

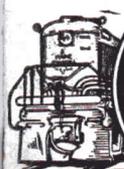
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JULY
1954



RAILROAD

MAGAZINE





The railroads perform more intercity transportation service for the American people than do all other commercial transportation agencies combined. Based on government statistics for the calendar year 1952, the last year for which figures are available, the railroads performed 55.6 per cent of all intercity freight traffic. The remaining 44.4 per cent was performed by the following agencies: motor trucks, 16.5 per cent; pipe lines, 14.1 per cent; Great Lakes carriers, 8.0 per cent; inland water carriers, 5.7 per cent; electric railroads, one-tenth of one per cent; and airlines, less than one-twentieth of one per cent.

* * *

Many years ago, according to legend, a large crowd was assembled at a point in Mississippi where the first spadeful of earth was about to be turned in the construction of a railroad. One of the leading clergymen of the community was called upon to read the Scriptures and invoke the Divine Blessing. On the edge of the crowd was an old colored parson who was too short to see and too hard of hearing to make out all that was said. When the clergyman concluded the reading, he proceeded to offer a prayer for the success of the enterprise, using the word railroad several times. The colored parson, under the impression that the clergyman was still reading from the Scriptures, became greatly perturbed. Finally a man standing nearby inquired the cause of his agitation. "Mister," said the parson, "I've good reason to be agitated. I've read the Good Book through and through, and I know what's in there. And I'm positive there is not one word in there—good, bad or otherwise—about railroads."

* * *

History was made on the New Haven Railroad June 29, 1954, when an experimental, low-slung, lightweight, streamlined passenger train attained a top speed of 102.8 miles per hour—going faster than any other New Haven train had ever gone before. On a demonstration run, the train clipped off the 156.8 miles between New Haven, Conn., and Boston, Mass., in two hours thirty-two minutes.

* * *

Railway payroll taxes alone this year will amount to more than all railway taxes did in any year prior to 1920. In the first four months of 1954, railroad retirement and unemployment insurance taxes were running at the rate of \$258,000,000 a year.



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Maine Central Railroad Magazine

Vol. X — No. 9

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus



COVER

A fitting tribute to the end of steam on Maine Central is this fine action shot of 470 at the head of her 12-car train, making smoke on a curve at Detroit on her last run. We as much as anyone are aware of the advantages of the diesel, but we can never hope to capture one in action such as this. Hail and farewell old girl.

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FROM THE EDITOR

Summer is a good time to count our blessings as New Englanders. We never cease to marvel at the wonderful, wide range of scenic attractions, climate, rugged beauty, tranquil countryside, sparkling lakes, "up" here in the Northeast corner of America. What we've seen of other so-called famous resort areas, pale by comparison. We heard about a photographer with a sense of humor who compiled a color movie of areas both Winter and Summer in Maine, New Hampshire and Vermont. He put a title on it, something like "Touring Scandinavia and Switzerland with Pipe and Brownie," and showed it before civic groups and clubs. While the audiences ooded and a-a-h-e-d through it, he quietly smiled, revealing only after it was over that it had been made literally in their own backyard. So take the train and come visit us this Summer. And now we'll take the advice of one of our local sages who remarked: "When you're through pumpin', let go the handle."

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BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES



TRIBUTE ENDS STEAM ERA

"Old 470" did herself proud.

The historic run of the last steam train on Maine Central lines Sunday, June 13, was a tremendous success. Viewed by thousands of Maine citizens, enjoyed by hundreds of railroad enthusiasts, photographed and reported copiously in the media of newspaper, radio and television—Old 470 and the 12-coach train captured the emotions of people everywhere.

It was a fitting tribute to the end of the 92-year history of steam on the Maine Central. In all stories and reports of the event, our railroad was complimented for its foresight and action in providing a permanent memor-

ial with the 470 on a special track in front of Waterville Station.

SHE LOOKED THE PART

Bright and shining and steaming like the veteran she was, 470 waited at Union Station, Portland, that Sunday morning for a contingent of 22 rail fans arriving from New York on the State of Maine.

A special tape recording of her departure, interviews with President Miller, veteran Engineman Archie Towle, Fireman Pitt Moores and other dignitaries was done by Ken Long of Station WGAN, Portland and broadcast while the train was still making its run.

ENTERING Bangor Union Station, 470 makes a vivid picture for photographers and TV cameramen.

To the cheers and waves of the hundreds of people in the station, the train pulled out for Lewiston with 440 aboard.

SPECIAL PRESS CAR

A special press car bore representatives of television stations WPMT, WGAN and WCSH, Portland whose cameramen eagerly vied for shots of the historic occasion; newsmen, a representative of Movietone newsreels, Railroad Magazine, and Dave Morgan, editor of "Trains and Travel" magazine. In the combine, a group of recording specialists set up equipment to record the no longer familiar sounds of a steam engine pulling on the grades, whistling, and hauling into the station.

More than 100 people boarded the train at Lewiston from the hundreds waiting for a glimpse of 470 on the platforms. She took water there from the hoses of the Lewiston Fire Department, since the water plug had succumbed to the era of dieselization. On a stiff grade, Engineman Towle put 'er up on the pin and the 470 with boosters at full blast, pulled smoothly and proudly out as if she knew she had to be on her best behavior.

From Lewiston to Waterville, friendly waves were received from homes and farms along the way and from a large delegation at Oakland.

GOVERNOR BOARDS TRAIN

Pulling into Waterville, 470 went up in the yard to take more water while Maine's Governor Burton M. Cross was helped into a complete fireman's outfit by President Miller, already garbed in engineman's regalia. The two boarded the cab of the 470 and again amidst cheers, were off to Pittsfield, the next stop. At each stop more passengers boarded the train, anxious to be on the last steam train out of town.

Pittsfield turned out a large throng in the drizzle and overcast that did nothing to dim the 470's triumph throughout the day. Here, representatives of Station WLBZ, Bangor, joined the train, also to record sounds of the last steam train for their audience.

Television cameramen were hustled into cars and led by Trainmaster John Roberston to an overpass at Detroit where, on a long curve, Fireman Pitt Moores poured the coal on to enable them to record what television viewers later saw as the last and one of the most spectacular pictures of steam at work. They continued over the road and boarded the train again during its stop at Newport.

ANCIENT CARS

It was at Newport that an unexpected and perfectly staged incident combined to lend emphasis to the historic run. Members of the Maine Obsolete Automobile Club holding a meet there, drove more than a dozen of their ancient cars to the railroad station as a tribute to the passing of the Iron Horse. Edgar Cole, Thorn-dike, president of the club, presented ribbons to Archie Towle and Pitt Moores to mark the passing of 470 into the records of yesteryear.

Costumed in garments coinciding with the age of their cars which ranged from a 1910 Model T to a 1917 Overland, the members added an authentic atmosphere to the occasion.

As the last steam approached Bangor it halted briefly to permit cameramen and photographers a special treat.

