Can You Identify This Location?
Mystery Picture No. 16

An enginehouse, a yard office and other landmarks stand out prominently in this month's Mystery Picture while, in the foreground, may be seen one of our new 50 foot box cars. This is an easy one, at least for many of our readers. Can you name it?

Photo No. 15, which appeared last month, was taken on the platform at Danville jet station looking east toward Lewiston.

Up to the time of this writing correct answers had been received from these readers: Edgar H. Russell of Gray; Edward Bolduc, Section Foreman, Cumberland Center; T. F. Roche, Storekeeper, Deering Jet.; O. E. Lowe, Engineer; and William M. Cleaves, Brookline, Mass.

— o —

Wiggins Heads
R.R. Club

The Maine Central Railroad was honored at the Seventy-Third Annual Meeting of the New England Railroad Club by the election of Chief Engineer J. W. Wiggins as President of the group for the year 1956-57. In addition to his presidential duties, Wiggins will also serve as Chairman for the Finance and Executive Committees of the Club.

In recognition of its new president, the Club's Annual Banquet menu contained this item: "Wiggins Cabbage Patch Chowder".

Also named to Club posts for the new term were R. E. Baker, General Manager, and K. W. Phillips, Purchasing Agent, who were assigned to the Executive Committee.

— o —

"MAKE SHIPMENTS SAFE FOR TRANSPORTATION AND TRANSPORTATION SAFE FOR SHIPMENTS"

FROM THE EDITOR

Nearly every male reader of this Magazine has, with little doubt, heard the words "Spring Cleaning" mentioned around the house in recent weeks and, perhaps, has participated in the work which followed.

"Spring Cleaning" takes on a somewhat different meaning for Maine Central section crews, however; it means tidying up the railroad right-of-way, cutting back underbrush and generally making the line as neat as possible. Do they do a good job? Take a look from the rear end of your train on your next trip—you'll see mile after mile of excellent "housekeeping", in fact nearly 945 miles of it, from one end of our railroad to the other.

Thus the line looks well but, think for a minute of the tremendous maintenance job involved: in addition to steel rail for the entire line—approximately 3,000 ties per mile, with 2 tie plates and 4 spikes to each tie, 2,200 rail anchors to the mile, plus quantities of rail joints, bolts, switches, guard rails and gravel or stone ballast must be cared for.

Add to that a total of 455 bridges located along our main line track, ranging from short spans to long, sturdy pile trestles and steel structures such as shown on this month's cover, and you arrive at a vast maintenance project.

Remember—Maine Central, together with the rest of our nation's railroads, is the only carrier system serving you which owns and maintains its equipment and facilities with no help from Government through use of our tax money!
SPECIAL AGENT’S DEPARTMENT

By A. E. Christie, Chief Special Agent

PART I

The Special Agent’s department, or Railroad Police Force as it is more commonly known, is charged with providing the following services for the benefit of the Company:

Protect the property of the Company against carelessness, negligence, malicious mischief, depredations, and fire; guard the freight, express and mail from theft and damage; protect the passengers against pickpockets, thieves and injury; preserve order upon the premises of the Company and upon its trains; quell disturbances that may arise; uphold and enforce the law so far as the company’s interests are concerned and conduct such investigations as the management may require.

The Special Agent is not only a peace officer but, in addition, is guardian of the properties of the company. He is vested by law with certain powers which he must exercise with great caution and prudence, bearing in mind that all officers must be impartial in their conduct, discarding all personal, sectarian and political prejudices.

The primary purpose of criminal law, as far as the Special Agent’s department is concerned, is to prevent crime rather than punish.

It is not a part of the duties of an officer to be overzealous or meddlesome, interfering unnecessarily on every trifling occasion.

Good tempered forbearance and friendly persuasion will help him fulfill those important duties that he is employed to execute, remembering in all conduct to speak the truth and never enlarge the report of a conversation beyond its actual limits in a desire to procure a conviction.

His duties require him to perform in an efficient manner all of the law enforcement activities carried out by municipal police departments as well as those special problems arising out of the interstate nature of railroad transportation, covering such a wide and diversified field of activities as to make it quite impossible to enumerate them all.

As a law enforcement officer he must keep the peace, enforce the law, prevent and detect crime, protect life and property and arrest all violators insofar as the interests of the company may be concerned.

After a crime has been committed he must arrest the guilty, secure witnesses and preserve the evidence.

The Special Agent’s duties are so diversified that, over the short space of a week’s time, he may be called upon to break up an affray, arrest a box car thief and prosecute the theft of an interstate shipment in the Federal Court, investigate a derailment or, as has been the privilege of this department on at least two occasions, to help arrange and carry out the plans for the protection of a train carrying the President of the United States.

The preparations that go into making the movement of a Presidential Special the safest and best protected, perhaps in the world, might be interesting to relate.

For security reasons, the Secret Service, whose responsibility it is to protect the President, usually makes the arrangements personally with the General Manager of the railroad involved. He in turn advises the Special Agent of the movement, who must then contact local, state police and sheriffs’ departments in the territory through which the train must pass and solicit their cooperation in making plans for its protection.

When plans are complete and on movement of the train, which is usually operated at a restricted speed of 25 to 35 miles an hour, all grade crossings, all overpasses, all bridges crossing streams and rivers must be policed, and motorized officers patrol the highways adjacent to the track. A pilot train, or in some instances motor patrol cars, are run over the track a short distance ahead of the Presidential Special.

The last such train handled over the Maine Central, to my knowledge, was on Aug. 16, 1941, when President Roosevelt returned from his Atlantic Charter Meeting with Winston Churchill and was handled over the railroad from Rockland, Maine, to Washington, D.C.

No narrative would be quite complete without some reference being made to the historical background of the development of railroads and the conditions that brought the necessity of railroad police at that time and to their present position in railroad operations.

It is extremely interesting to consider what the history of the United States might have been without the bands of railroad iron which bind its parts together. It is likely that without railroads stretching from the Atlantic to the Pacific oceans, the United States would never have been a union of states. What is now the American Republic would probably have become two or more independent countries, much on the order of continental Europe.

