Can You Identify This Location?
Mystery Picture No. 18

Herewith a new challenge to our readers and Mystery Picture fans. We, here in Portland, would speak of this spot as being somewhat “down East”. You may assume, then, that it is in Eastern Division territory, a clue which narrows the possibilities down considerably. Where is it?

Photo No. 17 was of the trestle on our Cobbosseecontee Branch at Gardiner. (The name is usually shortened to Cobbossee.) Correct replies came in from several readers:

- Howard F. Webber of Augusta, a former Maine Central telegrapher;
- R. L. Achorn, Agent at Mallowell, who had an assist from Mrs. Achorn, a former clerk at Augusta Freight House; “Cy” Whittier, retired Conductor of Readfield; Harry L. Wright of Gardiner who worked on the switcher when the branch was first put into service; Gilbert J. Fournier, 1600 State St., Santa Barbara, Calif., who would like to hear from all of his friends; O. E. Lowe, Engineer; and, last but not least, a report from our Correspondent at Gardiner, M. L. Sanborn, to the effect that many readers there had quickly identified the spot.

A. H. Durgin of Calais, an “old time telegrapher”, has identified Photo No. 16 as Rumford.

Leonard H. Starbird, now railroad in Ecuador, has picked Photo No. 15 as Danville Jct. and says that he “was born and lived quite a few years in the house, the roof of which shows above the first box car.”

FROM THE EDITOR
No new transportation legislation was enacted into law by the late session of Congress. Bills which had been introduced to implement President Eisenhower’s Cabinet Committee Report are now dead due to the fact that the House Committee on Interstate and Foreign Commerce decided to take no action on them.

This “no action” decision was made after a subcommittee had held hearings on the proposed legislation and had then recommended further study of the subject. Thus a new start will have to be made when the next Congress convenes.

At that time it will be most important for Congress to enact into law the “three shall nots”, in other words those three recommendations of the Cabinet Committee Report which are considered the most necessary by the railroads. The three state that, in ruling on competitive rates proposed by one form of transportation, the Interstate Commerce Commission (1) shall not consider the effect of these rates on any other form of transportation; (2) shall not consider the relation of these rates to those of any other forms of transportation; (3) shall not consider whether the proposed rates are lower than is necessary to meet the competition.

Apparently only by the passage of such legislation can the railroads hope to avoid I.C.C. decisions which, in many cases, force them to maintain their rates at a high level, merely to protect the traffic of a competitor. And, only with such legislation will the shipper and consumer be able to realize the full benefits of the low cost transportation available to them.

It’s up to everyone concerned, and that means all of us, to see that Congress acts promptly during its next session!
The Railroad Rolling Stock
Beauty Parlor
G. Kenneth Stevens
Assistant Foreman, Paint Shop, Waterville

have you, as a shipper by rail, ever wondered as a shiny green and gold box car was set on your siding, how it got that way? And you, as a passenger in a gleaming stainless steel car with modern pastel colored interiors, have you ever wondered how it is kept that way? And you, as a Maine Central employee, out­side of the Shops, do you realize the time, effort and expense involved in keeping these cars clean, preserved and colorful?

The Railroad Paint Shop in Waterville, Maine, could be aptly termed 'The Rolling Stock’s Beauty Parlor’ as it is here that all cars and locomotives eventually come home for a thorough cleaning, complete painting and re-decorating.

A tour of the Paint Shop would prove most interesting and informative as various operations could be observed first hand but, as it is impossible for many to do this, we will attempt to present a word picture of the various steps necessary in giving a ‘Beauty Treatment’ to the many types of equipment.

The passenger car, as it comes into the Paint Shop, has generally been overhauled and is in top mechanical condition, although some cars of this class come in for cleaning only. It is with the former group that we are interested for the moment.

If the car is of the modern stainless steel type the exterior is washed with an acid type cleaner to help remove the grease and dirt films. Immediately following this acid bath, the car is washed with detergent solution and hose rinsed. The exterior then presents a gleaming new surface which is further enhanced by a final polish before the car goes into service.

The interior of the car has been previously stripped of all upholstery, seat bases and frames. All fixtures in the toilets and wash rooms are removed and washed with strong caustics, repainted and stored, ready to be put back in the finished car. The entire interior of the car is then washed with a detergent solution. The wash rooms are thoroughly washed with this same solution with a disinfecting soap added for obvious reasons. The air conditioning units and all air ducts are carefully blown with compressed air, washed and wiped dry, thus assuring clean air for heating and cooling.

Next, the painters take over with putty and sandpaper. All nicks, gouges, scratches and holes in the old painted surface are puttied and then the whole interior is carefully sanded. This is a fussy and exacting operation as the final appearance of the paint job is dependent on careful surface preparation. The interior is blown with compressed air to remove all dust and dirt. Each surface is washed with tur­pentine, as a precautionary measure, to remove any soapy film or grease marks that may remain. All chrome fittings, including bag racks, light fixtures, window frames, etc., murals and glass are carefully masked with paper and masking tape. The floors are covered with drop cloths. Now we are ready for the actual painting. The ceiling, or headline as it is called in a car, is sprayed with a light pastel hue. After this is dry the headline is masked and the walls are sprayed with a darker harmonious shade. After this coat of paint is dry, the masking paper is removed and minor touching-up is done. The small decal letters are then applied to indicate the location of various valves and thermostats necessary for the train crews to operate the car comfortably.

