Can You Identify This Location?

Mystery Picture No. 20

This quiet scene, our new Mystery Photo for you to ponder, was taken shortly before train time as indicated by the fact that the mail has arrived from the Post Office and is ready to be put aboard the Railway mail car. A telephone call, post card, letter or personal visit to the office will allow you to vote for the location of your choice!

Last month we posed two questions for you to answer. If you decided correctly on them you knew that the location was the passing siding at Warren on the Rockland Branch and that, westbound on the main line was Train 56 while waiting on the siding was Train 57. Replies received to date, including some with partially correct answers, have come in from:

Division Engineer R. A. Jackson, who said this was a tough one but that the block signal, plus a meet of this type, could be very few places other than at Warren; J. Eugene Soychar, 2nd trick Operator at Lewiston; Fireman Charles W. McLain of Rockland; Signal Maintainer C. E. Chamberlain, Jr. of Portland; Hillard R. Spear, Postmaster at Warren, who says that he has walked this track dozens of times to go swimming nearby; and Sumner T. Carlson of Friendship.

Further identifications of Mystery Picture No. 18, which was a scene at Washington Jet. on the Calais Branch, have been received from Paul A. Bissell and General Engineer C. G. Rivers.

Be SURE To Cast Your Ballot On November 6th. YOUR Vote is Important Too!

Vol. XIII—No. 1
Richard M. Aylward
Editor-in-Chief
William A. Wheeler
Associate Editor Emeritus

THE COVER
Steel sheet piling is driven for the new china clay storage building at Wharf 3, Portland. An article on page 8 of this issue describes this up-to-date structure—a bid by our railroad for increased clay imports and resultant rail tonnage.

FROM THE EDITOR
This month—October—is Careful Car Handling Month on our Nation's railroads.

Even though major emphasis is being placed on this subject at this particular time, the problem of overspeed impacts and resulting damage to freight is a never ending one. More than one-half of the claims paid by the railroads for loss and damage to freight result from overspeed impacts to cars. The situation is a serious one!

But, let's not be too pessimistic about it—the situation can and will improve as we apply all of our abilities to eliminating the causes and following the rules set up to guide us in this work.

Remember:
Four Miles Per Hour is the standard maximum safe coupling speed. It is a speed equivalent to that of a brisk walk.

The destructive effect in car coupling builds up in direct ratio to the square of the speed. Thus, a car coupled at 8 mph delivers an impact not 4 times that at 2 mph but 16 Times As Great, or 64 Units of Destruction!

Proper handling of the engine is essential to the prevention of overspeed impacts.

Good housekeeping within yards or on main tracks prevents accidents and possible rough handling.

Careful Car Handling is A MATTER OF SKILL.
YARD OPERATION
Nerve Center of Freight Operations -
The Yard Office

By George Marcroft, Chief Clerk to the Superintendent

How many of our "Pine Tree Family" have given thought to the importance of a yard office as the focal nerve center of our over-all freight operations from which most of our revenues are earned?

Naturally, everyone in our railroad group is well aware that freight traffic is the "apple of our eye" and that our pay checks continue just so long as we are a going concern.

I would like to emphasize the prominent part our yard offices play in this picture and bring graphically to your attention the many phases of work carried on at these offices as well as the vast amount of data which is made available to various departments of the railroad and used in the compilation of daily, weekly, monthly and yearly reports on cars and tonnage handled, the protection of perishable freight and livestock, Per Diem records, in short, just about any fact desired concerning yard operations.

In all probability the most interesting angle to Yard Operation is the preparation necessary to yard trains approaching with from one hundred to one hundred and fifty five cars. All concerned must be notified on what tracks trains will be yarded and men assisting in doubling over head and rear ends of trains must be notified in ample time to be prepared to do their certain task.

After the caboose has cleared the switching lead, conductors of inward trains leave waybills in the yard office where necessary information regarding classification of cars to be switched is inserted on switching lists; these lists are then given to General Yardmasters who allocate certain cuts of cars to yard conductors of crews on each end of the yard. Cars that require careful handling are so designated on such lists and handled accordingly in the interests of Freight Claim Prevention.

Classification tracks are checked closely as cars are switched and this information is passed to the General Yardmaster on duty so that he may be in a position to suspend switching operations in ample time to have cars on the tracks hooked up and instructions given to yard crews to double cars from the classification tracks to the make up track for scheduled outward trains. The General Yardmaster protects the handling of certain rush cars on which he has instructions to make the first connection.

When the outward trains are made up it is the procedure for the General Yardmaster on duty to notify the Car Foreman on duty so that he may assign car inspectors to inspect the train and make an air test on the brakes. It is an intriguing sight to watch a train of one hundred and fifty cars or more from the time a "Highball" is given until the three or more powerful diesel units set the train in motion and it slowly passes by, its caboose marking the rear end.