John Stevens, called “Father of railroads” in the United States, and his associates received the first American Railroad Charter from the State of New Jersey on Feb. 6, 1815. By 1835 over 200 railroad charters had been granted.

Railroad building increased with the passing years, and by 1850
there were nearly 10,000 miles of railroad operating along the eastern seaboard. By the time of the Civil War over 30,000 miles of railroad were in operation in the United States. As these operations increased, transportation problems as new and varied as the industry itself, presented themselves at an even more rapid rate.

Workers attracted by the railroad building, homesteaders, soldiers of fortune and thieves, made up the population of the small communities that sprung up along the rights of way and railroads became the prime target of gangs of lawless men bent on stealing freight and express money shipments.

Railroad managements, in desperation at a situation that was depleting their treasuries to the breaking point, began a search for some positive means of combating this condition. Employees and others found willing to take on such a hazardous occupation were depurized. There was little attempt at organization and those employed were completely unsuited for the work, in many instances.

The first formal approach to a railroad Special Agent's department came about when several Western Railroads organized to hire a Cook County, Illinois, Deputy Sheriff named Allan Pinkerton, to head up such a department for their protection.

Pinkerton, a Scotchman, had emigrated to Illinois in 1842. In 1843 he had established a cooper shop in Dundee, Illinois. One day, while cutting hoop poles on an unfrequented island he stumbled upon a band of counterfeiters and later led a party which captured them. From this event he achieved some local notoriety.

In 1850 in response to an offer from several railroad presidents, following a series of robberies, he established a private detective agency for this purpose, the first of its kind in the United States.

Several years later Pinkerton was appointed to the personal staff of General U. S. Grant and served as head of the Union Army's Intelligence Section during the Civil War. The Chicago office of his detective agency was kept open during this time.

Following the war, with Pinkerton himself back in the main office, the agency began to expand and branches were opened in many major cities. Also, a Protective Service for banks and jewelry concerns was instituted.

Later, as Pinkerton's sons became old enough, they took over operations of the agency while its originator turned to writing books, mostly autobiographical material based on his personal experiences.

It was not until the early 1900's that special service departments really got under way on American railways and were officially recognized as such.

On the Maine Central, for instance, the Special Agent's department had its inception when a detective borrowed from the Boston & Maine by Morris McDonald, then General Manager, was concealed in an empty piano case and sent into Portland in a car of way freight, in an effort to put a stop to a gang of whiskey and freight thieves. Successful in his attempt, this man, Harry A. Russell, whom many of you affectionately remember as "Bunny" Russell, was hired as Special Agent, remaining in the service of the railroad for 30 years, reporting to the General Manager.

The railroad Special Agent's department must need function in cooperation with every other department of the railroad and must be independent to act without fear or favor in the performance of the many duties incumbent upon it. It can be of little real service or value to the railroad management with the knowledge that the result of honest effort subjects it to criticism from other departments subordinate to the official to whom it reports.

No department on the railroad is afforded a greater opportunity to play an outstanding role in creating good public relations than is the Special Agent's, probably greater in proportion to its size than any other group of employees. The use of tact, forbearance, thoughtfulness, impartiality and courtesy toward all classes of persons and the exercise of common sense and discretion, together with courtesy pays dividends in good will and respect to the company.

One of the more important duties of the railroad Special Agent is the protection of freight shipments. Less than carload lots, handled through many transfers, cause the greatest number of headaches to the Freight Claims and Special Agent's Departments.

They are subject to damage or loss of entire package and are vulnerable to theft in all of its forms. Items like cigarettes, liquor, clothing, shoes and canned goods are very attractive to thieves for several reasons, primarily, of course, because of their high value and the ease with which they may be sold to "Fences" or unscrupulous store keepers bent on making a quick profit. As a general rule stolen goods are sold for about one third of their actual value. After a thief gets possession of shipments the marks are usually removed from the cases or containers, thus making them difficult to identify or to establish proof of ownership. Thefts of commodities like cigarettes are often carried out by well organized gangs on a large scale.

During the 1920's and early '30's theft of cigarettes and tobacco products were costing the railroads of the country somewhere in the vicinity of a million dollars a year. This situation became so serious on a national scale that in 1920, at the request of rail managements, a Protective Section, Association of American Railroads.
A.R. was set up to combat these losses by creating a liaison between the various railroad police departments. Through concerted efforts these losses were substantially reduced and with the advent of the diesel engine, bringing faster train movements, with fewer stops along the way, theft of cigarettes is now one of the lesser items of cost on the freight claim agent's balance sheet.

This brings to mind a case in point, that would perhaps be of some passing interest: a series of cigarette thefts that were experienced on the Maine Central and Portland Terminal in the late fall of 1929 and the early part of the winter of 1930.

During the months of October, November and December, 1929, the Railroad had experienced the loss, by theft, of some $10,000 worth of cigarettes. These robberies were consistent and had fallen into a set pattern. Each Monday and Thursday were cigarette days; the Eastern Steamship Lines brought in large quantities and a lot were moving through the Portland Transfer House. On each of these two nights it was a sure bet that the cars would be loaded with cigarettes and, on each Monday and Thursday, we were getting to be equally confident that we would get rapped for 10 to 25 cases of cigarettes from the cars loaded at the steamship wharf and at the transfer. All of these loaded cars were destined for points on the Maine Central or Bangor and Aroostook Railroads.

Harry Russell was Chief Special Agent, at the time; I had been working on the case with Walter "Teddy" Murray, now Lieut. Murray, in the Portland Terminal District.

During October and November we hadn't been able to spin a thread as far as localizing the thefts went; everywhere we turned was a blank wall, but the losses persisted. The Management was worried over the affair and the Freight Claim Agent, Merrill Manning, was completely distracted. The Chief Special Agent was putting on the pressure and we were working around the clock, seven days a week.