While these interior operations are being performed, the exterior painted paneling is being putted and sanded to ready it for the enamel finish coats. The stainless steel corrugated sides and the windows are masked with paper and two coats of a gold colored enamel are sprayed on the panels between windows (see photo). When this is dry: 1 inch masking tape is applied over the gold color, parallel to the corrugations and the panels are sprayed two coats of synthetic...
the exception of the re-finish operations on the exteriors. With many passenger and baggage cars of this type it is necessary to remove all of the existing finish, to the metal. Several coats of hot caustic solution are sprayed over the exteriors, which washes away the paint film in a short time. The car is carefully rinsed with a high pressure water hose to remove any paint films and to wash and neutralize the caustic solution. The car then presents a dull gray, sandblasted metallic appearance. A rust inhibiting zinc chromate primer is sprayed on the exterior, followed by several coats of ‘surfacer’. ‘Surfacer’ is a heavily pigmented, coarse ground, soft finish coating formulated with volatile thinners so that several coats may be sprayed in one day. The purpose of this undercoating is to act as a filler for pits, rough and rusty spots. Exceptionally rough panels are ‘knifed’ with the surfacer in heavy paste form, applied with a 3 inch putty knife in much the same manner as a kitchen knife is used to frost a cake. The car is then sandpapered with a medium grit paper followed with fine grit paper. This sanding leaves the car with a near glass like surface for the succeeding coats of enamel. The center panels on the car exterior are then sprayed with two coats of gold colored enamel to serve as a background for the taped on letters ‘MAINE CENTRAL’ and the car number. The lettering was formerly applied in gold leaf, by hand, with tedious hand outlining, a lengthy and expensive operation. The tape method produces far more durable lettering at a substantial saving. The final body spray of two coats of synthetic green enamel and removal of the lettering tape finishes the body. Painting the roof, platforms, steps, safety grab handles, trucks and underframe finishes the exterior with a high grade, durable finish comparable to or better than may be found in high priced automobiles.

Some passenger equipment comes to the Paint Shop with exterior enamel in good condition. These cars are thoroughly washed on the exterior and customary procedure in the past called for a coat of clear varnish for protective purposes, but with the adoption of the modern types of synthetic exterior enamels varnish is being gradually eliminated.

The work horse of the traffic end of the railroad, the lowly freight car, has at long last had a new ‘beauty treatment’. Although many of our cars are still carrying lading dressed in the old familiar brown freight car paint with the white stencilled letters, some 1300 of our cars are traveling about the country dressed in our new green and gold colors, proudly advertising to the world at large, MAINE CENTRAL, THE PINE TREE ROUTE. The color scheme, design and slogan originated in the Paint Shop and have been adopted for nearly all types of equipment, including work equipment.

As a freight car arrives to the Paint Shop from the Repair Shops, its exterior condition is inspected and, if necessary, the car is stripped of all existing paint in the same manner as described above for passenger cars. The car is then sanded with a power disc sander, grounding all rusty spots and smoothing the surface generally. The corrugated ends are hand sanded and wire brushed to remove rust, scale, etc. The roof is also wire brushed and scraped of all loose and scaling paint. A coat of rust inhibitive primer is then applied all over the car which is followed immediately by a double coat of the gold-yellow enamel on the areas where the ‘badge’ or monogram and the ‘reporting marks’ will be. When this enamel is dry, usually the second day, adhesive-backed paper stencils, are applied to the yellow area. These stencils are made in sections and when assembled cover a yellow area 6 ft. x 9 ft. with the legend ‘Maine Central—The Pine Tree Route’ and a 36 inch circle enclosing the symbolic pine tree. On the opposite end of the car in the yellow area, the ‘reporting marks’ MEC and the car number are applied in the same manner. The car then receives two coats of high grade exterior green enamel. The trucks and underframe are painted black. After the enamel has ‘set-up’ the stencil is pulled from the car. (see photo) This leaves the monogram, in green, sharply outlined against the yellow. The reporting marks show yellow against the green. The remainder of the stenciling is applied by hand.

To many railroad employees and a great majority of the shipping and traveling public, these mysterious stencilled letters and numbers on a freight car are meaningless. They are there for a definite purpose and tell a detailed story of the car and its abilities. A short description and explanation of each

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The seat bottoms and swivel frames are sanded and repainted ready for installation in the finished car.

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Exterior preparatory procedures get a complete 'beauty treatment'. The passenger cars; the time and labor presented when a diesel locomotive manner, without the primer coat. brushed and refinished in the above stenciling. fair condition are sanded, wire and building clearances along the car and also gives exterior overall measurements used for routing purposes to provide for tunnel, bridge and building clearances along the right of way. A small stencil below this tells when the wheel bearings were inspected or renewed. The car initials and number on each end and on the trucks complete the stenciling.

Freight cars that come to the Paint Shop with the old finish in fair condition are sanded, wire brushed and refinished in the above manner, without the primer coat. A major paint operation is presented when a diesel locomotive gets a complete 'beauty treatment'. Exterior preparatory procedures are much the same as used on the passenger cars; the time and labor is proportionate to the condition of the surface to be refinished. The locomotive gets a complete interior 'face lifting'; engines, generators, electric fixtures, cabinets and wiring, piping, steam generators, controls and the million other components necessary to make the diesel the efficient power house that it is, all get a thorough cleaning, washing and painting—a huge undertaking in itself.