TRAIN CREW for the historic trip included clockwise, Pitt Moores, Archie Towle, E. F. Rudell, A. J. Laberee, conductor; E. Simmons, A. L. Barter, F. L. Leathers, K. W. Burnell, E. O. Kelley, J. E. Doherty.





President E. Spencer Miller and Maine's Governor Burton M. Cross were photographed, interviewed, and sought by autograph collectors at all points on the system. (1) Mr. Miller and the Governor on the head end at Bangor Station (2) Mr. Miller greets Waterville citizens, telling why 470 will be all-time memorial in their city (3) Ken Long, WGAN Portland, interviews the president at the outset of the trip (4) Good men and true, the engine crew, Archie Towle and Pitt Moares.



A diesel switcher was run out on a parallel track and as the TV and newsreel cameras ground, backed into Bangor with the 470 chugging along on the adjacent track to provide an ideal medium to record the event.

BANGOR CROWDS BIG

A huge crowd greeted the train on arrival at Bangor Union Station where Mr. Miller and the Governor were besieged by autograph seekers and photographers as they disembarked from the cab and posed on the head end.

Station WABI's Bob Patten conducted a special tape recorded interview with dignitaries, officials and bystanders, while 470 went to the Bangor Yard to take coal. Again significant was the need to load the coal with a clam bucket power shovel, the coal tower too having bowed to the diesel.

A measure of the emotional impact of the historic run was ably described by Bernard M. Graham in the Bangor Daily News. He wrote:

"There were old timers who slapped one another on the back, and said, 'Well, this the last time around for old 470.' Kids who didn't know anything about the history of old 470 were there grinning and looking down the track waiting for the engine to come around. A lot of them had never seen a steam powered locomotive before, and this was great, because this would not only be the first time they'd see one on the Maine Central tracks, but also the last time.

"Somehow it should have been a very happy and grand occasion. A hundred people came down to the station. They were all dressed up, many brought their children. There should have been a holiday spirit. There were the people from the radio station, there were the newspaper people, there were kids with flags and balloons. It should have been a good time. It wasn't.

"There seemed to be too strong a sense of nostalgia for the people to really enjoy themselves. They would laugh and then catch themselves as though laughing was something which should not be done here at this time.

"The occasion was not festive, it

was not somber either, maybe the word should be sad. They were bidding farewell to a railroad era."

One might think the return trip would be anti-climatic, but if anything the reverse was true. Again at Newport an even larger crowd was at the station, Pittsfield too, where only a two minute stop was made.

CEREMONY AT WATERVILLE

At Waterville nearly 1,000 people waited patiently for the arrival of 470. The Waterville High School Band struck up "I've Been Working On The Railroad." Again the President and Governor dismounted from the cab to be greeted by Mayor Richard Dubord. Brief speeches of appreciation were made over a public address system, pointing out the selection of Waterville as the site of the all-time memorial to steam.

It was a smooth run down the Kennebec to Augusta where again crowds of youngsters, adults, and senior citizens gathered for a glimpse of the last steam train.

Mrs. Cross boarded the train to ride with her coal begrimed and grinning husband, who went through the train happily signing autographs and we suspect thoroughly enjoying his trip more than any rail fan.

Crowds gathered at Hallowell and Gardiner as Old 470 thundered past. With no stop scheduled there, they had waited just to see the proud old engine pass through their towns.

At Richmond, Maine Central booster Perley Chetley whose "Toot Toot" sign is known throughout the system, was on hand with a mighty blast on his whistle, answered with equal appreciation by Archie Towle with a rousing whail from 470's hoarse throat.

IT HITS HOME

With 650 rail fans aboard, enthusiastic receptions at all stops, it was nevertheless at Brunswick that the full impact of the last steam train's importance to Maine people was realized. There a crowd estimated at between 800 and 1,000 had waited an hour for the train to appear.

Pulling out of Brunswick, a murmur of surprise, coupled with a secret

pride ran through the officials, supervisors and crew who had worked hard to make the train a success. From windows and baggage coach they saw a solid line of people along the right of way from Brunswick to Hillside and beyond, cheering Old 470's last run. Cars lining Route One gave the old girl continuing signals of respect on their horns.

At every grade crossing, practically every home and farm through Freeport, Royal Junction, Cumberland Center, West Falmouth, Riverside Street, Woodfords—people with chil-

dren in their arms and Granddad beside them, saluted this passing of an historic era.

Heaving and blowing, 470 panted to a stop in Portland Union Station to hear spontaneous bursts of handclapping from an estimated 2,000 people applauding her final, grand effort.

She's standing quietly now on her special track at Waterville as a reminder to future citizens of the great part steam played in the history of Maine and American railroading.

Maine Central is proud to have given this symbolic era the tribute it deserved.

Operating, Bus Changes



Lyden

John J. Lyden, for 36 years chief dispatcher at Portland, has been named assistant superintendent at Bangor, according to an announcement by Superintendent Willard E. Pierce.

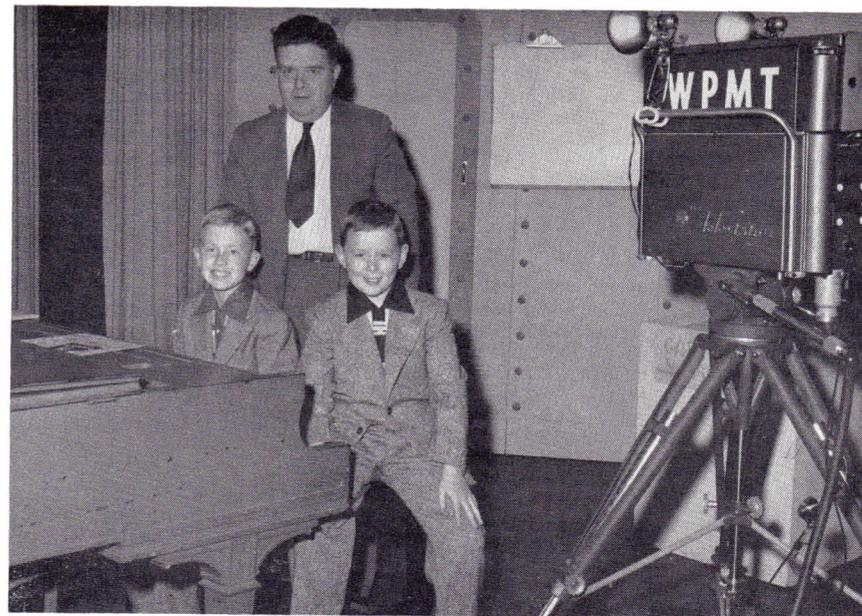
For soft-spoken, modest, "Johnny" Lyden it climaxes a long career of railroading that began as a yard clerk at Portland in 1909. He has worked as

an operator at Bartlett, Newport, Lewiston, Cumberland Mills and Portland, became a dispatcher in 1912, and was appointed chief dispatcher at Portland in 1918.

