FROM THE EDITOR

Unless all signs fail, the volume of Christmas mail this year will exceed that of any previous year. We are planning, here on Maine Central, to carry an expected 10% increase in mail volume this year over last year. Facilities of the railroad and the Post Office Department will be taxed as never before as a result of the increase.

Extra crews will augment our mail handlers all along the line and extra mail storage cars will operate on our trains. Peak load is looked for between the 19th and 23rd of December.

An idea of the volume of mail to come this season may be seen in the Post Office Department estimate of Christmas mail handled in 1956—which was in the neighborhood of 8½ pounds—letters and parcels—for every man, woman and child in the United States. On the average, each person in the country received approximately 33 pieces of mail during the Christmas season. The great bulk of this mail moved by rail.

And now, as we look forward to enjoying this Holiday season, the Staff of your Magazine wishes to extend the warmest of Christmas greetings and best wishes for the coming New Year to each of its readers and their families!

Published Bi-Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine

Industrial Development---

New industries are being located along Maine Central lines—harbingers of new freight traffic for our Railroad! An extensive industrial park in the Bangor area and sale of land in Detroit to the Eastern States Farmers’ Exchange have been announced in the past few weeks. Credit for inducing such business to this area must be given to our alert Real Estate-Industrial Department, under J. P. Scully, Manager. Constantly on the lookout for new industry and always ready to cooperate with prospective Maine Central customers, the department is an asset not only to our Railroad but to the industrial empire of the State of Maine.

Maine Central Active In New Queen City Project

The largest area immediately available for new industrial development in Northern New England has been established in Bangor. Maine Central, in October, announced purchase of some 50 acres of land from Bangor industrialists and is joining with them in active search for new enterprises to be located on a 260-acre plot alongside our main line tracks at the Bangor-Hermon boundary.

The area, 120 acres of which is already in use, will be known as The Queen City Commercial and Industrial Area. Located partly in Bangor and partly in Hermon, the area has ample power and water supply lines now available at its boundaries. It is 3 miles from Bangor City Hall.

The purchase, which represents a substantial investment in the future of the new area by our Company, was from James F. White, as Treasurer of the Bangor Real Estate Development Company, and from Sidney W. Epstein and Kenneth Kurson, local industrialists who also operate a chain of

J. P. Scully, Manager Industrial, Real Estate and Tax Department for Maine Central, (center) hands checks to Kenneth Kurson (left) of the Bangor Drive-In Theatres chain, and James F. White, treasurer of the Bangor Real Estate Development Company marking purchase of land by our Railroad in connection with establishment of new industrial park.
Another new industry for Maine, which will eventually utilize a 180-acre area located about one-half mile from the center of Detroit, has been announced by W. D. Milsop, General Manager of the Eastern States Farmers’ Exchange, with headquarters at West Springfield, Mass.

A completely new fertilizer manufacturing plant will be built on the land, which is situated about half way between Pittsfield and Newport. Construction of the initial building will start early in 1958, the announcement stated.

The plant will be located beside Maine Central’s main line tracks on the Portland-Bangor route. Sidetracks will be constructed to serve the newly purchased area. Although details of construction are still to be developed, the first plant building will be approximately 300 x 150 feet in ground dimensions. It will be equipped with automatic conveyor systems and highly mechanized equipment in order to produce high-analysis granulated fertilizers at minimum costs.

The initial plant should be completed so that fertilizer deliveries can commence by January 1959.

“...The new plant”, Milsop said, “will serve especially the rich agricultural area of Central Maine and Aroostook County. To a lesser degree it will serve Western Maine. Its actual output has not been determined, but it will add materially to tonnage distributed to farmer-members of the Eastern States Farmers’ Exchange. During 1956 this nine-state cooperative distributed 150,000 tons of fertilizer and fertilizer material to its members’.

Determination to establish the new Detroit plant followed several visits to Maine by officials of the Eastern States Farmers’ Exchange. Assisting them in their surveys of various sites were officials of the Maine Central, headed by J. P. Scully, Manager, Industrial, Real Estate and Tax Department. Aerial surveys were made through the courtesy of the Department of Economic Development of the State of Maine.
Extra Wide Trailer Arrives At Auburn

The largest Kropf house trailer ever shipped from the Company's plant at Elkhart, Indiana, arrived recently in Auburn, consigned to Lisbon Trailer Sales at Lisbon. Custom built and weighing 16,700 pounds, the trailer measured 12 feet wide (2 feet more than other trailers), 10½ feet high and 50 feet in overall length. Due to the extra width of the shipment, clearances were carefully watched by each railroad along the route the trailer followed. In our picture, Leo Rosen, at left, of Lisbon Trailer Sales, and C. B. "Larry" Jones, Asst. General Freight Agent for Maine Central, stand beside the trailer just before it was hauled from its flat car at Auburn.

