine with mushrooms, chopped parsley, paprika, dry mustard, salt, pepper, butter and lemon juice and sauté in melted butter. Remove from fire; add sherry and cream sauce (combine 1 cup cream, % ounce flour, % ounce butter). Refill lobster shell with mixture. Sprinkle with cheese and bake in moderate oven.

Not hard, is it, and truly delicious, and just a little rich, as you know. You would no doubt want a light dessert to follow.

And having got that nice rich recipe over to you, would this be a good time to remind you that February’s “slump” month due, I suppose, to the fact that you are just beginning to relax after the Holidays and have not yet reached the point where you have to give too much thought and attention to “Spring” and all that goes with it — but when you stop to think about it, February is quite a month after all — we have two famous Birthdays, Lincoln’s and Washington’s, both of them nice times for parties with their gay colors of red, white and blue, always so pretty and effective; and Valentine Day, another special party day, if you are in the mood, and who isn’t, and of course, this year, that extra special day that spells Leap Year! So, taking it all in all, it is quite a month.

If you do feel party minded, perhaps you might like to have the Towne Lyne House recipe for Lobster Thermidor. I am sure most of you have dined at this lovely House overlooking Lake Suntaug at Lynnfield, Mass. and have enjoyed their delicious food. The following is one of my favorites and I hope will prove to be yours too. The serving is for one person, so you take it from there —

You know, I always thought of February as kind of a “slump” month, but when you stop to think about it, February is quite a month after all — we have two famous Birthdays, Lincoln’s and Washington’s, both of them nice times for parties with their gay colors of red, white and blue, always so pretty and effective; and Valentine Day, another special party day, if you are in the mood, and who isn’t, and of course, this year, that extra special day that spells Leap Year! So, taking it all in all, it is quite a month.

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LOBSTER THERMIDOR

1% pounds hot boiled lobster
6 medium mushrooms, cooked
1 teas. chopped parsley
1/2 teas. paprika
1/2 teas. dry mustard
1/2 teas. salt

Remove lobster meat from claws and body of lobster. Save shell to refill. Leave small claws on — they will help shell to stand upright. Cube meat and combine with mushrooms, chopped parsley, paprika, dry mustard, salt, pepper, butter and lemon juice and sauté in melted butter. Remove from fire; add sherry and cream sauce (combine 1 cup cream, % ounce flour, % ounce butter). Refill lobster shell with mixture. Sprinkle with cheese and bake in moderate oven.

Not hard, is it, and truly delicious, and just a little rich, as you know. You would no doubt want a light dessert to follow.

And having got that nice rich recipe over to you, would this be a good time to remind you that February brings “Ash Wednesday” the beginning of Lent and a grand time to do penance first, and get rid of a bulge here and there also, so you will be slick and trim for that new Easter outfit. If you are strong minded, giving up desserts and some of the starches, like rolls and bread, pays off in wonderful dividends, figure wise. I’m going to try, are you?

Have a happy month and we’ll talk again in March.
out of the Rumford crew and now understand
of Trackman M. A. Tuttle, Section 63, Liv.
Great Grandson of Mrs. Carrie Tuttle, Mother
Jan. 9th.; then followed ten days of rain; no
snow to be seen at this writing.

Mr. Harry Pettingill has been confined to New Hampshire over the New Year's
and Vassalborn.

Reading material while stationed at Royal Jet.

Engineers and Firemen who supplied them with
he races at local tracks.

he has bid in at Bingham.

Extra 568 snow plow, plowed all sidings on
he Farm Page, for Laurence; as there is an­
ning crews. A buggy was previously used in
Chisholm yard.

Mrs. Eddie Creamer has been a patient at the
C. M. G. Hospital in Lewiston and is now at
home.

Furne' Hammond underwent surgery at Rum­
ford Community Hospital and is now recuper­
at­ing at home.

Gilbert Fournier, trainman from Livermore Falls retired Jan. 15th after about 30 years
service. Gil and wife are leaving to live a retired
life in Santa Barbara, Calif. His address there will be 232 Natoma Apt. No. 9.
Gil hopes his good friends will write and keep him posted on railroad doings. Lots of Luck.