It is an old adage that On Time performance in the departure of outward trains is responsible for 90% of successful yard operations. Eliminated, and thereby materially assisting all concerned in the operations to better plan their work, is the necessity of holding inward trains out of the yard while waiting for outward trains to depart.

Just let us remember that, in addition to handling traffic to and from our connecting lines, there are many other equally important duties performed by our yard office forces.

Lining up of switching requirements to be performed by our switchers in industrial plants and yard areas is supervised by our General Yardmasters, Yardmasters, etc. Prompt handling of empty equipment is a policy carefully followed in order to reduce Per Diem expense and meet the requirements of shippers, the Association of American Railroads and the Interstate Commerce Commission.

A great boon to industrial switching, where crews work in outlying areas, has been the installation of two-way radios on switch engines, thus enabling the yard office force to expeditiously transmit orders received from the General Agent's office, shippers and consignees directly to crews "on location". Radioed information includes such items as details of bills of lading which have been presented late and data on cars which have been released and are ready for forwarding after having stopped off for partial loading or unloading. Use of radio in the handling of such

ABOUT THE AUTHOR

George Marcroft entered Maine Central service as a Yard Clerk in Yard 8 at Portland on October 8, 1923. In December of that same year, when the newly constructed Rigby Yard was opened for operation, he was transferred to that facility as a Yard Clerk.

He later became a Supervisory Yard Clerk and then Clerk to the Assistant Superintendent, Yard Office at Rigby, in 1944. He was promoted to Chief Clerk to the Superintendent in the General Offices on January 17, 1955.

Marcroft's article on Yard Operation is a description of activities in the Portland Terminal Company area and, most specifically, of Rigby Yard itself. Actually, it is typical of all freight yards, large or small, on our railroad as to the type of work carried on, the records maintained and the reports furnished.

George Marcroft
cars means expediting movement by at least twenty four hours in many cases. Likewise, crews finishing up switching activities outside the yards are told by radio what track they will “haul” in on when returning to the starting point after their tour of duty.

Another very important detail is the handling of diversion orders on cars on hand or enroute. By means of such orders cars in Rigby Yard, for example, and originally signed to a receiver in the Portland area, may be ordered by the shipper, owner or consignee to be the yards are told by radio what by at least twenty four hours in the company’s yard engines is busy switching a cut of cars onto the classification tracks.

Telephone orders to make cars available are teletyped to the yard office and furnished to all concerned.

Whenever explosives are being hauled proper notification of such car, or cars, and their location in the train, must be given to the yard and road train crews involved to insure observance of all applicable safety rules. Copies of all notifications are kept on file and are closely checked by Interstate Commerce Commission inspectors on periodic visits.

Telegraphers on duty twenty-four daily furnish General Yardmasters with advance information on trains enroute, giving number of cars and classification when known. All information pertaining to crews is also received and transmitted by the telegraphers in conjunction with the dispatchers, who controls the make-up of yard and train crews, working closely with the engine crew dispatcher at all times. These men also supply wire information to the Interchange office concerning car requirements and home routes on empty equipment moving to the owning roads.

The Interchange and Per Diem office operation is an integral part of yard office operation. Here car records are maintained, interchange records written on cars moving to and from our connections and equipment supplied by car distributors. The distributors, being familiar with Car Service Rules and cognizant of high Per Diem charges, make every effort to expedite the handling of equipment subject to such rules. Car distributors supply yard clerks with a list of their requirements for cars suitable for loading of newsprint paper, wood pulp, cans, and many other items. Occasionally they get a laugh, especially with a new man, not familiar with the various classes of equipment required. One instance a short while ago bears repeating at this time. One of the new clerks received a list of such requirements from the car distributor prior to assigning empty cars on an inward train and, on the list furnished, was an order for ten cars for cans. New employee asked the car distributor, “what shape is a can car?”

Working out of the yard office are clerks who make a daily location check of all industrial tracks, sidings, hauling tracks or team tracks and furnish such records to the Agent’s office for use in computing demurrage charges, secondary switching, etc. These daily checks show whether a car is being loaded or unloaded and the percentage of loading, as ¼, ½ or ¾ full.

For a very interesting and educational experience, those of you who have not had the opportunity to visit such a yard office and learn first hand how it functions, should certainly do so at your convenience. There you will see a closely knit co-ordinated group in action, especially when the volume of business is heavy and potatoes are moving to market. And, after your visit, you will agree with many of us who have spent the greater part of a lifetime handling the innumerable details that it is a vitally important cog in the wheel of successful operation of our railroad.

I might add—we have had many laughs and listened to many tales of woe from those who, of necessity, are waiting for waybills and for outward trains to be made up.

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C. R. Ball Promoted

Clifford R. Ball has been appointed Transportation Assistant with duties as assigned according to an announcement issued by General Manager R. E. Baker. He will have his headquarters at Portland.

Ball began his service with the Maine Central as a Stenographer in the General Manager’s office in March of 1922. Later that same year he became Clerk and Stenographer in the Superintendent’s office at Portland, in 1927 he was made Clerk in the General Manager’s office in 1931 he became Chief Clerk in the same office.