Lyden replaces R. W. "Bill" Williams, who requested to be relieved as assistant superintendent to return to dispatching at Portland.

Other changes effective July 1, were the appointment of Edward D. Wescott as General Agent at Bangor. Wescott, former general manager of the Maine Central Transportation Company, returns to his original career as a railroader in the general manager's office, superintendent of car service, was a traveling inspector in 1929 and in 1931 became superintendent of the bus lines of the old Samoset Company. He was made general manager of the Maine Central Bus Lines in 1935.

Everett K. Goddard, superintendent of the Bus Lines since 1935, has been named acting Manager. Goddard began his career with Maine Central in 1927 as a clerk in the auditor of freight accounts office, in 1929 went to the payrolls section, 1930 in the assistant comptroller's office and in 1933 was named assistant to the superintendent of the bus lines.



Railroader's Boys Star on TV

Television has had a big impact on Portland Terminal Swing Clerk Francis Mulkern.

Already his two sons, Tommy, 11, and Peter, 9, are—not fans—but stars. And of their own show!

Not only that, but Dad himself is co-producer of a talent show, "Showcase for Youth."

Each Wednesday evening at 7:15, the Maine Television Network, comprised of station WPMT Channel 53 Portland, and WLAM Channel 7, Lewiston present "A Note From The Boys," and its stars are Tommy and Pete.

Dad says Tommy started playing the piano at the age of 5, and Peter was working out melodies to sing when he was four. Mr. Mulkern also credits the boys' school teacher Mrs. Florence MacInnis, with recognizing the talent and helping to develop it.

And John Fay, well-known Portland organist, as Tommy's teacher is credited with the wonderful development of the boy's ability.

Their theme, "Sunrise Serenade" and the character and technique of Tommy's accomplished playing however, shows the definite influence of that great popular pianist, Frankie Carle.

And well it should for the two met last Summer when Carle appeared at the Old Orchard Pier. Young Tom ran up to the maestro with a sheet of music in his hand and asked him to autograph it.

Carle asked the boy if he could play the song, when Tom nodded "yes," Carle graciously invited the boy to sit at the piano and thus hundreds heard him play "Sunrise Serenade," an event he'll never forget, nor will they.

Tommy also holds dear a Christmas

card he received from Carle following that engagement. Only those who have seen and heard the youngster can appreciate the real talent he possesses. For example he sight reads rapidly and gets an intricate arrangement down pat in two days. No less is true of Pete, whose full vocal range and appealing delivery mark him for the top in the next generation of Perry Como's and Eddie Fishers.

Programming for their "A Note From The Boys" show is handled by Dad Mulkern. He admits the major hurdle to overcome in what proved to be the boys' subsequent popularity, was to convince TV producers that they could provide a continuous flow of fresh and entertaining material. After all it isn't every 11-year-old who without prompting, sits at a piano four or five hours a day practicing. But anyone who has viewed the show over the past three months under sponsorship of B & B Cleaners, will rave at the amazing versatility and popularity of the two youngsters. They range from pop tunes to semi-classics with a smoothness lacking in many more mature performers.

The boys have plenty of outside interest and activities too, after their day is done at Cathedral Grammar School. Tommy is a member of the Cathedral Choristers and Boy Scout Troop 19, and Peter is an altar boy at the Cathedral of the Immaculate Conception.



Wilfred C. Labrecque, of 12 Moore Street, Waterville, boilermaker helper at Waterville Shops for 35 years.

George Simpson, of 245 High Street, Portland, baggage and mail handler after more than 30 years of service that began as a blacksmith's helper in 1923 and included service as a traffic officer in 1927.

Harry F. Jordan, of Union Street, South Gardiner, crossing tender, after 36 years of service that began as a painter in 1918 until 1926 when he became a crossingtender on the Portland Division.

F. A. Murphy's Niece In Radio City Show

Marilyn Murphy, New York City, 19-year-old niece of Freight Traffic Manager Frank A. Murphy, is lending her petite blond attractiveness and beautiful soprano voice to the current production at Radio City Music Hall, entitled "Compass Points."

A former Arthur Godfrey Talent Scout program winner, she does a solo with the Music Hall Choral Ensemble backing her. She visited here in 1952 at a Murphy family reunion.

Atomic Locomotive

Within two years a mighty 7,000-hp. engine called the X-12, the first atom-powered locomotive ever designed, could be hauling a high-speed Atomic Limited across the country. Eleven pounds of uranium would fuel it for a year.

These are the highlights of a study on the possibility of an atomic-locomotive, summarized in the April issue of Popular Science Monthly.

Biggest stumbling block for designers—how to protect passengers and train crew from the intense radioactivity of the X-12's power plant—was overcome through the use of such unconventional machinery as "dachshund" generators. Designers were able to shoestring 200 tons of shielding within the clearance limits of a locomotive.

Providing safeguards against the peril of radioactivity on the loose, in case of wreck, was a problem too. This was solved by controls which automatically shut down the reactor and the massive shielding to keep the wreck from spattering.

The greatest advantage of an atomic-locomotive lies in its possible reduction of fuel costs. Although the price of uranium-235 is secret, unofficial estimates place it at around \$9,000 per pound. If that figure is anywhere near correct, an atomic engine like the X-12 is possible not only on paper, but also on the tracks.

The young man asked: "Would you marry a sap just for money?" Demanded his girl friend: "Are you gathering statistics or proposing?"

1,000,000th Unit Completed By Beecher Falls Plant



By Roger D. Drolet
Beecher Falls Agent

The Beecher Falls Manufacturing Corp owned by T. Baumritter Co., Inc. of New York, had a big celebration recently. The Governor of the State of Vermont and his lieutenant were here with officials of the company.

A bronze plaque was given to the factory commemorating their 1,000,000th complete piece of furniture, a dresser, which was then shipped to Washington, D.C. to be presented to President Eisenhower.

The T. Baumritter Co. bought the plant in 1937 and have since then steadily improved it, building new additions. They own several plants all over the country including The Vermont-American Furniture Co. in Orleans, Vt. They also have an interest with the Reynolds Co. of Burnham Jct., Maine.

