Can You Identify This Location?
Mystery Picture No. 22

To test the powers of observation of our readers we submit the above mystery picture—a scene about which no clues will be offered but, as a result of which, we hope to receive a substantial number of answers. We think, perhaps, that this is a comparatively easy one. But—you tell us—is it?

The subject of last month's photo—No. 21—was Cathance Sid ing shown from the east end, situated just east of Brunswick on our Lower Road main line. We've heard from the following readers as a result of it:


Returns have continued to come in on Wilton station as the location of Mystery Photo No. 20 in the October issue. William M. Cleave of Brookline, Mass. and Eugene A. Ellis, Chief of Police in Milledgeville, Georgia, turned in correct answers. Ellis added that he had formerly worked on that branch of the railroad.

But now, back to our new puzzler: do you know where it is?

ECONOMY DRIVE

A couple of Scotsmen were walking along a road and one was jingling something in his pocket.

His pal asked, "Jock, you must have plenty of money in there."

"Oh, no," said Jock, "that's my wife's false teeth. There's too much eating between meals in our house."

THE COVER

Many youngsters, very much like the one on our cover, will receive model railroad trains as gifts this December 25th. We wish each of them, and their Dads who will undoubtedly "assist", a full measure of success in overcoming their operating and maintenance problems.

FROM THE EDITOR

We like the heading at the top of our back cover cartoon this month — "Santa's Surest Way". It means a great deal to everyone in this land of ours; let's think about it for a minute:

Preparations for the Holidays include shipment of vast quantities of Christmas trees, wreaths, ornaments of all descriptions, toys and gifts to our far flung markets. Also, turkey dinners, with all the fixings, are made available to everyone. How? By the "surest way" — rail transportation.

An avalanche of mail descends on the Post Office for quick, efficient delivery to the four corners of the nation prior to Christmas Day. Again — the "surest way" takes over and the railroads, with extra cars, special trains and augmented manpower, tackle and complete the job.

Thousands of Holiday travelers board trains for their destinations, assured of the safest possible journey regardless of the weather and traveling conditions and the "surest way" sees to it that they have a comfortable, relaxing trip.

All this and more too constitutes the important work-load of our Railroads. The nation has in the past, and knows it in the future, depend upon the railroads for the best in transportation services.

The Staff of your Maine Central Magazine sincerely wishes each of its readers a most joyous Christmas and the best of everything for a happy and prosperous New Year!

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street
Portland, Maine
The Chief Statistician's Office

By Eric P. Smith

ORGANIZATION

Chief Statistician
Examiner
Secretary

E. P. Smith
R. F. Rackliffe
Miss R. V. Shaw

The Chief Statistician's Office is fair game for us. More than
any other group, we have the happy privilege of sitting down
and working with our friends in gasoline, operating, passenger
traffic, mechanical, operating, passenger traffic, purchasing and
stores, real estate and industrial, and treasury.

What are the problems we handle? Well, here are a few:
Do you think Maine Central has enough locomotives?
Is our passenger locomotive pool with the B.&M. worthwhile?
What would be the financial effect on the company if we were
to acquire 250 new box cars now, or should we repair 250 old cars to
paper car standards?

We have an offer of $1,200 for an unused piece of land, but the
buyer wants to pay us in installments over 10 years. How much
should he pay each month if we are to get our money with 5% interest on the unpaid balance?
We have a small station down the line where business has fallen
off. Are we making enough money out of it to cover our costs, or has it become a deficit operation?

How many cars of printing paper were shipped from Maine
Central points last month, and where did they go?

How does the revenue we receive on overhead cars of potatoes
going to Rhode Island points compare with revenue on cars to Penn-
sylvania points?

We run a passenger train from Terminal City to Metropolis and
return on which traffic seems very light. What are the revenues it
brings in? What does it cost to operate and what is the monthly
profit or loss?

In addition to answering questions like these, we handle a num-
ber of joint facility matters, including relations with the Boston
and Maine covering the Portland Terminal Company. This is a par-
ticularly interesting subject. The object of a joint facility like the
Portland Terminal Company (The P.T. we call it) is to save money
for both roads—and it does. Its expenses are divided on a fair basis
between them. But that is the problem. In order to be fair, a
very detailed formula has been set up. It was developed, by a joint
study with the B.&M., in association with Mr. John E. Slater of
Coverdale and Colpitts, the well known transportation engineers.
We work it once a year, and it takes two men, one B.&M. and one
Maine Central, working full time, a little over a month to do it. Mean-
time, during the year, we have to check the statistics, which are com-
plied continuously to be certain that all are correct—a tough job,
sure it is. But if you don't think it's fun too, just ask Russ Rack-
liffe. He would rather work on the formula than eat baked Alaska.