In May of 1943, Ball was made Train Crew Dispatcher at Portland, the position he has held until his recent appointment became effective on August 1st of this year.
New Clay Storage Shed Omen Of Increased Imports

Construction is underway on a new china clay storage facility of the Portland Terminal Company adjacent to the Company's Wharf No. 3 at Portland. A capacity of 10,000 tons of clay will thus be added to storage facilities already on the wharf.

The new construction consists of a composite building made up of one steel sheet piling structure 180 feet long and 90 feet wide with 4 storage bins having a capacity of 2,500 tons each and, connected to this storage bin building, an armco metal building 160 feet long and 52 feet wide housing a bagging machine and power equipment to handle the clay from the storage bins to the bagging machine. An enclosed railroad siding, long enough for several freight cars, will permit undercover loading from this section of the building.

When the facility is completed clay will be unloaded from the hold of a ship by clam shell scoops on the wharf's gantry cranes and will be deposited into hoppers feeding into a 345 foot conveyor belt leading to the main storage bins in the new building.

The walls of the storage building are being built of interlocking steel piling driven 25 feet into the ground; it will be the first large building in Maine using this type of construction.

In 1950 the railroad built the first china clay storage shed north of Philadelphia on its Wharf No. 3 at Portland with a capacity of 4,500 tons. This facility is still in operation and permits importers to store and maintain a stock of several varieties of import clay for the prompt servicing of their customer's needs. It was revolutionary in design and is believed to give to Portland the lowest handling costs for the commodity on the Atlantic Coast. As a result the import business has increased from 25,000 tons in 1950 to 69,000 tons in 1955.

President F. S. Miller, in speaking of the new storage plant, expressed optimism that it will produce an even greater increase in shipping and cargo to and through this Port than has the 1950 facility. He also pointed to the advantages to the paper industry throughout Maine in having a supply of this essential ingredient available at all times for immediate use.

He stated that the building of the facility is further evidence of Maine Central's plans to expand and invest in those transportation services which hold promise of remunerative return to the railroad and its Terminal Company and lower costs to its shippers.

Safety Minded Railroaders Receive Award

In recognition of its outstanding 1955 safety record, the Portland Terminal Company has been awarded a Certificate of Commendation by the American Museum of Safety through its Harriman Memorial Award Committee. The 1956 presentations mark the 37th year of the awards which go to the railroads achieving the best over-all safety record in the preceding year.

Representing nearly 1,000 employees of the Company at a dinner in New York City on September 19th, General Manager R. E. Baker accepted the Certificate, expressed the sincere thanks of each employee.
and stated that it would be the goal of the Portland Terminal Company, through the efforts of all its people, to return at a later year to receive a further safety award. Introduced by Baker to those assembled at the dinner was Safety and Fire Protection Agent C. L. Quigley whose untiring safety work played a significant part in establishing the safe work habits resulting in the good record of the Company.

In addition to Gold Medal awards to three Class I railroads and Certificates of Commendation to nine others, Certificates are awarded each year to two Class I switching and terminal companies, the one presented to Portland Terminal being awarded to a company reporting 2,000,000 or more man-hours per year.

Safety ratings for terminal companies are based on casualties to employees on duty in train, train-service and non-train accidents. All statistics are compiled from official records and summaries of the Interstate Commerce Commission and no company can receive an award for two consecutive years.

In commenting on 1955’s good safety record, General Manager Baker stressed that, while each employee can be proud of his award, continued hard work and careful observance of all safety rules and practices will be necessary in order to maintain and improve the Company’s standing in the competition among all railroads for safety perfection.

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**United Fund Explained**

Organization of a United Fund in the Greater Portland area to combine some 35 service agencies into one consolidated drive has recently been announced.

The following letter, written by President E. S. Miller and addressed to officers and employees of the Maine Central R.R. and Portland Terminal Companies, explains the new Fund set up and the payroll deduction plan for employee contributions:

“For many years the employees of the Maine Central Railroad and Portland Terminal Companies have supported the service agencies in the Greater Portland area through separate drives sponsored by the Community Chest, the American Red Cross, the Mercy Hospital and others.

“A United Fund has now been organized for this area, comprising the members of the Community Chest, the American Red Cross, the Mercy Hospital and several others, in all some 35 agencies.

“This consolidation into one United Fund will result in fewer calls upon each of us during the year. To make the Fund a success, our contributions, or pledges, should include all we desire to give to support all these agencies.

“To help us do this, the Railroad is setting up a solicitation organization and offering payroll deduction. We hope the use of the deduction plan will enable all members of the Railroad family to give more generously than if our contributions were to be on a cash basis.

“The Management of Railroad and the General Chairmen of the Standard Labor Organizations endorse this entire program. We believe it is of benefit to each of us, the agencies and the community in which we live.