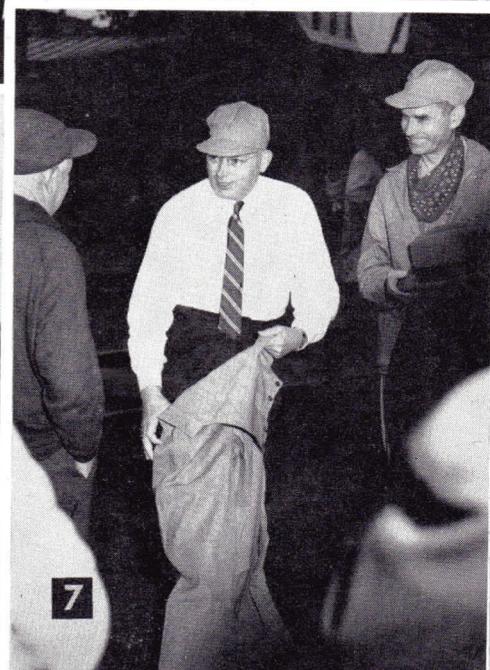
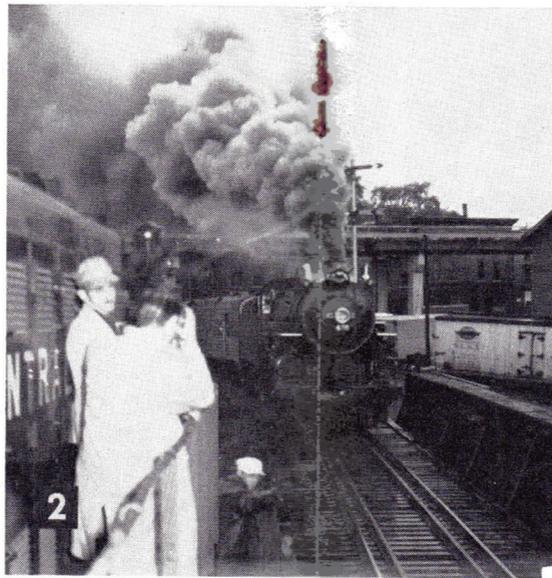
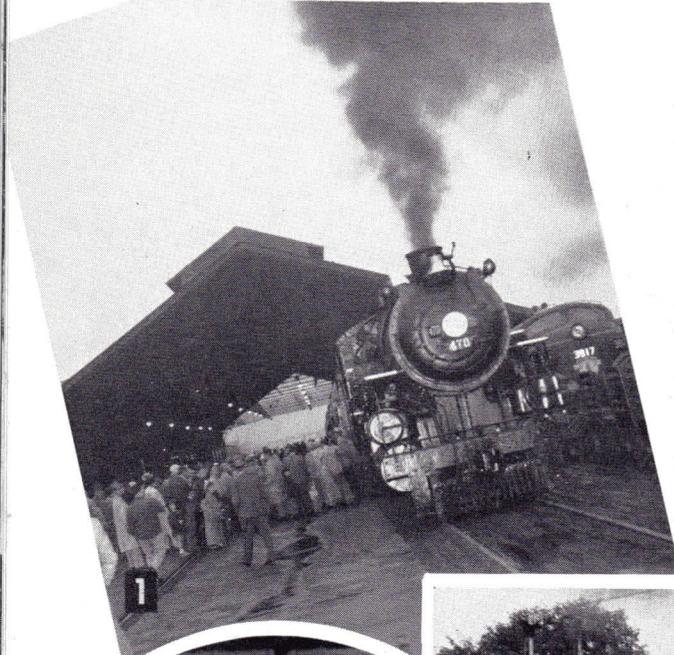
In one word they are a good customer of the Maine Central Railroad shipping an average of about six cars of furniture a week.

The present manager at Beecher Falls is William Morrissey who was given high praise in the speeches made on this occasion and credited with getting the plant to where it is now.

Congratulations to a very good customer.

Hail To Old 470

She Packed 'em In



READY TO GO at Portland Union Station (1) the 470 makes smoke for the large crowd on hand (2) Photographers on the head end of a retreating diesel switcher snap the train as it approaches Bangor (3) No more water plugs so the Lewiston Fire Department assists in filling her 9,000 gallon tender as TV photogs, Larry Eliason and Trot King mount the tender (4) Richard Dubord, mayor of Waterville, introduced President Miller and Governor Cross (5) A segment of the huge crowd at Waterville on the eastbound trip. (6) Picturesque is the word as 470 rounds a curve near Detroit (7) President Miller helps His Excellency, the Governor into overalls at Waterville on the eastbound trip.



SCENES of the special Shrine train include top to bottom, hauling the 19 cars out of the hole at Vanceboro after taking over from CP; the blooded palomino horses of the Temple's Mounted Patrol being loaded at Bangor; Oriental Band of Philae Temple, Halifax led a parade from the station in background through main streets.

Special 19-Car Shrine Train Rode Our Lines To Halifax

The largest Pullman train ever to run on the Maine Central's Eastern Division and the largest number of candidates for membership in Anah Temple, Mystic Order of the Shrine, Bangor, combined to make a record-breaking pilgrimage to Halifax, N.S. June 18-20 on a special train operated by our railroad.

Also on the train were two baggage cars bearing the 35 palomino horses of Anah Temple's famous Mounted Patrol, the equally well-known 60-piece brass band and the private car carrying President Miller.

The special move saw more than 365 Shriners from Northern Maine make the trip to join 1,000 delegates from five Canadian provinces in the first international ceremonial with Philae Temple, Halifax in 19 years.

The train crew from Bangor, from which the train departed at 6 p.m. Friday, June 18, to Vanceboro, were Shriners and when the CP took over there, they climbed down and continued the trip.

Maine Central hauled the heavy train in a single section with two 1,500 diesel units but it had to be broken into two sections on the CP with steam on the head end.

The Shriners arrived in Halifax at 10 a.m. Saturday and "Haligonians" as the citizens of Halifax refer to themselves, witnessed a fine parade through the main streets of the city. Anah Temple's Mounted Patrol drew enthusiastic applause from the large crowd lining the streets. They were greeted by Mayor Donahoe and lunched at the Lord Nelson Hotel. They later marched to the gymnasium of the famed Dalhousie Univer-

sity where ceremonies were held. During that period the Anah Temple Band gave a public concert in the beautiful 18-acres Public Gardens of the city.

The group marched back to the Canadian National operated Nova Scotian Hotel for their final banquet. The train left at midnight and the group breakfasted at St. John, N.B. Sunday morning, continued on to Vanceboro where the Maine Central again took over, and into Bangor about 4 p.m.

Instrumental in organizing the train was our own Commercial Agent Ralph Graham, Bangor and Potentate James Murray. Special mention went to Traffic Agent Robert W. True who made the trip, assigned space, handled tickets and supervised the operation with a degree of efficiency that drew compliments from the passenger representatives of both the Canadian Pacific and Canadian National over whose lines the train traveled.

QUICK

A farmer had planted a crop of flax, and had a tablecloth made from the linen he produced. Sometime later he remarked to a guest at dinner, "I grew this tablecloth myself."

"Did you, really?" the lady remarked with a little sarcasm. "How do you ever manage to grow such things?"

"Promise you won't tell, madam?" he asked.

She promised.

"Well," he whispered solemnly, "I planted a napkin."

Californian Returns To Maine For Last Trip On The Old 470

A 65-year-old railroad fan flew to Portland from Los Angeles yesterday so he could make the last trip to Bangor today with Old 470, last of the Maine Central's steam engines.

Carl W. Hendrick hasn't seen the Forest City since he fired coal on the Portland to Boston run of the Boston and Maine Railroad back in 1919.