Passenger Service Ends On Calais Branch

Twelve passengers left Bangor on Train 123 at 6:10 a.m., Saturday, November 23, signaling start of the last round trip of passenger train service on our Bangor-Calais branch line. Permission to discontinue passenger service at the score of stations along the 133 miles of track in Washington County was given recently by the Maine Public Utilities Commission.

In sharp contrast to the relatively small number of passengers using Trains 123 and 116 in recent years (fewer than the number of men in the train crew in many instances), the last trips saw a large turnout of persons anxious to ride at least a short distance. Enroute as many as 40 passengers rode Train 123, 20 of them being aboard as the train pulled into Calais.

As Train 116 left Calais for the final time, 98 passengers were aboard; there were 45 local riders enroute; but only 4 persons were in the coaches as the train ended its journey in Bangor at 8:15 p.m. Members of the crew on the last day were: W. J. Cobb, Conductor; P. L. Boudreau, Baggage Master; J. K. McIver, Trainman; E. L. McKay, Engineer; and L. E. Ashford, Fireman.

General Manager R. E. Baker, in announcing cessation of the Calais Branch passenger service, said that Pullman reservations on the Maine Central's "State of Maine" overnight sleeping car train operating between Bangor and New York City can be made by Washington County residents by calling freight agents at various stations along the branch. Arrangements have been made so that freight agents will handle requests for berths, roomettes or bedrooms by telegraph and notify the prospective passenger of the results.

"There will be no change in the presently operated freight service on the branch," Baker said.

Accounting Department Transfer Made

Centralization of Maine Central's Accounting Department in the General Offices at Portland was completed on December 2nd. On that date the Mechanical Stores and Payroll Accounting section, formerly at our Waterville Shops, commenced work in their new location.

The move, which puts all members of the department in the one location and provides for better efficiency of operation, brought about the transfer of seven employees from Waterville to Portland. They will continue to perform the same work as in the past. Now working in the General Offices are:

Machine Accounting
Clyde W. Luce, Jr., Machine Operator
Auditor Disbursements Office
William G. Woods, Material Disbursements Clerk
Reginald A. Roy, Payroll Clerk

Richard G. Este, Stores Accounting Clerk
Richard D. Greene, Misc. Stores Clerk
Reginald Libby, Pricing Clerk
Richard I. Luce, Stores Clerk

Reasonable time off was granted to those transferred in order to assist them in seeking new living quarters.

Cessation of work at Waterville came on November 29 when final preparations for the move were made. The next day, a Saturday, all office equipment was moved to Portland in train service and placed in position for the start of work on Monday morning.

Can You Identify This Location?

Mystery Picture No. 31

It's not easy to fool our readers with a picture taken along Maine Central lines. Mystery Picture No. 30, October Magazine, showed Long Bridge No. 2 at Wiscasset.
on the Rockland Branch. It brought prompt responses from:

Walter Bird, Claim Agent; J. F. Stanford, Signal Engineer; Bob Perry, Redondo Beach, Calif.; Paul K. Niven, Editor of the Brunswick Record; retired Conductor C. D. Williamson of Jacksonville, Florida; Alfred Kinney, West Scarboro; M. W. Flint, Magazine correspondent and Operator at Waterville Station, who says "to fully enjoy it you should try walking it in winter with the tide splashing on your legs".

William Coombs, Signal Maintainer, Portland; W. M. Cleaves, Brookline, Mass.; and Gilbert Fournier of Santa Barbara, Calif., who says the photo made him hungry for a mess of steamed clams. "Fish, lobsters and clams from the Pacific are not as good quality as Atlantic species."

Retired Yard Conductor Virgil E. Nowell of Bangor, in identifying mystery photo No. 28 as the passenger storage tracks at Bangor Union Station, had this to say: "I never saw the tracks clear like this while I was conductor of the switcher during the last war. My problem was where I could find space to store the next car."

This month's new mystery picture takes us to a yard location way out at the end of the line. No more clues — we'll be anticipating your answers to this one!

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Seventh Annual Ladies' Night

Members of the Trowel Club and their wives enjoyed the Club's annual Ladies' Night festivities on October 19 at Woodfords Congregational Church Parish House. Entertainment and dancing were features of the evening following a catered dinner. Among those present were, l. to r.: H. M. Budd, Asst. Treasurer; Mrs. Budd; S. S. Clark, Asst. to President; Mrs. Clark; Mrs. Foster, H. N. Foster, Comptroller and Treasurer; G. L. Wilson, Traveling Accountant and Club President; Mrs. Wilson; A. M. Knowles, General Counsel; Mrs. Knowles; Rev. J. Edward Elliot, Woodfords Congregational Church; and E. H. Winslow, retired Rules Examiner.