“We hope that railroad employees will join with other employee groups in the area in pledging their fair share to the support of these 35 member agencies.”

/s/ Spencer Miller
President

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**Radio Network On The Air**

Two way radio on all freight and passenger trains operating over the main lines of our railroad between Portland and Bangor, via both routes, was put into service during the latter part of September.

Transmitting and receiving base stations for the network, each of 60 watt transmitting power, are located at Portland, Brunswick, Augusta, Lewiston, Waterville, Hermon Center Centralized Traffic Control Tower and Bangor.

Locomotives on the run carry 30 watt transmitting equipment and can talk with another train, the wayside stations or the train dispatcher’s headquarters.

Small handie talkie sets, with quarter watt power, continue in use on through freight trains and allow the conductor in the caboose to talk with the engineer at any time during operation of their train, while in motion or standing still.

While the radio network is essentially set up for the Portland-Bangor main line, branch lines will be served by the stations, in many cases for considerable distances. Tests have shown that the branches may be covered for distances of about 30 miles which would take in, for example, from Bangor to Ellsworth and from Brunswick nearly to Rockland.

Integration equipment has been installed at the base stations to allow a tie in with the Dispatching telephone line and, at least to some extent, with the Administrative telephone line. Thus, for instance, a train crew wishing to talk directly with the Chief Dispatcher at Portland and yet too far distant to talk by radio, may contact the base station nearest them and be connected by the operator there to the Chief via the Dispatcher’s telephone.

In the event of a disruption of our land lines, due to a serious storm, direct radio communication can be set up from Portland to Bangor by means of a relay of radio stations, thus eliminating any lack of communications.

The base stations are so located that, along most of the route, trains can be in contact with two or three stations at any time; they are always in touch with at least one station.
Long Service
Rewarded

R. B. Lunt, at left, receives his Fifty Years Service Pass from President E. S. Miller.

Fifty years of service with the Maine Central were recognized recently when personal letters of congratulations from President E. S. Miller, together with Fifty Years Service Passes good over all lines of the Railroad, were forwarded to Veteran Yard Clerk F. W. McGrath of Bangor and Tax Consultant Ralph B. Lunt of South Portland.

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HISTORIC SITE
PRESERVED

Owned by Maine Central for many years and operated as its station at Thomaston, the only original structure of the General Henry Knox estate now standing changed hands on July 24th, the new owners being the Daughters of the American Revolution, General Knox Chapter of Thomaston.

The venerable building, built in 1793, once housed slaves working on the estate, called “Montpelier”, which was created by General Knox, chief of artillery in General George Washington’s American Army. Its new owners plan to return the property to as near its original condition as possible.

Passenger, baggage and freight facilities of our Railroad have been consolidated in the nearby freight house, a ticket office and waiting room having been newly constructed there for that purpose.

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Adam J. Nichols, of 31 Hill St., Rockland, Locomotive Engineer.

George W. Donahue, of Rumford Road, West Peru, a Trackman at Dixfield.

James R. Copp, of 64 Elm St., Topsham, Clerk, Deering Jct. Stores.

Jordan N. McCulley, of Appleton Inn, Waterville, a Machinist at Waterville.

Percy C. Johnston, of Shawmut, Maine, a Carman at Waterville.

Winfield S. Rose, Box 4, Canton, Track Foreman at Canton.

Clair M. Libby, of 303 Brackett St., Portland, a Boiler Maker (M. P.) at South Portland.

Willie E. Ryder, of 11 Douglass St., Portland, a Portland Terminal Co. Yard Conductor.

John W. Gurney, of 95 Keswick Road, South Portland, a Portland Terminal Co. Clerk.

Timothy J. Croxley, of 748 Congress St., Apt 1, Portland, a Portland Terminal Co. Freight Handler.

Emile J. Nadeau, of 60 Knapp St., Livermore Falls, Yard Brakeman at Livermore Falls.

Joseph A. Belisle, of Bloomfield, Vt., joint Maine Central-Grand Trunk Agent at North Stratford, N. H.

Pearle E. Fuller, of 72 Green St., Augusta, Agent at Augusta.

Perley N. Dykeman, of 168 Neal St., Portland, a Portland Terminal Co. Yard Conductor.

Raymond E. Grindell, of 67 North Main St., Pittsfield, Crossing Tender at Pittsfield.

James McDonough, of 64 Brackett St., Portland, a Portland Terminal Co. Freight Handler.

Michael J. Noonan, of 98 Clark St., Portland, a Portland Terminal Co. Clerk.

Thomas W. Dempsey, of East Machias, Agent-Telegrapher at East Machias.

James Donovan, of 20 River Ave., Gardiner, Crossingtender at Gardiner.

George S. Bradford, of 12 Farm Hill Road, Cape Elizabeth, Locomotive Engineer.

William J. McAllian, P. O. Box 13, Bucksport, Station Agent at Bucksport.

Horace F. Knowles, of 46 Rosedale St., Portland, a Portland Terminal Co. Telegrapher.