A fairly stable program for cook and dining cars, sleeping, recreation and shower cars, used by the Maintainence of Way crews, takes considerable time and material. When these living cars leave the Paint Shop they are as clean, sanitary and freshly painted as today's new homes. Also in this category is the heavy equipment that goes with these jobs: diesel and steam cranes, bulldozers, pile drivers, power adz machines, weeders, tampers and dozens of motor cars along with many other pieces of motorized equipment and the hand tools necessary to maintain roadbed and bridges. Other work equipment such as many snow plows, flangers and spreaders also get periodic preserving and beautifying treatments.

During the year, hundreds of various warning and other type signs are painted and lettered, for the protection of the public at highway crossings, etc. as well as for employee protection and safety. Dozens of highway crossing gates are painted and striped black and yellow for highway safety. Literally hundreds of stencils are laid out and hand cut for Shop use as well as for use on other parts of the System. The lettering, striping and stencil making is an art in itself and requires much skill and training.

Great progress has been made during recent years, by the adoption of modern application methods and finishes, thus reducing car lay-over time in the Paint Shop to a great extent. Modern spray techniques produce better finishes, from an appearance angle, and provide a tough, durable finish with much longer wear expectancy than was formerly possible with old type oil paints and hand brush methods of application.

Interesting and perhaps timely are a few figures on material used in the Paint Shop during a recent 12 month period: some 9,700 gallons of various enamels, paints and varnishes were used, enough to paint 1600 small home exteriors; 1,100 gallons of turpentine were used as paint thinner; 604 lbs., or 151 quarts, of stencil paint were used along with 700 lbs. of white lead paste; 2,585 gallons of sovasol, a cheap grade cleaning solution were used to wash motor parts, etc.; and some 1,600 gallons of special non electric conducting solvent were used to clean electrical apparatus. Preparation of peeling freight and passenger cars necessitated the use of 20,250 lbs. of caustic remover along with several barrels of potash and 165 gallons of liquid paint remover. Some 500 gallons of cleaning solution and spot remover were used along with gallons of 'bubble soap', a fabric cleaner. Some 4,400 individual adhesive backed paper stencils were applied to freight equipment and 400 lbs. of heavy paper were used for hand made stencils for various uses. More than 550 panes of various types of plain, plate and safety glass were used along with 800 lbs. of putty and calking compound for cars, locomotives and shop uses. Hundreds of pounds of cleaning rags were used for wiping motors.
cleaning up grease and oil and for cleaning glass and polishing, along with many cakes of bon-amis. Dozens of wool and cellulose sponges, a great many wash brushes and many mops were casualties to cleanliness in the cars and diesels. Some 4,000 lbs. of various soaps and detergents were used for the beauty treatments and, while this cannot be translated into suds, it would make a whale of a big 'bubble bath'.

Various materials used in the Paint Shop over a normal year cost the astonishing total of approximately $60,000 which, added to the payroll, shows that, while cleanliness is next to godliness, the Railroad Paint Shop, 'The Rolling Stock's Beauty Parlor' is Big Business, engaged in equipment preservation and dedicated to clean, colorful and attractive transportation for those who keep us in business: the shipping and traveling public of the State of Maine.

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Yankee Ingenuity At Work

Many a traveler on our main line trains passing through Hallowell must wonder at seeing an industrial siding, serving an unloading platform of modern design and usually holding from one to five box cars, with the platform built into the side of an embankment and yet with no further visible signs of industry or business in the immediate vicinity.

If, however, the traveler were able to stop for a few moments, he would find a most unique and interesting unloading procedure at the new warehouse of the Maine State Liquor Commission. Occupied late in 1955, the property combines a warehouse, 450 feet long, 120 feet wide and having 52,000 square feet of floor space, with an 89 foot tunnel which connects the warehouse with the unloading platform.

The unusual feature here is, of course, the tunnel arrangement, made necessary by the topography of the land in the area which was such that the side track could not be laid over the intervening embankments or around them without crossing land owned by other parties. Thus, with the tunnel, the problem was solved through the cooperative efforts of Maine Central's J. P. Scully, Manager Real Estate and Industrial Department, and Administrator Herman D. Stover of the State Liquor Commission.

Contents of the one or two box cars which may be spotted at the platform at one time are unloaded onto 4-wheel carts. The carts are then connected to an automatic drag line conveyor system, recessed into the floor of the tunnel, and hauled up the 10 degree incline of the tunnel into the warehouse. There they are manually transferred to another drag line conveyor for distribution to any part of the building.

Capacity of the warehouse is 100,000 cases although normally about 45,000 cases will be in storage. A temperature of 55 degrees is maintained in the structure, deemed an ideal working temperature.

As a result of this modern facility on our lines, our railroad expects to realize approximately 200 carloads of new revenue freight per year.

A final note—a burglar alarm system which protects the property is tied in directly with State Police Headquarters only 1 1/2 miles down the road!

Waring Joins Freight Dept. Staff

Frank H. Waring was appointed Assistant General Freight Agent for the Maine Central Railroad, effective July 1st, according to an announcement from F. A. Murphy, Freight Traffic Manager. His headquarters will be at Portland.

Since 1953 Waring has been Assistant General Freight and Passenger Agent for both the Barre and Chelsea and St. Johnsbury & Lamoille County Railroads, covering the state of Maine for those roads. Prior to that he had spent three years with the Midland Valley Railroad, Kansas, Oklahoma & Gulf Railway and Oklahoma City-Ada-Atoka Railway serving in various capacities in the Operating and Mechanical Departments of the three roads.

