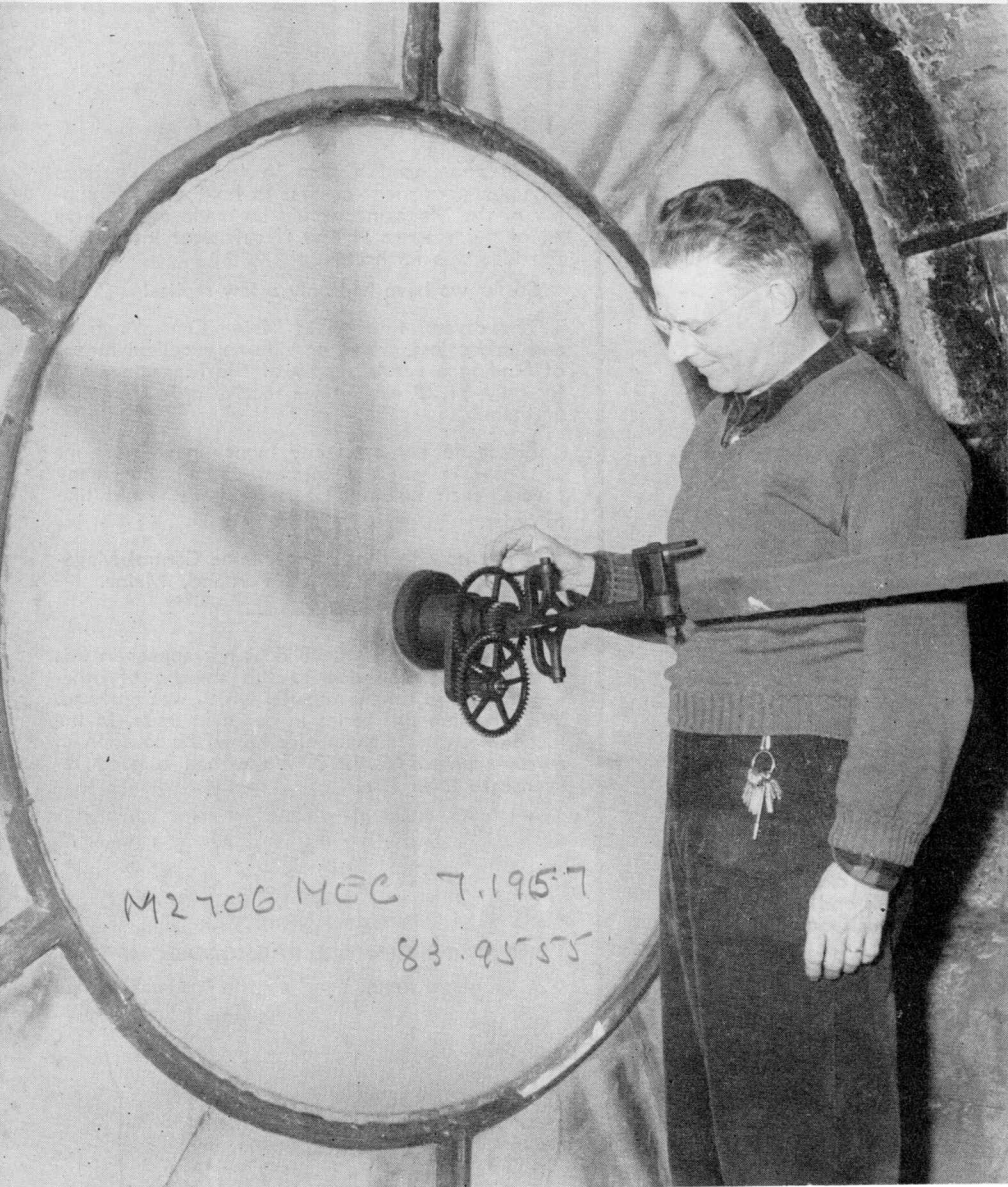




MAINE CENTRAL

MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

JULY 1957



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Maine Central Railroad Magazine

Vol. XIII—No. 10

Richard M. Aylward
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus



THE COVER

Inside the Tower Clock at Portland Union Station—Electrician Walter Browne checks part of the mechanism and shows, by comparison with himself, the height of one clock face. More details and photos of this unusual clock on pages 9 and 10.

FROM THE EDITOR

We announced a plan in last month's issue whereby permanent covers, to hold a year's supply of the Magazine, would be made available to all of our readers **at cost** if sufficient interest in the idea was forthcoming.

So far we have had only a few replies!

The covers, finished in Maine Central's green and gold colors, would provide an excellent means of binding a year's supply of the Magazine, and for only \$1.28 each if we receive orders for 500 of them.

Please **do not** send any money now—just let us know if you are interested and **how many** covers, each holding 12 issues, you would like to order.

Write now to the Editor, Maine Central Magazine, 222 St. John Street, Portland, Maine.

Mystery Picture No. 28 does not appear in this month's Magazine due to the amount of other important and timely material which was on hand. We'll resume this series in our next issue. In the meantime, does anyone else know the location of mystery photo No. 27? We've had a good response to it so far.

Published Monthly by

THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine



Highway or Rail Unit? - Both!

Our Engineering Department's new inspection car, No. 200, pictured above, is the cause of much comment and many a raised eyebrow these days as it glides over the rails and travels along the highways in Maine Central territory.

Put into service during June, it is a beach wagon modified and adapted to run on either rails or highway, the only one of its kind registered in Maine.

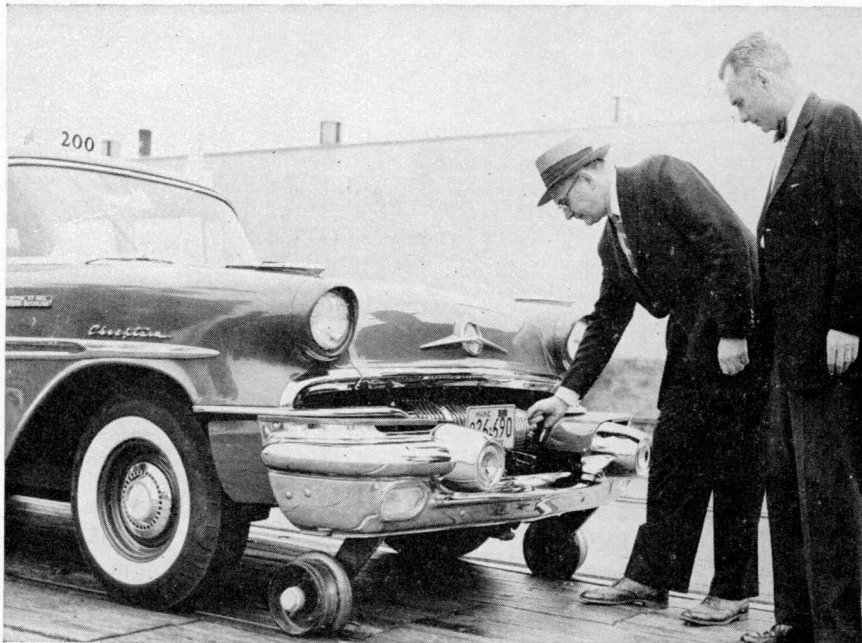
It's a great time saver on engineering inspection trips, says Chief Engineer J. W. Wiggins. Heretofore, on an inspection trip which embraced more than one line of Maine Central tracks, rail-inspection motor cars had to retrace their route back to some rail junction point. With the new vehicle, when inspection of one route has been completed the rail-highway car is stopped at any highway

crossing. A button is pushed. Its rail wheels lift; its rubber-tired wheels come down.

The highway is used to reach another rail line and the process is reversed. When the steel-flanged wheels are down, the rubber-tired wheels are raised so as to just touch the rails enough to provide propelling power.

With the new car, according to our chief engineer, many hours of retracing will be saved by using the highways to move from one Maine Central line to another. For example—on the first trip undertaken with Car 200 from Portland over Mountain Sub-Division lines—on arrival at St. Johnsbury the inspection party left the rails and went over the road to Beecher Falls, Vermont. Then, back on the rails and down to North Stratford, N. H. On the highway again to Lancaster and then by rail to

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES



President E. S. Miller watches while Chief Engineer J. W. Wiggins works the levers which quickly and easily convert Car 200 from a rail unit to a highway traveler or, in reverse order, from an automobile to a rail car.