Of course life is not all cakes and ale with fascinating jobs that pay
off right away either. Recently we undertook a study of baggage
car utilization to see if we couldn't reduce the movement of foreign
owned (New York Central, Penn-
sylvania, etc.) baggage cars, on
which we must pay mileage charges, over Maine Central lines.
The midnight oil burned long and
late and plenty of perspiration
dripped until at last a scheme
seemed to be evolving. And then
came policy changes on connecting
roads, with a virtual complete re-
build of schedules and our whole
proposal went into the trash can.
Well, not quite. Maybe by next
spring when the schedule situation
should have crystallized, we can
dust it off again and get something
which will mean greater efficiency
for Maine Central.
Once in a while we have been
fortunate enough to have an idea
which the management has bought
pretty fast. When this happens—
and we wish it happened more fre-
cently—we really experience the
joy of accomplishment.
For years the City of Lewiston
has expressed the desire for a
morning train to Portland and Bos-
ton with an evening return, so that
people could make a comfortable
one-day trip to these cities. How-
ever, cost factors made it imprac-
tical to operate a separate train
over the 36 odd miles between
Lewiston and Portland, since most
of the train and engine crew mile-
age, while paid for, could not be
used.

Then, it was noted that some
trains left Portland about the time
such a train, if operated, would
reach Portland in the morning and
that other trains reached Portland
about the time that an evening
train to Lewiston would depart for
that city. The thought suddenly
occurred that by starting and ter-
ninating a crew run at Lewiston,
the crew could run into Portland
from Lewiston, then out to another
point, return to Portland and then
run back to Lewiston, without the
need of a separate crew between
involved a better and more remunerative run than they had before. Operating and traffic executives concurred and trains 28 and 29 came into being.

It would be nice to be able to say that the trains have grown steadily, so that now we handle several carloads of passengers each day. Alas, that has not yet happened and patronage remains light. But the operation of the trains remains as tangible evidence of Maine Central’s desire to do anything it can within reason to improve its services to the public.

In the Chief Statistician’s office, we have a so-called spirit duplicator which is used regularly by us and also at one time or another by most departments in the building. Sometimes this use becomes so intense that it seems as if we were working in either Grand Central Station or else the foyer of a Hollywood studio as charming and gracious young ladies from many different offices drop in to operate the machine—and some of them even nod politely to the busy members of the Chief Statistician’s office staff as they pass by.

The intense use given our machine and its occasional fits of temperament have caused us to give some attention to the various types of office duplicating machines which are available to see if they might not give us some assistance with the reproduction problems which have to be solved.

These problems are of several sorts. The first group involves the securing of clear and legible reproduction of the material. The second and more complicated series of problems are those involving what is usually referred to as correct registration. These arise when material on a stencil being run off must fit into exact spots on a previously printed run off sheet.

One statement which in particular had a registration problem is the monthly statement of freight commodity statistics prepared by the office of the Auditor Revenue. This statement, consisting of some 14 pages of figures, each 11” x 17”, was formerly run off on previously printed forms on our spirit duplicator; but even when the master was carefully adjusted so that the figures fell in the proper spaces on one edge of the sheet, the figures at the other side were sometimes out of register, to the great distress and concern of the operator. This condition appeared to be due to several factors, including small differences between the set-up of the master sheets on which originally typed and the runoff sheets.

To see if we could not help this situation, we undertook a survey of other duplicating processes used in the General Offices. We promptly discovered an Ozalid machine used for reproducing engineering plans, maps, etc. in the engineering department. An Ozalid machine is a modern dry process replacement for an old style blueprint machine. Like the blueprint it works from a translucent original, but unlike the blueprint it produces a blue line print on a white background instead of the other way round. To operate the machine, the translucent original is placed above a sheet of treated runoff paper and introduced into the machine. After passing under a bright light, the master is removed and the runoff sheet is developed automatically in a second section.

The thought at once occurred that if the Commodity Statistics could be prepared on a translucent master, they could be run off on ordinary double-coated Ozalid paper on which the details of the printed master, as well as the statistics, would be automatically reproduced with no registration problem.

In addition to the elimination of the registration problem, the adoption of this suggestion brought other benefits. The translucent master sheets now are used as a final collection sheet for the statement. When they are complete, the statement can be reproduced immediately. Eliminated is the final typing and checking, including the adding of the typed sheets and a final readback of the results. Thus the study of the registration problem resulted in a genuine cost reduction in fields quite remote from reproduction.