"But last month I was reading the Maine Central Magazine, and I read about Old 470," he said.

Overcome By Urge

"Suddenly, my mouth watered. I wanted another ride down through Maine. On the spur of the moment, I applied for tickets—and got them immediately. So here I am."

Hendrick lived in Portland a year during his employment from 1911 to 1918 as a B & M fireman.



Rail Fan Carl Hendricks was interviewed at Bangor via tape recording by Bob Patten of Station WABI.

"Once you know Maine, you never forget it," he said. "I made a lot of friends. I used to spend a lot of time at Old Orchard—went there on my wedding trip, better than Niagara Falls."

Railroad Family

If ever there was a family with railroading in its veins, it is Hendrick's.

His paternal grandfather, S. V. R. Hendrick built sections of the New Haven, Ogdensburg and central Massachusetts road back in the late 1850's.

His maternal grandfather was a railroad engineer who was killed when his locomotive went over a 30-foot embankment.

That incident almost prevented Hendrick from getting into railroading. His mother refused to sign the papers.

"When I was 21, I took the bull by the horns and joined the Boston and Maine," he said.

Asthma forced him to give up working on the old steamers eight years later. But the feeling remained.

He's a member of the Railway and Locomotive Historical Society, Southern California chapter, and several other similar fan groups. He's gone on trips similar to this one in Idaho, Arizona, New Mexico and California.

City Still Looks Good

Asked if he felt that Portland had changed since 1919, he answered:

"They've changed Rigby around; and the approach to Union Station is improved a lot—it looks like a good move; that old bridge used to be a hazard.

"Oh yes, the streets look a little smoother—they were all paving stones before, I think—I guess the buildings look about the same."

Miller will take a train to Washington to visit relatives, and fly home from there.

"We railroad fans are sometimes called crazy," he says philosophically, "but we like it."

Maine Centralitems - - -



By JOHN J. KEATING

Sympathy is extended to the family and relatives of the following trainman, Bernard Cross, on the death of his son, Portland Terminal Car Inspector Thomas Oakes, died May 27; Railway Express Messenger Ed Osborn on the death of his sister, Marion; Trainman William Ames of Skowhegan on the death of his wife June 9; and Conductor Thomas Taylor of the Eastern Subdivision, died June 11. Engine Dispatcher Leroy Kane died June 21, Conductor Ralph Clukey's mother died Friday, June 18.

Engineman Frank Borden has returned from Veterans Hospital, Rutland, Mass., hopes to return to work soon.

Conductor Harold Card and son made a trip to the Allagash region for a fishing outing.

Engineman Walter Foss with Engineman Bill Roach did a little fishing on Kennebec, also Conductor Harold Card and son at the Allagash region.

Railway Express Messenger Leslie Haley met a painful accident, hit by a taxi cab, causing leg and head fracture, is at Maine General Hospital.

Ticket Seller Albert McCormick at Portland Union Station suffered a broken leg, confined at the Maine General Hospital.

Jim McDonough, Baggage Master, Union Station, with wife and sister-in-law Miss Mary Geary made a trip by auto up to Vermont. Miss Geary is connected with the Ticket Office at Union Station.

A section Foreman on the Pennsylvania Railroad had a section man with 41 years' rating. He was called "the new man"; one day the Foreman came home and told his wife, the "new man" had resigned, and his wife said, "I told you when you hired him, he would not stay."

Conductor Hugh Campbell of Bangor was a patient at the Eastern Maine General Hospital.

Frank G. Grimes, retired Maine Central trainman, is convalescing at home after serious surgery at Mercy Hospital. He hopes all his old friends from the railroad will drop in to chat a while.



Bartlett, N. H.

By BUD BURDWOOD

Enginehouse-man Ralph Clemons went fishing at Moosehead with a party; returned with news of good luck.

Pfc Janice Burdwood, daughter of your correspondent, was home from California on a short

furlough. She has a very interesting job: works in the air control tower at a large field, and likes it fine.

Dolf Bergeron is home after a nice trip to Niagara Falls and other places. Says it made him a swell vacation.

Foreman W. N. Treacart and Machinist Sam Smith made the trip Sunday, June 13th, with the 470. They report very large and interested crowds all the way and had a fine time for themselves.

Sgt. Harvey M. Tebbetts, son of clerk E. W. Tebbetts, will soon have his enlistment served in the U.S. Army. He expects to be home in a week or so.

The weeder is at present working out of Beecher Falls and C. H. Nealley is doing the operating, with Arthur Herron as conductor.

We are losing the battle with the sparrows. They persist in nesting around the station awning and it's no use, you can't beat 'em.

Now that the Army-McCarthy hearings are over we men folks may expect the good housewives to catch up on the house work.

William King, son of Mr. and Mrs. Peter King at Carrigan is home for a short furlough. The Navy has transferred him to a ship and he is having a little respite before sailing.



By IRENE ELWELL

It is vacation time again. The following folk have been on vacation from their jobs here at Maine Central Transportation Co.: Mechanics: E. Pozdzjak took a trip to Vermont and New York during his vacation. L. Clyatt and George Brackett spent one week of their vacations around their homes and taking side day trips. Roy went fishing a couple of times but didn't have much luck so we are told. Robert Hunter was at Camp Drum for two weeks—hardly a vacation though, was it Bob? He went with the National Guard.

Operators Libby, E. Mason, and K. Marston, were recently on a fishing trip. A wonderful time was had by all. . . don't know whether they caught many fish though. Operators Weinstein and G. Rollins also have enjoyed vacations this past month.

Operator Rich enjoyed a fishing trip at Moose Lake. He isn't telling who went with him.

Ann Stratton and Patricia Connary also enjoyed vacations this past month. Ann and her husband took a trip up through northern New York State and visited Niagara Falls. Pat also went traveling. She went up through Quebec and Montreal.

We hope by the time this copy is out, our reporter Jack Hayes will be back with us. Jack has been out sick for some time now. Charlie Earley opened his stand at Sabbattus Lake June 1st. He tells us that business is very good this summer.

All summer runs went into effect June 25th.

Notice any new faces around Portland this summer? I have. The White River Coach Lines is running into Portland again. Nice to see the operators that were here last summer back again.

Operator Bradstreet recently took over the Bingham Line. Good Luck Brad.

Phil Dow, formerly foreman at Augusta garage, with Mr. Haskell, has purchased the Augusta-Gardiner and Yarmouth Lines.

Operators Delehanty, Robinson, and Simpson are on leaves of absence.

We honored "Pop" Goddard on his 86th birthday. A basket of fruit was presented to him from all of us. He wants to give his sincere thanks to all.

I want to take this opportunity to thank Robert Leighton, who has helped get this material together. Bob has been taking Jack Hayes' place in his absence.



By MARY E. MORSE
and ERNESTINE GRIMES

Alice Eliason has a brand new yellow and green car. Just something more for us feuders! It's really a beauty, though. And Edith MacGibbon suddenly surprised us with a new gray car, which is also something!