Augusta

By E. E. WALKER

General Agent P. E. Fuller, who has been on
sick leave since September由于工作压力和
has successfully been moved from the hospital
to Highlawn Annex at 48 Chapel St., Augusta.
He will have to remain there for a few weeks account of injury, is somewhat
improved. "Stubby" says he can now get both
shoes on.

Clerk—Telegrapher E. S. Anderson has been on vacation, relieved by Space Operator Bois.
At this writing Agent Richard L. Achorn, of
Hallowell, is St. Louis bound on Brotherhood
business. He is being relieved by Operator Stack.

Baggage & Mailman Henry Douin has re­
ssigned to enter train service. His job was bid
in by Baggage and Mailman Shirley Driscoll,
whose vacancy has been filled by Wilbur Bryant.

Chief Clerk Herman Rines is confined to a
local hospital with a heart attack.

Bill Tobeys, for the past 7 years a photographer
for the Sentinel, has resigned and accepted a
position with University of Maine. He is married
to the former Jackie Otis, daughter of Mrs.
Louise Otis of Farmington. He is employed in the
Passenger Room.

The newest decorative, eye catching working
mill lead man Chris Cartenson, whom we
recently reported as the proud owner of a new pick-up truck, had so much trouble with it
that he returned it to the dealer and swapped back for his old car.

Clerk and Mrs. Guy Wentworth have been visiting their son Kenneth and family in New
York City recently.

Painter Red McCaslin says he knows the
 answer to the question, What did the 49
Chevy say to the 54 Chevy? "The answer? ...
... "Well, I'd push you to help you get
started, but I don't want to snatch my bumper." Mr. and Mrs. Leo Donahue and children of
Leawood, New York, have been recent visitors
with her parents, Foreman and Mrs. Laurence
Campbell.

The newest decorative, eye catching working
addition to the Main Office force is Ellie 
Beeh, stenog and clerk.

Recently announced is the engagement of Miss
Jane Black of Winslow and Electrician Bob
Bennett, son of Supt. and Mrs. FIB.

Carman Ralph Moxee is a patient at the
Sisters with frozen feet, and contrary to reports,
other supervisor who, with what he has got,
would rate the whole Farm Page: Dear hearts
and gentle readers, dont jump at conclusions.

Mill Helpers Ike Walker had the misfortune to
be a victim of the recent fire in Fairfield in
which he lost all personal belongings and furni­
ture. Some more than $150.00 was collected
here at the shops and presented to Ike as a
token of sympathy.

Jerald, son of Watchman and Mrs. Albert
Stevens has enlisted in the Army and is stationed
at Ft. Dix, in the Transportation Corps. One
night recently Albert had the grandaddy of all
beavers, that he had trapped, in his car and
caused a lot of eye goggling from the men
leaving the shop that night.

Piper Harry Lane and family have been visit­
ning relatives in Connecticut recently.

The newest decorative, eye catching working
addition to the Main Office force is Ellie 
Beeh, stenog and clerk.

Recently announced is the engagement of Miss
Jane Black of Winslow and Electrician Bob
Bennett, son of Supt. and Mrs. FIB.

Carman Ralph Moxee is a patient at the
Sisters with frozen feet, and contrary to reports,
no amputations were necessary.

General Freight Foreman Eddie Johnston and
Checker Wallace Jewell have recently been
appointed to the Eastern Division for cars for the
new P. T. program.

Machinist Charlie Sweet, Jr. is a patient at
the Osteopathic, with pneumonia.

Fork Lift Driver Tiny Gibbs is a patient in

Wider Me

Wilton

By ANN NEWCOMB

Jack Lawrence and crew, now at Livermore Falls, wish to extend their appreciation to the
Engineers and Firemen who supplied them with
reading material while stationed at Royal Jet.
and Vassalborn.

Bennie Black, sectionman, who has been working
at Winthrop was recently laid off.

Lawrence Stevens, sectionman, was bunted out of the Rumford crew and now understand
he has bid in at Bingham.

Dave Conlogue, agent at Farmington, recently
received a cordial note from Chief Clerk "Athie" "Slim" Bryant is on diet
improvement from surgery.

Express agent Eron Knowles and wife, motored to New Hampshire over the New Year's
holiday to visit their son and family.