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Not Over—

FOUR MILES PER HOUR!

Discussing pictures of damage to lading due to rough car handling are, seated, l. to r.: General Chairman M. L. Charity, H. F. Dodge and J. A. Hayes; standing, l. to r.: management representatives R. E. Baker, H. N. Tukey and W. E. Pierce.

Actual Loss and Damage claims paid by us—all of us collectively as the Maine Central Railroad—reached the staggering total of $77,129 for the first nine months of 1957. With three more months figures to be compiled, the total damage claims for this year seem bound to reach and perhaps exceed, the $121,123 paid out for the complete year of 1956.

Such a financial loss to the railroad each year is serious. No one gains from it—either shipper or receiver, the railroad or its employees. To counteract this loss, a constant campaign is waged to reduce damage claims on the Maine Central. Meetings are held at various points along the line with employees involved in car handling; posters and bulletins are issued frequently; motion pictures stress the problem; and meetings are held with representatives of other railroads and the New England Shippers Advisory Board to bring about cooperative plans and efforts.

Attention was focused recently on the seriousness of the problem and the need for careful car handling every day—indeed for every train move made—through a meeting of General Chairman H. F. Dodge, Brotherhood of Locomotive Engineers; J. A. Hayes, Brotherhood of Railroad Trainmen; M. L. Charity, Brotherhood of Locomotive Firemen & Engineers; H. N. Tukey, Freight Claim Agent; R. E. Baker, General Manager; and W. E. Pierce, Asst. General Manager.

Photographs dramatically illus-
Interior of a car of doors, one of the photos discussed at labor-management meeting on rough car handling, shows damage inflicted —bracing broken, doors thrown about, gouged and split. The lading was properly braced at the start of the trip.

trating actual damage to freight were studied by the group and the fact was stressed that damage is inflicted to freight by rough handling of cars in yards and at points of interchange.

Safe coupling speed is 4 miles per hour. Over that damage begins: a coupling speed of 6 miles per hour is 2 1/4 times as damaging as a speed of 4 m.p.h.; a coupling speed of 10 m.p.h. is 6 times as damaging as a speed of 4 m.p.h. Coupling speeds must be kept to a maximum of 4 miles per hour—that was the message given our operating employees as the result of the labor-management meeting.

It's everybody's job to handle freight carefully and keep our customers!

THE WATCHWORD

Safely is the watchword
Of all good railroad men.
It attends their every action,
No matter where or when.
The switchman in the freight yard,
The brakie on the switcher,
The sectionman, the foreman,
The man who runs the ditcher.
These and all the crewmen
Who run the railroad trains
Practice safety every hour,
Because they use their brains.

UNITED RAILROAD VETERANS CONVENTION

Having a grand time at the Peaks Island shore dinner were, kneeling, l. to r.: H. P. Wells, B. and M. R.R., Treasurer, United Veterans; B. P. Lyden, Lieutenant W. S. Murray, Maine Central police; J. A. Bourgeois, Louisville & Nashville R.R., 4th Vice President, United Veterans; standing, l. to r.: J. Gurney, J. J. Keating, F. E. Jordan, E. H. Winslow, J. E. Fay, J. D. Meehan, J. J. Burke.

Well over 700 members of the United Association of Railroad Veterans enjoyed their 28th Annual Convention which was held in Portland October 11, 12, and 13. Host to the group was the Maine Association of Railroad Veterans. E. H. "Gene" Winslow, retired Maine Central Rules Examiner and President of the United Association for the past year, was instrumental in having the convention held in Maine this year. The cooperation of all concerned in planning the three days of activities, plus excellent weather, combined to give the conventioners a business meeting, a banquet, a sail down Casco Bay and a shore dinner on Peaks Island, all in true Maine fashion.

Master of ceremonies for the Saturday banquet was A. M. Knowles, Maine Central's General Counsel. Principal speaker was the Honorable Margaret Chase Smith, United States Senator from Maine. Guest speaker for the evening was our President, E. Spencer Miller, who brought greetings and best wishes of the Maine Central to the Veterans.

Heading the list of those attending the United Veterans Convention banquet were, seated, l. to r.: Mrs J. B. Downing; E. Spencer Miller, President, Maine Central; Hon. Margaret Chase Smith, United States Senator from Maine; standing, l. to r.: E. H. Winslow, President, United Veterans; J. B. Downing, N. Y., N.H. & H. R.R., 1st Vice President, United Veterans Association.
Leslie Ernest Barnell, of 26 Spruce St., Richmond, Telegrapher at Leeds Jct.

DISABILITY ANNUITY
Joseph V. Murphy, of 16 Tate St., Portland, Stationary Engineer-Portland Motive Power.