Victor F. Atwood, of 61 So. Main St., Rockland, Agent at Wiscasset.

Ernest Simmons, of 319 So. Osceola Ave., Deland, Florida, a Portland Division Trainman.

John J. Clancy, of 73 Emery St., Portland, a Portland Terminal Co. Watchman.

Cecil M. Gray, R. F. D. #2, Waterville, a Machinist at Waterville.

Charles St. Hilaire, of 120 South Main St., Auburn, Clerk-Telegrapher at Auburn.

Harold E Nason, of Dutton Hill Road, Gray, a Portland Terminal Co. Yard Conductor.

Charles W. Raymond, of 204 Valley St., Portland, a Portland Division Conductor.

Ivy F. Brackett, of 55 Broad St., Rockland, Waybill Clerk at Rockland.
Hello, all you nice People! Did I ever tell you it is always a "Red Letter Day" when I write this column? It is, you know, for two reasons—first, I just love talking with you; and second, so many of you have been kind enough to tell me you enjoy it.

This is a busy time, isn’t it, what with storing summer clothes, shoes, bags, etc. and then taking from storage your Fall and Winter clothes, to be ready when needed. However, no matter how busy you are, don’t fail, if at all possible, to enjoy some of these beautiful Autumn days. It has always seemed to me the most dramatic time of the year, naturewise—the sky seems bluer and the flowers more brilliant, perhaps because they are kissed by both sun and frost. And that wonderful smell of smoke that can only come from burning brush and leaves; and last, but by no means least, those lovely drives along back country roads that never disappoint you in their blaze of color. Don’t cheat yourself out of enjoying all this beauty, it comes this way but once a year.

And speaking of yearly events—by the time you read this, you will know whether the Dodgers or Braves are National League Champions. As I write this, they are see-sawing back and forth. If the Braves do make it, pull hard for them to win the World Series. We have just got to see such a delightful photograph. By KATHRYN McMULKIN

Robert Louis Stevenson said this—"A friend is a present you give your-"...self!"

By now!
family from Norwich, Conn, and later Mrs. Henry Theriault of Tacoma, Washington, and Mr. and Mrs. George Carlo of West Newton, Mass.

A miscellaneous shower of pre-wedding gifts was given to Miss Barbara Gote in view of her marriage to William Palmer on October 4. A large number of guests attended.

Mr. W. E. Powell, retired scale inspector, called in the other day. We talked over old times a little and had a very good visit with him. Always, pleased to have any of the old timers drop by.

Conductor Bill Gallison of the Bartlett-Fort

led local is keeping his vacation in the Portland area. His place is being covered by Johnny Feeney. And we have a new arrival in a railroad family. A son for trackman Richard Nealey and Mrs. Nealey. Mr. and Mrs. George Carlo of West Newton, Mass. No date has been set for the wedding. Mrs. Neal and her daughter, Jane Isabelle, at the Eastern Maine General Hospital where he has been since last June. He fell from the roof of the process of installing new heater systems in the plant, enjoying by Ticket, Freight Clerk & Steno. M. Sprague now makes her home at 30 Winter Street. Bangor.

Bartlett, N. H.

By O. R. BURDWOO

Elwood Dinsmore, car inspector, is moving his house back from the street a few yards. Going to be plenty of parking around there when done. Casey Jones, Ralph Clemens and Richard Nealey are busy working on the barn that they are building. Come in and take a look at it some time.

Miss Kingsley, former secretary to Bangor High School in the class of 1955 and from Husson College in 1956 and a new graduate of Coles Express, graduated from Littleton High school in 1954 and attended the Bartlett Hospital School. Miss Kingsley is a Nurse at the Veteran's Hospital in Boston.

Engineer Everett Emerson, or Tarzan, died recently at his home near Lancaster. We are going to miss having Ol Tarz' around. A good engineer and a nice chap.

Mr. M. E. Powell, retired scale inspector, called in the other day. We talked over old times a little and had a very good visit with him. Always, pleased to have any of the old timers drop by.

Retired laborer Charles Small is at the hospital fracturing two vertebrae in his spine. He has also undergone a serious surgical operation in the hospital on Aug. 22nd.

It is interesting to note that on the above date, Engineer Colon Peasely, Jr. also came out with a new Ford Fairlane Sedan. Is this a new advertising scheme? A new Ford with every new daughter. I wonder what would have happened if Jane Isabelle had been twins or triplets.

Machinist Herbert "Slim" Clarke is also listed among the Auto-Traders this month by coming out with his grey Pontiac Club Sedan. Retired laborer Colon Small is at the Eastern Maine General Hospital where he has been since last June. He fell from the roof of the process of installing, new heater systems in the plant, enjoying by Ticket, Freight Clerk & Steno. M. Sprague now makes her home at 30 Winter Street. Bangor.