Wilbur Lampson, supervisor Bridges & Buildings, spent part of his vacation on a fishing trip, and visiting.

Our genial Office Building Carpenter Milton Poore, has been on vacation during June, as has John Corcoran, Instrumentman.

GRADUATE of the University of Maine in June was Mary L. Small, niece of Edna Crimmins. She received a BS in Education. She is the daughter of Mr. and Mrs. Arthur Small, Brunswick and will teach at Brunswick High this Fall.



We know it's summer when Mr. and Mrs. Frank Watts, move into their summer cottage at Higgins Beach for the season. Their daughter and two children will be with them this year.

Edward Stewart, Signal Draftsman, training duty, came in the way of two weeks in June at the Electronics School in the Great Lakes region. He also took in Milwaukee over one of the weekends. And we all know what Milwaukee's famous for! And, he says, it isn't Liberace, either!

The young children of Mr. and Mrs. Earl W. Hodgkins, Earle, 10, and Linda, 6, appeared in a dancing recital of the Dorothy Mason School of the Dance, where they have been attending.

Edna Crimmins had a nice vacation, and attended the graduation of her niece, Mary Small, at the University of Maine.

The original 'hard-luck kid' has done it

again! Clerk Charles Hagar took a 20-foot tumble from the ladder of his new lobster boat to the wharf, dislocating the shoulder which had previously caused him so much trouble, and suffering various bruises and bumps, with 12 stitches being taken in his elbow.

Mrs. Alice Jenkins has been working in the office of E. C. Paine, helping get out the new group insurance certificates and policies. Mr. Jenkins is Superintendent of the local Railway Express Agency.

Chief Clerk Erroll Libby was practically bouncing with joy during the middle of June, just looking forward to that vacation at his camp at Watchic Lake.

Clerk Paul Crawford's mother is recuperating at home after an operation in Mercy Hospital. Our best wishes for her most speedy recovery!

Miss Olive Norris and Mrs. Shirley Wilson, stenographers in the Publicity Department and the Assistant Treasurer's Office respectively, recently spent an enjoyable Saturday in Boston shopping and in general doing the town.



Portland
Freight Office and Freight House

By MARJORIE QUIGLEY and
ALICE McLAUGHLIN

We all extend our best wishes for a speedy recovery to O.S.&D. Clerk Ethel E. Armstrong, who is a patient at the Maine General Hospital with a broken shoulder which she suffered recently. Hope to see you back soon, Ethel.

Also, best wishes for a speedy recovery to Loader and Caller Timothy J. Crowley, who is ill in a local hospital. Hurry up and get well and come back soon, Tim.

Waybill Machine Operator Ludwig Starling has resumed his duties at the Freight Office after spending his annual vacation.

Among those who enjoyed their trip on the last "steam" train 470 were Timekeeper Willard B. Cooney, and two grandsons, Gary and David Blenkenhorn.

We are glad to welcome back to the fold, Head Delivery Clerk, Michael G. Norton, who has been absent due to illness.

Freight Clerk and Mrs. Bartley J. Rielly celebrated their 49th wedding anniversary, June 15. We all extend our heartiest congratulations. Bartley also received his "gold" fifty-year pass, April 19, which is another reason for our best wishes to be passed out.

This office was saddened to hear of the death of General Agent Thomas S. Burns, in Bangor, recently, and extend our deepest sympathy to his family. Your correspondent, Marjorie Quigley, used to work with him, on the old Eastern Division, in Vanceboro, for several years. He was a fine fellow as well as a faithful employe always, and well liked by everyone who knew him.

Miss Patricia Matthews, daughter of our local General Agent and Mrs. Leroy W. Matthews, who has been a patient in the Deaconess Hospital in Boston, is visiting her parents for a while. We extend our best wishes to her for a rapid recovery.

Stenographer Marjorie J. Quigley and mother-in-law Mrs. Matilda R. Quigley spent Memorial Day week-end in Bangor, returning home, Sunday, May 30.

Mr. and Mrs. James K. Buskell and three children, Billy, Dicky and Barbara, of Bristol, Tenn., arrived by plane to visit her parents, General Agent and Mrs. LeRoy W. Matthews, June 14.

Through error, the names of Freight Checker and Mrs. Dennis J. Shea were omitted from those who attended the Railroad Veterans' Club dinner, at Waterville, Sunday, April 25. They were accompanied by their two grandsons.

A very fine lobster supper was served to several members of Brotherhood of Railway Clerks Lodge No. 152, Tuesday, June 15, at High St. Universalist Church. A goodly number attended, including retired employes Mrs. Anna C. Ward and Miss Nan Z. Donahue. A business meeting followed the supper.

Rigby Engine House

By ALBERT B. WETMORE

We at the engine house were honored by a visit from a group of students from the State Teachers' College at Gorham, Maine. There were 28 young people, of the Audio Visual Class, accompanied by Mr. Charles Martin their instructor. These students are making a study of field trips in education.

Draftsman Laurence Sparrow, of the Waterville shops was a visitor on business. While he was here I talked with him in regards to future engagements of the Maine Central miniature train, and find that it will appear at several events throughout the state. This shows that its popularity is still high.

Sgt. Richard Cote, son of Machinist, and Mrs. Theodore Cote is being discharged from the service after 4 years as a Marine.

Born to Mr. and Mrs. Royden Cote, a boy on May 21st, their first child.

Local 525, IA of M, decided to have no more meetings until October. This is the usual summer custom.

There were two new cars appeared in our midst during the month. Machinist Thurlow Poland, and Machinist Helper Joseph Ashley are the proud owners.

Chief Clerk Leo Belfontaine is taking a rest for his general health and well being.

There were several deaths reported during the month. The wives of our General Foreman, and Machinist Fred Emery both after a long illness. We all extend our sympathies. Also the death of Leroy "Coke" Kane, Engine Dispatcher, and Laborer Phillip Whitney. A floral tribute was sent to all, from our shop flower fund.

Vincent Tatarczuk was appointed as Assistant Chancellor of the Diocese of Portland. He is the son of Machinist William Tatarczuk, and cousin of Bronick Tatarczuk.

Machinist and Mrs. Carignan visited Archie Carignan, a former railroad employe at the engine house, at his cottage in the Rangeley Lake region.

Clerk John Welch had a birthday this month, and received some useful gifts as well as fond wishes.

A swarm of bees decided to alight near Edward Whalen's house, but Ed kept his distance while they were being retrieved.

Machinist Helper William Brume and wife vacationed in Canton, Ohio with friends.

Laborer Roy Saint Peter has decided to vacation at Orlando, Florida.

Laborer and Mrs. Martin Mallia went to Connecticut to see their son receive his degree in Industrial Science.

Machinist Helper and Mrs. Ernest MacVane celebrated their 12th wedding anniversary.

Mrs. Archie Pratt has just recovered from a case of the mumps which she contracted from her grandchildren.

Machinist and Mrs. Annett visited their daughter at Akron, Ohio.