In December, after the cold weather and snows set in, we began to hear rumors and get "Tips" that a banana peddler known as "Jim the Greek", was offering cigarettes for sale at below wholesale cost and was making deliveries, telling his customers that he was buying his cigarettes in quantity from the factories.

Contacting shopkeepers that we were sure had bought from him, we found that to a man, they were afraid to say anything about their dealings with this peddler.

Finally on Jan. 5, 1930, we got a real break in the case. A few nights previous, one of the men in Yard 8, Commercial Street, Portland, had come across two men attempting to open up a box car in 339's Extra. When challenged, these men threatened him and got away under the cars. He was, however, able to furnish us with some description of the men and enabled us to localize the thefts to Yard 8.

The night of Jan. 5, 1930, was about as miserable a night as I can remember; just above zero and a heavy snow storm in the teeth of a nor'easter. Murray and I had been assigned to cover Yard 5, across Commercial Street from Yard 8. There was no place to get under cover so we laid down beside the track against the journal boxes of some stored cars. We were not there long before we were completely snowed under.

Presently two men came out from between the cars near us and stopped; one of them lit his pipe and in the light from the flame of the match, we recognized two Portland Police officers. Unknown to us or to them, the Special Agent had assigned two City officers to cover the other end of the yard. Presuming what the officers were there for posed a serious problem for us as we were not in uniform and were now in a very favorable position to get shot at by all concerned.

In those days the Company did not furnish guns or other police equipment and we just didn't make money enough to afford them, so we had to improvise. I did have a pistol, however, and Murray had borrowed a sawed off shotgun.

The thieves had been tipped off that there was some police activity on Commercial Street that night but they were still curious and brazen enough to show up around 9:00 P.M. and cruise up and down the street several times in their cars; then shifted the scene of operations to a freight train moving out of Rigby and removed 25 cases of cigarettes from a moving box car just east of Portland Union Station, near Hood's Creamery, as the train slowed down for the grade.

We did get the license number of one of their automobiles that night and subsequent investigation and questioning of the owner gave us the rest of the gang.

This gang was composed of a big time alcohol bootlegger, a kind of a "Robin Hood" around Portland; an ex con who had just finished 20 years in Charlestown State Prison for armed robbery and attempted murder, and who acted as "Gun" for the mob; "Jim the Greek" who was the salesman and two boys about 20 years of age who drove the cars.

Questioning these men developed that the Massachusetts convict had conceived the idea of stealing cigarettes on a large scale while in prison, and knowing of a man who had served time with him some years before, and who was now employed at Portland Freight House, made his plans to operate out of Portland. On his release from prison he promptly contacted the railroad employee who agreed to give him the numbers of the cars loaded out of Portland with cigarettes and the time of train departures carrying these cars east.

The railroad employee was to receive $5.00 for each case successfully stolen.

All that was needed now was an organization that could furnish cars and trucks and the bootlegger, driven out of business by the Federal Alcohol Agents, stood ready and willing to do this.

Their method of operation, unique in itself, was to contact the freight house employee on Monday and Thursday afternoons around 5:30, and get the time of train departures from Rigby or Yard 8 and the numbers of the cars...
carrying cigarettes. Shortly before the time of train departure, they would go to a railroad grade crossing, sometimes Congress Street, sometimes Deering Junction, occasionally as trains were leaving Rigby and spot the cars they were looking for in the train. They would then proceed to some point on the line where the train would slow down for the grade and one of the men would get aboard the car to be robbed. This man carried a small handbag containing a narrow rope ladder with hooks on one end and a short pinch-bar. Once on the roof, he would fasten the hooks over the cat-walk on top of the car and climb down the ladder to the car door, break the seal, remove the fastener and then proceed to jimmy the door open with the bar—once inside, he had plenty of time to work the freight in the car over and pick out the cigarettes, which he would throw out of the car at some pre-designated spot. Deering Junction, Sligo Road, Yarmouth and Gravel's Crossing at Danville Junction were favorite drops. The rest of the gang, following along in cars or trucks would get to the "Drop" at about the time that the freight train passed and would pick up the cigarettes. The man on the train would ride to the next water plug or some grade where the train would slow down enough to permit him to get off and get out onto the highway where one of the automobiles would pick him up.

We also learned that during October and November, before the snow got too deep on the mountain roads, the stolen cigarettes were taken to Canada and sold; on the return trip a load of whiskey was brought back to the States, using back roads for this traffic and, as was rumored at the time, perhaps bribing a border guard. This was probably the reason why this gang was not caught up with sooner, along with the fact that in most instances the thefts were made from moving trains.

Needless to say, all of these men went to prison. One later escaped and was murdered; the others upon release from prison were later arrested for similar offenses and at least one of them became a dope addict.

Many similar cases were handled during this era, but none of the others, perhaps, were as bizarre or well planned and executed as the one here mentioned.

EDITOR'S NOTE: In Part 2 of his article, to appear in next month's issue of the Magazine, Chief Special Agent Christie presents the problems facing his department today and gives graphic examples to illustrate his text.

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**Bowling Tournament**

Coming through victoriously for the second year in a row, Bangor Team A carried away top honors and the trophy award in the annual Maine Central Bowling Tournament held this year at the Big "20" alleys, Scarboro. Hosts for the day were the Rigby teams.

Out-pointing their nearest rivals in the field of 13 teams by 37 pins, Bangor A rolled a grand total for the 5 strings of 2,369. Final scores for the other teams were:

<table>
<thead>
<tr>
<th>Team</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Office B</td>
<td>2,332</td>
</tr>
<tr>
<td>General Office C</td>
<td>2,320</td>
</tr>
<tr>
<td>Rigby A</td>
<td>2,315</td>
</tr>
<tr>
<td>Waterville A</td>
<td>2,311</td>
</tr>
<tr>
<td>Rigby C</td>
<td>2,281</td>
</tr>
<tr>
<td>General Office D</td>
<td>2,268</td>
</tr>
<tr>
<td>Bangor B</td>
<td>2,262</td>
</tr>
<tr>
<td>Rigby D</td>
<td>2,258</td>
</tr>
<tr>
<td>Waterville B</td>
<td>2,250</td>
</tr>
<tr>
<td>General Office A</td>
<td>2,247</td>
</tr>
<tr>
<td>Bangor B</td>
<td>2,151</td>
</tr>
<tr>
<td>Waterville C</td>
<td>2,143</td>
</tr>
</tbody>
</table>

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**Annual Meetings**

During the present Spring season the Engineering Department's Annual Round Table Meetings, the second in a series, are being held at various points covering our rail system.