Extra 568 snow plow, plowed all sidings on
Jan. 9th.; then followed ten days of rain; no
snow to be seen at this writing.

Walter Driscoll is now back to work as
conductor of 7 and 24 after being off sick for
four months.

Agent C. Richardson, Livermore Falls, reports
that the baggage room has been completely
renovated into living quarters for spare switch­

Gardiner

By M. L. SANBORN

Operator Eben Lord has been on a three
week vacation as has also Crossing Tender 
Hiram Walker.

Signal Maintainer George Curtis is busy
getting primary nomination papers signed for
his favorite candidates. George expects to go
all out in politics this fall and there should be
a real hot campaign in the making.

Baggageman Olin Gordon has been racing his
torso on the ice at Pleasant Pond Sundays,
winning a heat now and then.

Foreman Henry Douin has signed a
contract to enter train service.

Engineer Harry Pettingill has been confined to
his home for the past month after spending
several weeks in the hospital. Harry is getting
better and we hope to see him around before long.

Poster

Wilton

By M. W. FLYNT

We are happy to welcome Beverly Cook back
to work after months illness.

Conductor G. J. "Gill" Fournier has taken
his retirement and left for California to join
Mrs. Fournier. They plan to make their home
there in the future. Best of luck.

Bill Monroe on vacation in Mississippi. Must
be a strong attraction.

Conductor A. B. Lake has returned home from
surgery. He is making a great recovery.

General Agent A. W. Rudman is now able to
go out of doors and will soon be as good as
new.

Clerk Ellie Beeh working in shop office.

Wassalborn

Examiner E. H. Winslow spending a few
days in Waterville for usual examinations
and qualifications.

Wassalborn

By "STEVE"

Our carrier pigeon named Phil.

To the dentist did go, with a will.

He's been out for a week

With an awful sore back.

He'll soon have a new bite in his bill.

General Agent P. E. Fuller, who has been on
sick leave since September由于工作压力和
has successfully been moved from the hospital
to Highlawn Annex at 48 Chapel St., Augusta.

He will have to remain there for a few weeks account of injury, is somewhat
improved. "Stubby" says he can now get both
shoes on.

Clerk—Telegrapher E. S. Anderson has been
on vacation, relieved by Space Operator Bois.
At this writing Agent Richard L. Achorn, of
Hallowell, is St. Louis bound on Brotherhood
business. He is being relieved by Operator Stack.

Baggage & Mailman Henry Douin has re­signed to enter train service. His job was bid
in by Baggage and Mailman Shirley Driscoll,
whose vacancy has been filled by Wilbur Bryant.

Clerk "Athie" "Slim" Bryant is on diet
improvement from surgery.

Mr. Harry Pettingill has been confined to a
local hospital with a heart attack.

Bill Tobeys, for the past 7 years a photographer
for the Sentinel, has resigned and accepted a
position with University of Maine. He is married
to the former Jackie Otis, daughter of Mrs.
Louise Otis of Farmington. He is employed in the
Passenger Room.

The newest decorative, eye catching working
mill lead man Chris Cartenson, whom we
recently reported as the proud owner of a new pick-up truck, had so much trouble with it
that he returned it to the dealer and swapped back for his old car.

Clerk and Mrs. Guy Wentworth have been visiting their son Kenneth and family in New
York City recently.

Painter Red McCaslin says he knows the
 answer to the question, What did the 49
Chevy say to the 54 Chevy? "The answer? ...
... "Well, I'd push you to help you get
started, but I don't want to snatch my bumper." Mr. and Mrs. Leo Donahue and children of
Leawood, New York, have been recent visitors
with her parents, Foreman and Mrs. Laurence
Campbell.

The newest decorative, eye catching working
addition to the Main Office force is Ellie 
Beeh, stenog and clerk.

Recently announced is the engagement of Miss
Jane Black of Winslow and Electrician Bob
Bennett, son of Supt. and Mrs. FIB.

Carman Ralph Moxee is a patient at the
Sisters with frozen feet, and contrary to reports,
no amputations were necessary.

General Freight Foreman Eddie Johnston and
Checker Wallace Jewell have recently been
appointed to the Eastern Division for cars for the
new P. T. program.