Receive 50 Year Service Passes

A letter of congratulations from our President, E. Spencer Miller, accompanied Fifty Years Service Passes presented recently to the following Maine Central veterans:
Cecil G. Priest of West Falmouth, Chief Train Dispatcher, who began his railroad career September 11, 1908.
Harry D. McAllister of South China, Locomotive Engineer, whose service began January 26, 1907.
William A. Morse, of Sullivan, Locomotive Engineer, who started with Maine Central on November 8, 1907.

United Fund Campaigns A Success


Final reports have been made on the United Fund Drives for 1957 and the results show a gratifying response by Maine Central employees.

The Greater Portland Fund gained a total of $6,607 from our contributions — which amount comes very close to last year’s total of $6,605. Of the nearly 1,000 employees joining in this year’s drive, 297 gave $12.00 or more and were thus eligible to receive a pocket secretary as a token of appreciation from Maine Central management for their contribution. R. E. Baker, General Manager, personally handed the pocket secretaries to the group as they gathered in the General Office building.

At Waterville, with a quota of $1,200 (quadrupled over last year), our Maine Central people came through with flying colors and sent a total contribution to the United Fund there of $1,439.50. Thirty-six employees, giving $12.00 or more, were recipients of pocket secretaries.

First pocket secretary is presented by General Manager Baker to Elton H. Bagley, Trackman, Section F, Portland Terminal Co.
Golden Wedding Anniversary

A milestone in the lives of Train Announcer (Portland Union Station) and Mrs. Clifford H. Bachelder was passed on October 16—their 50th wedding anniversary. The couple were guests of honor at a reception held at the home of Mrs. Bachelder’s niece, Mrs. June Hanson of Westbrook.

The Bachelders had been married for three years when “Batch”, as he is known to one and all, began his railroad career as a steam hose coupler at Portland Union Station. During the intervening years he has been Parcel Room Agent, Information Bureau Attendant and Baggage and Mail Handler, prior to becoming Train Announcer early in 1936.

Mr. and Mrs. for 50 years—Clifford H. Bachelder with his wife in their home on Park Ave., Portland.

WATERVILLE STATION

By ELAINE KERVIN and M. W. FLYNT

Maurice Thorne spent a week’s vacation in Boston, St. Anne de Beaupre and visiting his son Robert and bride in Trenton, New Jersey.

Fred Sautter and his family visited friends in Vermont on their vacation. The big question around the office was “Who kept the horse?” We do have a suggestion to make to Fred as to who could keep the horse when he is away in the future: Freight Office Stenog. Rev Cook lives just a short distance away and we are sure she’d be glad to help out!

Ralph Snow was on vacation for a week and did a little hunting but to no avail.

The Clerks had a delicious ham supper at the American Legion recently. A very good time was had by all. Committee for the event was:

Bill Mosewe, Chairman, Dick Fecteau and Margery Armstrong. Dick was the Chef and a good one too. P.S. I’m ready for the next party!

Trackman Tim Doyon is off sick after being injured in a local automobile accident.

Henry Aliberti, former B&B Supervisor, dropped into the office recently. Leo St. Pierre spent a week’s vacation hunting but with no success. For some peculiar reason he refused to tell this reporter where he was going hunting, but someone made a slip of the tongue and his whereabouts was discovered!

There have been several men hunting. Some have spent their vacation and others have hunted on Saturdays. Not too many have been successful. Among those who did shoot a deer were Trackmen Charles Mills, Plumber James MacGregor and Section Foreman Elliot Vin- tinner.

Among those who were not as fortunate were: Leading Plumber Harold Milton, Trackmen Tom Barnes, Laurent Veilleux, Charlie Luxie, Joe Doyon, Bill Boivin, Machine Operator E. E. Murphy, Section Foreman Emery Morein and Ed Veilleux. Charlie Luxie did see a Mama moose and a baby moose on one of his hunting expeditions.

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Brunswick-Bath

By R. S. THING

Editor’s Note—May we introduce to our readers a new correspondent for the ‘Bath Magazine’—Robert S. Thing, first trick Clerk-Telegrapher at Bathwick. Thing started his railroad career in February of 1944 as a tower operator for the Portland Terminal Co. Later that same year he became a Clerk-Telegrapher at Newport Jct. and, was at Tower MD in Hermon when that facility went into operation in 1956. He took over his present post in July, this year. Welcome to the ranks Robert!

Rockland

By F. L. CARSELY

Sectionman Robert Bonney wants to thank all those who have written him while off sick; it was a great help and much appreciated. Bonney is back at work at Railroad Ave on October 16th. Our sympathy to Mrs. Saunders.

Retired Clerk-Telegrapher Ernest Buswell died November 16, 1964. He worked here at The Ticket Office for 22 years and retired June 1, 1954 after 30 years in service. Our sympathy to Mrs. Buswell.