Whitefield, via Quebec Junction. With an all-rail car the trip would have taken an extra day.

While operating on our tracks the new vehicle has a lighted sign on top, designating it as Maine Central unit 200. On the highway it carries Maine automobile registration plates 026-690.

— G —

Maine Central Goes To Dallas

Modern machine accounting, using our company's punched card system, was demonstrated by Remington Rand Univac Di-

vision of Sperry Rand Corp. in Dallas, Texas, June 10-13th.

The occasion was the annual convention of the Accounting Division, Association of American Railroads, at which various types of business machines were shown by their manufacturers. Representing Maine Central was R. H. Gordon, Manager of Machine Accounting, who also acted in an advisory capacity to Remington Rand relative to the work of our railroad being demonstrated.

A portion of our payroll system was used as the basis for the demonstration on a Univac File Computer, a medium sized machine in the electronic computer field.

TEACH YOUR DOLLAR\$ TO HAVE MORE CENT\$

BY H. J. FOSTER

THE Railroad Workers' Credit Union is a cooperative association organized by and for employees of the Maine Central and/or Portland Terminal Companies and its objects are to promote thrift among its members and to provide its members with credit facilities at reasonable rates.

Our Credit Union was started with seven members and a capital of less than \$1,000. It has since increased its membership to 1,917 with \$650,315.58 in the share account. In addition to the 1,917 share accounts there are 972 loan accounts with a loan balance of \$360,428.40.

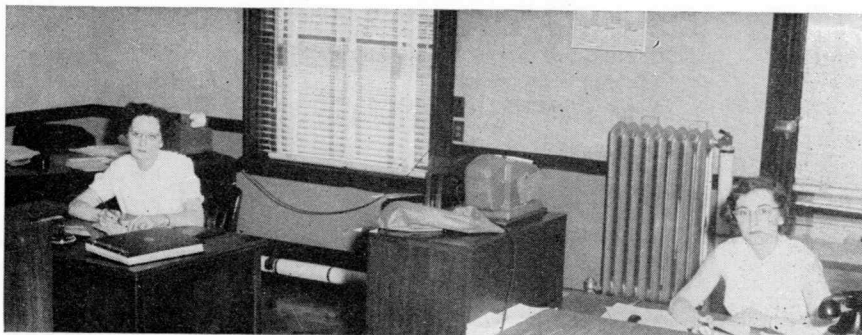
At the time the organization was incorporated, it was capitalized at \$500,000 but it was necessary in February of this year to increase the capitalization to \$1,000,000.

It was some years ago that Credit Unions first came to this country. Mr. Edward Filene, a Boston merchant, while on tour in Europe, had discovered several such organizations there. He found that small groups of individuals such as farmers, laborers and others with a common cause, banded together forming the organization known as the Credit Union which gave them an opportunity to save their money and secure loans for provident purposes.

Mr. Filene was very much impressed with the Credit Union idea and brought it back to the United States with him. Whereas some wealthy men in this country donated substantial amounts of money to their pet charities, Mr. Filene contributed a large amount of his time as well as money to spread the Credit Union idea throughout the United States.

Thirty years ago a group of employees in the Maine Central General Offices, having heard of the Credit Union plan, decided they should have one on the property. At that time there was no Credit Union law in the State of Maine and it was necessary for any interested group to have special legislation passed allowing them to form a Credit Union. This was a good deal like building a flight of stairs in each room in order to reach the second floor of the structure. This practice has been since changed and today we have Credit Union Laws throughout the United States.

The original seven incorporators of the Railroad Workers' Credit Union of Maine were Michael F. Dooley, Frank E. Morton, George W. Peterson, William H. Fagen, Malcolm H. Allen, William E. Cressey and Harold J. Foster. Our Credit Union received its charter in December 1927 and has been operating ever since under the



The Credit Union office, Portland General Offices, with Assistant Manager Mary Ann Berry, seated at the right, and Clerk Arlene Fickett.

supervision of the Maine Banking Department with regular examinations by the State Bank examiners. The accounts are also audited every three months by a Supervisory Committee consisting of F. E. Morton, Jr., Chairman, Alice McLaughlin, William Cooney, Hugh Flynn and Joseph Meehan.

Credit Union Funds are accumulated by sale of shares at \$5.00 each which may be paid for in cash or in regular weekly installments. Money deposited with the Credit Union is refundable at any time except when the member has a loan from the Credit Union. At the present time, no member can deposit more than \$6,000 in a share account. Dividends on shares have averaged about 5% over the past few years.

Loans to members are limited to \$1,500, and are repaid in regular weekly or monthly installments, with payroll deductions where desired, and with a 36 month limitation.

Loans can usually be divided into two classes: remedial and constructive loans. Remedial loans

cover such cases as sickness, death, a sudden operation or relief to a member from a multitude of small debts which are resulting in continuous worry and strain. Constructive loans cover application for funds to be used for educational expenses for children and in the purchase of or improvements on real estate.

Surplus funds of the Credit Union may be invested in securities approved by the State of Maine Bank Commissioner. At the present time, in addition to \$242,500 in United States Government bonds, it has \$126,456.48 invested in various securities such as railroad bonds, paid up savings and loans certificates and New York bank stock.

The association is governed by a board of directors numbering fifteen and its membership at this time consists of: H. J. Foster, President and Manager, C. R. Ball, Vice President, H. F. Flynn, Treasurer, F. E. Morton, Clerk, J. F. Bevan, W. B. Cooney, F. L. Harris, H. L. Hutchins, J. J. Krawczyk, A. A. McLaughlin, J. D. Meehan, Sr., C. L. Sheperd, A. E.

RAILROAD WORKERS' CREDIT UNION OF MAINE, INC.

BALANCE SHEET

May 31, 1957

ASSETS		
Loans	\$360,428.40	
Investment Securities	30,000.00	
Furniture & Fixtures	1,516.54	
U. S. Government Bonds	242,500.00	
Railroad Bonds	81,162.73	
Other Bonds	5,000.00	
Bank Stock	10,293.75	
Overdraft	20.00	
Cash on hand	9,048.17	\$739,969.59
LIABILITIES		
Shares	\$650,315.58	
Withholding Tax	98.86	
F. I. C. A.	27.42	
Guaranty Fund	49,542.54	
Undivided Earnings	39,985.19	\$739,969.59

Smith and P. L. Tracy. (There exists one vacancy at the present time.) These directors are elected by the membership for three year periods. A member has one vote regardless of the number of shares he may hold.

If you desire more information you should talk with a fellow

worker who is now a member or communicate with Mary Ann Berry at the Credit Union office in the General Office building, 222 St. John Street, Portland. Learn how membership in the Credit Union will help you and Teach Your Dollar\$ to Have More Cent\$.

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MONITOR CONELRAD ALERTS

The Federal Communications Commission, in cooperation with Civilian Defense, has established certain requirements for all radio transmitters. The Maine Central, by virtue of its 24 hour-per-day operation of a train radio communications system, must follow the requirements as laid down by the Commission.

One of these requirements is monitoring a broadcast station at all times for the purpose of Conel-

rad alerts—the means by which information will be broadcast over regular radio, at either 640 or 1240 kilocycles, in case of air attack on this country. Certain "Sky-wave" stations have been designated for monitoring, WBZ and WHDH in Boston being the ones used in this area.

A new Conelrad receiver has been installed in the Chief Dispatcher's office, Portland. It au-



Chief Dispatcher Tom Earles checks the Conelrad receiver in his office. The device is a constant listening post for instructions in case of an air raid alert.

tomatically "listens in" to one of the two Boston stations at all times, automatically switching to the Conelrad frequency should the regular station go off the air in an emergency.

One of the features of this equipment is that it will monitor silently; that is, the speaker is turned on automatically when a Conelrad alert is received. Should it be desired, the speaker may be manually turned on at any time.

Should it be necessary to disseminate information to various points along Maine Central lines during an alert, such material will be handled quickly through the communications equipment in the Chief Dispatcher's office. During an alert Maine Central transmitters are required to maintain silence except for essential information to save life and property which information would be issued without identifying the sender.

