Can You Identify This Location?
Mystery Picture No. 21

What we had thought might be a relatively hard mystery photo, No. 20 in last month’s issue, turned out to be the popular and very well known station and freight house at Wilton on our Farmington Branch. Correct answers promptly arrived from these readers:

Abner Stickney, Mail Messenger at Wilton, who was unloading mail from the truck to the station platform wagon; Mrs. G. Albert Ellis, of Dryden; “Cy” Whittier, retired Conductor of Readfield; Walter H. Burnell, Agent at Intervale, N. H., who worked at Wilton at various times between 1943 and 1952; Ken Brann, Engineering Dept., General Offices; Herbert W. Fogg, retired Conductor; Spare Operator C. E. Poor, of Winthrop; Ray F. Higgins, pensioned B.A.R. Fireman of Millinocket; and retired Conductor Edison E. (Dan) Webster of Waterville.

A further identification of Mystery Picture No. 19, which was a meet of Trains 56 and 57 at Warren, has been received from William M. Cleaves of Brookline, Mass.

Note in this month’s new Mystery Picture the grade crossing, loading platform siding, passing track and crushed rock ballast. This site was suggested to us by a Maine Central man—we hope you can identify it for us!

Where is it?

CHECKING
First Hunter: “Say, John, where are you?”
Second Hunter: “Right here.”
First Hunter: “Are you all right?”
Second Hunter: “Yes.”
First Hunter: “Then I’ve shot a deer.”

THE COVER
As Train No. 56 was about to leave the bridge at Bath, the camera caught this unusual view, taken from the train’s rear platform and looking East to Woolwich and on down the line toward Rockland.

FROM THE EDITOR
Something for all of us to stop and think about was contained in a recent announcement made by the New York Stock Exchange.

It seems that the stock-owners of publicly-held companies in the United States total 8,630,000 individuals or, in other words, approximately 1 out of every 20 of us owns a share of American business and participates in its earnings. And, although we have perhaps thought of the average stockholder as a rather wealthy person, in actual fact two-thirds of all stockholders have annual incomes of less than $7,500.00, a figure not much higher than the average income in this nation.

Further—the typical stockholder is 48 years old; the greatest growth of stock ownership has been in those communities with populations ranging from 2,500 to 25,000; and, believe it or not, more women own stock than men!

Bringing these thoughts down to our local Maine Central level, we find that 1,275 persons own a share of our Company and that these stockholders are scattered throughout 29 States, Canada, New Brunswick and Venezuela.

All of which is an interesting commentary on our Capitalistic form of society—one in which we can each share, not only the wages and salaries of our business but in the profits of that business as well.

Thus we have a People’s Capitalism—business, large and small, is owned by the people of the country and stock ownership by the small investor is growing.
Sales and Service Section of the Freight Traffic Department

By T. E. Grover, General Freight Agent

Mr. JOHN M. SHAW in the November 1955 issue of the Maine Central Railroad magazine wrote an article covering the Rate, Tariff and Division Sections of the Freight Traffic Department, and this article will deal with the above captioned heading.

The Sales and Service Section of the Maine Central Railroad is organized in the following manner under supervision of the writer, with the following field men and their territorial assignments:

Mr. C. B. Jones, Assistant General Freight Agent—whose territorial assignment is the waterfront side of Commercial Street, Portland, with the exception of certain specific calls assigned to Mr. E. J. McInnis; South Portland, Yarmouth Junction, Maine to and including Augusta, Rockland Branch, Lewiston Lower Branch to and including Lisbon; New York City and vicinity; Oxford Paper Company; Westerville Creamery, Portland; and other points outside of Maine as assigned.

Mr. F. H. Waring, Assistant General Freight Agent—Portland, Maine, Congress Street and south, to and including the north side of Commercial Street, with the exception of specific calls assigned to Mr. McInnis and Mr. Jones in this area; the back road, Gray through Lewiston to Waterville including Waterville; Lewiston Lower, Fairfield, Skowhegan and Bingham Branches, the Rumford and Farmington Branches and territory outside of Maine as assigned.

Mr. E. J. McInnis, District Freight Agent—The Mountain Division, Portland to St. Johnsbury, Vermont, including Westbrook and Cumberland Mills; Portland, north of Congress Street, not including Congress Street; the following calls in Mr. Jones' territory: H. F. Farnham Co., R. J. Peacock Canning Co., Trident Packing Co., all shippers and receivers on Union Wharf, O'Brien Trucking and Storage Co., and other territory as assigned.

Mr. W. S. Overlock, Eastern Representative, with headquarters at Bangor, Maine—the main line of the Eastern Subdivision, Milford, Maine, to Vanceboro; all territory in Maine on the Bangor and Aroostook Railroad, Aroostook Valley Railroad and Canadian Pacific Railway Company and Canadian territory in the Provinces of New Brunswick and Nova Scotia.

Mr. R. E. Graham, Commercial Agent—the Cities of Bangor and Brewer; Eastern Subdivision, Bangor to and including Old Town; main line of the Portland Division, Clinton to Bangor; Belfast and Moosehead Lake Railroad; Dover-Foxcroft and Harmony Branches, Washington County Branch and Bucksport Branch.