Section Foreman Earl Miller, Machinist Joe Clough and Car Cleaner F. A. Montgomery are on vacation looking for that deer. Clerk-Car operator who was on the Swing Job has bid off the Agent’s job at Whitehead.

Retired Clerk Ivy Brackett and Mrs. Brackett have come to St. Petersburg, Fla. for the winter months.

Gardiner

By F. CLYDE COOPER

Signal Maintainer Geo. Curtis and Mrs. Curtis made a flying trip to Arizona over the week end and their daughter and Mrs. Curtis’ father who is not able to travel alone. Agent Leslie Soule has a weeks vacation and is visiting his daughter in Washington, D.C. Sparse Operator Lazzette is working in his place. Section Foreman Albert Allarie has returned from a weeks vacation. He says he did nothing exciting just rested, as he is done with vacationing until next year.

Waterville Shops

By STEVE

Assistant Supt. Alden Finnermore, Foreman Laurence Campbell and A. C. Johnson were recent visitors at the New England Railroad Club in Boston. Their wives accompanied them on the trip.

Lewiston

By LILLIAN G. WHITE

Yarmouth

By H. W. Curtis, 34 Gilman St., Yarmouth, has asked that the following notice appear in the Magazine:

“Herewith I wish to express my sincere thanks and gratitude to the many friends and co-workers for their kind wishes and visits to me, also for the many cards and flowers that were sent to me during my illness. Best wishes to all of you.”

This picture was taken at Straford Center, P.Q. during the town’s centennial celebration last August 17 and was taken by Driver and Mrs. Aime Roy (pictured here) won first prize as the best dressed couple of olden days. Congratulations to Pilot and Mrs. John Myrand on the birth of a son, Peter Guy, born Oct. 25 at St. Mary’s Hospital.

Augusta

By E. E. WALKER

General Agent H. J. Thing has returned to work following a bout with the “Flu” bug. He was relieved by R. R. Bishop.

Cashier Horace Rodrigue was a lucky hunter,
Baggage Master Harvey L. Wilder accompanied by his wife visited his brother in Texas while on vacation. He went by car and reports a fine trip.

Freight Handler Leland S. Hopkins was a “Flu” victim, but has now returned to work. Owners of nearby R. R. Hinks are putting re-inforcements under all their buildings. Clerk Athie “Chubby” Bryant has the roller skating craze, and is making weekly visits to the various rinks. It is understood she spends much time picking herself up.

Relief Baggage and Mailman Conrad Mason has returned from a motor trip to California, taken while on vacation.

MERRY CHRISTMAS AND BEST NEW YEAR WISHES TO ALL.

By JOHN J. KEATING

The Maine Association of Railroad Veterans held their first fall meeting September 22d at Edna’s Cafe, Thompson’s Point. Next meeting will be January 14th under the supervision of officers.

Engineer and Mrs. Arnold Baker made a trip to California to attend a convention of the BLE. They plan to visit at Long Beach.

Miss Mildred R. P. N. daughter of Chief Clerk, Deering Junction supply depot, made a visit to Dad and Mom. She is connected with the U. S. Senate in Boston.

Sympathy is extended to Conductor John McInroy and his family on the death of his father at Rumford.

Retired Conductor C. D. Williamson, now residing at Jacksonville, Florida, was a visitor in Portland in September.

Retired Conductor Archie Butler was a patient at the Farmington Hospital with a back ailment.

This is a good friend; one of mine thought he had lost his dog to the police, and five hours later, removing his coat to wash his hands, found the watch on his arm, above the elbow!

Grandchildren of your correspondent are: left to right, Janice Keating, daughter of John J. Jr.; Linda Atherton, daughter of Arthur and Dorothy (Keating) Atherton; Joyce (bottom left) and Jacqueline, both daughters of John J. Jr.; Robert and Thomas, sons of Donald Keating; Thomas, being held by Linda.

Conductor Harold Car celebrated his sixtieth birthday, October 5th. We will be waiting for you, brother, to join the ranks of the Yrets.

P. T. Engineer Robert Forbes has completed his 12th trip to the West Coast. He visited many places in California and also stopped in S. Dakota. Had a wonderful time.

Russell Prestor, Glen Morrell, John J. Keating, Jr., with their wives, did a little hunting at Bierow. Same luck—no soup.

Mrs. Blanche Hincks, wife of the late Engineer Mervor Hincks, was a patient at the Maine Medical Center for observation.

Retired P. T. Conductor “Dick” Kelly was a patient at the Maine Medical Center for observation.

We want to thank President E. Spencer Miller for his kindness in issuing the hall point pens to all members of the United Association of Railroad Veterans, during their October Convention in Portland.

Retired Conductor Carl Pierce was called for jury duty in September.