**MAINE CENTRAL RAILROAD
COMPANY
PORTLAND TERMINAL COMPANY**

Portland, Maine
June 28, 1957

TO ALL OFFICERS AND EMPLOYEES:

We are pleased to announce that a sufficient number of employees have signed application cards for enrollment in the Group Life Insurance Benefits Plan sponsored by our Management and underwritten by the Minnesota Mutual Life Insurance Company, and the Plan WILL BECOME EFFECTIVE JULY 1, 1957 for ALL EMPLOYEES whose completed application cards are received in this office on or before that date.

In case you have no payroll earnings during any month from which premium deduction can be made please forward check, or money order for amount due, payable to Maine Central Railroad Company, c/o B. E. Walls, Supervisor Employees Group Insurance, General Office Building, Portland, Maine, to reach him not later than the 25th of the month.

Any applications for enrollment received after July 1st and PRIOR to July 26, 1957, will be accepted for coverage EFFECTIVE AUGUST 1, 1957. Any application received after July 25, 1957 will require medical evidence of insurability subject to approval of the Home Office of the Minnesota Mutual Life Insurance Company before it can be accepted.

Individual Life Insurance Certificates will be prepared and forwarded to each enrolled employee as early as possible.

I wish to take this opportunity to thank each of you for your interest and cooperation in bringing this matter to a successful conclusion and urge your continued support.

E. C. PAINE
Asst. Comptroller

SAFETY IS A HABIT

*For Correct Time - -
See Tower
Clock
at Portland
Union Station*

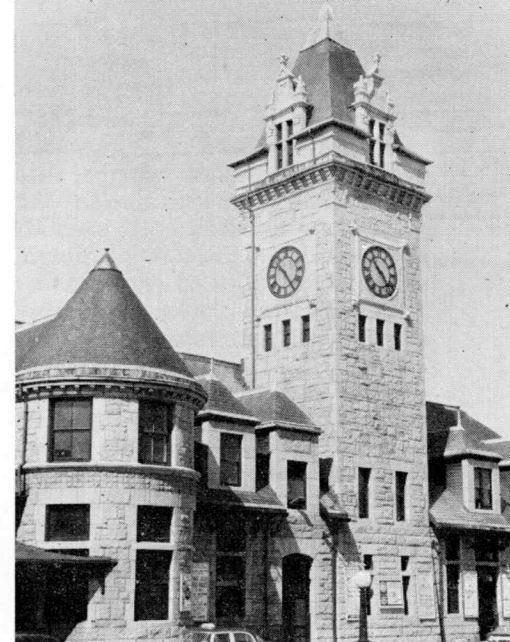
PERHAPS living in a glass house has helped!

Anyway, that's what the tower clock at Portland Union Station has been doing for nearly 70 years with its complicated inner workings thus kept free from the grime of passing time. It is the only clock of its kind in the New England area.

Installed way back in 1888, during original construction of the station, a face of the clock peers out over the surrounding area from each of the tower's four sides. Its unflinching accuracy is as well known to clock watchers in Portland as the reliability of "Big Ben" is known to Londoners—always on time be it fair weather or foul.

There's a good reason, too, for saying that it is the only one of its kind hereabouts, for pointing to its extreme accuracy and for comparing it with "Big Ben". According to its caretaker, Walter A. Browne, Electrician at our Rigby Terminal, the secret of the clock's success lies in the gravity escapement with which it is equipped.

Technically speaking an escapement may be defined as "the device



For nearly 70 years this clock has overlooked the area about Portland Station and has an enviable record for all-weather accuracy.

in a watch or clock by which the motion of the clock's train is checked, and the energy of the weight or mainspring is communicated to the pendulum or balance." But, non-technically speaking, back to our story:

This apparatus, in order to counteract the outdoor effects of wind and snow, is a special type invented in England in 1854 by Mr. E. B. Denison who had been appointed Referee with the Astronomer Royal, his duties being to supervise construction of the Westminster clock ("Big Ben") on Victoria Tower of the House of Parliament in London. He called his invention the Double Three-Legged Gravity Escapement.

It is a device in which impulse is given to the pendulum by a weight

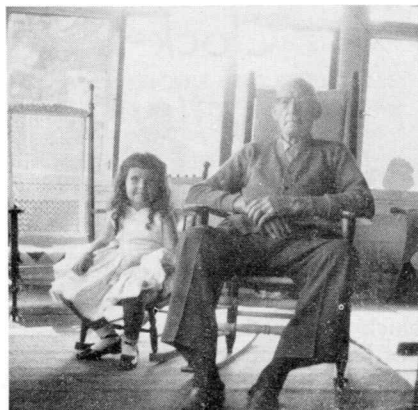
falling through a constant distance. Union Station's clock is powered by a 1,500 pound weight that drops about 40 feet during the seven days between each winding and causes the 13 foot pendulum to accurately pace off the seconds.

Winding the clock is no simple matter in itself, reports Browne, for the task takes about 15 minutes every Sunday and requires 133 turns of the crank.

So, it is the escapement device which prompts our "Big Ben" to tell the correct time even in bad weather. It doesn't vary a minute either way over a four or five month period.

Few other outdoor timepieces can make such a statement!

F. J. Runey's 90th Birthday



A good neighbor and great pal of Frank Runey this summer is Melissa Rodiman, 4 years of age. The two marked the occasion of his 90th birthday on the porch at the Higgins Beach summer home of his daughter, Mrs. Vivian Elliot.

Frank J. Runey, former Superintendent of Maine Central's Portland Division, observed his 90th birthday on June 15th. He had completed 45 years of service with the railroad when he retired in 1930.

In good health, Runey enjoyed his birthday with friends at the summer home of his daughter, Mrs. Vivian Elliot, at Higgins Beach.

Runey's career with the railroad started in 1885 as a trackman. In 1887 he was appointed operator at Greenbush on the Eastern Division. Later he was sent to Lambert Lake to open the station there. His private "sine", RU, was used as the station "call" and it still identifies that location today, a

lasting memorial to Lambert Lake's first operator.

Late in 1888 Runey was "loaned" to the Mountain Division and filled a vacancy at Twin Mountain. However, he never returned, remaining in the Mountain territory and working at Scott's Junction and then Bartlett. He became train dispatcher at Lancaster in 1896, went with the Engineering Department for two years in 1906 and was made Chief Dispatcher of the Mountain Division in 1908. He was made Superintendent the following year.

In 1917 Runey was made Superintendent of the Portland Division, to which was added in 1925 the mountain territory which he had formerly directed.

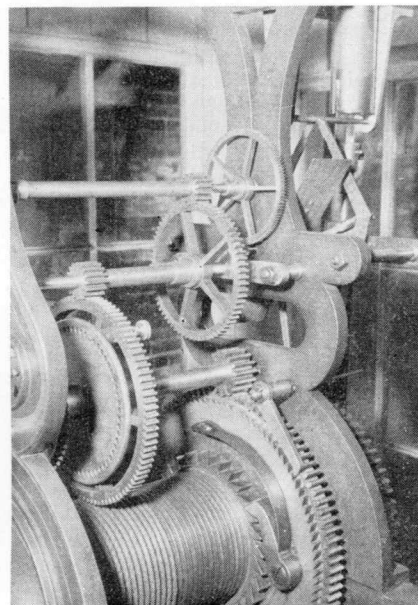
An article in the Maine Central Magazine for April, 1930, written by W. A. Wheeler, Assistant Superintendent, read in part, "There is something about the man, hard to define but apparent to all, which has bound his subordinates to him with bonds of respect and genuine liking. Among the characteristics which have brought about this result are his strong sense of fair play and his desire to deal justly with those subject to his jurisdiction. So marked and so well known has been this 'square shooting' tendency, that many employees charged with some delinquency have voluntarily waived formal investigation and submitted to Mr. Runey's decision, knowing it would be fair."