We do not at the present time have any off-line offices, but Mr. Jones covers New York City at least once a month, and other calls beyond our own territory are covered whenever necessary.

Our on-line solicitation requires concentrated effort because many problems arise and the need of close relationship between the shipping and receiving public is quite necessary. In addition to the solicitation of traffic we cooperate and coordinate our service with other departments of the Railroad, such as the Legal, Operating, Engineering, Accounting, Passenger and Claim Departments, and many times we are called upon to assist these departments in various problems which may arise.

Our Salesmen's principal duties are contacting the shipping and receiving public selling the services of the Maine Central Railroad in an effort to secure increased tonnage via the highest revenue route possible. For example, a carload of freight moving from a point on our line to Chicago can move via several different routes and in each case the revenue earnings to the Maine Central Railroad will vary; therefore it is here that our Field men must be acquainted with the various routes and solicit freight which will bring to our road its highest earnings.

Traffic originating on the Maine Central Railroad moving west-bound to the following States and Western Canada is given the benefit of Differential rates which result in lower charges to the entire States of Michigan, Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Iowa, Indiana,
Canada and import and export tonnage within the United States and which is attributed to various factors, a few of which are as follows:

There are also through rates and routes between Maine Central Railroad stations and points in New York State on the New York Central Railroad main line, Utica, New York to Buffalo, New York and north, also from and to points on the Delaware and Hudson Railroad, Lehigh Valley Railroad and Rutland Railway, all routes being applicable via the St. Johnsbury, Vermont. This route, generally speaking, to the territory involved gives our Company its highest earnings.

While on the subject of competition, I would like to touch upon the competition of other forms of freight transportation which the railroads have to meet. Statistics show that over the past ten years intercity traffic transported by the railroads largest competitor—the motor carriers—has increased at an alarming rate, which is attributed to various factors, a few of which are as follows:

A general increase in the flow of traffic within the United States and Canada and import and export tonnage due to some extent to an increase in population and foreign trade, the flexibility of the motor carrier performing pickup and delivery at shippers and receivers place of business, and in many cases faster service particularly on shorter hauls, although with the improved highway program on the State and National level, the element of speeding up transit time by highway for greater distances appears to be a logical assumption.

There is also continued evidence of illegal operation by some motor carriers, both on the State and Federal level, more commonly known in the trucking industry as "Gypsies". In brief, the "Gypsy" is a partially certificated contract trucker, authorized to transport specific commodities, who illegally transports unauthorized merchandise between points where they do not have authority from the States or Federal governing bodies. This can also be an illegal operation from a standpoint of charging lower rates than those published by the authorized common carrier for the same or similar service.

Many people are under the assumption that the highway carrier only transports less-than-carload freight which is far from being factual, as the motor carriers lading unit, called the box or trailer, in comparison with a 40 foot box car will carry nearly as heavy a lading as the railroad car.

The motor carriers are restricted by laws of various States having different restrictions according to weight, height and length. In one instance on an interstate movement, the rail rates and minimum carload weight of 60,000 pounds have been met by motor carriers by means of publishing truck rates the same as rail rates and minimum weight of 60,000 pounds despite the fact that the commodity to be transported could not be carried in one vehicle by highway, resulting in the over flow being carried in another vehicle requiring a separate power unit and not coupled with the first vehicle. To combat this and other highway competition some railroads are offering "Piggy-Back" service either by performing this service with their own equipment or selling this service to motor carriers by haulage of trailers on flat cars.

To meet this competition the Railroad Salesman develops in his calls on the shipping and receiving public whether or not it is a question of rates or service, studies the individual case, checks the rail rates against the truck rates and analyzes what can be done to meet the situation. At this point I might add that it is quite essential that the salesman learn as much as possible of the various phases of the ship pers and receivers business pertaining to their transportation needs, physical location in respect to receipt and delivery of freight, i.e. the commodity to be transported, the commercial nature of the shipping and receiving public, namely, economics and service. In other words, while the salesman goes through the front door he tries to learn and familiarize himself with what goes on at the back door to enable him to intelligently discuss with the Traffic Manager or person controlling routing of traffic ways and means of meeting the competitive situation thereby increasing business for the railroad.

In addition to exerting every effort to obtain tonnage in today's highly competitive transportation market, the railroads are backing legislation in Congress which would modernize transportation regulation in this country.

Laws enacted back in the years during which there was no competition in transportation would be changed and brought up-to-date in the light of present day needs of our common carrier system. These needs were clearly seen and practical remedies for the situation were proposed in a report by President Eisenhower's Advisory Committee on Transport Policy and Organization which was composed of members of the President's Cabinet.

With few exceptions, the railroads have heartily endorsed all the provisions of the report and are pressing for action on the points they consider the most important for immediate action, namely the "three shall nots". 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.