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By JOHN J. KEATING

The United Associations of Railroad Veterans held their convention at Pittsburg, Pa., October 10-11. Those participating were: President and Mrs. John J. Burke, Treasurer, Barr Lyden, Chaplain and Mrs. John J. Keating, B. M. Engineer and Mrs. Harry E. McCorrison, Al Derryaux and Bill Otis et al. (take note that it is Bill Junior, we can’t mention Senior, in this so-called slacker column).

Carman Ralph Small, of the Rip Track crew, and George Silva at the Freight Shop.

The Convention Report

By ERNESTINE V. MILLER

The New England Association of the Brotherhood of Railroad Trainmen held their 14th annual convention in Portland at the Eastern Hotel, September 7 and 8. Besides the business and joint meetings of the Association, the Convention’s banquet put on some degree team work which was very well done. The team, a very new addition to the Auxiliary, really put in a lot of hard work getting the work as nearly as perfect as possible within a short length of time. On Friday afternoon, September 7, everyone was taken on a boat trip (the long way) down Casco Bay, to Long Island for a long voyage, dinner and dancing, Saturday evening the local lodges played host to everyone at a banquet in the Eastern Hotel, with dancing later in the evening. Shots and membership pins were presented to Howard Goss, Aubrey R. Abrahamson; and Valarie Morin, Lewiston; a 55-year member pin was pinned to Glen Leeman White; Statistician Jordan, Mr. and Mrs. Percy Sears, Mr. and Mrs. W. W. Hostetler and Mrs. Fred Gleason, Past President and Mrs. “Gene” Window, Mrs. Blanche Hincks and Mr. and Mrs. Bourne.

Mrs. John Cady, wife of retired Union Station Master, died September 9 in the Mercy Hospital and at this writing, was home and feeling much improved.

Sympathy is extended to the family of Mrs. Frank Burke of Bangor who died September 15. Mrs. Burke was a retired Carman and Yard Conductor, Frank Burke.

Condolences are extended to the family of Mrs. Stanley Pond who died September 15. Mrs. Pond was the wife of the late Stanley Pond, Conductor on Eastern Sub Division.

Mrs. E. J. Coleman of Bangor, widow of the late Enginemane Coleman, celebrated her 88th birthday September 17. Mrs. Coleman, Many—Many more, from your Correspondent John J. Keating. Your husband was one of my boyhood friends community (preventing charge of arraignments, headed by James Hayes and Mrs. Hayes, George Larsen and Mrs. Larsen. Everyone had a wonderful time and they all hope to attend next year’s Convention to be held in Worcester, Massachusetts.

Mrs. George Silva at the Freight Shop.

Miss Frances Fredette, daughter of Carman and Mrs. Leo Fredette, has enjoyed a busy summer as a second lieutenant in the Civil Air Patrol Cadet program at Loring Air Force Base and was the recipient of the 1956 C.A.P. Cadet Trophy. She will complete her second year there and has now returned to Waterville High School as a senior.

Machinist Ralph Barton has been laid up at home for the time being as is written. Don ‘Red’ McCaslin is the new Broom in the Freight Shop. Machinist Frank Gibbs has recently applied for the Pension after working here at the Shops since 1941.

Sympathy is extended to Transfer Table Operator Arthur Smith whose father died recently. Carman Bill Malloy has been a recent delegate to a Baptist Laymen get-together in mapleton. Piper Helper Bill Brown has recently been set up to Piper temporarily. Romeo Cyp and William Fletcher have taken their mechanics rating in the Pipe Crew.


The machine Shop Safety board stands at 111 days as this is written.

Foreman Karl Lamont is temporarily incapacitated with a touch of heart trouble.

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Foreman Karl Lamont and Helper Bill Price are making the annual inspection of turntables around the system.

Superintendent and Mrs. George Silva attended a Locomotive Superintendents convention in Chicago during the week of Sept. 10-14.

A blessed event came to Piper and Mrs Dana Malloy, of the Rip Track crew, while attending Diesel School in LaGrange, Ill. Machine Foreman Don Russell and a friend, Bill Malloy had dinner at a swank Chicago restaurant last week and were excused in the middle of the meal. Bill Junior who all hope he will enjoy it.

The Many friends of LaForest E. Mathews, son of the former Mrs. Adolph Friedman, formerly of Alameda, California; Mrs. Helen Dore, hood of Railroad Trainmen, Cleveland, Ohio; Special guests of the Convention were William Toole, Past Vice-Grand President of the Eastern District of the Auxiliary; Buffalo, New York; Miss Margaret Toole, Past Vice-Grand President of the Eas- tern District and honorary member of the As- sociation, Boston, Mass. ; Mrs. George Silva, President of the Maine Central Railroad Company, and Mrs. Miller; Thomas Delante of the Maine Central Railroad, representing Governor Muskie; Summer Ber- ne, representing the local Press, and a short article on extending the official welcome to the Convention; William Hamlin, President and Treasurer of the Trainmen, Master of Ceremonies; and many other dignitaries. Everyone enjoyed see-
It was really surprising as to how few Republicans there were around the Shops on the morning of primary, but there was one who was extremely vociferous even in defeat.