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Anniversary Dinner

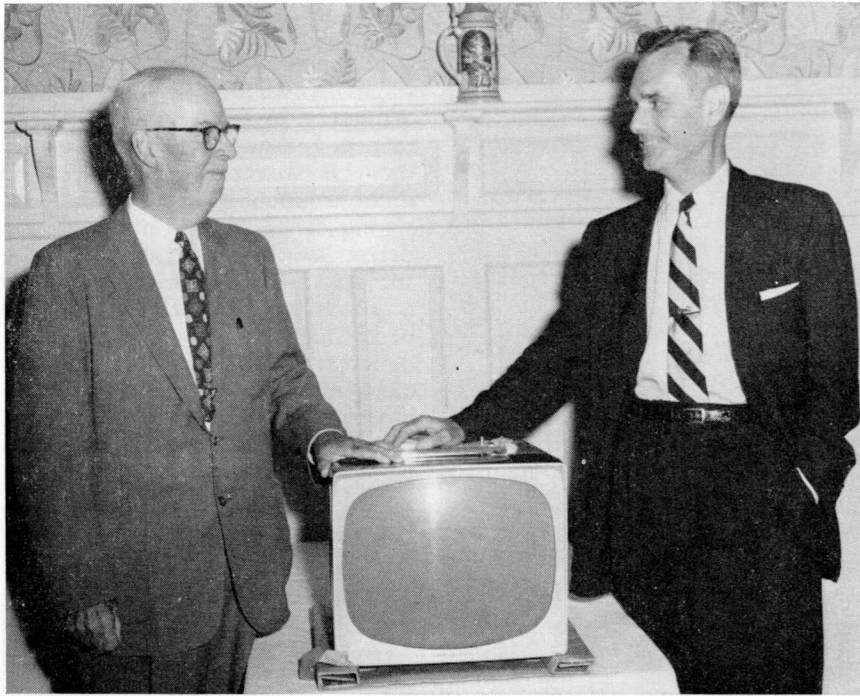


The 61st anniversary of the Brotherhood of Railroad Trainmen, Lodge 82, and the 58th anniversary of the Ladies Auxiliary, Lodge 146, were observed on June 1st by a dinner at the Lafayette Hotel, Portland. Enjoying the occasion at the head table were, seated l. to r.; Mrs. George Larsen; James Hayes, General Chairman; Mrs. Helen Dorr, Vice Pres. Ladies Auxiliary; T. J. Finnerty, Toastmaster; Mrs. James Hayes; Russell Cunningham, National Vice Pres. B. of R. T.; Mrs. R. W. Williams; R. W. Williams, Superintendent. Standing, l. to r.: George Larsen; Mrs. T. J. Finnerty; J. D. Robeattille; Mrs. Robeattille; Mrs. John Scanlon; J. L. Scanlon, General Chairman, B. and M.; J. D. Rourke, Asst. General Superintendent, B. and M.; W. F. Driscoll, President Lodge 82.



The main works of the clock are inside a glass house in the station tower. Connecting arms extend to each of the four clock faces, keeping the hands on time 24 hours a day.

Luncheon Honors R. B. Lunt



R. B. Lunt, at left, is presented with television set by President E. S. Miller during retirement luncheon recently.

RALPH B. Lunt, Tax Consultant and former Treasurer of our railroad, retired from active service at the end of June. He had completed 50 years with Maine Central.

At a luncheon in his honor, Lunt was presented with a portable television set—a gift from his many friends and business associates. The presentation was made by President E. S. Miller.

Lunt's service with the railroad, all of it in the Accounting Department at Portland, began in June

of 1907, as a clerk in the General Auditor's office. His experience as a clerk continued over the next several years in the Auditor Freight Accounts, Station Accounts, Treasury and Comptroller's offices.

In May of 1918 he became a bookkeeper in the Comptroller's office and, in 1922, was made an Examiner, a post he held until being appointed Assistant Treasurer in 1939. Advancement to Treasurer followed in 1952 and to Tax Consultant in 1955.

Lunt has been a member of the Eastern Accounting Conference and an honorary member of the Eastern Sectional Group—Treasury Division—Association of American Railroads.

Those present at the luncheon were: President E. S. Miller, Vice President W. P. Reeves, General Counsel A. M. Knowles, Comptroller and Treasurer H. N. Foster, Chief Statistician E. P. Smith, Asst. Comptroller E. C. Paine, Asst. Treasurer H. M. Budd, General Accountant V. C. Hawkes, Freight Claim Agent H. N. Tukey, Chief Clerk to Comptroller M. A. Holmes, Cashier G. G. Williams.

Auditor Revenue G. H. Ellis, Auditor Disbursements J. F. Gerity, Manager Car Accounting & Statistics E. K. Goddard and Publicity & Advertising Manager R. M. Aylward.

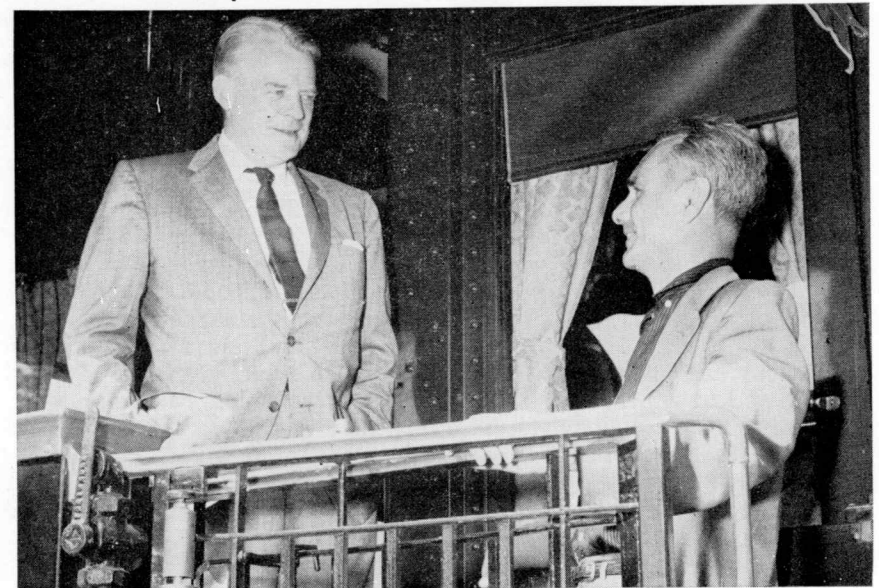
An Indian petitioned a judge of an Arizona court to give him a shorter name.

"What is your name now?" asked the judge.

"Chief Screeching Train Whistle," said the Indian.

"And to what do you wish to shorten it?" asked the judge. The Indian folded his arms majestically and grunted, "Toots."

Inspect Our Mountain Lines



Governor Lane Dwinell, left, and our railroad's President, E. Spencer Miller, boarded Maine Central Business Car 333 recently for an inspection trip over our mountain lines between Portland and St. Johnsbury, Vermont. The branch from Quebec Jct. to Beecher Falls was included in the itinerary of the trip.



By KATHRYN McMULKIN

HI! Well, here we are into July—the Glorious Fourth is behind us but ahead lies a wonderful stretch of Summer, during which you will look beautiful in your cute pastel cottons and sheers, lovely billowy petticoats, small bulky knit sweaters, etc., all of which you, like me, purchased in late Winter or early Spring, and now, in the height of the Summer Season, you will be shopping for dark cottons and other Autumn clothes. This non-season shopping has gotten way out of hand, hasn't it? Yet, if we want choice selection, and who doesn't, we are forced to follow the set pattern. One thing I have noticed, doubtless you have too, the first clothes of the Season always have the better material, re-orders are never quite as nice. All of which is my way of telling you—if you are interested in those lovely dark cottons for Fall, NOW is the time. Some of them are so woven as to look like soft textured wool, yet they are so cool, comfortable and launder so beautifully.

Of course, I don't know what the situation will be when you read this, but as of now those Red Sox bats are certainly making beautiful music. Let's hope it continues, but, fair weather or foul, they are my boys.

I must tell you about an article I read recently on "Beauty". It was such a good, practical, common-sense article it held my attention to the last. In it the writer spoke much of her Mother, who, apparently, had an abundance of natural charm, which drew people to her, many of whom told her daughter, later, it gave them a real lift just to meet and talk with her. In concluding the article she said she wanted to pass on to her readers "two specifics" which were given her by her Mother and to which she attributed her success in her particular field. She guaranteed that lived to faithfully they would do more to make you beautiful than all the cosmetics and clothes in the world. They are—

1. Always stand proud and remember you are a Child of God.
2. Remember always the most important thing a woman wears is the expression on her face.