Track foremen, track repairmen, machine operators, track patrolmen, crane operators, signal men and B. & B. foremen are gathering to view safety films, discuss mutual problems, enjoy lunch as guests of the management and to plan an improved safety campaign for 1956.

Meetings are being held in Brunswick, Auburn, Waterville, Bartlett, Mattawamkeag, Bangor, Portland and Harrington.
Dinner Honors Livingston


18 years as foreman of the section. Well known and well liked he always performed his work conscientiously and left his section, 8 miles of line from Richville Crossing, in good shape for the next foreman to take over.

M. C. Know-How Aids Korea

South Korea's railroads are rapidly being dieselized due, in large part, to a lack of easily available coal for their steam locomotives. Former coal supplies in that nation's northern sections now are behind the Iron Curtain.

To handle this changeover and to develop a corps of personnel experienced in the maintenance of diesels and related parts, three Koreans are spending a year visiting various railroads in this country. One of these, Kim Won Kyoo, a shop foreman for the Korean National Railroads, has recently spent 9 weeks studying and observing methods on the Maine Central, making his headquarters with Mechanical Engineer R. F. Dole at the latter's home in South Portland.

Kim's "tour of duty" here covered many phases of mechanical operations, for example: riding various trains to observe, first hand, how diesels in road service; visits to both large and small engine terminals, such as Waterville, Rigby, Calais, and Bartlett; an insight into the man hours required for various jobs; Interstate Commerce Commission instructions applying to diesel maintenance and the routine of daily, monthly, quarterly and annual inspections performed on the locomotives.

Kim's excellent command of the English language comes from his High School and University of Seoul education. In addition, just prior to coming to the United States, he was given a refresher course which included orientation as to many customs and phases of American living, how much and when to tip, the fact that prices of an article are apt to vary from one section of the country to another and similar practical knowledge of life here.

The next stop on Kim's itinerary was Savannah, Georgia, where he was to continue his tour of other east coast railroads.

Coaches Sport New Colors

Maine Central's passenger coaches are being dressed up these days by receiving a new outside coat of paint as they make their periodic visits to Waterville Shops for inspection and overhaul. Being applied is a green paint called Synthetic Pullman Green Enamel; being replaced is the familiar maroon color in use in the past.

The panels between the windows of our stainless steel, reclining seat cars will wear the new green together with an imitation gold enamel striping to outline each window. To date two of this series of coach have been completed — No. 240, the Alamoosook and No. 243, the Parmacheenee.

All other coaches will also receive the green enamel as soon as practicable. At this writing two had been completed and another was due to begin the transformation in color schemes.
Happy Birthday to "US GIRLS"! With this issue we are a year old. I hope it has been a good year for you all in the manner in which you each measure what is "good" for you personally. We all know seldom a year passes without our having experienced the bitter with the sweet, but that comes under the heading of Living. How monotonous it would be, indeed, if all days were the same, even all good, and if we did not have our share of "troublesome days", each to his own, for it is our reaction to such days which builds character.

Let's chit-chat for a few minutes! Should I start in by reciting "What is so rare as a day in June"? Frankly, I do not dare to, because Spring has come and practically gone, and from where I sit, there has been an absence of it. If June goes on in that manner, the official opening of Summer will not mean much, but let's hope for the best. One thing for sure, School Days will soon be over, and for some, permanently, which means in many homes plans are now under way for "Graduation Day"—always a beautiful day for the Students concerned and their Parents, and as I look back, a little sad too. In other homes it will be a case of the "small fry" on the loose again and I can almost hear the sighs of Mothers wondering how they are going to cope with all that noise. In other homes, preparations will be under way for a Summer at Camp or the Seashore. In any and all events, Mother will have her hands full and although she will wonder, often, how she will ever manage, she will, because she is a very special person who has all the answers from whatever direction they come. I, personally, marvel at the stamina, courage, understanding and wisdom of "Mothers"—those wonderful Ladies who always seem to find a beautiful day for the Students concerned and their Parents, and as I look back, a little sad too. In other homes it will be a case of the "small fry" on the loose again and I can almost hear the sighs of Mothers wondering how they are going to cope with all that noise. In other homes, preparations will be under way for a Summer at Camp or the Seashore. In any and all events, Mother will have her hands full and although she will wonder, often, how she will ever manage, she will, because she is a very special person who has all the answers from whatever direction they come. I, personally, marvel at the stamina, courage, understanding and wisdom of "Mothers"—those wonderful Ladies who always seem to find a beautiful day for the Students concerned and their Parents, and as I look back, a little sad too. In other homes it will be a case of the "small fry" on the loose again and I can almost hear the sighs of Mothers wondering how they are going to cope with all that noise. In other homes, preparations will be under way for a Summer at Camp or the Seashore. In any and all events, Mother will have her hands full and although she will wonder, often, how she will ever manage, she will, because she is a very special person who has all the answers from whatever direction they come. I, personally, marvel at the stamina, courage, understanding and wisdom of "Mothers"—those wonderful Ladies who always seem to find

I have been intending to give you my "Fluffy Gold Cake" recipe. I think you will like it, as it is very light and always a success. We like it best topped with a nice rich chocolate frosting, but you or your family might like a different topping, so satisfy your desires on that score. Here it is—Sift together into bowl—2 cups sifted cake flour, 1 1/3 cups sugar, 3 tsp. double-action baking powder, 1 tsp. salt. Add—1/3 cup high grade shortening, 3/4 cup milk, 1/2 tsp. lemon extract, 1/2 tsp. vanilla. Beat vigorously with spoon for 2 minutes by clock or mix with electric mixer (medium speed) for 2 minutes. Add 1/3 cup milk, 4 egg yolks (medium). Beat 2 more mins. Bake 30 to 35 minutes in 350° oven. Makes 2 round layers, if you prefer, or good sized cake in 9 x 9 pan.