Captain E. H. Cary, U. S. Navy Chaplain Corps, has been appointed Head Chaplain at Waterville Station. He is the son of former Superintendent and Mrs. Frank H. Bennett.

As we hear it, Carman Wilford Dusty has resigned from the Car Dept. and has gone to the Agronomy employment.

Clerk Charles Mitchell died recently and suddenly of a heart attack. He had worked for the Maine Central since 1918.

Piper Amos Currie has recently applied for the Retirement. Amos was first employed at the Shops on the Maine Central in 1910 and was transferred to Waterville Shops in 1922.

Foreman J. B. Thompson is the proud parent of a new born girl at the Osteopathic Hospital September 1st.

Carman Leo Freddette is covering the Station car inspection job while Buster Tuttle is vacating.

**Gardiner**

By M. L. SANBORN

Retired Agent David C. Cameron was a visitor at the Waterville Station. He is said to be remembered to all of his railroad friends and any of his former associates in Portland or in Portsmouth, N. H., please feel free to call upon him at any time.

First Trick Telegrapher Bob Curran has recently returned from a trip to Gulfport, Miss. The Mr. Soule commutes by car and back from his home in Waldoboro to Gardiner to work at the Shops in order to cover his job here.

Capt. Henry K. Anderson, who was a former supervisor of this office some time ago, was in the office recently. He reported on the receiving and marking of freight at the Shops.

The loud noise you hear Saturday afternoon around Winthrop is Coronavirus. It was the High School football game.

Bev Cook took a few days off when her puppy was born. The first one he had was accidentally killed last July.

Ralph was very pleased and thanked everyone for the gift. Good Luck Ralph.

As a final note, those who are interested—Oil up your trusty old firearms as it’s going to be hunting season soon.

**Augusta**

By E. W. WALKER

General Agent “Herbie” Thing has returned from vacation, part of which he spent accompanied by Mrs. Currie in Rye, N. Y. He reports a fine trip.

Sparks Telegrapher M. E. Johnson, of Winthrop, recently returned from a few days of vacation. While here he started a thriving business in wire coating. He has a good stock on hand; if you need any, contact him.

Sparks Operator E. S. “Andy” Anderson, who was on vacation, is back in town. Andy took a trip to Piscataquis a few days ago and did a little repair work on passenger cars there were around the Shops on the morning of primary.

Clerk Athleen “Spider” Bryant, aspiring to be remembered to all of his railroad friends and any of his former associates in Portland or in Portsmouth, N. H., please feel free to call upon him at any time.

Second Trick Telegrapher Eugene Soychak has purchased another Labrador Retriever. Their dog is one he had was accidentally killed last July.

Waterville Station

By M. W. FLYNT and ELAINE KERVIN

Signal Maintainer George Curtis is going around smoking 12 inch cigars with a pleased expression on his face while trying to talk to anybody who will listen to his line of talk. Looks like the changes will have to be made with the pleased with the results of the recent state election. Sometimes it is difficult to get George’s general opinion as to which side he is on.

If you can listen long enough and stay out of the way, if you can stand it, you will find he can be on both sides at the same time and still put up a good defense of both.

Signal Maintainer Fred Pickens was the proud father of a daughter, July 12, 1956. This is the second daughter, and Mrs. Pickens have another child, Andrew, born December 13, 1954. Congratulations to both parents.

Raymond Barriault has his three weeks’ vacation and spent some of his time at his camp.

Heavy shipments of pulpwood and coal have been arriving at Rumford for the Oxford Paper Company. Coal is being unloaded at various piles around the Yard for future use and as the mill needs the wood they will truck it from the piles to the wood room.

My wife, family and I enjoyed a week of vacation in New Jersey.

Sectionmen on vacation during the past two months have been: Assistant Foreman L. V. Robertson; Deputy Foreman W. C. Agee; Conductor; Al Mooney, Yard Conductor; Leith Calden, Yard Conductor; Victor LePage, Yard Engineer; Dudley Whitaker. Clerk-Stenog.; and Operator Charlie Berry. Clerk-Stenog.; and Operator Charlie Whitaker.

Rumford Station

By ROY RIDEOUT

Willard Weeks and crew have been in Rumford the past month relaying steel and removing track in the Rumford Yard.

Enjoying vacations the past two months have been: Conductor; Joe Gangart, Yard Conductor; Al Mooney, Yard Conductor; Leith Calden, Yard Conductor; Victor LePage, Yard Engineer; Dudley Whitaker. Clerk-Stenog.; and Operator Charlie Berry. Clerk-Stenog.; and Operator Charlie Whitaker.