Our death rate for September was very high, sorry to say. Engineer E. G. Sherman, Harry Pettigrell, Seth Smith, Jack Morgan, George Bradford, Artise Cooper, Charlotte and Sally Biddle, daughter of Conductor John Hachev. Our deepest sympathy to all the relatives and families of the above.

Conductor Clyde Caswall was a patient at Maine Medical Center for surgery and retired Conductor Blaine “Barney” Hall was at the Orthopedic Hospital for surgery.

The above children, left to right, are: Russell Biddleau, Rodney Richardson and Sally Biddleau, grandchildren of Conductor and Mrs. Ernest Biddleau.

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Mr. and Mrs. John Gurney, retired clerk of the Portland Terminal Co., celebrated their Fiftieth wedding anniversary, November 27.

Many, many more, to you, Margaret and John, George Kimball, jeep operator at Portland, has taken the pension after thirty seven years service at Union Station. He will reside at Petersburg, Va.

Conductor and Mrs. Herbert Howard made a visit to relatives at Albany, Georgia.

Retired Conductor and Mrs. Carl Pierce have left for St. Petersburg, Florida, to spend the winter.

Conductor Leonard King shot a nice buck while hunting at Kingfield.

EDITOR'S NOTE—The following paragraph was contributed by another Magazine Correspondent:

We understand that John Keating, Sr. is really quite a handy man around the house—he says he can do anything that's broken. However, recently, the gas stove needed repairing, so while the service man was fixing the stove, Johnny asked him to service the refrigerator which had not been functioning very well. Johnny had tried and tried—and vain—to repair the refrigerator, but no luck. Reports are that Johnny's face was more than slightly red when all the repair man did was close the door of the refrigerator—and it has been running perfectly ever since!

This smiling Miss of four months is Margaret Ann, daughter of Mr. and Mrs. James Black of Hindlefield, C. S. Her father is the daughter-in-law of T. W. Dempsey, retired Engine Mechanic Agent. Margaret Ann’s proud aunt is Sheila Dempsey, Clerk-Typist in the Bangor Engineer-Dep. office.

Vanceboro

By H. D. DAVIS

The second trick operator at Vanceboro has finally been bid adieu temporarily by Operator Daniel J. Shay, who was assigned to the job commencing October 24th.

We welcome back to our family Clerk and Stenographer Mavis Blanchard who has been a surgical patient at Charlotte County Hospital. He returned to work as of Nov. 12th.

Vacations have been and are being enjoyed by Clerks L. G. Gutchell, W. M. Russell, C. W. Beers, G. S. Prescott, L. J. Crandlere, Mavis Blanchard, Baggagemen Ralph Howland and Ronald Howland; Operators R. A. Gray, A. M. Gray, W. R. Gardner, R. J. McKinnon and Yardmen D. P. McVler, P. J. McIver.

Our Maine Central family is getting its share of deer this season. There is the usual quantity but they are pretty much on the move and won’t wait for you to take a second shot—we all concerned will be governed accordingly.

On October 1st after forty years service and has since been the busiest man in seven cities. His friends and associates wish for him good health and many years of comfort in retirement.

Neil J. White, retired freight handler, died Dec. 15, 1957. His funeral services were held at the Methodist Church, Vanceboro, on Sunday, Nov. 15th with burial in Vanceboro Cemetery.

Second Trick Operator A. M. Gray is still a patient at Charlotte County Hospital. St. Step-
Banger Mechanical
By E. F. WARE
Sympathy is extended to the family of Hostler Bongun, the deceased who passed away suddenly Oct. 11th, at his home, 63 Sidney Street. Harry was born in Bangor, the son of the late John and Mary (O’Connell). Dudley was the last of the family. He was employed by the railroad for 45 years. He was a member of the Bangor Elks Club. He leaves a widow, Flora H. Dudley, four daughters, Mrs. Lucille LeBlond, Weston Springs, Ill.; Mrs. Emily Mathieu of New Rochelle, N.Y.; Miss Ellen Dudley of Hines Mill; Mrs. Joann Rocke of Old Town, and Miss Jean F. Dudley of Bangor, also four sons, Robert, John, Leo, and Bernardino, Calif.; William of Chicago and Bernard of Belltown. The body was removed to the Bangor and William of Auburn and one sister, Mrs. Belle Saunders of Portland; eleven grandchildren; Edith Scientific Stationary Fireman and Mrs. Earl Thumml left Oct. 18 for Bongun Point where they will spend the winter.

Electrician Paul Vance and family, having sold their home recently on outer Essex Street, have taken an apartment on Norfolk Street for the winter. They are planning on building in the spring.