By now—have fun this month and be happy!
Alfred F. Cyr, Jr. A03, son of Machinist and Mrs. Alfred F. Cyr, arrived home last week after a two week leave from the Navy. He and his wife, with Aviation Ordinance aboard the U.S.S. Blake Champlain which is at present tied up in Virginia for a general overhaul.

P.F.C. Richard Cyr, another son of Mr. and Mrs. Cyr, is expected home from France about the 27th of May for a thirty day leave from the Army. He is stationed a short way from Bordeaux, France, for the 27th of May for a thirty day leave from the Army. Richard, better known as Dick to his acquaintances, has been stationed a short way from Bordeaux, France, for a thirty day leave from the Army. Richard, better known as Dick to his acquaintances, has been stationed a short way from Bordeaux, France, for a thirty day leave from the Army.

Electrician Guy M. "Hard-luck" Hathaway, while out riding a while ago, spied a mighty good deal in a used car at Houlton, stopped and purchased same. Having no way of getting it home, he drove back to Bangor, picked up Machinist Louis Snyder and drove back for the car. After they had gone a short way something happened to the engine and it quit. So Guy hooked on to tow his prize home and at the next hill, when Louis went to slow it down, "NO BRAKES!" was all he heard, but Guy had to hire a wrecker to haul his car the rest of the way.

Electrician John Sullivan has bid off the new job on days, so there is quite a change in the crew on the 3 to 11 shift. Through a long line of bidding for days off there finally emerged the winner, Harold, John Tower who has been the maintenance electrician at Union station bid the open 11 PM to 7 AM job and Forrest Smith is taking the night job at the station.

Bangor

Mr. and Mrs. Charles H. Leard of Hampden have returned to their home in the Winter in Largo and Clearwater, Florida. Leard, previous to his retirement, was Chief Clerk in the Passenger apartment at Bangor and a correspondent for the Magazine. He writes that he met a few of the old Maine Central boys while in the South.

While at the Plaza Shopping Center in Clearwater one day who should the Leards run into but Spurgeon Sullivan and an old sentinel of the Portland "Sally" who once was head of the Signal Dept. on the Eastern Division and now retired, looks and acts like the same good natured chap he was and around Bangor.

At the Maine Picnic Mr. Burrell, Agent and formerly your correspondent at Rockland, made himself known; we had met at a few of the Magazine Lunchcheques at the General Office and it was a pleasure to talk over Maine Central affairs. Also at the picnic our table was "Gene" Tewksbury, Traveling Engineer, retired, of the Bangor and Aroostook Railroad, who is well known by our Maine Central Motive Power Officials, and E. C. Richardson, who previous to his retirement was Chief Clerk in the Passenger Traffic Dept. of the same road.

Attending the Maine Association Club meeting held in St. Petersburg we were glad to see Portland Division engineer B. V. McCracken and retired Yard Conductors Virgil Nowell and their wives. We were surprised to see Mr. and Mrs. Otis M. Graham, formerly of Bangor, "Otis" for a great many years on the Signal Dept. He is the same old Otis that when he left the Railroad back in 1921 to establish the O. M. Graham Artificial Limb Co. moved to So. Portland. He also spent three months vacation in Florida and he will be remembered by all the old time operators on the Eastern and Portland Divisions.

Leonard J. Sales Engineer for the Magnus Chemical Co. and well known by many of the locals, was in attendance at the Annual Meeting and Leon is a Past-president.

Engineer Albert Prescott returned to work this last month after being on a forced vacation at the Hospital and a residence period at home.

Engineer Robert Leavitt, who previous to his retirement was Railroad back in 1921 to establish the O. M. Graham Artificial Limb Co. moved to So. Portland. He also spent three months vacation in Florida. It is an emblem that anyone should be proud to wear.

Omit regards to all,

CHARLES H. LEARD.

Mounted Route A.,
Bangor, Maine.

P.F.C. Richard Cyr at Souiac, France.

Congratualtions to Hostley Helper and Mrs. James E. Roach on the birth of a son, James Ansur Roach, at the Eastern Maine General Hospital this last month and spent some of the money he has been hoarding so long and blossomed out with a new ford Victoria.

The above two items are the only car traders this week or "New Babies" reported to me this month. Either the Stork or the Car Salesmen have to work harder, or the babies are coming home to sleep.

Concerning the new plant that we are building in the Portland Division, as the building is taking shape, Mr. Vivian, Mr. Lefebvre and Mr. Rioux have moved in and Finderbank was there with us.

Engineer Albert Prescott returned to work this last month after being on a forced vacation at the Hospital and a residence period at home.

Electrician Guy M. "Hard-luck" Hathaway, while out riding a while ago, spied a mighty good deal in a used car at Houlton, stopped and purchased same. Having no way of getting it home, he drove back to Bangor, picked up Machinist Louis Snyder and drove back for the car. After they had gone a short way something happened to the engine and it quit. So Guy hooked on to tow his prize home and at the next hill, when Louis went to slow it down, "NO BRAKES!" was all he heard, but Guy had to hire a wrecker to haul his car the rest of the way.

Electrician John Sullivan has bid off the new job on days, so there is quite a change in the crew on the 3 to 11 shift. Through a long line of bidding for days off there finally emerged the winner, Harold, John Tower who has been the maintenance electrician at Union station bid the open 11 PM to 7 AM job and Forrest Smith is taking the night job at the station.

Bangor

Mr. and Mrs. Charles H. Leard of Hampden have returned to their home in the Winter in Largo and Clearwater, Florida. Leard, previous to his retirement, was Chief Clerk in the Passenger apartment at Bangor and a correspondent for the Magazine. He writes that he met a few of the old Maine Central boys while in the South.