Another feature too was secured—additional legibility. When a statement of many lines runs across, as this one does, two sheets of paper each 17 inches wide is no easy thing to be sure you are on the right line. To eliminate this, we reinforced on the master every fifth line across the sheet and alternated the reinforcements, so that if line 5 was a heavy dashed line, line 10 would be a heavy solid line, etc. The net result was a vastly improved statement which has received favorable encomiums from friends on other roads.

Are there no drawbacks to the present process? Well, from the viewpoint of the Chief Statistician’s office, there is one. The charming young lady who runs the statement off, now does so in the Engineering Department instead of in the Chief Statistician’s office. “It’s a rare good wind that blows nobody ill.”

The Chief Statistician’s office is concerned with the baking of lots more cakes, but quite a few of them have to be mixed and baked pretty carefully before they can be served up. And so it is that while we are confident that more useful and constructive developments will emerge, we are not going to talk about what might be, but will end this tale with a story of what we...
worry about when the going gets a little rugged and we need a little special relaxation after working hours have ended. When one of our associates in the Executive Department notes that condition, he passes us a little easy game to relax with over the week end. Just so everyone can share in this fun, here is one of them.

It seems 5 castaways and their pet monkey rowed ashore on a tropical island covered with palm trees. Worried as to how they would survive, they gathered a great heap of coconuts before retiring.

About midnight one of them awoke and thinking, “I better get my share while the getting is good,” he divided the great heap into five equal piles and having one nut left over, gave it to the monkey. He then took one pile and hid it before throwing the remaining piles back together.

A little later a second castaway awoke and also thought, “I better get my share now.” He divided the remaining great heap into 5 equal piles—and also tossed one left over to the monkey. He then took one pile and hid it before throwing the remaining piles back together.

In the morning the castaways all awakened. While they noticed that the great heap was considerably shrunken, guilty consciences prevented any comment. In due course therefore they divided the remaining nuts into 5 equal piles and each took one, there being this time no extra nut for the monkey. Now the question is, how many coconuts were there in the pile in the first place?

The Chief Statistician’s office will give a piece of paper bearing a small engraved portrait of George Washington on one side and the imprint of the great seal of the United States on the other to the first person to bring us the correct solution! We will also ask the editor to print the names of everyone who gives us a correct answer before this magazine goes to press next month.

New: A THROUGH COACH ON "STATE OF MAINE"

Further expansion of Maine Central’s main line passenger service was carried out at the change to Eastern Standard Time late in October.

At that time deluxe, stainless steel, reclining seat coaches were placed in through service on the "State of Maine" in both directions between Bangor, Waterville, Augusta, Brunswick and New York City. Thus, in conjunction with the previously established through sleeping car service on the line, any change of cars for New York bound passengers at Portland is eliminated.

PASSenger PROBLEMS

At the same time that main line service was being bolstered, as described above, the Maine Central found it necessary to file requests with the State Public Utilities Commission for the discontinuance of branch line passenger trains on the Bangor-Calais, Portland-Farmington and Portland-St. Johnsbury, Vermont, runs. All three trains are very lightly patronized and a substantial saving could be realized in direct operating expenses with their discontinuance. At this writing decisions had not been handed down by the Commission on the railroad’s requests.

A more detailed and comprehensive article on Maine Central’s passenger traffic business, its present status and future possibilities and requirements is being planned for a later issue of the Magazine.

Hill Resigns From Public Relations Dept.

George H. Hill

The resignation of George H. Hill as Assistant to the President—Public Relations of the Maine Central Railroad became effective December 1, according to an announcement from President E. Spencer Miller. Mr. Miller expressed great regret at the loss of Mr. Hill’s services occasioned by his need to devote more time to other interests.

Hill is also Assistant to the President—Public Relations of the Boston and Maine Railroad and will continue in that position. In
addition, he is President of the Wind-Rater Instrument Company of Melrose, Mass., a newly formed company which started production in December of precision weather instruments. His resignation from the Maine Central, Hill stated, will allow him to devote his entire time to his Boston interests. He has been in the Public Relations Department of the two railroads since 1944 and is well known in the newspaper and radio fields.

At a staff luncheon held in his honor at the Cumberland Club, in Portland, Hill was presented with a fine overnight or weekend traveling bag, a gift from his staff and Public Relations Department associates.