The writer suggested, as a test, the next time you pass a mirror, particularly if you are tired or a little discouraged, you stop and look—then, stand proud, remember you are a Child of God, and SMILE. You will be amazed and delighted at the result. I was.

'By for now—loved talking with you and do be happy!

THE FAMILY GRAPEVINE



Bangor Car Department

By C. A. JEFFERDS



Here is a photo of young Jos. S. Comeau, son of Coach Cleaner Mrs. Beverly Comeau, Bangor Union Station, 11 months old, 28 lbs., and now starting to walk. His father is Joseph E. Comeau.

The many friends of Ralph Graham, Freight Traffic Representative, will be sorry to learn of his illness. We all hope for his early recovery.

Those on vacation since the last publication: Carmen W. B. Leonard, H. J. Conners, D. K. Bridgham, B. W. Caldwell, Carman Helper W. R. Moore, Coach Cleaners A. J. Duplessa, and L. E. Mathews, Jr.

Condolances have been received by Mrs. Beverly Comeau in the death of her mother Mrs. Olga Murray, June 13, 1957.

Carman Geo. W. Graves and Carman Helper E. W. Drew are off duty account of illness.

Carman J. F. Vavdestine is substituting in place of W. B. Leonard who is on vacation and W. G. Williams is in Carman Drew's place.

Bangor Mechanical Department

By F. E. WARE

Miss Wanda Cyr, daughter of Machinist Alfred and the late Mrs. Laura Cyr, was married June 2nd to Mr. Marshall Spellman Buel, Jr., son of Mr. Buel, Sr. and the late Mrs. Hazel Buel of Fitchburg, Mass. After a honeymoon to Cape God and New York the young couple will make their home at 94 Congress Street, Orange, Mass.

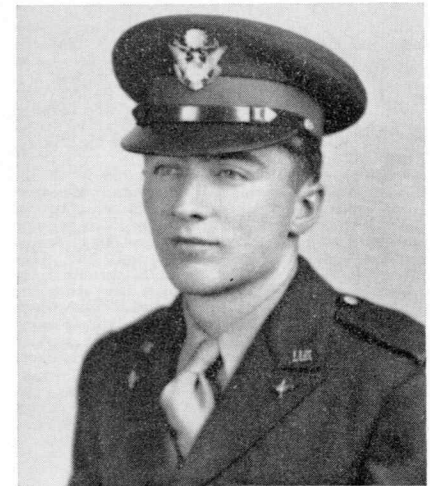
Machinist Arthur Johnston returned to work June 4th following a painful eye operation at the Thayer Hospital at Waterville.

Future Railroader: James Peter Allen, 7 lb.-11 oz. son of Electrician and Mrs. Shapleigh C. Allen, born Monday, May 25th at the Eastern Maine General Hospital.

The car traders have been busy since last month. Hostler B. F. Duddy; Electrician Ken Simpson; Hostler Francis Caruso, Laborer Frank Dunn; and Electrician Guy M. Hathaway have all stepped out with new cars.

Machinist and Mrs. Alfred Cyr and their daughter, Kathy, spent their vacation at Fitchburg, Mass. where they attended the wedding of Mr. Cyr's daughter, Miss Wanda Cyr.

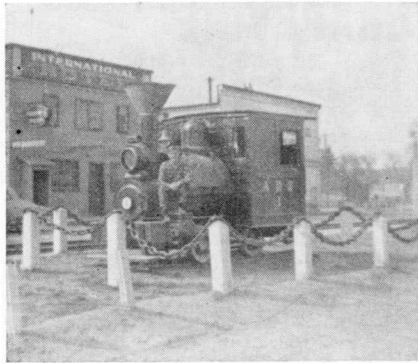
Sometimes, we reporters for the magazine grapevine have to be very patient and wait a seemingly long time for a good story to break



Robert C. Petterson, son of Engineer and Mrs. F. Joseph Petterson of Bangor has passed his final examination for Doctor of Philosophy Degree in Chemistry at the University of California.

Doctor Petterson graduated from Bangor High School in 1940. He completed a war course in Meteorology at New York University in 1944. He received his B.S. Degree at the University of Maine in 1947 and his Master's Degree at the University of Southern California in 1952. During World War Two he was a weather Officer for the United States Air Force.

Dr. Petterson is Supervisor of Basic Research for the Purex Corp. Ltd. at Southgate, Calif. He is married to the former Marilyn Dyer of Bangor, Maine. Dr. Petterson and his family reside at Hermosa Beach, Calif.



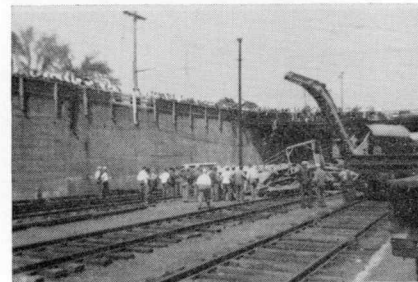
Seated on the front of the Memorial monument Engine No. 1 of the A.A.R. at Fairbanks, Alaska, is Staff Sgt. Daniel Clark. Sgt. Clark is the husband of the former Miss June Roach, daughter of Hostler and Mrs. Maurice J. Roach.

and that is just what I am doing. I am standing by with loaded camera, waiting for the day that Hostler B. F. Duddy drives into the Engine House Yard in that new Two-toned blue Willys sedan, all dressed up in his new BLUE TARTAN PLAID Bermuda Shorts with those dark blue knee length Hose and Tassled garters that he received for Father's Day from his daughter from Chicago. Cheer-up Harry, I'm a good waiter.

Stationary Fireman Earl Thumith is at the Eastern Maine General Hospital with pneumonia.

Machinist Chester L. Shepherd was one of the twenty members to attend the 50th reunion of their graduation from Morse High School at Bath, Maine, in the class of 1907. The class, for their 50th reunion gift, presented the school a new Maine Flag and a new American Flag to replace those in the auditorium which were presented in 1932 for their 25th reunion.

Laborer Harry Rankin entered the Eastern Maine General Hospital, June 19th for treatment for pneumonia.



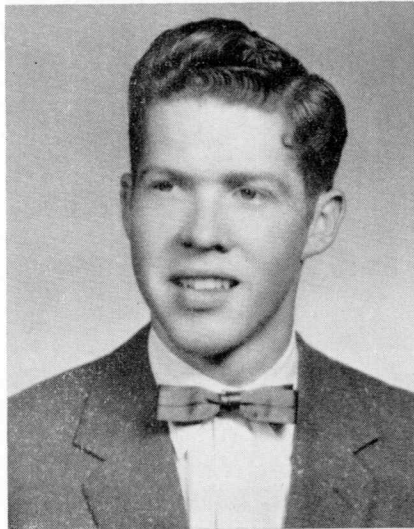
On Saturday, May 25th, a truck and flatbed trailer with a bull dozer on it plunged over a 25 foot wall to the Railroad tracks near Union Station. Photo shows our new Diesel crane removing the trailer which was on top of the truck. The driver of the truck left the vehicle just before it plunged over the wall.

Boilermaker and Mrs. Nelson Nichols announce the engagement of their daughter, Miss Jacqueline Edna Nichols, to Mr. Carroll Frederick Pinkham, son of Mr. and Mrs. Raymond Pinkham of East Holden, Maine.

Miss Nichols graduated from Bangor High School in June 1956 and is now employed at the Park Shopper's Center. Mr. Pinkham graduated from Brewer High School in 1955. He is a staff Photographer at the Bangor Daily News. A July wedding is planned.



Miss Nichols



Wayne Haskell, son of Engineer and Mrs. Lewis Haskell, graduates this June from Hermon High School. Wayne is a member of the National Honor Society and was a basketball star during his high school days. Of the 68 points scored by his team in one game, Wayne scored 18 field goals and 12 foul shots for a total of 48 points. He was a delegate to BOYS STATE at the University of Maine in 1956.

Vanceboro

By H. D. DAVIS

On Thursday, June 13th, the second Polio Clinic for adults was held in Legion Hall sponsored by Frederick S. Mills Post and Auxiliary of the American Legion, in charge of Public Health nurse Chrissie Beers and Dr. May from McAdam. About 160 adults received the vaccine.