While at the Plaza Shopping Center in Clearwater one day who should the Leards run into but Spurgeon Sullivan and an old sentinel of the Portland "Sally" who once was head of the Signal Dept. on the Eastern Division and now retired, looks and acts like the same good natured chap he was and around Bangor.

At the Maine Picnic Mr. Burrell, Agent and formerly your correspondent at Rockland, made himself known; we had met at a few of the Magazine Lunchcheques at the General Office and it was a pleasure to talk over Maine Central affairs. Also at the picnic our table was "Gene" Tewksbury, Traveling Engineer, retired, of the Bangor and Aroostook Railroad, who is well known by our Maine Central Motive Power Officials, and E. C. Richardson, who previous to his retirement was Chief Clerk in the Passenger Traffic Dept. of the same road.

Attending the Maine Association Club meeting held in St. Petersburg we were glad to see Portland Division engineer B. V. McCracken and retired Yard Conductors Virgil Nowell and their wives. We were surprised to see Mr. and Mrs. Otis M. Graham, formerly of Bangor, "Otis" for a great many years in the Sales Department, has been a correspondent for the Magazine for many years in the Sales Department, has been a correspondent for the Magazine for many years. Mrs. Graham is very welcome in the Association Club and we hope to see more of her.

With all the cold weather we've had, it just doesn't seem possible that vacation time is with us again, and when we see the early birds starting their annual trips, we have to believe that spring has "sprung" and that summer will soon be on its way. Janet LaPlante, stenographer in the General Accountant's Office, enjoyed one week in May relaxing at home. General Bookkeeper Erroll Libby, who recently returned from New York, spent seven days in New York, and then returned to his work.

Enjoying life in California: Gilbert Fournier at his new residence. We understand that this retired Maine Central has a new 3 room house under construction.
his winter long whiskers. (So don't mistake him for a new employee.)

August
By E. F. WALKER

1st Trick Clerk Telegrapher R.R. Bishop is on vacation, relieved by Operator A. J. Brown.

Agent R. L. Achorn, Hallowell, wins the "Stock Derby" this month—a boy born May 18th. Mrs. Achorn was formerly employed in Freight Office here.

It is the end of an era at this station. Gen. Agent, E. F. Fuller retired to take his Annuity after over 60 years continuous service. Mr. Fuller is now in a convalescent home in Augusta and his condition remains the same.

Cashier Horace Rodrigue has the "car-trading" fever. This is now very popular with all auto salesmen.

Clerk "Artie" Bryant is shopping around for a new "gum rubber double stretch" you know what. Says if she can't keep in shape one way she will another.

Understand Railway Express Agent M. L. Sandborn of Gardiner, who is also local Correspondent for this magazine, is in the market for a used washing machine for use in his office.

Waterville Shops
By "STEVE"

Foreman Percy Brown has returned to the Rip Track after a short bout with the flu. The Major had charge of the stockade while Brown was gone.

Paint Helper Ariel Lord made the headlines and a picture on the front page of the Sentinel, holding a tie, with which he won a prize in the Belgrade Derby.

Machinist Red Cote is in a local hospital for hernia surgery.

Laborer Hector Cyr has graciously accepted a position as machinist helper on the Evening Side. A ten round bout to follow.

Painter and Mrs. Charles Lawry have been recent visitors at Camp Sampson New York with their grandson who is in the Air Force.

LeRoy McComb is covering the Rip Track Checker job while Wallace Jewell is recovering from surgery on his knee.

Foreman and friends Nubet Estabrooks have been recent business visitors in Boston on Ecclesiastical matters. He and the "lil' boy" being choosy, we rode in a separate car from another character who won the "training" train.

Hearing plant Engineer Ango Oliver recently figured in a freak accident. When coming up the Belgrade road a large deer jumped into the side of his car, breaking the glass and injuring Mrs. Oliver's nose. She is now cutting their 8 year old daughter about the face, also knocked out one of her teeth. The full extent of her injuries are not apparent at this writing as further x-rays are necessary. Ango says he is worth over $100.00 damage to the car besides personal injuries.

Mrs. Harry McCuslin, wife of Passenger Room Brown, is a patient at Parkview Hospital, Brookline, Mass. for surgery.

Assistant Superintendent Alden Finnermore, while in Boston recently, attended a pseudo burlesque show. One of our stylish, slick, sleek, swelle, smooth, sweet Steenboys asked Alden "Did you see the strip tease?" Alden replied, "No, I kept my eyes closed."

Freight Shop Tool Room Attendant Joe Banks is in the sack with the flu.

Recent visitors in Boston have been Assistant Supt. and Mrs. Alden Finnermore, Foreman and Mrs. Don Russell, and Room Foreman, accompanied by a Passenger Room big shot. While there the men attended the New England Railroad Club dinner and other social doings. One of the fellows dropped his "hollower than thou" attitude and added a drink. The reason? They were free.

Carmen Clorinda has been discharged from the hospital and is at home recovering from pneumonia.

Juanita, daughter of clerk and Mrs. Dick Fearcnot has enrolled in the Carney Hospital. Worcester, Mass. for training. She has been at winter camp and plans to start school in the fall.

Carmen Fred Tardiffe is in the hospital for surgery.

Danny, 2 year old son of Streetmetal worker and Mrs. Bob Hardin, knocked some keroween recently, burning him severely internally and producing a touch of pneumonia. The boy was confined to the hospital for a week but is recovering all right.

One of the clerks raises the question as to why Peanut Loubier tosses around his trailer into the boat and never puts the boat in the water? Painter Larry Fossom has been in a local hospital recently for treatment of a broken leg.

Carmen Francis White is out with an eye injury.

Welder Dick Sturtvant has a brand new sedan.

Carmen Florian Jacobs is in a local hospital with a knee injury. He dropped a tank of bottled gas on it.

Machinist Helper Harry Hutchins has returned to work after a seige with the flu.

Foreman Lou has been in the hospital recently, New York, at Alco getting knowledge of the new 1800 H.P. diesels.