Machinist Charlie Sweet, Jr. is a patient at
the Osteopathic, with pneumonia.

Fork Lift Driver Tiny Gibbs is a patient in

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the Osteopathic, with pneumonia.

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a local hospital for the removal of gall stones. Ormond St. Georgetown, L. to r., Owende, age 13, Elizabeth, 9 and Pauline, 6. There are students in the Vassalboro Elementary School.

A True Life Adventure

Sydney J. Brown, Sr., was born aboard ship, on the bark Illie, 20 days out of Boston and 20° south of the equator. Named Joseph at birth, he was later christened Sydney due to his being the first from the ship to go ashore at Sydney, Australia.

and now, at the age of 73, has rounded out 10 years of service at Waterville Shops as a sweeper and watchman.

The usual procedure of sending a floral tribute to the funeral was changed upon the request of Mrs. Mudd that the amount used for that purpose be sent to the Heart Foundation Fund. This was accomplished and a letter of thanks was received and placed on the shop bulletin board.

Foreman Fred Lombard made the headlines this month in three events. His son, Fred Junior, and his wife, and Mrs. Lombard over the holidays. I believe his home is in the State of Pennsylvania, not too far from Philadelphia. Secondly, Mrs. Moore, the mother of Mrs. Lombard fell and broke her hip which is not so good for a person in advanced years in life. Third, Fred and Mrs. Lombard baked and delivered a 200° centennial cake to the local Historical Society. Charles is a retired railroad worker and has been in the engine house for many years. He is now in the antique furniture and bric-a-brac business. This is a hobby as well as a source of income.

Machinist Helper Milford Goodwin enjoys a birthday dinner at the shop and was presented to him. Aiden was seen taking some of the decorations with the disc lettered 'Chief Clerk'. Blacksmith Ralph Moore had the misfortune to break a wrist recently while at work on the big hammer.

Our distinguished foreman and alleged friend seems to have taken exceptions to a previous article by this writer and demands that we print an apology or fight a duel. We wish to state that we wrote the facts as we saw them and remembered them. Consequently we accept his challenge and, as the challenged, we will choose the weapons. Angora yarn and wooden knitting needles, etc., on the lawn of an Old Ladies Home. (We wish him to have the advantage of being on appropriate territory).

Laborer Joe Grondin is laid up with a ruptured disc in his spine according to reports.

Foreman Percy Brown is a patient at the Sisters for an eye operation. Of those who are out sick, is our foreman friend Bick.

While returning home from Australia the ship, of which his father was captain, was wrecked off Guadalcanal and those aboard were in open boats for two days and nights before landing on Ugia, a cannibal island where they stayed 8 weeks awaiting rescue. There was one white man on the island, sole survivor of a crew. He was wrecked there previously; the other 16 had been killed by the natives while the survivor had been claimed as husband by one of the cannibal women. Before rescue the cast-aways were subjected to 3 severe earthquakes on the island.

Syd followed the sea for some years in adult life and has sailed around the world 3 times. He has farmed for many years in China, Maine, and now, at the age of 73, has rounded out 10 years of service at Waterville Shops as a sweeper and watchman.
Lee O. Parker, retired Agent of Colebrook, fractured his shoulder when he fell on the ice at his home on Concord St., Lee was taken to the Coos County Hospital where he is reported resting comfortably.

Charles J. Bolduc, Engineer on 377-378 off for the rest of the cold season.

By ROGER D. DROLET

Beecher Falls, Vt.

The community was deeply saddened by the death of Carroll Norman Young, who passed away at the local hospital November 28, 1955. In 1913 he was employed by the Maine Central Railroad as Clerk at West Stewartstown, until 1929. He then transferred to Beecher Falls as a Telegrapher, until April 1928, when he bought Elliott's Pharmacy in West Stewartstown.

Through his own efforts and study he became a registered druggist and was also postmaster from the time he bought the drug store until the time of his death. He leaves to mourn his loss his wife and two daughters, a granddaughter, Patricia Thompson, of the brother, Maurice W. Young of Canaan, Vt., several relatives and a host of friends. Funerary services were held at the house conducted by the Rev. Herbert Cooper.

Bartlett, N. H.