Enactment of these portions of the report into law will enable the railroads 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, at the same time, the shippers and consumers of our nation will be able to realize the full benefits of the low cost transportation available to them in a much more flexible competitive atmosphere.

This article covers the high spots of the Sales and Service Section of the Freight Traffic Department but we must all cooperate and secure wherever possible traffic which will bring the Maine Central Railroad its highest earnings; thereby making a healthy railroad independent of any subsidy.

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**A FINE GROUP — A GREAT DAY**

Correspondents for the Grapevine section of your Maine Central Magazine took time out from their regular railroad duties on October 2nd to attend a meeting and dinner planned for them on that date.

The group gathered for a morning business session in the Director's Room, General Offices, Portland. President E. S. Miller welcomed those present and congratulated them on their fine job of reporting throughout the year, stating that he read with interest their items in each issue of the Magazine.

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A game of croquet attracted several eager players plus a small group of kibitzers, on the spacious lawns at Homewood Inn.

Following the business meeting, the group journeyed by Trailways bus to Homewood Inn at Yarmouth where they enjoyed a delectable, full course lobster dinner. Fine fall weather favored the day’s activities and the pleasant grounds about the Inn, games of croquet and the gift shop kept everyone busy after the meal.

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**Announce Grant Appointment**

The appointment, effective October 16th, of Robert H. Grant as Traveling Claim Representative with duties as assigned has been announced by H. N. Tukey, Freight Claim Agent.

Grant, after service in the Auditor of Payroll office, Boston and Maine at Portland, became a Clerk in the Freight Claim Agent's office of the Maine Central on December 30, 1947. In his new position he will concentrate on the important work of freight claim prevention.

Grant's headquarters will be in Portland.

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**WED 70 YEARS!**

Married September 15, 1886 in Park Street Church, Boston, Mr. and Mrs. Charles F. Dodge of Newcastle recently celebrated their 70th wedding anniversary.

Mr. Dodge was, for many years, in the Bridge and Building Dept. of the Maine Central, starting as a Bridge Carpenter, Eastern Division, on December 22, 1902. He was made a Foreman Carpenter, System, in 1910 and retired from that job in April of 1939.

Mrs. Dodge, 90, is a native of Nova Scotia while Mr. Dodge, 91, is a native of Newcastle where they have made their home all their lives, with the exception of just a few years in Boston.

Congratulations to them from the Magazine and all of its readers!
OPERATION "METALOCK"

By Albert W. Wetmore, Rigby Engine House Correspondent

Rigby Engine House has the distinction of being one of the few railway repair shops in New England to have work performed by the "Metalock" method.

The purpose of the "Metalock" is to put back into service any piece of equipment which has been fractured or otherwise damaged. Actually a part of the operation is not new as it has been a regular practice by our old time Boilermakers and Machinists and was called the "shot peen" method.

The "Metalock Systems" used today are based on long experience of making repairs to machinery parts and pressure vessels and were initially developed prior to World War 2. Such repairs have been made to practically all classes of power equipment and other machines. They have successfully met all the requirements of the Armed Services and American industry and have withstood the test of time and overload production operations during the war years and since.

The designs of Metalocking create an extremely efficient joint which, in some cases, exceeds the strength of the original section. Metals used in the "Metalock" repairs are of high tensile strength and ductility, testing to about 140,000 pounds per square inch. These metals are worked cold and have a high percentage of nickel content which further insures greater strength. No welding is used.

The method and materials used are all protected under the U. S. Patent laws and the work, performed by a staff of trained men, is fully guaranteed.

The recent work at Rigby was on one of our switching engines, the #1053, which had developed a crack in the crank case section of the engine block. This was classified as a progressive fracture due to the fact that it was enlarging as time passed and a considerable quantity of lubrication oil was being lost by seepage through the crack.

This defect was first noticed in 1953 and at that time an attempt at repairs was made by arc welding, using a special welding rod for the purpose. The results were fair, but only for a short period of time due to the nature of the break and certain conditions surrounding the area. Finally the point was reached where something had to be done. A new engine block at some expense seemed to be the only solution. However, information on the "Metalock" method was received and considered as being another answer to the problem. After consulting the engineer in charge, it was decided by our supervisory officers to give it a try.

The job was in charge of a Mr. Austin Hagerty, along with his assistant Mr. Para.

Preparation for the work was quite extensive. Former welding had to be removed and new parts fitted into the openings. After this was completed the job looked as in the accompanying photographs taken before the actual work began.

Following the preparatory work, the process of "Metalock" was introduced and successfully completed. Finally, all surfaces were ground down to further enhance

Clearly shown in these pictures, and indicated by the arrows, are the cutaway portions of Loco. 1053 preparatory to the "Metalock" repair job. Notice extension of the crack down through the engine casing, left photo. All former welding repairs have been removed.

Same views as in the "Before" photos only with the "Metalock" process completed. The lacing, or locking, effect may be easily seen. Arrows indicate the same areas as above plus, in right hand picture, a new reinforcing plate "locked" onto the casing in the foreground.
the appearance of the job, with results as shown in the "after" pictures. The entire job took less than one week, including placing the engine back in service, as compared to a probable three weeks labor to install a new engine block.