Vacations since our last issue were enjoyed by Clerks W. M. Russell, who is attending June term of court at Calais, B. C. Nason

and Cashier Villa T. Wescott. Villa has been on quite a travelling spree with her husband, High School Principal Donald Wescott, having visited New York City and as far in the opposite direction as Liverpool, N. S.

The condition of Yardman A. W. McIver who is still at Togus, is reported about the same as last month.

Retired Car Inspector and Mrs. Peter O'Malley are back home from hospital in Fredericton and are being visited by their daughter, Elizabeth, husband Lester De Frates, and their children Caroline and Peter. Lester is helping out by painting the house in his spare time.

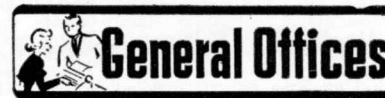
Deputy Collector of Customs in Charge Philip A. Groves and Mrs. Groves have been spending the past week at their camp on Bottle Lake, Springfield.

Estelle, widow of Engineman C. A. Philbrook, has returned to her home for a two weeks vacation from her duties at Washington State Teachers College, Machias, and is being joined by her son Ronald Susee and granddaughter, Deborah. Ronald is on vacation from his work as supervisory teacher at Frisbee School, Kittery, Maine.

On May 22nd a "Dairy Bar and Grille" was opened by June, wife of clerk M. O. Pine, for the public. We are pleased to note she is doing a nice business on these warm evenings. All wish her well in the venture.

Margaret Crocker, widow of the late retired Freight Handler, Everett J. Crocker, died very suddenly at her home here on Saturday, June 1st. Funeral was held on Monday, June 3rd, burial being in Vanceboro cemetery.

We are happy to report return to work, after a long illness, of Operator A. M. Gray who is to relieve his son, Operator K. A. Gray, for a two weeks period while the latter is at National Guard summer camp at Wellfleet, Mass.



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

June vacations were enjoyed by Bob Grant, T.F.C.R., also clerks Earle Bennett and Andy Blackwood, Freight Claims.

We note that Harrison Elliott, Clerk, Freight Claims has traded cars again, another Pontiac Star Chief.

Among June vacationists in the Accounting Department: Janet LaPlante, stenographer, who shared a cottage at Old Orchard Beach with another girl; George Lowell, Portland Terminal bookkeeper, was looking forward to a restful week at press time; Erroll Libby, general bookkeeper, spent his vacation building a fireplace and various other things around his home and camp; Ralph Jellerson of the Pension Office took a week off, visiting Nova Scotia and getting in some fishing. Incidentally, we understand Ralph lugged the worms for bait all the way from Portland to Halifax. What's the matter with those Canadian fish—don't they like their native worms, or do they prefer a special diet?

Ernestine Miller, clerk, has been hobbling around with a very severely sprained ankle, incurred when she stepped off a curb onto a real

teensy-weensy rock, hardly big enough to see, but requiring emergency hospital aid.

Traveling Ralph Gordon of the Machine Accounting is on the move again. On June 24 he will journey to Chicago, Illinois, for a week to attend the National Convention of the National Machine Accountants Association. This sounds like a very interesting trip.



This happy foursome is a four generation group in the family of Kenneth Brann, Stenographer-Clerk in the Engineering Dept. Seated on the left is Ken's father, Winfred, of Cumberland Center, and Ken's daughter Cathy is being held by his grandmother, Mrs. Ada Brann of Winthrop.

Howie Joffite, car accounting supervisor of Machine Accounting, is the proud owner of a beautiful new Ford 300 Custom, and that lovely black and white coloring looks just wonderful in the parking lot. Another real pretty new car is a two-toned green Ford Station wagon recently bought by Blair Walls, group insurance supervisor, and greatly enjoyed by him and Kay on their recent Canadian vacation.

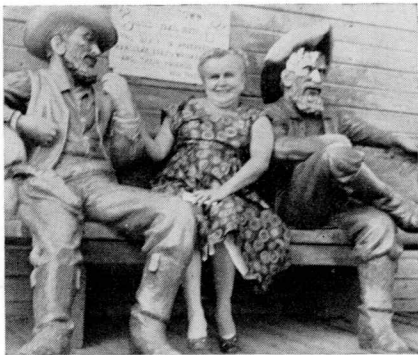
Anne Despina of Machine Accounting is a regular party gal these days. She gave two dinner parties and a regular evening party, not to mention all those she has attended. Come Saturday, June 15, she is attending the annual banquet and dance of the Junior Chamber of Commerce, of which her husband, Dennis, is an active member. Weekend guests of Anne and Dennis were Joan and Ray Lessard of Gorham, New Hampshire. Joan was formerly employed in the Machine Room.

We hear that Anne Despina's little daughter, Mona, looked like a live doll when she sang Children's Sunday in State Street Congregational Church.

Lillian Grenier, Machine Accounting, won the Scotch Foursome at the Biddeford and Saco Country Club on Memorial Day, with a low net of 23, winning a cash prize. This was a golf game!

It is with sadness that we report the death of Madeline Deering, stenographer in Mr. Pierce's Office, on June 8 at Farmington Hospital. Our deep sympathy is extended her family.

Has anyone noticed how the little cars are gaining popularity? Don Stover of the Purchasing Department is the latest to succumb—he has a cunning little Renault, and says



Look what happened the moment Josephine Krawczyk got away from Portland! Margaret DeCelle took this picture of Jo at Ghost Town in Buenna Park, California. Jo, you're showing partiality!

that he likes it so well he would never go back to a larger car.

Summer has arrived for sure—Tom Hayes, Jr. of the Purchasing Department has had his hair cut short—but SHORT! Very becoming, too!

Nice to see Germaine Deschenes back in the Machine Room, after having had a leave of absence—we missed her smiling face and cute ways.

Irene Daigneault of the Auditor Revenues Office is back at work after an automobile accident. Erland Libby of the same Department is at home after a few weeks in the hospital, and is progressing rapidly. Eleanor Cousins is on leave of absence, and her temporary replacement is Beatrice Setlin.

New faces department: Judy Marston in the Superintendent's office, Hope Reed from Rigby to the Executive Department.

George "Percy" Campbell, Car Accounting and Statistics Office, is spending his vacation in Montreal and Boston. Probably will come back speaking the Hindu language.

Gerry Shea, Car Accounting and Statistics Office, is spending his vacation at "some" lake in Thornton, Mass. Maybe he'll know when he gets back.

Clifford C. Clifford, Car Accounting and Statistics Office, is having a gay time at Loring Air Force Base, in the Air Force Reserve, getting away from it all.

"Gerry" Kilbride of the same office is commuting daily to and from Old Orchard Beach this summer. That must be the reason for her nice tan.

Deepest sympathy to Joe Gallant, Auditor Disbursements Office, on the death of his mother.

"Louie" Davis looking wonderfully well and back to work in the Disbursements Office.

Dotty Hollywood of the same department is looking rested after a week's vacation. Myrtle Neilson is taking her vacation to go tenting at Sebago Lake Park with her family.

Journeying to Boston (or rather Dorchester, Mass.) to attend Winnie Smith's wedding were Madeline and Stuart Bowdoin, Ginnie and John Wallace, Willie and Helen Brownell. They made it too, by gosh, with the help of a two-

page list of directions from "A cool groom" and a blueprint map in case they went astray. A good time was had by all. It was an "early bird" wedding, as all had to get up at 5 A.M. to make the 9:00 A.M. ceremony.

Sam DiPhilippo now working in the Auditor Revenues Office and making all the girls over there fluttery—quite a sartorial sight is Sammy.

Our Gang—Disbursements Department: "Red" Murray sporting a new pair of glasses; Joe Gallant, a new crew cut; Lennie Sanborn, a new sports shirt (Father's Day present); Willie Brownell, new summer shoes; Florence Hume Walker, new wedding ring; Kay Donahue, new "swing and sway" skirt; Bill Welch traded his Hudson for a blue and cream Chevy.

Lin Lamson and Marion attended the Portland Camera Club's Annual Outing, at Kennebunkport May 25th, having a fine time.