Painter Fearcnot reports that Clerk Ken Snow has had his semi-annual hair cut.

Milliner Dailie has been minus all her uppers since visiting the dentist.

Laborer Bill Leeman has returned to work after illness.

Reports have it that the old clunker wouldn't hold up for an inspection sticker, so Foreman Hardy has a new model car.

Machinist Helper Richard Starckley passed out the cigars recently celebrating the birth of a son, George Russell, weighing 8 lbs. at a local hospital.

Milk helper Ike Walker has been on the sick list.

Neat and colorful circular yellow-gold cloth pastes used in the Maine Central Pine Tree and Legend have made a limited appearance around the Shops. These are very attractive when sewn to caps or jackets and should help to spread the story of the Railroad. These have been procured through the efforts of Supt. George Silva and more will be available at an early date.

Electrician Albert Nelson has recently covered the bottom of his boat with fiber glass and says that it has produced excellent results. If any one has an old skow that needs a new bottom Al will give you the know how.

Gals of the Office force who have recently become mothers are Mrs. Marilyn Bird, wife of Bill Bird of the M. of W. maintenance crew, and Mrs. Jeannette Perro.

Machinist Bob McKay has returned to work after a couple weeks in the hospital with burns.

Electrician Helper Bob Bennett has recently been transferred from a local hospital where he underwent minor amputation.

Phillip Brownson of the Air Blue is busy with that white fishing tackle sold by Machinist Bryant Kent may be of good quality and reasonably priced in price.

Blacksmith Gid Gagnon has been a patient in a local hospital recently for treatment. Gid lost some digits in the bolt machine.

Retired Sheetmetal worker Percy Grant has been a recent visitor here at the Shops. Looks good and feels good.

Carmen Clorinda McKay has been laid up with a virus bug.

A recent improvement has been placed on the Safety Program with the installation of acetylene and oxygen lines from the shop to the Hill for burning and scraping purposes. Formerly all gases had to be hauled there in bottles.

New emphasis is being placed on the Safety Program with the installation of attractive safety record boards through the shop in each department. A lighting system that tells whether the department record is good, fair or poor with percentages for comparative percentages with previous periods. Lets keep all the lights burning green.

Leewston
By LILLIAN G. WHITE

Mrs. Charles Laflamme, wife of Yardman, recently underwent surgery at St. Mary's Hospital in Lewiston and was obliged to return to the hospital for treatment, but at the present writing she has improved.

Retired Rate Clerk John Rollins and Mrs. Alice K. Fuller were married April 14 at the Trinity Church, Lewiston.

Mrs. Robert Curran, wife of 1st Trick Telegrapher, has been a patient at Maine General Hospital, Portland.

Signalman Bob King is building a new boat and from all reports it should be ready for opening day.

General Agent B. C. Kirkpatrick and Telephone Engineer Soychak are visiting at Moose River, N. Y. for opening day (May 1) and succeeded in catching 2 nice salmon.

Retired Eastern Division Engineer Harry Housman was in Lewiston recently visiting with the boys.

Yard Brakeman Danny Meandad, on second watch was a recent visitor here at the Shops, with the Active Reserves Air Corp., 406th Air Refueling Squadron.

Cynthia Leigh Weeks, 21 months, and Richard Erwin Weeks, Jr., 9 months, are the children of Richard E. Weeks and grandchildren of Willard Weeks, Extra Crew Foreman. As you can see little Cynthia is starting her dancing career at an early age.

Relief Telegrapher Roger Jalbert has recently returned from 2 weeks vacation.

Third Trick Telegrapher Joe Robert, his wife and daughter, Claudette, are vacationing in Lewiston, Idaho.

Engineer L. S. Bailey has returned to work after being off duty several weeks due to a broken leg.

It is rumored that our Ticket Seller, Sherm Carr, is in the market for a good used car.

Track Supervisor and Mrs. L. F. Brain were recent visitors in Decry.

Grosstenders Clinton Morin and Ansel Libby have been on vacation.

Extra Crew Foreman Willard Weeks and crew are at Gray surfacing and lining track.

Motor Patrolman and Mrs. Allen Bulkock are at Winterhaven, Fla. and, without doubt, are enjoying the Florida sunshine.

Station Laborer Henry White has been finishing a boat that he purchased last fall and it should be ready to launch soon. Understand he did a swell job.

Signalman Bob King is building a new boat and from all reports it should be ready for opening day.
Trackman Joe Cote and wife are on 3 weeks vacation at Wyanadotte, Mich.

Clerk-Telegrapher Charles St. Hilaire retired effective April 7, 1956, after nearly 38 years of service with the Maine Central R.R. He was first employed in Sept. 1918 as Station Agent at Livermore Falls, Maine.

Operator Wayne E. Grasse has moved into a rented home from his former home in Mattawamkeag.

Freight Clerk Clyde Cooper is very pleased with the good showing his Boston Red Sox made on their successful road trip this month. Clyde said they missed Ted Williams somewhat due to his injury but on the other hand this year’s team has the stuff and should be in first place in the pennant race by the end of the month.

Baggage Agent Olin Gordon has entered his horse in the Spring track in order to keep the state and no doubt before long we will be reading about his victories.

Signaller Maintainer George Curtis has been quite busy of late—this past month, painting signal post signs and just plain daubing, etc., and hasn’t had much time to express any able opinions as to state or national officers to date. However, with the June primaries so near we expect George to quite find it! The Station was there but he

Crew of 1st trick switcher at Rumford are, 1. to r.: Brakemen Lewis Lued and Joseph Lawrence Farbush, Engineer James Gould and Conductor Ernest Palmer.

Rumford

By ROY RIDOUT

Sympathy is extended to Section Foreman George Storer and family on the death of Mr. Storer’s son-in-law, P. D. Gross’ brother, a former employee of the railroad and getting his garden ready for Spring planting; while most of us were paying high prices for potatoes at this time of year, Ralph still had some left over from last year.

Operator Wayne E. Grass has moved into a rented home from his former home in Mattawamkeag.