On October 30th, the employees at the Engine house gathered at 3:00 P.M. in the Air-brake room to honor their fellow employee, Laborer Arthur Ryan, and to present him with a small purse upon his retirement after 45 years with the Maine Central. He started work Dec. 18, 1912, as the operator of the old Coal Digger. Three years later, after the conversion of the shed, was made foreman of the shed and upon his retirement, he was placed in charge of unloading the tank cars of diesel fuel, the job he held at the time of his retirement, and four children enjoyed a nice picnic lunch in Vermont. Many other people took advantage of the attractive weather to attend the Annual General Meeting of the Bangor and Flourish Fair this year.

At the Fair, Theresa St. Jitney won the quagmara and her partner took the double and Stephen and Ernestine Miller came home with their arms full of goodies, as well as elephants, pigs, and banks—the age and weight guessing man wasn’t as good as he thought he was with you.

Congratulations to Mr. and Mrs. William F. Conners, master of Bangor, and Mrs. L. D. Conners, Bangor, on their recent retirement.

Yard Conductor Byron G. Scott, Bangor, with his youngest daughter Nelda, age 14, a Freshman at Bangor High School, "Nobby" is the senior yard conductor on the Maine Central, having entered service in 1908.

Banger Car Department
By C. A. JEFFERS
For the second time within a year the Barber Shop at Union Station here was broken into, Oct. 5th and, according to Samuel Despojo, proprietor, the estimated value of the articles stolen was about $274.50. Entrance was gained thru an unlocked window at the train shed end of the shop.

Some on vacation since the last issue: Carmen W. E. Battistelli, H. T. McLain, M. R. Grass, H. E. Burnham.

Byron G. Scott, yard conductor, has returned to duty after being off sick.

Mrs. J. H. Hill, wife of Asst. Car Foreman, has returned home after having attended the Eureka Philaethia Class at St. Thomas, Ont., as a delegate and Vice-President of Maine.

Carman D. F. Lambert and Mrs. Lambert are now settled in their new home on Old Town Road, recently purchased in East Doud."
Avenue. There will be a dinner, followed by music, dancing, and partying. Let's have every- one present!

Also let's not forget the seventh annual installation of the Great Ghosts of the Past, at the hotel, Saturday, January 25, at 6:00 p.m. This year's installation will feature the ghost story "The Haunting of Hill House."

Welcome Charles E. Jackson, as a new Draftsman, in the Engineering Dept. Charles is married to Barbara Jean, a registered nurse. Their two children, Charles Jr., and Becky Ann, 1½ years old, are in the process of moving into their new home in downtown Portland.

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Glad to hear Mrs. John Corcoran is out of the hospital and getting well.

Corporations are in order: Mr. and Mrs. Larry Harding (aunt Viola Ryder) have a brand new baby daughter, Anne Christine, born Oct. 7th, making the Hardings a family of three children, to date.

Lin Lamson netted another $35, Honorable Mention Award, on his photo of a frosty window in the finals of the Newspaper Snapshot Contest judged at Explorers Hall, National Geographic Society, Washington, D.C. This makes a total of $35. Lin received for this one picture! Guess there's gold in that there photograph, if you have the know-how.

Peter Conways is beginning the second half of his vacation during the World Series, painting his house and watching the games.

Glad to see Mr. and Mrs. Lampson, Lij Ryder and Harry Stetson haven't forgotten us.

Rigby Engine House
By ALBERT B. WETMORE

Among our guests during the past two months at the shop were a group of students from Cape Elizabeth School, Pond Cove area. Also a group of 4 or 5 dogs of Cub Scouts from Kennebunk in November.

Since our last issue Carpenter's Helper Robert Macdonald has a new daughter, Sallie. Laborer Francis Duff died in early October and his death was the first of his mother about 10 days later. A floral tribute was sent to the chapel of repose.

Isabelle McAllister, sister of Carpenter Allan Pollock died on October 7. Allan made the trip to Chipmonk, Nova Scotia for the funeral.

Cars appearing on the scene recently are as follows: Carpenter Guy Briggs, a DeSoto; Farmer James Galvin, a Nash; Machinist Joseph Cribby, a Ford truck; and Machinist Walter Anderson, a Nash Rambler.

Blacksmith Roland McPherson, Car Shop foreman, was injured when he struck a piece of metal.

A former employee in W.E. War 2, Rose Finn, the wife of former Machinist John Finn, died recently.

Carpenters Helper Harry Beckwith suffered a heart attack on the job but is on the road to recovery.

I understand General Foreman Ralph Megarry (has a new wife, Barbara Jean, a registered nurse) Machinist George Miller had the honor of having two grand children born on the same day, a girl and a boy born to his daughter, and to his son's wife.

Laverke Kough suffered a broken leg while on a hunting trip with friends. He walked over a precipice which he came upon suddenly. He broke the ankle on the same leg about a year ago.