Wow! Have you seen Edith MacGibbon's new aqua 4-door windswept Dodge. Edith got it well in time to use on her vacation for two weeks during June. "Mac" is on a construction job in Massachusetts this summer so Edith visited him for a few days, since he has no vacation this year.

Miss Ann Payson, daughter of Mrs. Marion A. Payson of Falmouth Foreside, became the bride of John Van C. Parker on June 7th, and the lucky couple took a two week honeymoon to Bermuda. We all wish them the best!

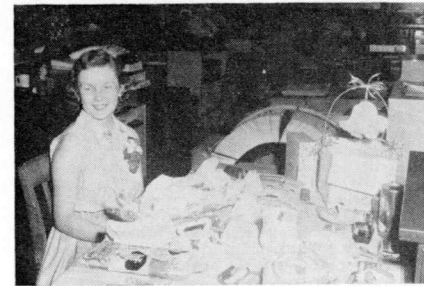
We are sorry to hear of the death of Percy Coomb's mother during May.

"Bud" Bowlin just branched out with a gray Cadillac. "Nuff said!

Lieut. Col. Raymond A. Jackson has been taking two weeks tour of duty at Camp Rodman, New Bedford, Mass. Guess we'll have to brush up on our saluting, now.

Cora Hoy also used June for a week's vacation and buzzed around Portland.

Some of our Engineering Dept. men appeared on Television, the event being the 'launching' of the Car 200, which rides the rails as well as the road, and took their Maiden voyage up the Mountain Division. It certainly looked odd to behold a beach wagon traveling along the rails with "extra flags" flying. The public seemed to have various opinions as to what it was for, and some decided then and there to change their brand. One version was that the car preceded the trains to pick up the coal to prevent derailment. (Dint they know we got Diesels, now).



Miss Florence Hume (now Mrs. Ralph Walker) of the Auditor Disbursements Office, at her decorated desk prior to her marriage. Too bad the picture isn't in technicolor, Florence has such lovely red hair!



Miss Ann McNally, (now Mrs. J. Bradford Seabury) of the Freight Traffic Department, at her decorated desk prior to her marriage in June.

Congratulations to Mr. and Mrs. Percy Coombs on the birth of a brand new daughter, their fourth child, on June 16th. They are toying with Catherine for a name at the moment.

"Lij" Ryder and Mrs. just bought a 4-door Chevrolet Bel-Air, black, with red and black interior.



Rumford

By ROY RIDEOUT

Mrs. Lacy Judkins, wife of General Agent Judkins of Rumford, is at this writing recovering from surgery at the Portland Osteopathic Hospital. We all hope for a speedy recovery.

Carman Clyde Austin and his wife enjoyed their vacation visiting friends and relatives in Florida.

Stenographer Betty Ellis at this writing is at home recovering from surgery. Hope to see Betty back soon. Spare stenographer Theresa Lutick is substituting for Mrs. Ellis at the Freight House.

Yardmen on vacation this period are L. C. Ladd and T. W. Barnett.

E. C. Bartlett, yardman, is off to camp with National Guard for two weeks training.

Retired employees visiting the Rumford Yard recently were Gilbert Fournier, of California, Hostler Ralph Gilbert, machinist Rodney MacDonald and carman Bill Steward. All are fine and enjoying themselves.

Parent's Spare Crew is at this writing in Rumford Yard building two new tracks for the Oxford to serve the new filter plant and one track for the railroad to be used as a storage track.

Freight Handler Ralph Knight and family enjoyed a week of his vacation at their camp at Worthley Pond. The Knight family also had a nice trip to Quebec, Canada.

Bill Kelly substituted for Ralph Knight at the Freight House.

William Potter, Railway Express Agent at Rumford, is a patient at Thayer Hospital, Waterville. Hope to see Bill back at the old stand shortly.

Agent Howard Donahue of Dixfield enjoyed a weeks vacation just "Laxing". He was relieved by Operator Mailia.

Patrolman Cleve Ladd is spending a weeks vacation with his son Brakeman L. C. Ladd at their camp at Four Ponds. Understand they caught a few fish they left from last year.

Mrs. Donald Witzke, daughter of General Agent Judkins, spent a week with her father and visiting her mother at the Portland Hospital. She has now returned to her home in Akron, Ohio.

Jo Ann Rideout, daughter of your reporter, is spending her vacation visiting relatives in Natick, Mass.

Gardiner

By F. CLYDE COOPER

With a few exceptions news here is rather scarce this month. The last few days we have been trying to find a cool spot. The temperature has been hanging around 90 degrees.

Signal foreman George Curtis took a week of his vacation last week, and not to be out done by his fellow workmen, he too is building an addition to his house. The reason is not known at this writing.

Section foreman Albert Allarie attended the funeral services of his sister-in-law in Auburn last week. Our sympathy Albert.

Freight handler Olin Gordon while driving along a country road had the misfortune to have a horse run from the side of the road and jump onto his car, smashing the windshield and front fender. No injury to Olin but the horse was killed.

Waterville Station

By ELAINE KERVIN and M. W. FLYNT

Manager Joseph Chenevert of the Armstrong Restaurant has gone to Old Orchard Beach to manage the Armstrong Company for the summer months. Mrs. Marie Paradis is in charge of the Waterville Restaurant for the summer.

We wish to extend our sympathy to the family of Retired Engineer Harold N. Smith who passed away June 19th. He was well known and well liked in Waterville.

Assistant Track Supervisor Fred Sautter has moved his family from China Lake to Clinton, Maine, in the wide open spaces.

Bill Monroe, Clerk-Typist in the Engineering Department, has been vacationing for two weeks in Virginia, Mississippi and Indiana.

Leading Plumber Harold Milton and Mrs. Milton have moved to their summer home on Snow Pond for the summer.

Plumber James MacGregor and Bangor Plumber Roy MacGregor and families visited New Brunswick, Canada, on a week's vacation.

Work Equipment Supervisor Raymond Coultre and family attended a wedding in Massachusetts recently.



Miss Dorothy Fortin

Miss Dorothy Fortin, Stenographer, Waterville Freight Office, was married May 25th, 1957 to Cornelius Begin, Jr., Apprentice Lineman, Central Maine Power Company. Mr. Begin is the son of Cornelius J. Begin, Sr., Clerk at Waterville Shops. Dorothy and her husband honeymooned in New York City. In the attached picture she is shown surrounded by gifts received at a recent shower at the home of Mrs. Beverly Cook, Car Clerk at the Waterville Freight Office.

Mr. and Mrs. Bertram Bouchard announce the birth of their third son, Thomas, on June 19th. Mrs. Bouchard is the former Constance Binnette who worked in the Engineering Department Office.

Trainmaster A. N. Tupper and his family have been vacationing for two weeks in New Hampshire.

Work Equipment Maintainer Leo St. Pierre found what looked like an overgrown butterfly in the Maine Central Railroad yards. He took it to the Waterville Morning Sentinel Office who asked Dr. Allan C. Scott, head of the Biology Department at Colby College, for his opinion. Dr. Scott said it was a *Samia cecropia* of the Saturniidae family and is one of the silkworm moths. The wing span measured six and three-eighths inches. It was a beautiful multi-colored one. There was a writeup in the Sentinel about it but Leo refused to have his picture taken!

Augusta

By E. E. WALKER

Spare Clerk Martitia Walker is working in Freight Office during vacations for the summer. She has recently completed her Junior year at Gorham State Teachers College.

Ticket Clerk Harold Brown is on vacation and is being relieved by Clerk "Athie Chubby" Bryant from the Freight Office.

Relief Operator Phil Tracey is on vacation relieved by Operator E. S. Anderson.

Baggage and Mailman Wilbur C. Bryant has been on vacation, most of which was spent landscaping, etc. at his Lake Cobbosseecontee home.

ODE TO A ROAD-MOPE.

She was buzzing down the Avenue
In a "chevy" green and new,
And was quickly overtaken by a
Trooper dressed in blue.
Only 30 miles an hour was
What the lady said,
And though she didn't get a summons,
"Athie's" face was really red.

Rockland

F. L. CARSLY

Agent Gene Walton of Thomaston enjoyed two weeks vacation, his job being covered by Operator M. H. Bowie from Bartlett, N. H. Others on vacation were Trainman R. L. Willey and General Clerk E. J. Sullivan.