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Murphy, Merrow
Receive Promotions

The appointments of Frank A. Murphy, Freight Traffic Manager of the Maine Central, to the position of Executive Assistant and R. C. Merrow, Assistant Freight Traffic Manager, to the position of Freight Traffic Manager, both effective November 1st, were announced late in October by President E. S. Miller.

Murrow, a veteran of 48 years Maine Central service, started as Baggagemaster at Calais in 1908 and later became Freight Agent and then Cashier at that point. He has served successively as Cashier at Skowhegan, Traveling Freight Agent with headquarters at Calais, General Agent at Presque Isle and Bangor. In January, 1931 he opened Maine Central's first off-line office in New York City, was promoted to be Assistant General Freight Agent at Portland in 1935, Assistant to the Vice President-Traffic in 1948 and Freight Traffic Manager on June 1, 1953.

In his new position he will devote his attention to the waterfront terminals, marine interests and related problems of the Maine Central and Portland Terminal Companies.

Merrow joined the Maine Central as Assistant Freight Traffic Manager on January 1, 1954. His previous railroad experience began in 1926 when he was employed by the St. Johnsbury and Lake Champlain Railroad. He was appointed Assistant General Freight Agent of the St. Johnsbury and Lamoille County Railroad in 1938 and General Freight and Passenger Agent in 1943, holding that position until his move to the Maine Central in 1954.

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Trowel Club Ladies' Night

On Saturday night, November 24th, the Portland Trowel Club will hold a Ladies' Night at the Woodfords Congregational Church.

A good old fashioned New England Boiled Dinner will be catered and will be followed by entertainment and dancing.

Festivities will commence at 6:30 P.M. You are respectfully requested to either obtain tickets at four dollars per couple from Milt Poore, Tug Wilson, Al Christie, Chet Freeman, Eddie Davis or George Bailey, or make reservations through Spurgeon Sullivan, 75 Codman St., Portland, by November 20th, as it will be necessary for your committee to furnish a guarantee for the number of dinners to be served.

Guests will be welcomed.

LONG RANGE PROBLEM

Grandma was giving the recent bride a heart to heart talk.

"Child, I hope your lot's goin' to be easier than mine," she said. "All my wedded days I've carried two burdies—pa and the fire. Every time I've turned to look at one, the other has gone out."

NOVEMBER! It's a nice time of year, what with harvest decorations on doors and pumpkins and squash perched so regally on front steps waiting to say "Welcome"—it's all so kind of "homey"—makes you feel good. Then, too, there is the prospect of the Holiday Season ahead and don't you just love coming home and finding your mail box jammed with Christmas catalogues? Now I know how the old folks felt when the Sears-Roebuck and Montgomery-Ward catalogues came to town.

I know you are all looking forward to your Thanksgiving get-together with your near and dear, and rightly so. Are you to be a guest this year or the lucky hostess? And I do mean that word "lucky" literally. I know of no greater pleasure, of its kind, than planning a special dinner with those little extra treats that take practically no time but add so much. And, of course, Thanksgiving and Christmas are the "must" holidays when you go all out with your best china, gleaming silver, lovely linen, special centerpiece, etc.

Just a thought—when you say "Grace" and if you do not, by Creed, use a certain form, would you like to consider the following which is all embracive:

"Thank You for a world so sweet
Thank You for the food we eat
Thank You for the birds that sing
Thank You, GOD, for everything!"

Tell me—have you tried those Broil-A-Foil Aluminum Trays? One of our nice "Us Girls"—Alice Allen—brought one to me to try. They are wonderful, economical too, five for 59c, and although disposable, they can be washed and used many times. They will not hold a large turkey, but are fine for a chicken, good-sized steak, six to eight chops, etc.

Speaking of food, if you usually start Thanksgiving Dinner with fruit cup or grapefruit, why not serve soup this year, perhaps cream of tomato with whipped cream garnish; and with your main course of turkey or chicken, a small frozen fruit salad or cranberry sherbert; instead of, or perhaps in addition to, the usual squash and mince pies, why not a luscious pecan pie topped with whipped or ice cream? You know you are going to eat a lot—whoever heard of dieting on Thanksgiving Day—and besides, that full tummy might well give you that stamina you need for the following day when you say "Come on now, you've had it, back to counting calories."

"By now—have a happy Thanksgiving and I'll see you next month!
BANGOR CAR DEPARTMENT

By G. A. JEFFERDS

Carman and Mrs. H. E. Burnham are receiving congratulations on the birth of a daughter, Sept. 6th, at the Eastern Maine General Hospital; her name is to be Constance Louise.

Harry Drew and family have moved to Texas to reside in the future. Mr. Drew was formerly employed in the Car Dept., Bangor, and is the son of E. W. Drew, Carman Helper.

Carman Ira J. Wellington has resigned to take advantage of the Railroad Retirement Act, having had 13 years service.

Carman Helper, M. L. Jewett and Coach Cleaner A. E. King of the company with their wives, have returned after a short pleasure trip to Bangor.