He is married, has one child and is making his home in Scarboro.
Baseball Extra!

A doubleheader between the Boston Red Sox and Kansas City will highlight the 2nd Annual State of Maine Day at Boston's Fenway Park on Sunday, August 26th. Maine Central will join in the celebration by operating a special train out of Bangor and by offering attractively low round trip excursion rates on the train.

The special will leave Bangor at 7:00 a.m., stop at Newport Jet., Pittsfield, Waterville, Augusta, Gardiner, Brunswick and Freeport, and arrive in Boston at 12:50 p.m. Return trip will leave Boston at 8:20 p.m., make the same station stops and arrive in Bangor at 2:10 a.m.

Included as part of the excursion package are Fenway Park grandstand seats available at all above Maine Central stations and, in addition, at Rockland and Lewiston.

Best way to go is by train — try it!

Seek Accident Elimination

Reduction in the number of occupational accidents occurring in American industry, which claimed over 14,000 lives last year, was the prime objective of a recent Occupational Safety Conference called in Washington by President Dwight D. Eisenhower. Representing Maine Central was Safety and Fire Protection Agent C. L. Quigley.

In his remarks at the opening session of the Conference, President Eisenhower said: "In this occupational field we have much of our trouble arising in organized bodies and groups, in our factories and in other places. Through proper spread of information, proper adoption of methods and procedures, we know that much of this could be eliminated."

"But the Federal Government's part here is limited very definitely to that of a general leadership. Federal law and Federal Government should not extend into the factory, into the farm, into the other places where these accidents occur. The community and the states, therefore, must pick up the burden of teaching, of devising, of planning, so that this tragedy is certainly lessened in extent and comes as close to the point of elimination as human ingenuity can bring it."

As part of some of the other talks made at the Conference, Secretary of Labor James P. Mitchell commented: "We are shocked by newspaper headlines of a great disaster. Yet three times as many workers died on the job last year as in the Chicago fire, the Boston Coconut Grove night club fire, the Hartford circus fire, the sinking of the Titanic, the Johnstown flood and the San Francisco earthquake combined."

"MAKES" NO DIFFERENCE

Two friends were discussing their automobile troubles. "What model is your car?" asked one.

"It isn't a model," retorted the other. "It's a horrible example."

Hello all you nice people — are you enjoying your summer? It hasn't been the hottest on record by any means, but I will be happy, as I am sure you will be too, if there are no hurricanes — they are so terrifying. Did you ever wonder why hurricanes bear girls' names? Understand it all started in 1941 when a U. of C. Professor named George Stewart wrote a novel called "Storm". It was an immediate best seller and I guess is still widely read. The story tells how a minuscule weather disturbance off the coast of Japan could develop into a raging torrent by the time it swept across the United States. A junior meteorologist in the novel called the particular storm he was tracing after a girl he knew named "Maria". Our U. S. Weather Bureau followed suit and so did military personnel in World War II. The practice became official in 1953, and now, the names are chosen at the beginning of each year. Remember "Carol" and "Edna" in 1954 and "Diane" in 1955? Sure hope its "Nil" in 1956.

Did you read where the well known hair-stylist Guillaume of Paris visited the United States on some sort of a business deal, at completion of which he said he was returning to France with two memories — "American women's beautiful long legs and tense, tense faces." We'll give him just a fifty per cent rating, that's for sure!

You might like to try the following easy and delicious broiler dinner one of these summer evenings — Cranberry Juice Cocktail, Pineapple Top Hats with whole kernal corn and peas, tossed green salad AND Succulent Strawberry Ice Cream Pie. Sound good? It is. For the Pineapple Top Hats — grind one 12 ounce can ham lunch meat and combine with 1/2 cup rolled oats, 1/4 cup pineapple juice, 2 tbls. catsup and 1 teas. prepared mustard. Shape into six patties and arrange each on a slice of pineapple. Broil seven or eight minutes or until meat lightly browned. While meat is browning fix frozen corn and peas. NOW, for the pie — Mix thoroughly 16 graham crackers, 2 tbls. sugar and 6 tbls. melted butter. Press over bottom and sides of nine inch pan, patting firmly with back of spoon. Chill 15 mins. Soften 1 quart strawberry ice cream just enough to spread it evenly in crumb crust. Serve topped with strawberries. Serves six.

Ella Wheeler Wilcox said this—

"Do you wish the world were happy? Then remember day by day Just to scatter seeds of kindness As you pass along the way"

See you next month? Hope so. 'By now,
Beach, Florida.

—their address is P. O. Box 451, Pompano

on the engine washer machine burst. Raymond

for quite a period of time. The Board figure

September 12th. For their many friends

and Mrs. R. Stam

received

land

this photo from retired Engine-

machined a new car, another "Chevy".

Machinist Helper Anthony Grzyb made a

combination trotter and pacer, who had been

given his trainer some trouble in breaking on

two years have lapsed now and, upon having a

recent examination, he has been informed by

his physician all signs of the cancer have dis-

appeared, much to the amazement of all con-

cerned, except "Bob". Proper medical treat-

ment, staunch courage and will to live, have

brought about the cure.

The death of Electrical Foreman Alvin

Strout's mother occurred on June 23. She at-

tained the ripe age of ninety-two years.