M. C. AWARDED SAVINGS BOND CITATIONS

President Miller receives citation for the Railroad from State Chairman Abbott while other special citation winners look on. Shown l. to r. are: J. E. Mills, B. E. Walls, H. N. Tukey, President Miller, Mr. Abbott, H. N. Foster, H. M. Budd and C. D. Prentice.

Employees of the Maine Central have been cited for outstanding participation in the U. S. Treasury's Payroll Savings Plan for the automatic purchase of Savings Bonds, the result of a recent campaign, Chester G. Abbott, State Chairman of Maine's Savings Bonds Committee, announced in presenting the citation on October 29th to President E. S. Miller.

Special citations were presented to Mr. Miller, H. N. Foster, as General Chairman of the Campaign; H. N. Tukey and H. M. Budd, as Vice Chairman; and B. E. Walls, as Campaign Coordinator.

Our Company reached its goal of 50 percent participation. Individual departments reaching the same goal were: Engineering Department, Chairman C. D. Prentice; Accounting and Treasury Department, Chairman B. E. Walls; and Portland Terminal Co. Stores Department, Chairman J. E. Mills.

Representatives of the standard labor organizations were highly commended by Mr. Abbott for their part in the success of the drive.

The certificates of award read: "In recognition of outstanding performance in promoting the purchase of U. S. Savings Bonds through the payroll savings plan." They are signed by Secretary of the Treasury George M. Humphrey and Chester G. Abbott, State Chairman.

In presenting the citations, Mr. Abbott said: "The Maine Central Railroad and Portland Terminal Companies and their employees have established an excellent record through their voluntary enrollment and participation in the Payroll Savings Plan for the purchase of Series E Savings Bonds. Not only is the buying of bonds good business for individual Americans, but their purchases help to stabilize our country's economy. The companies and their employees are to be congratulated for this high achievement."

W. D. Fardy, Agent at Deering Junction, was commended as a result of his prompt and courteous action referred to in the following letter:

East Sebago, Maine
September 12, 1956

Manager, Division of Passenger Traffic
Maine Central Railroad
Portland, Maine

Dear Sir:

May I call to your attention the extreme courtesy and helpfulness of the employees of the Maine Central Railroad? This morning my wife, returning from New York to our summer place at East Sebago, left the Portland station (after arriving on the "State of Maine") by mistake on the Rockland train instead of the Mountain Division train for Steep Falls, our nearest station. Not only did the conductor of the Rockland train put her off speedily at Deering Junction, but the railroad employees there actually drove her across to Cumberland Mills just in time to catch the Mountain Division train before it pulled out of that stop.
This is a small matter, and except for an exciting experience for Mrs. Dawley makes no difference one way or the other. Yet courtesy and helpfulness in such small matters should not go unnoticed. I wish, therefore, to express our thanks, and to assure you of our complete admiration of a railroad that can give that kind of service!

I daresay your mail is full of complaints. Let this cancel a few of them out.

With every kind wish,
Faithfully yours,

/s/ Powel Mills Dawley

Mail routed through the Magazine Office also shows that passengers appreciate having train crews wipe handrails on the cars before allowing any persons to board or leave the trains. Soiled gloves are eliminated and friends made for our railroad through such action.

— o —

Frederick J. Gray, of 110 North St., Calais, an Eastern Division Locomotive Engineer.

Harry W. Beck, of Concord, Vt., a Trackman at No. Concord.

Harry F. Jewell, of 88 Granite St., Portland, a Portland Division Conductor.

Jefferson M. LaPlante, of 51 Johnson Heights, Waterville, a Yard Conductor at Waterville.

Julian M. Estes, R.F.D.—Channing Rd., Clinton, Station Agent at Pittsfield.

William T. Locke, of 2305 S. Lincoln Ave., Lakeland, Florida, a Portland Division Conductor.

Ira J. Wellington, of 32 Dillingham St., Bangor, a Carman at Bangor.

Joseph B. Haulin, of 200 Bolton St., Portland, a Machinist Helper at Rigby.

Frank L. Gibbs, R.F.D. #2, Waterville, a Machinist at Waterville Shops.

William M. Kezar, of 204 Valley St., Portland, a Portland Division Locomotive Engineer.

Everett A. Stone, of 79 State St., Portland, a Portland Terminal and Portland Division Locomotive Engineer.

Alk Cochran, of 442 Oak St., Oakland, a Sheet Metal Worker at Waterville.

DISABILITY ANNUITY

Harris G. Pettingill, Route No. 3, Highland Ave., Gardiner, Portland Division Locomotive Fireman.

Alfred W. Rudman, Box 132, Monmouth, General Agent at Waterville.