Mrs. Phoebe Rand mother-in-law of A. C. Carman J. H. Hill is enjoying a trip to Texas, visiting her daughter there over the Christmas holidays.

Carman E. W. Drew has purchased a cottage at Hermon Pond, located at Greek's Landing.

Coach Cleaner Carleton Plummer is enjoying his annual vacation.

Stenographer Chas. H. Loftus, in the General Car Foreman's Office, is back after his annual vacation.

At the regular monthly meeting of the Trowel Club held at the Oronoko, Oct. 17th, tentative plans were made for the Ladies Night to be held Nov. 10th at the I. O. O. F. Hall in Hermon. Chairman of the Supper Committee is Linwood Littlefield, supper to be served by the Rebekahs. Royce Wheeler, Chairman of the Tickets, Clarence A. Jeffers, Chairman of the Entertainment. The meeting was conducted by Gilbert Karnes, President. It was voted to hold the next meeting at the Oronoko Nov. 14, 1956.

BANGOR MECHANICAL DEPARTMENT

By F. E. WARE

Sympathy is extended to the family of Retired Engineer Luther Stearns, of Bangor, whose death occurred Oct. 3rd. He was a former Eastern Division Engineer, retiring about nine years ago.

Sympathy is extended to Mrs. Leo McInnis, wife of Machinist Leo McInnis, of the Engine House, on the death of her father, Mr. Dennis McInnis.

By F. E. WARE

I received a card the other day from Engi­
nee H. B. Kenison in St. Petersburg, Florida, where he is spending his vacation this year. I believe that he took in a couple of the World Series Games on his way south.

Miss Judith Ann Gordon, daughter of Engi­
nen Harry B. Kenison, and Mrs. Lewis Gordon was operated on for appendicitis, at the Stinson Hospital on Sept. 1st returning home on Sept. 8th.

Mrs. Felix Theriault of Bangor has announced the engagement of her daughter, Miss Carol Theriault to Theodore H. Ware, a former employee of the Engine House and son of Electrician and Mrs. Frank E. Ware. No date has been set for the wedding.

Miss Evelyn Friedman to Theodore H. Ware, a former employee of the Engine House and son of Electrician and Mrs. Frank E. Ware. No date has been set for the wedding.

Congratulations to Hostler and Mrs. Francis Caruso on the birth of a son, Frederick Royal, on Sept. 21st at the Eastern Maine General Hospital. He was just a little fellow, weighing 10 lbs. 14 ozs.

Engineer Colon Peasley Sr. is at home for appendicitis, at the Stinson Hospital on Columbus Day, October 12th. Congratulations were extended to Mrs.Peasley and her two sons. Cypress used in their kitchen was an oil well which was burned out.

Miss Natalie A. Spence, Stenographer, Executive Dept., spent a busy October week end in

NOT A WORRY IN THE WORLD.

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

Martha True, Stenographer, Freight Claims while on vacation visited friends in Boston, being registered at the Belleville Hotel.

Andy Blackwood, Clerk, Freight Claims was among the lucky few to go to New York with some of the boys from the Accounting Department, where he saw two games of the World Series.

Harold W. Drinkwater, Chief Clerk, Freight Claims finished up his vacation during October. Sympathy is extended to W. L. "Bill" Elliott, Traveling Auditor and his family on the recent death of his Mother.

Congratulations to Mr. and Mrs. Robert Leighton on the recent birth of a daughter, Susan Marie. Mother "Peggy" Leighton was a clerk in Auditor Revenue Office.

Harrison Elliott, Clerk, Freight Claims wound up his vacation with a trip through New York State and Long Island visiting interesting places, camping the "Sagamore Hill" the famous home of Theodore Roosevelt.

Born October 15th to Mr. and Mrs. Wm. W. McInnis, (Mr. and Mrs. Donald) of Richmond Terrace, Cape Elizabeth, a son, Wm. Paul McInnis, their second child.

District Freight Agent Earl M. McInnis of the Lafayette Hotel and Mr. and Mrs. Joseph L. Mayer of Fort Road, South Portland are grandparents.

Clyde Loveritt, Chief of Division Bureau, Freight Traffic Dept., is spending his vacation with a trip through New York, Connecticut, New Jersey, and Virginia, and plans to visit California and Long Island visiting interesting places, camping the "Sagamore Hill" the famous home of Theodore Roosevelt.

One of Miss Ann McNally's numerous outside activities is rehearsing for the coming produc­tion of the Lyric Theater, "The Student Prince" in which she plays dual role of Bar­

maid and Lady of the Court. Ann is stenog­rapher in the Freight Traffic Dept.

We are very pleased to see Miss Harold J. Foster, Passenger Traffic Manager, back in the office after several months absence because of Illness.

George E. Phillips, Assistant General Freight Agent, and his family have moved to a new home in Sherwood Forest, Cape Elizabeth.

Mrs. Ruth Hollywood, formerly Stenographer in the Passenger Traffic Dept., has moved to Orlando, Florida. Mr. Hollywood is retired now and they are planning to enjoy the year-round sunshine of Florida.