"Scottish Zephyr" wins at Gorham, and Fred

"Mike" Emerv is happy. His race horse, a

combination trotter and pacer, who had been

giving his trainer some trouble in breaking on

the back-stretches in several races, has at last

come through. It has been a gradual process,

having won 3rd and 4th places in numerous

 races. It has been "Mike's" ambition to own

a race horse all his life, and we are all happy

for him. He will take on the races at Foshorn

after the closing of the Gorham track.

Laborer Greenlaw's wife stepped into a hole

and broke her leg. She is improving at this

writing.

The Board figure was burned quite seriously when the steam hose

and Mrs. Grace

The dog was lying in the door-way and when

after dark she did not see the dog. Mrs. Grace

Died Sunday, July 8, after being a patient at

the Methodist Hospital after a few weeks stay. Although not

much improvement in his health has been shown, this evidently was due to a nervous

condition caused by worrying about his home

affairs.

Children of Machinist Helper and Mrs. Mil-

ton Coombs: Cheryl, 6 years old, and Alton, 7

months.

Carpenter and Painter Robert Mulkern has

painted his house while on vacation.

Mrs. Moore, the mother of former General

Foreman and Master Mechanic Erlin Moore

and Mrs. Fred Loomard, died quite suddenly.

She had been ailing with a broken hip for

some time. A floral tribute was sent to the

funeral home through use of the shop fund for that

purpose.

Machinist Charles Henry has left the hos-

pital after a few weeks stay. Although not

much improvement in his health has been shown, this evidently was due to a nervous

condition caused by worrying about his home

affairs.

Portland Freight Office And

Freight House

BY MARIJORE J. MULKERN

This office was saddened over the death of

former Freight Checker John Conolly who died Sunday, July 8, after being a patient at

the Mercy Hospital. We all extend our con-

dolences to his sister Anne, with whom he made his

home.

Among those recently enjoying their annual

vacation, a portion thereof were: Freight

Cashier Charles A. Anderson, Rate and Waybill

Checker John R. Staunton, M. I. T., Freight

Clerk Alice A. McLaughlin, Freight Checkers

Martin Honan, Clayton F. Hoar, Clinton D. Kane, Sr., Loaders

and Callers Kingsley R. Welch, Donald P.

Whitney, Philip H. J. Robinson, Rudy Moski,

Francis J. Sherman and Watchman at Wharf No. 1 John J. Clancy.

We extend our best wishes for a speedy re-

coverv to Harold J. Foster and Granville E.

Nickerson, both of whom are employed at the

General Office Building, and who have been

absent for some time due to illness.

Our farmers are well along and fine it is

since the recent improvements have been made.

We should all make an effort to visit this office and

see for ourselves. We have not had an op-

portunity to become acquainted with the very

fine young lady in charge, Mrs. Mary A.

Berry, who is always willing to take our tele-

phone messages at any time, which should be

a very special reason for us calling there to

enable us to thank her personally for her very

great courtesy and the kindness she extends to

one and all.

We are pleased to hear that Freight Clerk

Daniel H. Sullivan is feeling much better. Hope

you will be back with us all soon, Dannie.

General Agent Leroy W. Matthews was a

business visitor in Boston, Tuesday, July 17.

We welcome back our genial Timekeeper

Willard B. Conover, who has been about due

to illness. Nice to have you back, Bill. You

were certainly missed by everyone of us.

John W. McCabe, who is working at the

Revision Office, and Patrick J. O'Toole, Jr.,

who is working at the Per Dem office, both

Rigby, were recently employed. We welcome

them both to our big family.

Substitute Machine Operator Frances LaRose

is enjoying herself at camp, accompanied by

her husband and baby.

William Francis Day, age 15, and his dog

Browny. "Bill" is the son of LeRoy E. Day,

Crossing Foreman at Forest Ave., Woodfords.

Portland
Bartlett helpers.

Joesph T. Aldridge who celebrated their 50th marriage anniversary cake made by Mrs. Monte Hull. Mrs. Maud Levine, Ruth Aldridge, a granddaughter of the Aldridges, had charge of the guest book.

By VAUN E. DOLE, MARY E. MORSE and ERNESTINE V. MILLER

Dana L. Woodbury, Chief Rate Clerk, Freight Traffic Department, and Mrs. Charles Boutwell were married on June 30, 1956, at the Williston Church, and a reception was held at the Portland Club. Dana and his wife have been married for their honeymoon and returned to the States on July 7.

Mrs. Margaret J. Minott, Stenographer in the Executive Department, spent part of her summer vacation in Hartford, Connecticut, visiting her son and daughter-in-law.

We extend our sincere sympathy to Mrs. Vincent, employed by the Executive Department, upon the death of her sister.

KEEP YOUR CARS LOCKED! Recently in our parking lot several cars have been broken into, and when Cleve Creavy went out to get in his car to go home on a recent Friday night, there just wasn't any! According to his calculations it was taken between the hours of 3 PM and 5 PM, and his keys were safely in his pocket! The police found it early Sunday morning on Park Avenue, and for a brief time he was sounding like a hot rod, for whoever "borrowed" his car didn't care who was after the hot rod, too, want to find you are a-foot suddenly, eliminating the temptation by locking your car when leaving it.

Mrs. Edward Stewart and her daughter Laurie recently spent a week with her family in North Stratford. Arthur Herron is now working at the State of Vermont.