The Safety Board now reads 145 days without a lost time accident.

Richard Stratton, son of Mr. and Mrs. Martin, machinist helper, made the dean's list for the past year at Colby College, attaining an average rank of better than 85%. This assures him of the scholarship for another year which was awarded him when he graduated from Portland High School.

I received a late report of the death of "Cyclone" James Kelley, a retired Hostler. He received the nickname for his ability as a bowler with the fastest speed ball of his time. He has held several titles of state wide bowling.

Terminal Car Department

By HUGH F. FLYNN

Congratulations are extended to Carman and Mrs. William F. Harrigan on the birth of their second child, Beverly Ann on June 9, 1954.

Have received word from Mrs. Curry that Retired Wreckmaster Dick Curry is convalescing at home after being confined to the hospital suffering from a severe heart attack. We wish him a speedy recovery.

Carman Walter Dahms wife is also much improved after being confined to the Osteopathic Hospital.

At this writing Carman Henry Stackhouse is still confined to the Osteopathic Hospital where he has undergone major surgery. We hope he will be up and about in the near future.

We extend our sympathy to the family of Carman "Tom" Oates who died May 26, 1954. Tom was a carman at Union Station for a great many years and is missed by all of his fellow workers.

Our sympathy is also extended to last truck Foreman Harry Adams whose wife died on June 10, 1954.

Car Shop Stores Laborer Ed Flynn is back to work after being out sick for a couple of months.

The social event of the month was the marriage of Carman Martin Conley to Patricia Fuller on June 14, 1954 at St. Dominics Church, Portland. His brother, Car Dept. Clerk Pat Conley was best man. The couple will reside in Portland.

Leading Carman Henry Grimmer now enjoying some success at fishing took his vacation to cash in on his luck. Tom Airey volunteered to go up and row the boat. The date was set and Tom went up to the lake arriving at 4 o'clock in the morning. After trying unsuccessfully to raise Henry he came home. Henry is looking for someone else to row the boat.

Gang Leader Russ Proctor is contemplating the possibility of going into business repairing washing machines.

"To what do you attribute your long life?" the reporter asked the centenarian.

"I don't rightly know yet," replied the old timer. "I'm still dickering with two breakfast food companies."

Lewiston

By LILLIAN G. WHITE

Retired Conductor Lyndon Ross was confined to the Central Maine General Hospital from May 10th to June 3rd on which date he was removed to Mrs. Carol Williams' Nursing Home, 7 Grove St., Auburn. His son, Sgt. Elwood F. Ross at the present time is with the 4th Infantry Division Headquarters, Frankfurt, Germany, where he is managing editor of the Ivy Leaves paper. There are 4,000 copies issued each week.

Henry C. Morton, age 83, former conductor, died May 13 at an Augusta Hospital. A native of Minot, Mr. Morton was born Sept. 3, 1870 and retired from the Maine Central R.R. after 30 years service as passenger conductor then worked as a clerk at a Dixfield Hotel.

Telegrapher and Mrs. Paul Farrel, Hackett Road, Auburn, are announcing the birth of an 8 lb. son born at St. Mary's Hospital June 3. Paul very proudly passed out cigars to the boys around the station.

Porter Norman Phippen has been confined to his home account illness since May 19. Get-well wishes are sent his way.

Crossingtender Armand Landry doesn't be-

lieve in kicking a cow until the cow kicks first and now he has his doubts about that as the result could mean a broken toe. Armand says he learned this from actual experience.

Miss Harriette Clark of Rockland and Joseph Eugene Soychak of Lisbon Falls 2nd trick telegrapher here, were married May 29 at Rockland in a home ceremony by the Rev. Merle S. Conant of the Pratt Memorial Methodist Church, and Rev. George Goudreau, St. Bernard's Catholic Church.

The bride is the daughter of Mr. and Mrs. Ralph U. Clark of Broadway, and the bridegroom the son of Mr. and Mrs. John J. Soychak, Lisbon Falls.

The bride wore a pale blue street length dress and carried a Colonial bouquet. She is a graduate of Rockland High School and Central Maine General School of Nursing. She is employed in the admittance office of that hospital.

Mr. Soychak is a graduate of Lisbon Falls High School.

The couple left for Northern Maine and Canada. They will live at 12 Smith St., Lewiston.

Waterville Shops

By STEVE

Foreman Bill Otis has been a surgical patient at the Thayer for a hernia operation.

Piper Percy Grant has been a surgical patient at the Thayer recently.

Carman George Buck has purchased a home on Osborne St. in Fairfield.

Painter Don Gerald has been a patient at the Osteopathic Hospital recently.



LOVE IN THE SERVICE brought A/2c Lorraine F. St. Peter daughter of Waterville Shops Laborer and Mrs. Elisha St. Peter, and A/1c Howard B. Stafford to the rectory of Sacred Heart Church Waterville, Saturday, June 12 for the double ring ceremony. Mrs. Stafford was graduated from Waterville High in 1930. Mr. Stafford is a native of Geradeau, Mo. They are both stationed at Otis Air Force Base, Falmouth, Mass.



JUNE GRADUATE of Waterville High School was Leonette Rossignol, daughter of Laborer and Mrs. Armand Rossignol, Shops.

Wilton

By ANN NEWCOMB

W. O. Walton, agent West Farmington, was relieved for vacation by Operator Bois of Brunswick.

Deepest sympathy is extended to W. O. Walton and family account of the death of his brother. He has bid off job as agent telegrapher at Thomaston.

P. A. White, spare operator of Lancaster, N.H. filling in at West Farmington while job is up for bid.

E. B. Smith's crew Building and Bridges are spending a week in Wilton, repairing buildings and did work on Temple Stream Bridge at West Farmington.

C. Richardson, agent Livermore Falls, is at this date in Atlantic City probably walking the boardwalk. His job is being covered by Spare Operator W. Burdwood.

R. S. Bonney, swing operator, is now covering the Monday Job as agent at Livermore Falls.

A. Hodgson, sectionman Livermore Falls, now enjoying his annual vacation.

Rockland

By F. L. CARSLY

Agent E. L. Walker of Thomaston bid off the operators position at Rockland Ticket Office.

Agent E. O. Walton from West Farmington bid off Agent's position at Thomaston. Operator Burdwood covered ticket office job while Operator E. L. Walker was on vacation. Operator White was at Thomaston for two weeks.



VISITORS FROM THE ORIENT, Miss Sushile Misra, West Bengal, India, second from left in the picture, and Miss Sun Yum Wong, Taipei, Formosa, third from right have been house guests of Assistant Superintendent and Mrs. Richard Dole, Waterville, while a group of nurses train at Thayer Hospital. Nurses from Indonesia, Iraq, and Phillipines are shown in their native costumes.

Clerk-Telegrapher, Ernest Buswell who retired June 1 after 38 years of service, says "Thanks" to all those who made his nice gift possible. Started his railroading at North Anson as assistant agent and checker and July 18, 1918 was promoted to telegraph operator at North Anson and remained there until February 1932 when he came to Rockland ticket office.