Hustler Steve Brodie is in Florida for the winter months enjoying his vacation. Electrician Gilmore is recovering from a couple broken ribs. Didn't know they were broken for some time after the accident. When soreness persisted, he became concerned and had an x-ray. It was broken, and he's in trouble. Four deer have been shot by these members of our group to do something with the meat. Arthur Thompson, Carpenter Herbert Sampson, and Dispatcher Frank Garland. A story of considerable interest goes with South right away. Have a good time down there.

Evelyn and Ellen, twins daughter of Carmen Leon Sanborn have entered a business college at Concord.

Rene Michaud, formerly agent at Whitefield, has bid off Gilman station and Whischel has been bid off by Leo Campagna.

We hear that Carpenter George Aldridge has returned home from a visit in a Portland hospital.

Ship's carpenter Freddie Cote enjoyed a trip to California where he visited his son. He reports it was a very good time, enjoying especially the air plane rides.

Portland Freight Office and Freight House
By MARJORIE J. MULKERN and ALICE MC LAUGHLIN

Since our last contribution to the magazine, a good deal has happened to furnish a little of our good readers. In the first place, your correspondent, Captain A. Mulkern, Leader-Loader and Caller in the making the trip, as his great good fortune, to arrive at Atlantic City where the American Legion held its annual convention for over 100 years. The crowd was in attendance and the trip was a very pretty one; we stopped off in New York and Boston on our return and got back into the old schedule," Monday, Sept. 30.

Then, on October 11, 12, and 13, the railroad Veteran's convention was held in Portland. We noted on the program among the names of the speakers of our old time friend, former Freight Checker Dennis J. McCrosson and he was right there at all the events, renewing old friendships and making new ones. We also noted the name of Leader-Loader and Caller and Mrs. Dennis J. Sheer, from our Freight House among the names of all who assisted to make the convention a great success. We extend the pleasure of being at the same table with Mr. and Mrs. Patrick L. Halloran, Pat, a former freight house Freight Clerk, has been absent due to illness but has profited from his time off and now looks wonderful. Hope to see him back with us before too long.

We express our sympathy to the family of former Yard Conductor Joseph B. Gaynor, who died Oct. 3rd. Mrs. Gaynor and daughter Mrs. Gaynor died Nov. 13, 15; both of these fine people were always in attendance at the Railroader's meetings of all of us.

Congratulations to our nice Waybills Machine Operator, Eliza B. Bailey, who is wearing a beautiful new diamond on the proper finger. No date has been set for the wedding, "I love you" says she. Her fiancee, William Johnson, is a teacher in the Butler School, in Portland. The best of everything to all of us.

Also, sympathy is extended to late and Waybil- Hill Clerk James B. Keegan, whose brother Lawrence died very suddenly in Brooklyn, N.Y. recently.

The "Asian Flu" hasn't hit our crowd too hard, as it has heretofore. Dannie Sullivan, Demurrage Clerk, was one of the few. Wife of former Machinist Marjorie J. Mulkern was absent a week due to the malady. Both are back at work again, however. Marine Clerk Floyd F. Cooper tells us that her three grandchildren, Sandra, Jane and Dick are in a safe with him, but are improving daily, we are glad to say.

The "Welcome" may have come out for Frances LaRose and Christine Q. Heskett, both of whom were absent due to illness. We trust that Mary Kearnan and Viola Ryder, who reported off sick, is gaining daily, too.

Head Clerk John R. Stanton and wife spent a week in their annual leave in New York City; they planned to go to Florida, but due to illness of the wife, she was unable to do.

Leader and Caller William J. Mizula and wife were called away unexpectedly as a result of the death of their son-in-law's mother, Mrs. Edward Murray, wife of Judge. We extend our sympathy to them.
A late photo indeed is this one of Maine Central locomotive No. 37, loaned to us by Harry Treat. No. 37 was built in 1899 by the Schenectady Locomotive Works and was the first engine to be outfitted with an air bell ringer. She was also the first passenger engine of her type that the Maine Central purchased, being built for heavy passenger train service between Portland and Bangor. Her cylinders were 19” (diameter) by 26” (stroke). Maine Central engines were renumbered in 1900 which resulted in No. 37 becoming No. 275 at that time and accounting for the fact that there are very few photos of her taken during the one year before the change in numbers.

Maine Central Locomotive No. 31 was built by William Mason in 1864. She had cylinders 15” (diameter) by 22” (stroke). Photo must have been taken after 1877 as her original name, the William D. Sewall, does not appear on the engine. Naming of locomotives was discontinued by the Maine Central during 1877, or possibly 1876. Names of the crew are unknown, according to Harry Treat who loaned this picture to the Magazine.

The last locomotive to be named by the Maine Central was the A. Sewall, No. 64, built in 1877; the next to be built was No. 65 in 1879.