Frank K. Damon, of 48 Chamberlain St., Brewer, Section Foreman at Brewer.

By KATHRYN McMULKIN

It’s Christmastime again, which means “Us Girls” are among the busiest people in the land, but what a happy “busy” it is—shopping, gift wrapping, writing cards, decorating the home, planning the Christmas Dinner menu, plus all the little extras that fall to our sex at this time of the year, and, of course, we would have it no different.

I just love Christmas, don’t you? There is so much wrapped in it, or so it seems, for it is during the Christmas Season we are the friendliest and our hearts arc the warmest, not only where friends, neighbors and acquaintances are concerned, but to mankind in general. What a wonderful world this would be if we could keep those virtues of love, hope and charity—throughout the year. We can try, can’t we?

This is the second Christmas I have had the privilege of talking with you and I find myself wishing I could send to each of you, personally, a special Christmas Greeting on a very special Christmas card. Since that is not possible may I say now I wish for you, and yours, all the peace, happiness and joy of the Christmas Season, and hope, sincerely, you will be able, on that day of days, to be with those you love and who love you.

If I were talented in that direction I would compose a lovely Christmas verse or poem just for you, but since I am not, I will borrow the beautiful Christmas Carol written by Esther Wood.

“It goes like this—

“God bless your home and the people there.
May the skies that touch your roof be fair;
Your hearth burn bright, and your candle shine,
And the snowflakes sparkle on your pine.

May you have stars when the night is old,
And a muffler warm against the cold.
Good health and joy cook with the cook,
And laughter live in your breakfast nook;

Your roads be clear and your fortune wide;
The friends that you love be at your side;
A child to laugh and a tree to cheer,
And a golden bell to sound your year.

All of these things may Christmas bring,
And may your heart have songs to sing!

'By now and a very Happy Christmas!

By O. R. BURDWOOD

Bartlett, N. H.

Many vacations being taken at this time. W. N. Trecarten, Foreman at the engine house, has returned from Austin, Texas, where he visited his daughter. Engineer F. C. Mead has also left for Texas on a visit.

George Peters, foreman of the spare crew, has returned from a visit in Cleveland.

Conductor David Dudley with Fireman W. N. Trecarten, Jr. took a week off to do some hunting and camping.

Carmen Bill Sneear is having more work done at his camp on Lake McKeil. He wants a fireplace and other improvements added.

Sergeant Walter Tebbetts, son of E. W. Tebbetts of Mr. Dodge’s office has nearly completed a three year tour of duty in Germany and hopes to get back to the States before long.

Among those who have brought home a deer this Fall are sectionmen Richard Nealley and Preston Burke, Engineer Fred Washburn and Operator R. C. Burdwood.

Clothesline marauders we have yet: Mrs. A. D. Oulton, wife of Operator Danny Oulton, managed to save her washing from the hungry attention of a black cow that broke loose from her mecroings. The cow made two attempts at it before losing courage.

By the way, the list of railroad men who have not got their deer as yet is too long to list here.

Machine Sam Smith took a week off, his place being covered by B. Ladd from Waterville.

Bus Operator and Mrs. Arnold Brume were honored recently at a House Warming at their home in North Windham. Several of Arnold’s fellow workers and friends presented the Brumes with a fireplace set.

We welcome Willie Purington back at Lewiston Garage. He was away for awhile, but he missed us. We missed you too, Willie.

Irene Elwell recently spent a few days of her vacation in New York City, seeing the sights, going to shows, and doing some early Christmas shopping.

Arthur Partridge has been hunting, but up until this date, hadn’t even seen a deer. He did enjoy those few days at Molasses Pond though, regardless.

Louis Moore spent a few days of his vacation in Bangor, visiting relatives and friends. Mr. and Mrs. Maynard Preston and Arnold Winwell recently motored to Colebrook, N. H.

Mr. and Mrs. Robert Cody and family just returned from a trip to New York State where they visited Robert’s family.

Dewey Latham and Norman Scott are saving their vacation time until December. They won’t say why.

By ERNESTINE V. MILLER and MARY E. MORSE

Sam Spires, Head Clerk in the Miscellaneous Bureau of Auditor Disbursements Office, is taking a leave of absence in December to visit his sisters in England, whom he has not seen for 35 years. He plans to take a boat one way and return by plane. Happy traveling, Sam!
Miss Jean E. Toothaker, Machine Operator, Auditor Disbursements Office, whose wedding to Richard Chandler of Strong, Maine, took place on November 18th at Strong.