Gardiner

By M. L. SANBORN

Station Agent David Cameron enjoyed a two weeks' vacation last month. During Dave's absence his job was covered at different times by Operators D. K. Stack from Portland and M. H. Bowie from Bartlett, N. H. and E. S. Anderson from Hallowell.

Operator R. F. Tracy also enjoyed a week's vacation recently. Operator M. H. Bowie filled in for Mr. Tracy during his absence.

Operator Eben M. Lord went fishing in North Whitefield one week-end. Eben hasn't reported on the results of his trip yet, but we all expect to hear a good "fish story," later on.

Freight Clerk Clyde Cooper's Boston Red Sox Baseball Team should be in first place for July 4.

Baggage man Olin Gordon has purchased a new car. Olin has been using the polishing rag and a lot of good elbow grease on his car finish evenings and by now it really shines.

Third Trick Crossing Tender Jim Donovan has purchased a new Summer shirt which he wears on good sunny days.

Section Foreman Albert Allaire and his crew have been working on the Farmingdale Section replacing railroad ties, etc.

Signal Foreman Maintainer George Curtis has had a few teeth removed by a local dentist here. While George didn't seem to have suffered much pain it affected his voice somewhat and so we haven't heard any good hot political tips this month.

Signal Helper Fred Pickens expects to purchase a new T.V. set this month. Fred says he has to listen to the news all day on his job and so he figures that if he had a TV set his information on the local political scene should be more reliable and up-to-date and not blown up so.

Fireman Harry Pettingill has purchased a new summer hat for going to church purposes.

W. E. Fitz-Gerald Supervisor of Service of the Railway Express Agency was a caller at the local express office this month.



Mechanical Department

By L. P. SEVERANCE

Ralph G. Eames, father of night foreman Harold R. Eames died recently. He had been in ill health for the past several months.

Some on extended tours, some on short jaunts and some just lazing around; L. B. Snyder, J. M. Blakney, R. W. Fenlason, L. A. Haskell, C. S. Ross, H. N. Clark, R. H. Hanson, J. E. Blake, N. E. Dexter, H. R. Eames, G. N. McCausland, J. F. Bevan, R. G. Hudson, C. L. Small, G. C. Newbury.

Boiler Maker Helper R. C. Ericson and Machinist Charlie McInnis off to Moosehead Lake for some fishing. Came back to Bangor empty-handed. Claimed they were so big the car wouldn't haul 'em, so had to eat 'em. They were sincere. I think they're full of fish bones. I'm sincere too.

AUTO TRADERS: J. D. "Va-Va-Va-Voom" MacDonald, C. S. Ross, Retired Chief Clerk Charlie Leard is now displaying a fancy 1934 two tone job, while Retired Engineer L. P. Merrithew sports a long slinky 1934 sedan.

Paul E. Gaudette, son of Laborer W. E. Gaudet, did a short stint in the Eastern Maine General Hospital, for an appendectomy and a look at the beautiful nurses. Paul is five.



TWO BIG FISH LAKE TOGUE went to General Car Foreman L. J. Hartery weighing three and four pounds respectively.

Bangor Car Department

By C. A. JEFFERDS

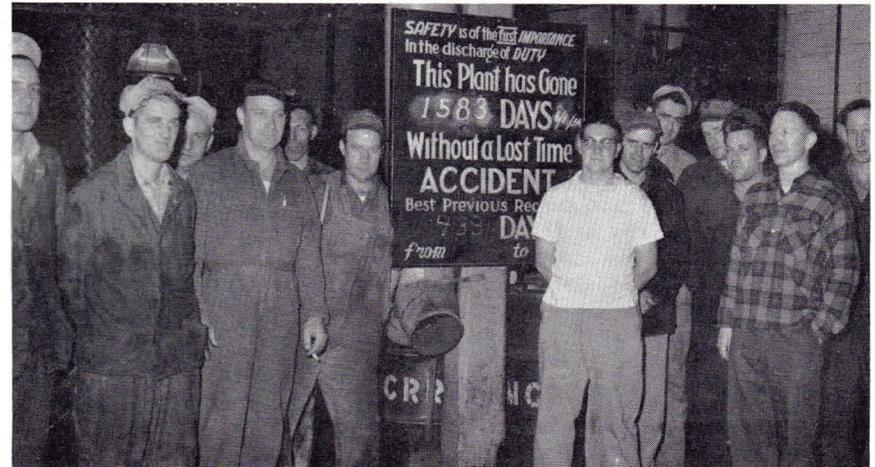
Blacksmith Bertram L. King resigned from the service June 8 to take a pension. Mr. King or "Bert" as he was so well known entered the service in 1922 in the Car Department, later transferred to the Bangor Engine House and on June 2, 1949 was transferred back to the Car Dept., where he finished out his service. He was 72 years old and learned his trade in the Mansfield Shop in Orono, Maine, serving his apprenticeship when 14 years old. Mr. King has one son Chas. King who is now employed as Machinist at the Bangor Engine House, with whom "Bert" makes his home in Veazie. "Bert" has no immediate plans for the future, any more than to relax and rest.

A recent visitor to our Car Shop was former Carman Ira B. Mann, now retired. Looks well and feels well.

Coach Cleaner A. R. King was recently called to Montreal by the death of his niece.

Quite a few of our boys attended the Shrine ceremonial held at Halifax June 19th, especially Carman W. T. Walker, and Coach Cleaner C. F. Lambert who were initiated, others attending were Carman A. H. Johnson, Geo. W. Graves who is in the drill squad and incidentally George is one of the two left in that Team who started with the original line-up.

Trying For A Million!



MORE THAN FOUR YEARS without a reportable accident is the amazing record of personnel at the Bangor Engine House. The gang is extremely safety conscious and is striving to reach 1,000,000 man hours worked without a lost time mishap. Pictured above are personnel on the first trick. General Foreman R. O. McGarry at left, and below, third trick personnel. The million mark is seldom achieved in industry and everyone is rooting for the record, according to Safety Agent C. L. Quigley.

470 ISSUE

The Journal Speaks

The railroads are in two spheres. They are subject to competition and they are subject to public regulation. Their managers have reason to feel that they share the worst features of the two spheres they inhabit. ****

In other countries the answer has been government ownership and operation of railroads whereby the passenger has continued to be carried for less than the cost of carrying him, with the deficit made up from public revenues.

That is not a solution that this country favors and **** we hope that it will never come to it. ****

We raise this question: Would it not be better to recognize that the railroads no longer have the same monopoly characteristics that they once had; that instead they have become highly competitive with other forms of transportation and to treat them for what they are and not what they used to be?

We recognize the political difficulties facing any suggestion that the whole scheme of railroad regulation should be revamped. But we also recognize that it has become as archaic as the wood burning locomotive.

—Wall Street Journal