Robert W. True, Passenger Agent, and Mrs. True are the parents of a baby girl, born October 17. With three brothers at home, she should be the center of attention in the True household.

Charles R. Anderson, Clerk, Passenger Traffic Dept., is spending an October vacation in the great out-of-doors doing a bit of bird hunting.

MANY THINGS were found, he was sent home to rest and lose a little weight in preparation for the same.
Fred Jordan, clerk in the Auditor Disbursements Department, spent his vacation attending a convention in Pittsburgh, Pennsylvania.

Florence Hume is new in the Auditor Disbursements Office, replacing Jean Toothaker, who is leaving to be married. Florence is fresh out of Comptometer School—makes a nice looking addition.

John E. Snell, Head Clerk Payroll Bureau, is on his annual vacation. He takes advantage of the weather and time off to dig up his ‘glad’ bulbs, which we understand are numerous.

Margery Sterling of Auditor Disbursements has returned from a vacation spent in North Conway, New Hampshire. She says the weather was ideal and the scenery beautiful.

Willie Bowren took his vacation to stay home and listen to the World Series—baseball being one of his weaknesses.

Edith Goodwin, machine operator, is on leave of absence, taking a motor trip to visit her son in North Carolina.

Clifford “Kippie” Hawkes and Gordon “Tug” Wilson took in the Business Machines Show held in New York recently.

Mrs. Gladys Lyden has rejoined the railroad family in George Ellis’ office. Mrs. Lyden has rejoined the railroad family in George Ellis’ office. She is the former Gladys M. Dole, Clerk, Accounting Dept., won two prizes at the Gladiolus Show—having patronized the railroads a great deal during her vacation, mackerel fishing, among other things.

Mr. F. Ray Dunston, Clerk-Auditor Disbursements Office, who retired August 29, 1956 after 30 years of railroad service, with gift presented to him by his office co-workers.

South Hadley, Mass., at a Mt. Holyoke Alumnae group meeting.

Mary Nugent of Machine Accounting was a double winner in our World Series baseball pool—not only did she get first prize of $25.00, but won a high daily of $2.90.

Ralph Gordon, Machine Accounting Manager, has been patronizing the railroads a great deal lately, traveling to Boston, Chicago, West Virginia, and New York, with several more trips in view.

Gene Trueworthy, assistant to the Manager of Machine Accounting, is another busy traveler. Gene has also become the father of a bouncing baby boy, Mark David, born September 23.

Mr. and Mrs. Millard Bailey moved into their new home at 303 Aubern Street, Portland, during Sept. and to make things a little more exciting in their family, they also have a brand new grandson, Thomas, born August 10th, son of daughter Barbara and husband Clifford Stevens.

Raymond Harrington of the Auditor Disbursements Office who was married September 2nd at Ellsworth, Maine, to Margaret Morrison, being given a send-off by his office associates.
Mincher from Bangor, who certainly plays a mean game. Frank Ware placed second, Elaine Kervin probably third, and Morse definitely any place thereafter. Also, the public is missing a good thing if they don't use our buses. Our drivers, both years, were the best, and so inclined. George McGee, Mail Clerk, also had his vacation last month.

Rigby Engine House

By ALBERT B. WETMORE

In keeping with the Fall season our shop poet Laborer Arthur Thompson has submitted the following poem for publication.

When the green leaves turn to gold
And the birds, they Southward fly,
And everything so brown and sear
And the plants, they seem to die.

But life is eternal
Like the souls of men,
For God has made it so
That they might live again.

When the Spring-time comes and leaves appear
Awakened by His Holy might
That shineth down from the Heavens,
And turns the darkness to light.

The little lady above is Miss Linda Thiboutot, daughter of Albert and Mrs. Thiboutot, yard brakeman at Waterville, and Grand-Daughter of Adelaide and Mrs. Lachance, mail porter at Brunswick.

Engineer and Mrs. Arnold Baker were guests at the El Rancho Motor Lodge at St. Petersburg, Florida, en route to Clearwater. They called on Mr. and Mrs. O'Neil, Mr. and Mrs. William Stanchfield, Mrs. Walter Nichols, Mr. and Mrs. Henry Gorden and Mr. and Mrs. Norman Buckman at St. Petersburg, formerly of So. Portland.

Sympathy is extended to the family of Mrs. Albert Nutting who died Sept. 21. Mrs. Nutting was the widow of the late Conductor Nutting.

Evangelistic Lodge #146, Ladies Auxiliary to Brotherhood of Railroad Trainmen, Officers and Degree Team, New England Association Convention, Eastland Hotel, September 7 and 8. Officers: Front Row—Left to Right: Mrs. Marion Libby, Warden; Mrs. Dorothy Massengale, Conductress; Mrs. Bernice Hachey, Inner Guard; Mrs. Minnie Clark, Treasurer; Mrs. Helen Noyes, Vice-President; Mrs. Mary McCoy, President; Mrs. Florence Biadeau, Secretary; Mrs. Gladys King, Pianist; Mrs. Gladys Roles, Outer Guard; Mrs. Florence Hayes, Chaplain; Mrs. Esther Larsen, Past President.