Neilson, Disbursements Office. Let's put on our holiday spirits and we'll see you at the party!

Ralph Gordon, Machine Accounting Manager, has returned from a trip to Selkirk, New York, where he studied the new teletype system.

Asa and Dennis Despins spent a weekend at Gustave's, with family there. They report those mountains sure are beautiful.

Changes brought about in the office. Not only were we glad to see her, but we are glad that you didn't stay lost, Jean, we must be that Massachusetts air!

Waterloo will partake of the festivities for dinner; Dorothy Hollywood will be a guest of her cousin, Mr. and Mrs. Alfred Langlois of South Portland; Gordon and Agnes Carter will serve dinner to family guests.

The poem for the month, which is in keeping with the hunting season just passed, as submitted by Machine Operator Jack Coyne:

**THE HUNTERS' MOON**

Again man will be planning,
To wander o'er hill and dale.
Where dwell the birds of flight.
When the "Hunters' Moon" will shine.

He'll hag some game, and win his fame
Upon the forest land.
As a member of the "Big Buck" crew.

Once, as repairing a high-chair, we wonder why?

The returns after our national election seemed to please most everyone. Even our hard-shelled democrats were satisfied that a good job had been accomplished.

The first deer kill of the season was reported by Laborer Robert Casey—a doe. Laborer Edward Whalen also shot one, a buck.

The third was by Carpenter Geo. Beckworth, Bridge and Building Crew, a 234 pound buck.

The fourth was by Carpenter George DeGruchy, father of Electrician Francis DeGruchy, died during the month. A mass card was sent as a floral tribute to the funeral.

The month of November is a time to please most everyone. It was a busy month at the Portland Terminal Company, with a flight trip to Philadelphia to attend the Twentieth Annual Railroad Club Dinner and the A.A.R. Weed Control Conference at C. D. Prentice and R. A. Jackson took in Woodfords Street. Ralph Gordon and his family will attend an annual family dinner at his father's in Poland Spring.

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Thus far Larry Harding and Kenneth Brann have been doing shopping, purchasing the Dr. Kamber house on Caleb Street, Portland.

Bill Brownell, clerk Auditor Disbursements, is now a proud homeowner, purchasing the Dr. Kamber house on Caleb Street, Portland.

Mrs. Lucien Carignan announces the birth of their daughter Joan Marie Cyr. I believe this is Mrs. Nellie J. Weeks, mother of Machinist George Weeks, was 100 years old on November 18th, at Strong.
15th. She celebrated by having open house at her grand-daughter's home in South Portland. Her recipe for plenty of hard work and rest when needed, and in her case a temperamental life, is working in the home and drinking of alcoholic liquors.

Late in 1957 Machinist union met as usual to discuss business matters.

Portland
Freight Office and Freight House

BY ALICE A. McLAUGHLIN AND MARJORIE J. MULKERN

General Agent and Mrs. Leroy W. Matthews are enjoying their annual vacation; they recently visited their daughters in Lynchburg, Va. and her granddaughter's home in South Portland. They were able to work and rest when needed, and in her case a temperamental life, is working in the home and drinking of alcoholic liquors.

Late in 1957 Machinist union met as usual to discuss business matters.

By JOHN J. KEATING

Mail and Baggage Handler Harold Perry, at Union Station, has taken his pension after forty years service. The Boys presented Harold with a beautiful chair.

Mrs. Batchelder, wife of Union Station Train Announcer, suffered a broken bone in her ankle. None of the news is sometimes very inadequate, and items they visit Chicago and New York.

Carman Eddie King won the 30.06 hunting rifle, complete with 4x scope raffled by the Shopmen's benefit club. We heard that John and his daughter, Mrs. Philip Cronin, who resides in Chicago.

Another nimrod who brought home the deer meat was Blacksmith Foreman Napoleon Gamache, Retired Yard Conductor and Mrs. Carl Pierce are spending a portion of their annual leave visiting friends once more.

The Rainier Lodge & Trainmen's Union Station, has taken his pension after resigned to give his full time to practicing law. Former Freight Checker Bartley J. Flaherty and Mrs. Claire Pierce are spending their annual leave visiting friends once more.

Foreman Chick Pooler has ultra sensitive ribs and had a hard time. Machinist Abbott Mc-

Waverly Shops

By "STEVE"

He is courteous, considerate, gentle and kind and just by coincidence Clerk Dick Fecteau happened to be there also.was in the local A & P supermarket on election day and apparently he was there to work various election procedures to keep them straight. Apprentice Phil Wasley was also in Washington at the same time allegedly watching deer.