Rockland Station

By F. L. CARSELY

Anchored are: Trainmen F. S. Paterson, Conductor; A. S. Atkinson, Yard-Brakeman; R. K. Miller, Freight Clerk; J. E. Frew, Labador Retriever; Earl Walker. Watchmen George Walker, Clerk-Telegrapher Earle Walker, Crossingtender John McLain. Crossingtender Betty Conn was elected to sit on the new slate of officers as Mr. and Mrs. Pickens have another child, Andrew, born December 13, 1954. Congratulations to both parents.

Rumford Station

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By ERNESTINE V. MILLER, DORIS THOMAS and MARGARET LYNCH

Harrison Elliott, Clerk, Freight Claims thought for sure that politicians had taken possession of the lawn in Swan-Well recently. Little holes and turf were all over the place. The Continuous Age Nation Agent viewed it all and declared it to be the work of a little black and white skunk. We bet Harry won't throw away our peep looks to be black and white cats trying to invade his garden.

Miss Louise Seacull and Fred Clitty have returned from visiting Miss Sue Morse at Point Shelburne. You won't CERTAINLY get around, Louise.

We heard that Leonard Sansborn has just purchased a new Jaguar. Don't forget your friends, Lennie.

Bill Welsh and Bob Clark are sporting "lame arms" from their participation in the "Little League" games. Bobby, as usual, pitched a real hot game.

Donahue is flying to New York to spend her vacation with friends at Long Island. Naturally, she'll take in the World Series too.

Jean Toge of Farmington is visiting her family in Strong, Maine, and, of course, must take in the Farmington Fair as well as tend store for her Dad on Wednesdays and Saturdays. Can't get away from the old grind, eh, Jeanie?

Alta Benner is leaving for New York and Washington. She has been at the June-2010 Fall Hotel in New York and the Sheraton in Washington. Alta will be the center of attention when she returns. We'll have to know the how-know on the election.

Dorothy and Margaret Hollywood motored to Boston to attend the wedding of Janet Mac-Daniels and Robert Ross at Needham, Mass.

Madeline Bowden and her husband left to attend the Kiwanis Convention at Springfield, Mass.

Francis Cameron of the BMA Office can retire on his vacations and leave his job to a recent graduate.

For his money the Philies should win the pennant.

Milton Chapman while on vacation plans to motor to Nova Scotia.

Bob Rounds took a flying trip to California to attend the Legion Convention. Glad to see you back safe and sound, Bob.

Chick Coyne is still away on his annual vacation at the Waldorf Astoria in New York to see the World Series as a guest of her sister and brother-in-law, Mr. and Mrs. William Scully who have just returned from a Panama canal cruise.

Eleanor Murphy of the Car Service Office is getting married Oct, 20th to Thomas Do-neh, Jean?

F. Ray Dunton of the Payroll Office retired on August 29 with 30 years service. Ray was presented with a gift of a lounge chair, bouquet of flowers, and money at a gaily decorated desk. Best of luck to him!

Late summer vacationists have been: Larry Haines, Clarence Conner, Sid Foster, Margery Sterling, all of the Payroll Department; John (Mike) Michaels, Francis Cameron, Leonard Sanborn, Roadway Department; Dorothya Smith, Milton Chapman, Auditor Disbursements Office; Jean Tooker spent her vacation at her home in Strong, Maine. Other employees on vacation in this department were Fred Jordan, William Welch, Robert Rounds, Gordon L. Wilson.

In a postcard to the office gang, Ruth stated that the leaves had already started turning color,—br-z-, that sounds like a long, cold winter.

LeRoy Curtis, formerly employed in the General Office Building, now transferred to the Boston and Maine Auditor Disbursements Department, was a recent visitor to the building.

"Lee" is now Supervisor of Machine Accounting.

Shirley Wilson, stenographer in the Assistant Treasurer's Office, and her husband, William Wilson, of the Railway Mail Service, took their vacation at Niagara Falls. Mrs. Christine Mayo substitutes for Mrs. Lenna Wilson.

Winter must be drawing on—the men's bowling league of the General Office will start functioning September 27, and the gals will have theirs organized about the same time.

Marjorie Briggs of the Auditor Revenues Office spent some holiday time in Bar Harbor, enjoying the scenery and just generally having fun.

Miss Marion Adler spent her vacation seeing "South Pacific" in Boston, going on a shopping spree, and taking her sister, Gloria (formerly employed in the Auditor Disbursements Department) back to college at the University of Maine. Marion is employed in the Machine Accounting Department.

Charlie Hagar of the Mechanical Department is sporting a new Volks-Wagen, cute as a bug. And Tom Hayes of the General Accountant's Office has a new Ford.

Paul Crawford, assistant to the general accountant, spent an enjoyable two weeks at Miami Beach, with Mrs. Crawford. At press time we hear that Paul had the beginning of a real good sunburn, and had almost forgotten everything in the Accounting Department. He'll remember fast enough when he returns, no doubt!

Ruth Kelley, stenographer in Chief Clerk Steve Conley's office, is vacationing at Green­dale, Maine, in the Moosehead Lake Region.

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