By O. R. BURDWOOD

Well, today, January 18th is the first day we have seen the Sun up here for just 11 days. But Condr. Chandler showed us some May flowers, or buds he found at Carroll Tank on January 12th. It was most surprising to see them at this time of year. We hope the buds left there are due for some surprise doubt.

By VAUN E. DOLE and MARY E. MORSE

Thomas F. Felice, whose smiling countenance we miss in the General Office Bldg., is now at the Union Station ticket office and goes to work at the unheard-of hour of 6 A.M.

A familiar face in the General Office Bldg. is that of Charles R. Anderson, Passenger Traffic Dept. He had been at the ticket office, Union Station, for some time.

The ladies are gracing the bowling league this year—one gal on each team. At this writing the women teams, under Condr. Van Dole hold the high-score records, but the season is still young.

We hope they will keep it up this month! Cigars have been distributed by Burt Pease, now Assistant Supervisor Bridges & Buildings Department, on the birth of a new daughter, Pamela Jane, Dec. 16th at the Eastern Maine General Hospital, weighing 7 lbs. 12 oz.

And friends of Mr. and Mrs. "Benny" Warner, Jr. will be interested to know that they have a brand new son, Benjamin Isaac Warner, the third, born Nov. 23rd. "Benny" dropped in to see us, still white in Portland recently, and gave us the news.

Mr. and Mrs. Edward Kruczak made a "flying trip"; by train, of course, to Florida this last month for a week's vacation. Did you sit on the benches this time, Joe?

Also, Mr. and Mrs. Fred Norwood (retired B&F Dept. Cook) are planning their annual trip to Tampa, Florida.

Did death of baseball fans know that albums and separate records may be "borrowed" at the Public Library, the same as books?

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And, PLEASE, folks, forget T. V. Go out and do something interesting so I'll have something to point at when E. M. Morin 6 with the Bangor & Aroostook recently, and gave us the news.

We extend our sincere sympathies to the family of Edwin W. Farrar, popular Chief Clerk in the Purchases and Stores Department, who died suddenly on January 6th in Portland. His railroad career started at Thompson's Point in 1917, transferring the same year to the Boston and Aroostook as a farmhand, and in the General Office Department in 1919. In November of 1938 Farrar joined the Maine Central at Bangor, H. O. over New York, F.I. January 1, 1954 was made Chief Clerk. He leaves a host of friends throughout all departments of the Maine Central and the Portland Terminal Co.

By JOHN J. KEATING

Sympathy is extended to the family of Retired Engineer Fred Pettengill of Livermore Falls. He extends an invitation to all the "Boys" to call on him.

Sympathy is extended to Engineen and Mrs. "Pitt" Moores on the death of Mrs. Moores' mother.

Happy to report Conductor Y. C. Neilson, who has been ill, is able to be out and made a visit to the boys at Brunswick station.

Mrs. Ralph Henry, wife of Engineer Henry, was a patient at a local hospital for observation.

Sympathy is extended to the family of P. T. Yard Brakeman William Small who died Janu­ary 15.

Leonard Forest and Miss Helen Cusak were married at St. Patricks, Saturday, January 21. Leonard is employed at Portland Union Station. Miss Cusak is with the New England Telephone Co., "Lot's of Luck, Kids!"

A few of the "Boys" and their wives, who have gone to Florida for vacation are: Retired P. T. yard Conductor Fred Larkin and the Mrs. who have built a home at Sarasota; P. T. yard Conductor and Mrs. Robbins who motored to St. Petersburg; Mt. Sub. Div. Conductor Batley, also by motor to St. Pete; Retired P. T. yard Conductor and Mrs. Richard Kelly, to Sarasota; Retired Maine Central Conductor Allen and Mrs. McDonald, to Miami.

Retired Mt. Sub. Div. Conductor and Mrs. Poupart plan to make a trip to California. Leon has a brother who resides there.

Retired Ticket Agent Merritt and the Mrs. are at St. Petersburg, Florida, for the winter. Mr. Merritt was for many years Ticket Agent at Portland Union Station.