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News is sometimes very inadequate, and items they visit Chicago and New York.

Carman Eddie King won the 30.06 hunting rifle, complete with 4x scope raffled by the Shopmen's benefit club. We heard that John and his daughter, Mrs. Philip Cronin, who resides in Chicago.
Margaret Ferreir Abbott, mother of John F. Abbott, Chief Clerk in the Accounting Dept. at the Shops, celebrated her 103rd birthday November 14. Powell had worked at the Heating Plant for 25 years and had been on re- assignment since 1945. Among survivors is a son, Clifford, also employed at the Heating Plant. Former Machinist Bill Cote is a surgical patient at a local hospital. Carman, Frances White has a new Plymouth four door. Russell’s regular rubber raider, Clark Hustus is a surgical patient at the Thayer. Samuel Powell said at his home in Fairfield, November 14. Powell had worked at the Heating Plant for 25 years and had been on re-placement since 1945. Among survivors is a son, Clifford, also employed at the Heating Plant. Former Machinist Bill Cote is a surgical patient at a local hospital. Carman, Frances White has a new Plymouth four door. Russell’s regular rubber raider, Clark Hustus is a surgical patient at the Thayer.

As reported to this writer, Electricians Ken Reed and Bob Bennett are tuning up for the Indianapolis Speed Races this spring. Clerk Ken Snow bagged a large buck in the China neighborhood as did Broom Red McCaslin. Tractor driver Eddie Gurski bagged a China neighborhood as did Broom Red McCaslin. Tractor driver Eddie Gurski bagged a China neighborhood as did Broom Red McCaslin. Tractor driver Eddie Gurski bagged a China neighborhood as did Broom Red McCaslin. Tractor driver Eddie Gurski bagged a China neighborhood as did Broom Red McCaslin. Tractor driver Eddie Gurski bagged a China neighborhood as did Broom Red McCaslin.

Lewiston

By LILLIAN G. WHITE

Checker Arthur Tarffid has returned to work after 2 weeks vacation during which time he went hunting at Green Lake. Engineer Hilmer McElhiney of the 2nd Switcher is on 3 weeks vacation and Elmer Grant is covering his job. Yard Conductor Leo Bourdard says he went hunting up around Stratton and saw 2 bobcats and a deer and was glad he stayed home next time. Baggage Master Youngy MacKinnon has been bird hunting several times and says he hasn’t had any luck at all.

Lewiston Passenger Station has had quite a bit of “Face Lifting” during these past few months; first, the offices upstairs were all painted and varnished, then part of the tile roof was replaced with asphalt shingles and, last but not least, we have a new blacktop platform on track side of yard. Yard Conductor Chas. LaFlamme’s wife is well on the road to recovery after a long siege of sickness and Charlie is all smiles again. Mrs. Joe McMorrow, wife of Car Clerk, is, as usual at this time of year, accepting orders for Christmas work.

Engineering Dept.

Among those enjoying fall vacations—Track Supervisor L. F. Brean, Foreman Hector Jones, Ass. Foreman Jean St. Pierre and Truck Driver Aime Roche.

Trackman Edwin Stone, Section 65, and Trackman Superman Section 39, have both been out sick several weeks.

Rockland

By F. L. CARSLEY

Among those on vacation are Section Foreman Earl Miller, Sectionmen Warren Smith, Alton Mank, Coach Cleaner Floydie Montgomery, Signallers Stenger and H. E. Johnson, Trainman Howard Hall, Yard Conductor M. E. Lake and Yard-brakeman M. F. Mitchell. They all have plenty of time for venison and, at this writing, Warren Smith is the only one on the job.

Machinist Joe Clough is at his hunting lodge in Washington County for the month of November.

Conductor and Mrs. Al Atkin spent a few days in Rockland. They are visiting their daughter and family in Akron, Ohio.

Chief Clerk Lola Kilgore spent one week of her vacation seeing the bright lights of New York. Machinist Leon Thomas suffered a heart attack early in October and at this writing is at the hospital. Cashier Thelma Thomas, wife of machinist Leon Thomas, suffered a fracture to both legs during a hunting accident. She was hospitalized recently and we hope she’ll have a speedy recovery.

Former Machinist Bill Cote, clerk at Livermore Falls freight station, has been off on a week’s vacation hunting. Yours truly bagged a spike horn buck this weekend and am now hunting rabbits with our beagle.

Augusta

By E. E. WALKER

We are all glad to see General Agent “Herbie” back to work at a bout with pneumonia. Relief Operator M. F. Bowier relieved him.