Freight Clerk Clyde Cooper is very pleased with the good showing his Boston Red Sox made on their successful road trip this month. Clyde said they missed Ted Williams somewhat due to his injury but on the other hand this year’s team has the stuff and should be in first place in the pennant race by the end of the month.

Baggage Agent Olin Gordon has entered his horse in the Spring track in order to keep the state and no doubt before long we will be reading about(2,10),(995,989)
Wayne Roy St. Peter, son of Laborer and Mrs. Roy St. Peter, was christened on May 5th. God-parents are Electrician and Mrs. William Danforth. In the picture Wayne is being held by his grandfather, Fred J. St. Peter while his mother looks on.

No. 525, L. A. of M. of which Ralph was a charter member, paid a death benefit to his beneficiary.

A further addition has been made to our parking area at the engine house which should allow plenty of room for all employees' cars. Smelt fishing is at this time in full swing and many of our boys have caught their quota.

Daylight Saving, which is now in effect, was greeted by the usual comments, some in favor and many against it.

The death of Machinist Joseph Nalbach’s sister during the month. A floral tribute was sent to the funeral, is the custom.

A baby boy was born to Elizabeth Cote, daughter of Machinist Theodore Cote. They reside in North Carolina.

Machinist George Miller’s son Harry has just purchased a new home in Scarborough.

Machinist Helper Anthony Grey had a short leave of absence in which he underwent a minor operation. A family reunion took place at the home of Machinist and Mrs. George Weeks. At that time they were celebrating their 36th wedding anniversary. All 5 children were there with their families. Mrs. G. F. Weeks, mother of George who is 99 years old, was unable to attend on account of ill health.

Draftsman Lawrence Sparrow who has been at the shop quite a bit lately is now located in Portland office. Laborer Charles Whitney is now about ready to build, having purchased a plot of land on Chesley Avenue in Portland.

Store Keeper Didace Burke and General Foreman Thomas Airey, Rigby Car Department, attended the annual banquet of the New England Railroad Club at the Statler Hotel in Boston on May 10th.

Safety Board now reads at this date an even 300 days without a lost time accident. Machinist Joseph P. Theriault retired to work after a long period of time. Electricians of the crew of Foreman Alvin Strout, in conjunction with the Signal Department, installed new signal lights at Woodfords Crossing.

Grand children of retired Portland Terminal Conductor and Mrs. Joseph B. Gaynor are:

Top photo—Joseph Vacchiano, age 12, son of Mr. and Mrs. Augustine P. Vacchiano of Portland.

Bottom photo—Theresa Jeanne, age 3, and Kenneth E. Rayburn, age 2, children of Mr. and Mrs. Kenneth E. Rayburn of Alexandria, Virginia.

Robert Marcroft son of former Assistant Foreman James Marcroft was married to Ida Martin of Portland.

Machinist Helper William Brume spent his vacation in Indiana and Ohio. John Malia, Electrician at Union Station, moved into a new home near Riverton. This took place some time ago, but had escaped my attention. Their new baby and 2nd child was born soon after they moved into it.

Portland Freight Office And Freight House

By MARJORIE J. MULKERN

Train News

By JOHN J. KEATING

Conductor Dick Green was a patient at the Osteopathic Hospital for surgery.

Sympathy is extended to the family of Retired Conductor George Glaster who died suddenly at his home in Bangor. Mrs. William Roach, wife of Engineer, was a patient at the Maine General Hospital for surgery.

At this writing we have another member for the "Actors Guild", an Engineer by the name of George Clark. He was a Black Face end man, in a minstrel show in his home town, "Paradise Valley", Clinton, Maine.

Baggage Master Charles Done and Mrs. Done will celebrate their Fiftieth Wedding Anniversary, October 3rd, 1956.

By IRENE ELWELL

Joyce Young, former clerk in the office, was honored at a dinner party at the Columbia Hotel. Joyce has joined the ranks as Housewife now. Those attending the party were: Peggy Lopez, Janet LaPlante, Ernestine Miller, Ruth Kelley, Barbara Pratt, Margaret Gagnon, Mary Taffe, Patricia Connary, Enrice Olson, Ann Stratton, Barbara Polosi, Claire Read, Irene Elwell, Corinna Becker, Margaret Leighton, Marian Tarbesy, Myrtle Neilson. Joyce was presented a baby’s play-pen.

There was also another party given for Joyce by her immediate fellow workers. She was presented a necklace and ear-ring set.

George Gibson is the new man in the Maine Central Transportation Office. Mechanic James Hunter was recently out for a few days vacation. Guess he was just resting.

Robert Marcroft, Foreman, recently motored to Molasses Pond where he purchased a camp lot.

Coach Cleaner Dan Smith, at Bangor, was a patient at a Hospital there for surgery. Retired Conductor Leon Poupard, with the Mrs. and Conductor "Ted" Knowlton and Mrs. are planning a fishing trip to Moosehead Lake in June.

Retired P. T. Conductor Fred Larkin and the Mrs. have returned from Sarasota, Florida, for a visit. They have a winter home there.

Retired Station Agent Henry Miles and Mrs. Miles celebrated their Fiftieth Anniversary, May 19, at the home of their daughter, Mrs. Hobbs, in Farmington.

Retired Yard Conductor William Sweeney of Bangor was a patient at the Veterans Hospital at Togus for surgery. At this writing he was home and doing O.K.

Sympathy is extended to family of Engineer Elmer Gildred who died May 10.

Sympathy is extended to Engineman Ralph Henry and his family on the death of his wife, May 20.

Retired Electrician Arthur Martin and Mrs. Martin celebrated their 51st wedding anniversary June 3d.

Tallest employee on the line is P.T. Conductor Harry M. Card who is 6’ 8½”. He is pictured with his father Passenger Conductor Harold Card.

L. to r.: Mrs. Alfred E. Chase, daughter of General Agent and Mrs. J. L. McGee, Brunswick and Bath, and her children—Karen Anne, age 12, Richard J., 10, and Susan E., 7.
SWITCH TO THE RIGHT TRACK!

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