"A fine looking group of youngsters -- The Children of Enginehouseman (Red) M. Carman Leon Sanborn has returned to the town. Through his own efforts and study he became a registered druggist and was also postmaster from the time he bought the drug store until the time of his death. He leaves to mourn his loss his wife and two daughters, a granddaughter, Patricia Thompson, of the brother, Maurice W. Young of Canaan, Vt., several relatives and a host of friends. Funerary services were held at the house conducted by the Rev. Herbert Cooper.

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having received surgical treatment on her foot at the Eastern Maine General Hospital.
The following have already had their 1956
vacations:
Coach Cleaner D. J. Smith and Electrician J. Porter.
Coach Cleaner C. P. Souse has bid in the job
vacations.

Filling in at Northern Maine Jet. as Carmen
Plummer is substituting until Soucie's job is
filled.

Jan. 23rd after being off several months account
of sickness.

A letter has been received from Virgie Nowell
who is spending the winter in Florida.

At a recent meeting of the North Baptist
Church, Ashford, Harold Duplisea, Freight Handler,
was appointed Deacon, and Sandy Sherman,
was appointed Clerk.

George Townscnd, Brakenian, has bid off the
Bangor-Vanceboro job. M. F. Tucker, Brake-
mann, has taken a job on the Bangor-Calais run.

This leaves Carl Smith and H. H. Stan-
hope bracking on the Eastport Branch.

K. O. Cline, Clerk, and family motored to
Boston over New Year's and took in the Ice
capades, a hockey game and a basketball game.

Alexander Garfield Sherman, better known as
Sandy, Laborer; at Eastport freight house, has
a hard time living up to his illustrious names.

Vanceboro
By H. D. DAVIS
It is interesting to note, no doubt, to
learn that during the past Christmas tree sea-
time there were imported at Vanceboro by rail
from Canada 318 carloads. This includes, of
course, some routed via C.P.R. and western
connections.

A heavy volume of business is passing here
daily consisting of traffic routed overseas via
C.P.R. and West St. John, N.B., in both direc-
tions.

On vacation since last items was your corres-
dent Davis who spent it very quietly at
home; also Yardman A. R. Tracy.

Carpenter Foreman Smith and crew have just
paid us a visit and made miscellaneous repairs
and adjustments to our house. They left us on Saturday the 14th, for Dixfield.

Commencing Monday January 23rd the diesel
locomotive arriving here on train 23 has been
going through on C.P.R. train 114 to St. John,
N.B. returning same night on their train 115
and along on train No. 8.

BANGOR
Mechanical Department

By F. E. WARE
Sympathy is extended to the family of Engineer
Evan E. Hathaway who died at his home

Evan began his railroad career on the Maine
Central as a fireman on April 18, 1923 and
was appointed as an Engineer on January 18,
1935. He was an active member of the Brotherhood of
Locomotive Engineers and Firemen as well as the
various Masonic Orders to which he be-
longed. He was also an active member and
worker in the Bangor Chapter of the Trolley
Club.

At the time of his death he held the fireman's
job on the Buckport Freight.

Sympathy has been extended to Stationary
Fireman Lenard J. Rogerson whose mother, Mrs.
Hannah Rogerson, died at Coleman Station,
P.E.I., on January 19, 1956. Mrs. Rogerson
would have been 104 years of age on January
20, 1956.

Sympathy is extended to Engineer Fred Gray
of the Eastern Division whose wife died at
Calais on December 12, 1955.

Although the weather has been sure terrific
and about the only things that can be said for
cars is whether the "Darn" things will start or
not, let alone any ideas of trading, still there are
a few new ones showing up in the parking lot.

The latest member to the "AUTO-TRADERS" are
Machinist Helper Walter Gauthette, Electrician
John F. Bevan and Laborer Lewis Mc-
Laughlin.

They tell me that Stores Clerk James (Curly)
Bittihn has that dreamy new car look in his
eyes but as yet nothing has materialized from it.

Congratulations to Engineer and Mrs. Lloyd
Ashford on the birth of a son, Lloyd Stuart,
born on December 18th at the Eastern Maine
General Hospital. Net Weight 8 lbs. -8 ozs.

Congratulations to Engineer and Mrs. Lewis E.
Gordon on the birth of a daughter, Sherri
Lynne, on December 23rd at the Stockwell
Home. Weight 7 lbs. - 8 ozs.