Cashier Horace “Dead Shot” Rodrigue has returned from vacation part of which he spent hunting in nearby areas. It is reliably reported that Horace fired seven shots at a deer one afternoon, and in the course of the hunt, the deer is still well and healthy.

Betty Bailey returned to work in freight office while Rodrigue was on vacation.

Freight Handler Willibaud Audet has returned from his vacation. He went hunting most of the time. (One evidently didn’t find anything as he is still hunting next.)

Conductor Marshall Pratt who has been sick leave for some months as result of accident, was home on his vacation. We hope he will be able to return to work before too long.

Clerk Athleen “Bunny” Bryant is on another reducing diet. She states she is losing weight but it is not noticeable to the naked eye.

Waverly Station

By M. W. FLINT and ELAINE KERVIN

B&B Foreman Floyd Sweet and Mrs. Sweet spent their vacation visiting their son, Elmer B. Sweet, Jr., and family in Irvington, California. Sweet, Jr. formerly worked for the MoC as Assistant B&B Inspector. He has just been promoted to First Lieutenant in the U.S. Army. They visited places of interest in San Francisco and Los Angeles, Hollywood and Yosemite Park. Mr. Sweet reported the nicest part of their train trip was riding the Santa Fe. Mr. and Mrs. Arthur Gomber of Fitchburg, Mass., spent Veteran’s Day weekend in town visiting their son Raymond and family.

Baggage man “Duke” Duttle’s car had a slight run in with another car recently but no damage reported.

Ticket Clerk Ruthie Brochu and family spent the Veteran’s Day weekend in Fitchburg visiting their son, Raymond and family.

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We were all grieved at the death of Francis "Chic" McKinnon of the Stores Dept. for many years. He was well known and well liked. We wish to extend our sympathy to his widow.

Ralph Snow recently spent a week's vacation hunting without any success; however, his son, Ken, shot one near their home so Ralph finally got some deer.

Pumping down to toll road Causland went to Canada hunting on his vacation. He got his deer and is also enjoying a new Ford so things can't be too bad!

So many of the fellows have been hunting on their vacation and on Saturdays that it was decided to form two clubs. Members who belong to The Success Tax Club are: Plumber James MacGregor, Plumber Ted McCausland, Mechanic, Work Eq. Mr. Loo St. Pierre, Yard Brakeman Roland Cook, Motor Patrol Helper Clarence LaRochelle and also train operator John Blench, Dennis, Fairfield; Herbert Boudreau, Waterville; Archie Durand, Pittsfield; Foster Brown and William Elston, Newport Jct.

The other club entitled "The Deer Who Got Away Club" has the following officers: President, Ralph Snow; Vice-President, Leading Plumber Harold Milton; Secretary, Motor Patrolman Edmond Veilleux; Treasurer, Machine Operator "Stub" Murphy; Chairman of the Board, Section Foreman Emery Morrill.

Ralph Snow had a rather frightening experience on a recent business trip to New Brunswick. He was driving along in a deserted area when out steps a cow moose in the road. He later learned that at the time the bull moose and calf were in the woods too far behind the cow moose. Rather a narrow escape, eh well?

Section Foreman Alfred Gowen, Burnham Jct., was called down one day to put out a fire. He was in such a hurry that he walked across a farmer's land without asking permission. He was later arrested by the farmer (a deputized warden) going down with a shovel and spotlight.

When Mr. Gowen came back up, the farmer was laying in wait for the "poacher"! But the matter was quickly cleared up when the farmer realized that there was no poacher but a fireman.


McVilcr and Clerks D. E. Vernon and L. M. Hanson of Pacific Customs Brokerage Co. have returned from vacation at Moreno Beach, Long Island.

The following members of our family have been enjoying vacations since our last item: Clerks B. C. Nason, L. G. Gatcomb, W. M. Russell and Chief Clerk James Logan of Ellsworth. Telegraph Operator K. A. Gray, Yard Brakeman K. C. Melver and Clerks D. E. Vernon and L. M. Hanson of Pacific Customs Brokerage Co. have returned from vacation at Moreno Beach, Long Island.

By C. A. JEFFERDS

While on his annual vacation Carman Wm. T. Walker hooked a 17 lb. Atlantic Salmon at Renous River, N. B., this being the largest caught by the 11 persons in the party.

The new car has been placed in the Parking Lot out of work about another month.

Those who have been on vacation since last publication: Captain Owen W. Spaulding, Donald E. Lambert, M. R. Grass and Electrician Leo Harvey have returned to their duties.

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