Degree Team: Back Row—Left to Right: Mrs. Euphrasia Kilmartin, Mrs. Maxine Harper, Mrs. Ernestine Miller, Mrs. Pauline Quinn, Mrs. Myrtle Steele, Mrs. Henrietta Conley, Mrs. Barbara Glidden, Mrs. Blanche Coffey, Mrs. Phyllis Carroll, Mrs. Irene Robbins, Mrs. Anne Huff, Mrs. Juanita Gould.
President and Mrs. Fay of the Maine Assoc., Vice-President and Mrs. John Burke and Percy and Mrs. Sears made a trip to Chicago and Toronto. Captain Veteran President and Mrs. Eugene Windlow visited New Orleans. Conductor Card is visiting his son who resides in Amarillo, Texas.

Vice-President and Mrs. John Burke and Percy President and Mrs. Fay of the Maine Assoc., sides in Amarillo, Texas.

and by now has an electric pump installed in the critter to wander off in peace. Quite a good look at a bull moose nearby. With bird about the best in his line.

and got out of it with bruises and scratches. about four years ago. He last held the helpers shot in the gun be thought it best to allow things, with a nod toward John Daly, who is at Gilman.

1921 and has worked there with agent Joe office, is having his two weeks vacation and back in the woods up there.

ders and James Lane, son of enginehouse man are stationed in Texas now.

Conductor Horace Coombs, who has been off duty over a year account sickness, had the surprise of his life when he returned home after a visit with his daughter and found a beautiful television set all set up in his living room. Horace says, "Boy, what a surprise!" and he wants to thank all those who made this gift possible from his fellow employees and friends.

Waterville Station
By M. W. FLYNT and ELAINE KERVIN
EDITOR'S NOTE: A hearty welcome to Miss Elaine Kervin as a new member of our Magazine's staff of correspondents. She has been employed by the Maine Central at Waterville since 1946 and has been a Clerk-Typist in the Engineering Dept., there for the past four years. For several months she has been assisting M. W. Flynt in the preparation of the Waterville Station news items.

Surrounded by presents at her 2nd birthday party is Jean Brochu, daughter of Waterville Ticket Clerk Ruth Brochu.

Recent callers were Fred Green of MKTR and W. H. Best of Union Pacific. B & B Foreman Elmer Sweet and wife are on a month's trip to California and other western places.

Priscilla Avrell substituted for Ruth Brochu in Ticket Office for a week and is now at Storekeeper's Office.

We were pleased to have a call from Frank H. Bennett retired Shop Supt. Frank is enjoying a well earned leisure and says life is just beginning.

Seth C. Smith, retired locomotive engineer, has returned to Philadelphia after spending summer at Newport.

With completion of this writeup your correspondent is taking off to the North Woods in pursuit of game.

Rockland
By F. L. CARSEY
Retired Engineer Adam J. Nichols died Sept. 22nd; he had retired May 1st. Our sympathy to Mrs. Nichols.

Retired Billing Clerk and Mrs. Ivy Brackett left Oct. 19th for St. Petersburg, Fla. where they will spend the winter months.

The 30,000 gallon water tank at the engine house was dropped to the ground and cut up for scrap Oct. 12th by M. Silver & Sons, Inc. at Snow Pond. This is the first fish he ever caught and he was some thrilled. He is the grandson of Blacksmith Foreman and Mrs. Owen Thompson, Waterville Shops.

Clerk-Telegrapher Earle Walker, during the last day of his vacation, fell off a ladder while painting his house injuring his foot and will be off duty a few weeks; would recommend next time, Earle, to use a Safety Belt.

Conductor Horace Coombs, who has been on duty over a year account sickness, had the surprise of his life when he returned home after a visit with his daughter and found a beautiful television set all set up in his living room. Horace says, "Boy, what a surprise!" and he wants to thank all those who made this gift possible from his fellow employees and friends.

Waterville Shops
By "STEVE"
Machinist Ralph Barton died October 16 at the Sisters Hospital after a brief illness. Ralph had worked for the Maine Central 50 years.

During the construction work on the Avenue some Tree Experts topped a large limb from across the street onto Foreman Ernest Bickford's home. The limb tore out the electric entrance, the meter and many shingles from the side of the house. It also put the oil furnace out of kilter causing considerable smoke and soot damage to the cellar and house.

As our Car Store listening post reports, Driver Peanut Loubier has had his hunting uniform dry cleaned, purchased a new rifle and is all set to go up country hunting for a week, in the camps.

Mrs. Betty, wife of Painter Bill Mingo is a patient at the Sisters with a severe case of poison Ivy.

Carmine Chester Knights celebrated the opening of the duck hunting season by falling out of the canoe.

Machinist Helper Reginald Breton has gone to Rumford covering the Machinist job there, with the idea of taking it permanently if the opportunity presents.