Rumford

By ROY RIDEOUT

Some changes have been made in the switching department at the Rumford Roundhouse since Lieut. Colonel E. Spencer Millet, our president, made a trip to the Gulf

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Bartlett helpers.

Joesph T. Aldridge who celebrated their 50th marriage anniversary cake made by Mrs. Monte Hull. Mrs. Maud Levine, Ruth Aldridge, a granddaughter of the Aldridges, had charge of the guest book.

By VAUN E. DOLE, MARY E. MORSE and ERNESTINE V. MILLER

Dana L. Woodbury, Chief Rate Clerk, Freight Traffic Department, and Mrs. Charles Boutwell were married on June 30, 1956, at the Williston Church, and a reception was held at the Portland Club. Dana and his wife have been married for their honeymoon and returned to the States on July 7.

Mrs. Margaret J. Minott, Stenographer in the Executive Department, spent part of her summer vacation in Hartford, Connecticut, visiting her son and daughter-in-law.

We extend our sincere sympathy to Mrs. Vincent, employed by the Executive Department, upon the death of her sister.

KEEP YOUR CARS LOCKED! Recently in our parking lot several cars have been broken into, and when Cleve Creavy went out to get in his car to go home on a recent Friday night, there just wasn't any! According to his calculations it was taken between the hours of 3 PM and 5 PM, and his keys were safely in his pocket! The police found it early Sunday morning on Park Avenue, and for a brief time he was sounding like a hot rod, for whoever "borrowed" his car didn't care who was after the hot rod, too, want to find you are a-foot suddenly, eliminating the temptation by locking your car when leaving it.

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Agent at Canton, called at the Rumford Yard Office and renewed old acquaintances. Bill Kelly is covering the Freight House job while Ralph Knight is on vacation.

Pulp cars of the Oxford Paper Co., shown in Rumford Yard, are painted yellow and lettered O. P. A. X., numbers 1 to 10.

Rumford, Maine
July 21, 1956
To the Editor:
Maine Central Magazine
Portland, Maine

When Train DR-2 left Rumford Saturday morning, the 21st, it carried Harry F. Jewell, the conductor (clerk), his last Olds. Conductor Jewell has been on this job since 1935 and will be missed in the Rumford area. He was a true railroad man, always courteous, and highly respected by all who knew him. Harry is an avid sportsman, belonging to the Northeastern Maine lettered O. P. A. X., numbers 1 to 1(1.

Jewell has been on this job since 1935 and will cover the agent's job here in Gardiner and expects to take over on Monday, July 23.

Operator E. S. Anderson of Warren who has been covering the agent's job here in Gardiner for the past month or so will cover the agent's job in Warren for a while. "Andy" has done a good job while here in Gardiner and we are all sorry to see him go.

Operator Ralph Tracy of Gardiner has bid off to cover the numerous speaking engagements that he feels he must make to help the G. O. P. win the election this fall. George reports that most of his mail consists of numerous invitations to speak before the Y. W. C. A., Girl Scouts, Campfire Girls, S. P. C. A., etc., which groups want to hear the straight facts about politics and how they should cast their vote this fall.

Francis DeRoche, sectionman, bought a new Chris Craft boat last year. Francis belongs to the Augusta Yacht Club and he fond hopes that the motion picture star Mae West would ride in his boat down the river during the Regatta held this month in Augusta.

Crossing Tender Galney Sherman of Randolph is covering the job of Baggageagent Olin Gordon while Olin is in the hospital.

Crossing Tender Lawrence Reynolds of Randolph is working on the College Avenue Crossing in Waterville on the second track.

Crossing Tender Hiram Walker is covering the Main Street crossing in Waterville on the second track.

After an all night session punctuated by frequent outbursts, General Chairman Hiram Walker of the Hot Rumor and Top Secret Club has finally come up with the following slate of officers who are to serve as leaders of this organization for the balance of the year: "Andy" Anderson as President, A. V. Jerzery, Raymond Bishop as Treasurer and Fred Pickens as Clerk of the Board. Hiram will still continue as General Chairman with the help of retired Engineer Harry Opal who will run the board. The club will decide which rumors to present to the Executive Board while in session. Hiram says that the next meeting will be at 8 o'clock on August 1 at that time the officers for the coming year will be voted upon and other business will be taken up.

Mary Ellen Sanborn, daughter of your correspondent, will be among the group of Maine girls who will vie for the title of Miss Maine at the Skowhegan State Fair August 13 and 14. After graduating from high school, she enrolled as a student at the University of Maine where she is majoring in social studies in the School of Education. She is a member of the Chi Omega Sorority, an officer of the Newman Club, a member of the WORO Radio Club, Miss Sanborn is interested in art and outdoor sports.

Augusta

By E. E. WALKER

Freight Checker Burleigh Foster spent his vacation at Pemaquid Beach and was several times on the ocean on fishing trips.

Chief Horace Roseduque has traded cars and now spends all his spare time with hose and polishing cloth.

Ride Miss Martha Walker, daughter of your Scribe and a junior at Gorham State Teachers College, is missing from the freight office.

Conductor Everett "Ikey" Stowell of Road Switcher is spending several weeks at a camp in the woods.

Conductor Marshall Peatt who has been off accommodations is feeling fine and hopes to return to work soon.

Chairman "Athie" Bryant, in addition to her other duties, is running a boat repair service at her Cobbsconeet Lake home this summer.