Master Mechanic Charles B. Kane was installed
as Master of Mechanics Lodge No. 66, F. and A.
M. at Orono on January 3rd. This honors repres-
ents the fulfillment of an ambition and the
attainment of a goal which he has been working
hard and faithfully for the last eight years.

Congratulations C. B.

We have a few new faces in the parking lot.
Some of these includes, of course, some routed via C.P.R. and western
connections.

The epidemic of flat spots is not confined to
locomotives as evidenced by the position of
Engineer R. A. Lowell as he attempts to push
the front end of his car so he can replace the
flat tire with a fully inflated one. Sorry to say
the camera could not capture the oral expres-
sions.

Thursday, January 5th. The following Officers
were installed; Herbert W. Clark, President;
James McDonald, Vice-President; P. J. Luooey,
Recording Secretary; Donald Booster, Financial
Secretary; Lewis W. Snyder, Treasurer. The
Shop Committee consists of Donald Booster,
Chairman; Charles McIllan and Helper Leslie
B. Snyder.

The Installation of Officers for the coming year
of the Firemen and Oilier's Local No. 471
was held Saturday, January 14th with the fol-
lowing Officers being Installed: Edward Rankin,
President; Harry Rankin, Vice-President; Nel-
don Dexter, Recording Secretary; Walter Gau-
dette, Financial Secretary and Treasurer. The
Shop Committee consists of Edmund Glidden,
Chairman, Walter Lizzotte and Edward B.
Hartry.

Electrician Guy M. Hathaway has returned
to work after being laid up with a calcium
growth on the tendons of his knee.

Laborer William G. Martin returned to work
Thursday, January 12th, remaining a few
weeks at the Veteran's Hospital at Togus for
examination and treatment.

I was talking with Machinist E. P. (Bing)
Cogswell who is working for the railroad at home after
a short sojourn at the Hospital for an inflamed liver condition. He says that he is in hopes to
recover and work in another week.

At this writing Hostler Helper George New-
bury is still laid up with a heart condition.

Stationary Foreman Edward B. Hartry is re-
cuperating from an attack of pneumonia and
Lavriner Harold Johnson is still on the sick list.

Machinist Charles E. Hatch, his wife, and
family left December 17th for a trip to
California to visit with Mrs. Hatch's family.
They are planning on getting back sometime
around January 17th.

Among the late vacationists was Miss Blanche
Field, Stenographer in General Foreman
R. O. McGarry's Office.

General Foreman Ralph O. McGarry and his
first granddaughter, little Miss Mary Theresa
Hartery.

FORE THE BIG EMPLOYEES' PARTY
AT THE PENOBSCOT HOSTEL, BANGOR

The Committee, which consists of Machinist
Charlie "Banjo-eyes" Wilson, Engine House
Foreman Irvine "Satan him-self" Furrow and
Chief Clerk Larry "Hawk's Helper" Severance,
have done a bang-up job of planning this party
and get together. So let's all back these boys
up and take the little woman and attend the
affair.

Dinner and entertainment begin at 7:30 P.M.
Dancing will begin at 9:00 P.M.

H ere IS THE MENU AND PRICE
Roast Half Spring Chicken . . . $3.00 Per Person
Roast Sirloin of Beef . . . . $4.00 Per Person

The above price includes Dinner, Dance, Tax,
Tips, Favors etc. (What is the "etc"?"

Make your reservations early. Reservations
must be made by February 17th.

This contest is open to all in connection with
the party, to select "Miss or Mrs. Eastern
Division of 1956." She will be selected by
popular vote. Votes to be gathered at follow-
ing contests:

1. For each reservation made for the party
before Feb. 11th, the purchaser will receive
100 votes that he may cast for his choice.

2. For each donation of 25 cents, 25 votes
may be obtained.

This contest is open to all. So why not place
the name of your choice on a ballot and start
the ball a rolling.

Votes will be placed in the donation box at
the Engine House or mailed to Larry Severance
at the Engine House.

The above price includes Dinner, Dance, Tax,

Tips, Favors etc. (What is the "etc"?"

The above price includes Dinner, Dance, Tax,
LET HIM TAKE DOWN THE UMBRELLA

COMPETITIVE RATES

Portland, Maine