Sylvia, daughter of Electrician and Mrs. Ken Reid is enrolled at Fisher Jr. College, Boston, taking a secretarial course.

Painter Richard Libby while on his vacation has recently purchased a farm in Fairfield.

Blacksmith Johnnie Bucknam has recently be-
come a grandfather for the first time.

Recent visitors at the Shops have been former Clerk Chuck Wilson and former Superintendent Frank Bennett. Both are looking and feeling well and are enjoying their retirement.

The maintenance machinists, Eddie McAleer, Bob Young and Helper Willis Larracey are moving the big wheel press from the machine shop and are installing it in the Wheel Room.

Watchman Stoddard Stevens has had some tough luck recently at his gravel pit. Vandals shot the tires on his loader full of holes, (the tires cost $125.00 each) broke the glass out of a big truck and pulled the wiring out of the dash and motor on the truck. As of now, no one has been apprehended for the mischief.

Mrs. Ethel Davis, wife of Checker Lester, has been away from her duties as Librarian of the Fairfield Library for a time with a broken nose. Lester's story is that she fell.

As a result of personnel shifts in the Machine Shop, Boilermaker Bernard Waning and Helper Rancourt have been furloughed.

Machinist Ken Fletcher has returned from Rumford where he has been temporarily assigned.

Clerk Dick Fecteau was a recent lucky winner of $100.00 in a Knights of Columbus raffle.

Machinist Orlave Kitchen is a patient at a local hospital for surgery.

Millman Chris Carstensen has recently been sort of an apprentice to a veterinary doctoring a horse. As we hear it, the horse didn't do so well.

Percy L. Butler is the new Machine Apprentice dogging Bob Young's footsteps in the Maintenance Crew.

Comment among the members of Silva's Breakfast Club indicates that the bull session was noticeably shorter when one of the charter members was taking the third week vacation.

Assistant Supt. and Mrs. Alden Finnimore, Foreman and Mrs. William Chase and Foreman and Mrs. Laurence Campbell were in Boston recently where the men attended the October Meeting of the New England Railroad Club. The men also included a trip thru the Billerica Shops of the B & M.

Storekeeper George Stinchfield has returned to work after being ill for a lengthy time.

Blacksmith Harold Boucher has been a recent hospital patient for dental surgery.

Electrician Helper Bob Bennett has recently traded cars and is now back to the Pontiac.

As a result of various relocating bunts in the Car Dept., Helpers Ken Richardson and Beecher Ladd have been furloughed.

Electrician Foreman Ralph Patterson has recently returned from a week at the Alco Diesel School in Schenectady, New York.

He took in a game between Harvard and Tufts.

On free tickets. A scheme very nifty.

You shouldn't infer that the feller is cheap. Instead, he was just being thrifty. He's got it. In fact, it came from abroad. And he said, Oh Boy! Do I need it.

But if he can't take it with him when Gabriel blows, we doubt very much that he'll heed it.

Mrs. Alina Poole, wife of Foreman Chick, has been in Wyandotte, Michigan, called there by serious illness of her brother.

Carman Paul Hallee has recently swapped cars.

A MAINE CENTRAL FAMILY ALL RIGHT!

Waterville Shops Diesel Tool Room man Bob Fletcher and Mrs. Fletcher passed their 50th Wedding Anniversary last February, the accompanying picture being taken during commemoration this past summer of the event. Sixty-one members of their family were present and nine absent. Nine work at the Shops as indicated by the picture caption; could this be a record on the railroad for one family?

Front Row l. to r. Byron, Piper Helper; Paul, Piper Helper; Carl, not employed by MCRR.

Back Row. Stanley, Piper; Ralph, Carman Helper; Harold, not employed by the MCRR; William, Painter Helper; Mrs. Fletcher (mother); Robert Fletcher (father); Diesel Tool Room Marjorie; Florence, wife of Machinist Stanley Young; Virginia, wife of Machinist Helper Ernest Black; Ruth, wife of Carman Glen Bumps.

The locomotive Hallowell was built by Amoskeag in 1854 for the Portland and Kennebec Railroad, operating as their No. 9. She became No. 33 on the Maine Central in May of 1870, at which time our Company leased the P & K. R. R. She had drivers 5' in diameter and cylinders 15" x 24" and was eventually sold in 1886. Photo was loaned to the Magazine by H. S. Cavanaugh of Brunswick who was employed in the Maine Central General Offices, Portland, for a short time back in 1917.

Oakland Station as it looked back in 1915, facing east with a Somerset Branch connecting train loading passengers. The former Somerset Railroad offices were in rooms over the freight house, which appears at the left. The Somerset was completed in 1875 from Oakland to Madison, later to Bingham and, in 1906, to Kineo Station on Moosehead Lake. Maine Central purchased control in 1907; the line north of Bingham was abandoned in 1937. Photo was loaned by Mr. A. R. Marsh of Oakland to S. F. Haskell, Agent at that point.
BRINGING AMERICA'S BEST

Thanksgiving
1956

RAILROADS

[Image of a train serving a Thanksgiving meal]