Our correspondent, Mr. Walker, Continually chides his daughter for her absent mindedness.

Now, it would be a shame, For Titia to take the blame, Pa forgot Ma, it's a fact. Contributed.

Waterville Station

By M. W. FLYNT and ELAINE KERVIN

Among those on vacation are Joe Haskell, JA Stenog. Bev Cook is taking a month off from her duties at the Freight Office. Miss IIovis is spending several weeks at a camp in the Belgrade area.

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On his leave of absence, the vacation in Massachusetts and New Hampshire. Over the July 4th holiday the Conductorhouses stayed at Sebago Lake State Park in their train cars.

We think that Gid Veilleux should invite all of us for a perch supper next winter. He and his wife go fishing every night at their camp at Webber Pond and are freezing the fish they catch. Any invitations forthcoming, Gid?

Edward Milton is spending the weekend's vacation at his camp at Snow Pond.

Ray Coulombre and his family spent a week's vacation in Massachusetts and New Hampshire. Over the July 4th holiday the Conductorhouses stayed at Sebago Lake State Park in their train cars.

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Carmen Helpers Ted Jewett and Roland Boulet have recently returned from two weeks National Guard duty. They are both Loo'nt'sants. Carrie Pigeon and Mrs. Phil Goosch have been visiting their son in Arkansas making the trip with their new car.

Carmen Henry Gleason, who recently underwent throat surgery, has been discharged from the hospital and is coming along well at home. Kenneth, son of Carman and Mrs. Roland Wyman, has been a recent patient in a local hospital for a tonsillectomy.

Carmen Helper Arthur Reid is off with three months leave of absence.

Clay Dow, Jr. has recently been in Lewiston for a month covering car inspectors jobs there. Sweeper and Mrs. Harold Slaney have recently flown to Newfoundland where they will spend a month visiting relatives.

Mr. and Mrs. Kenneth Wentworth, of New York City, are visiting with their parents, Clark and Mrs. Guy Wentworth.

Sheet Metal Worker Al Cochran has retired as of the latter part of July. He has worked in that category since 1935 and had previously worked in Maine Central service.

Furloughed Painter Don "Red" McCaslin has been called and has been driving the Machine Shop from somnambulistic tendencies of outsiders.

The most recent stubbed his toe and fell into the "coke" machine knocking the used caps all over the floor, but suffering no bodily injury except to his ego. This same character not too long ago fell into our garbage can. We will fatter our own accidents, but, we would hate to have a red light on the safety board resulting from somnambulistic tendencies of outsiders.

Furloughed Painter George Gurski has been recalled and has been driving the Machine Shop Tractor.

A notable improvement is the new cement floor currently being installed in the Wheel Room. Present plans indicate moving all wheel machinery, lathes, presses etc, from the Machine Side to the Wheel Room thus coordinating all wheel facilities in one location, saving much handling and moving of wheels and axles.

Machine Helper Emery Soule was recently in an unusual and terrifying accident when the boat, from which he was fishing at Great Pond, was run down by a large and fast moving power cruiser. Emery and a friend, a Mr. Thomas who owned the boat, were fishing when the cruiser rammed them amidships. They were thrown into the water, losing all their fishing gear. The boat was demolished and partially sunk and they fear that the motor was spoiled.

Heating Plant Engineer Anglo Oliver is building a cottage at Great Pond.

Machine Shop Tool Teller Don Priest made the headlines recently when he caught a 6 pound 6 ounce brown trout at China Lake. Don also pulled a whopper from the same location last summer.

Electrician Helper George Lanoine and Miss Margaret Marden of Waterville were married recently.

Motive Power Machinist R. E. Tilson is enjoying his annual vacation and is substituting in Leading Carman M. Sheppard’s job while he is away on his vacation.

Vanceboro

By HARRY D. DAVIS

Engineer Norman D. Lounder has just returned from a vacation trip to visit their son in Spanishola, Ontario. They report it as their best trip there to date. They brought three of their grandchildren, Joanne, Nancy and Sandy with them for the youngest ones summer vacation.

 Those on vacation since last items include General Agent W. L. Blanchard, who, with Mrs. Blanchard, is enjoying their cottage at Grand Lake. Also Clerks M. O. Fine and C. W. Bebout.

After two years in military service, Operator K. A. Gray resumed first trick at Vanceboro on June 25, 1956.

Trackman C. L. Stover, Lambert Lake, has recently returned from Calais Hospital following surgery there. He is much improved at this writing.

Regrett through oversight I overlooked mentioning the fact that Car Inspector H. W. Getchell had returned to work after an extended lay off due to illness.

Motive Power Machinist R. E. Tilton is having extensive repairs made to his home on Holbrook Street; just getting under way at this writing.

The four cute daughters of Laurel and Mrs. L. Freese (see last week’s issue) are Sandy and Patty, in the usual order. Laurel is the son of Engineer and Mrs. H. D. Lounder.

BANGOR

By C. A. JEFFERDS

Ticket Clerk Jos. M. Libby, retired, who died June 25, 1956, was buried June 28, 1956.

Memorial services were held at the Methodist Church of Bangor, Rev. John Fort officiating. Memorial services were held at Rising Sun Methodist Church, Chisholm. Mrs. Libby is the daughter of retired Conductor Gilbert J. Fournier.


BANGOR MECHANICAL DEPARTMENT

By F. E. WARE

Engineer Norman G. Freese (Ret.) died Saturday, June 23rd, after a long illness at the home of his niece, Mrs. Gordon R. Adams, in Orrington where he had lived for 10 years. Mr. Freese had been an Engineer for the Maine Central for 23 years at the time of his retirement, four years ago. He was a member of the Grace Methodist Church of Bangor, The Pine Tree Lodge, F. & A. M. of Mattawamkeag and the Brotherhood of Locomotive Engineers. He is survived by a sister, Miss May Freese and several nieces and nephews.

Lubber Harold Johnson returned to work...
after being confined to his home with sickness for several weeks.

Congratulations to Electrician and Mrs. Paul P. Vance on the birth of an 8 lb. 8 oz. daughter, Paula Jean, at the Eastern Maine General Hospital.

A few months ago, Electricians John F. Bevan and Harold S. Hughes purchased a farm in Carmel for the wood on the place. Every now and then one or the other of them would go out and have a little fun at it. About the middle of July, they started lumbering in earnest. I understand there is quite a lot of wood on the place and it will be interesting to see which will give out first: "The wood or the Electricians.'

Congratulations to Mr. and Mrs. William Gravers on the birth of an 8 lb. 6 oz. daughter, Cheril Ann, on July 3rd, at the E. M. General Hospital. Mrs. Gravers is the former Joyce Blake, daughter of Laborer and Mrs. James E. Blake.

Laborer Donald Holt has been convalescing at his home in Winterport following surgical treatment at the E. M. General Hospital.

The "Auto-Trader" editorial was fast and furious this month, Electrician William Wetherbee has come up with a bright "Tomato Juice Red." (Excuse me, I don't know the official name of the color.) Studebaker sports model. Engineer Raymond Dauphinee finally retired his 1937 DeSoto and purchased Laborer Carroll Adams' baby-blue Plymouth, Electrician Shayleigh Allen bought a Dodge pick-up truck. Last but not least, Chief Clerk and former correspondent Lawrence "Larry" Severance, having become tired of walking after selling his Nash several months ago, has come out with a Studebaker.

Railroading, like going to sea, has always been considered a dangerous career, and I think one of the best examples of faithfulness to his 'man's calling' is the following true story:

On July lst, about 4:30 P.M., after the completion of his day's work at the Bangor Engine House, M. M. Hathaway was driving from Bangor to Newport when he encountered a heavy electrical storm. On approaching East Newport, he noticed a large limb from an elm tree had fallen across both the East and West bound track of the main line from Bangor to Portland. He drove on to East Newport where he tried to call for help, but finding the telephones there out of order, he returned to the scene of the road block and, with no other tools than his pocket knife, he proceeded to cut and clear the west bound track. Clearing this track prevented any further damage to train #1046 which was due there at any minute. As Guy finished clearing the West bound track the Section foreman and his crew arrived and together they cleared the rest of the tree away.

Clerk John Fleming is back with us again this year as spare Crew Dispatcher, covering vacations.

Dennis Fessenden started work July 16th, with the Laborers. He is filling in during vacations on the day shift.

General Foreman Ralph O. McGarry, while coming to work the other day, had the misfortune of being stopped on a spot on Buck Street where a trailer truck wanted to be. RESULT: R. O. moved over, quite the worse for wear.

The Ladies Society of the Brotherhood of Locomotive Firemen and Enginemen were guests of the Onawa Lodge of Brownville Jct. for their annual Union Meeting June 21st. Noon luncheon was served at the Episcopal Church, followed by the afternoon session at the High School Auditorium where the degree trains from several lodges exemplified the work with the Hostess Lodge putting on an especially fine exhibition. A delicious banquet was served in the evening at the Methodist Church where several entertaining readings and musical selections were rendered by the Hostess Lodge, followed by the presentation of service pins and attendance banners. The banner for the largest number in attendance went to the Pride of the East Lodge of Somerville, Mass. Those attending from Bangor were Sisters Flora Doddy, Lillian Caruso, Ruth Dowling, Mary Dauphinee, Nettie Carmichael, Dorothy Nadeau, Jeanette Perry and Frances Adams.

Sympathy is extended to Mrs. Gravers, of Laborer and Mrs. James E. Blake. Mrs. O'Leary started work for the Maine Central in 1892 and remained with us until his retirement several years ago. He was stationed at the Bangor Station Baggage master and Engine House Foreman E. O. Hatch launched his 34 ft. cruiser Saturday, July 21st, at the site of the Old Bangor Yacht Club in Bangor.

Mr. Hatch bought this converted fishing boat over a year ago and has completely remodeled it into a cabin cruiser with sleeping accommodations for six. He certainly is to be complimented upon the fine workmanship that he has put into his boat.

Sympathy is extended to the family of former Laborer and Stationary Foreman Dennis V. O'Leary whose death occurred the last of June at his residence, 21 Eaton Place, after a long illness. Mr. O'Leary started work for the Maine Central in 1912 and remained with us until his retirement several years ago. He was stationed at Union Station for a number of years. He was survived by his wife, Miss Dorothy, of the Bangor Yacht Club in Bangor.

In a lovely home ceremony at 644 Hammond Street, Miss Joyce Blake, daughter of the bride, was her mother's only daughter of Laborer and Miss. James E. Blake.

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James A. Van Fleet
General, U.S. Army (Ret.)