In the June issue I noticed that one of our newly painted box cars was in Casper, Wyoming, and made the local paper there but just wait and see the new movie being made in Camden, Belfast and Rockland by the Twentieth Century Fox Films Inc. called "Peyton Place". In this movie there will be a scene which will show 13 of these newly painted box cars which were in the train of NR-2 June 14th. You will soon see those good looking Maine Central box cars in the movies all over the USA.

Congratulations to Mr. and Mrs. Joseph Hamlin who observed their 59th wedding anniversary. Joe was a brakeman on the Knox and Lincoln Railroad which was purchased by the Maine Central and became part of the Rockland Branch on which Joe worked a long time. He was known as the Strongest Man on the Maine Central.

Yard-brakeman J. E. White was passing out the cigars the other day as he is the proud father of a baby boy, Joseph, Jr.

Waterville Shops

By "STEVE"

Electrician Albert Nelson has been a patient at the Thayer for surgery.

Joe Hall, for several years Yard Boss and more recently a Sheetmetal worker, died at his home after a long illness. Hall had been retired for some time.

Sympathy is extended to Blacksmith Lorrie Oleson whose father died recently.

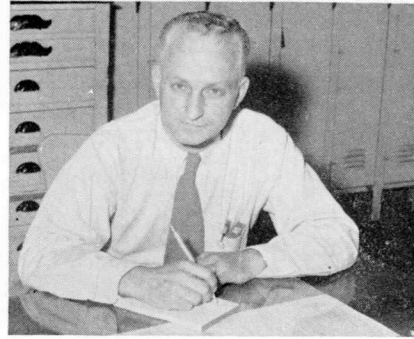
Machinist Kenn Fletcher got his hand tangled with a bench saw while making adjustments and had to be hospitalized for several stitches.

Sports Note: Chick Pooler who has been warming up as a relief pitcher in the Passenger Room bull pen (and we mean BULL pen) for several years, has been traded as a regular pitcher to the Freight league. Chick should have a very successful season and pitch all shut-outs as he has had the advantage of tutelage under the best bullpen throwing coach in the car department league.

Painter Chester Craig has been a recent visitor in Hartford, Conn.

About the hottest commencement exercises ever attended by a graduating apprentice happened to Phil Ware, in the Paint Shop the day before his time was up. Phil was using supposedly non-inflammable paint remover which caught fire. Phil made a hasty exit from

Promoted



Justin Buzzell

Justin Buzzell, recently appointed General Foreman at Rigby, started his railroading career as a laborer at Waterville Shops in 1929 and shortly thereafter transferred into the Freight Car Repair Shop as a helper. In 1930 he was set-up to a Carman's rate, and in 1941 was appointed assistant Foreman in the Freight Room. On June 14th, Buzz's last day at the Shops, he was presented with a purse of \$120.00 from the men and a Shaffers twin pen desk set from the supervisors and the best wishes of all employees at the Shops.

the end of the car, not bothering with the steps and was uninjured; only minor damage was done to the car.

Electrician helper Albert Charron has recently purchased a new 16 foot aluminum boat and a new trailer for the same.

Machinist Don Rines has recently traded cars. Carman Helper Joe Bouchard has been a recent surgical patient at a local hospital.

We hear that former Supt. F. H. Bennett was involved in a minor car accident damaging the front end of his car somewhat. Bennett was "shook-up" but apparently no permanent physical damage resulted.

Mrs. Ralph Hassen, wife of Mill Broom Ralph, is a surgical patient at the Sisters.

Clerk Ken Snow has recently purchased a 35 hp Johnson Outboard motor.

As before mentioned, Supt. G. P. Silva got a new Rambler but that that it rode hard. Upon investigation he found that the tires were over inflated by about 10 pounds, a precaution taken while the cars are in transit and to seat the tubeless tires. Releasing some air fixed all his troubles. Speaking of this, Chick, Nubert and the writer concluded that if the air could be let out of our foreman TALKING RAMBLER it might be beneficial. Machine Foreman Don Russell was approached and allowed that he could make an automatic pop valve that would let out the hot air but that other foreign material would clog the valve. We have shelved the idea for the present.

Electrician John Patterson has recently attended a one day school on electrical refrigeration in Boston.

A long time pensioner, former Carman Harry Bridges, has been a recent visitor at the Shops. He looks and says that he feels very well.

Yard Lead Man Bill Leeman has returned to work after extended sick leave spent in Florida. Blacksmith Welder Clayton Johnston has been a recent surgical patient at the Sisters.

Watchman Sid Brown, Sr. has a new 4-door Chevie, baby blue in color.

Foreman Chick Pooler is the latest to purchase one of the new small gas saving station wagons. A sort of "sour grape" expression by one of our prominent Foremen was to the effect that this type car was only for "midgets and half grown adults".

Machine Apprentice Lauris Varney is serving a hitch at the Engine House.

Passenger Carman and Welder Dick Sturtevant is confined to his bed with a heart attack.

Electrician Helper Doug Bitcon has recently resigned and has entered the insurance business.

Carman Clyde Dow, Sr. has recently received a painful eye injury when he was hit by a glancing nail. We hear that he will have a corneal transplant.

Machinist Helper Cecil "Humphrey" Carmichael has recently purchased a new Pontiac.

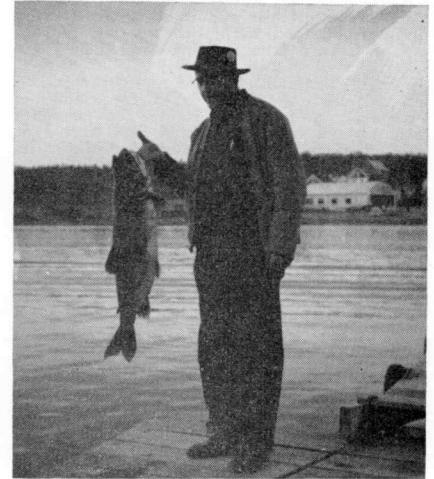
Freight Tool room attendant Joe Banks has been laid up with a broken toe. A riveting hammer fell on it.

Laborer Carl Dow received a painful injury when a piece of scrap iron that he was handling pinched a finger and tore off the nail.

Machinist Blaine Ladd has been a recent visitor in Boston on Union Business.

Sympathy is extended to Painter Earl and Laborer Harry McCaslin whose mother died recently.

Clerk Reggie Libby has recently been bunted from the Stores Dept. Office by Richard Green from the Yard Office.



Passenger Carman "Tom" Niles with a 19½ lb. togue caught at Mooshead Lake, June 9, 1957. Tom was trolling at the time the big fish struck and gave Tom a tough battle before being boated. The fish measured 21 inches girth and 35½ inches in length. This prize should qualify Tom for the One That Didn't Get Away Club.



Bartlett, N. H.

By O. R. BURDWOOD

Vacations, coming and gone.

Your correspondent has enjoyed his and returned to work to get rested up, mostly.

Everett Tebbetts, clerk in Mr. Dodge's office, is having a week off and plans to fill up on lobster and clams as much as possible—a most praiseworthy idea.

Engineer E. E. Bean, who holds a switcher in the Terminal, is finishing his vacation, and so is Alton Lane of the engine house here.

George F. Peters, former student with us here, has entered the service and is covering Step Falls at present.

Ralph Clemons of the engine house and his brother Bruce, foreman at Sawyers River, plan to leave next week for Moosehead Lake and see about latching onto some fish.

James Chadbourne, retired spare crew foreman, is visiting the old home town from his home in Florida.

The Company's new Hi-rail car, No. 200, made an inspection trip up this way recently. Goes anywhere, by rail-on the highway—now they should put wings on it and really get around. It is really a very good outfit and should save time and trouble many times in the course of a year.

Cond'r. David Dudley is having his two weeks off at present and is doing some fishing and a little road work with the car. His job on the Gilman extra is being covered by H. S. Chandler.

Dwight Danforth, foreman at Fabyan, allows he may take up the study of the guitar, or pick-fiddle as he terms it. He has reasoned that a small hill-billy type of band should do well up there among the summer visitors. He will do okay if he practices enough.

Beecher Falls, Vermont

By ROGER DROLET

Sidney Adams, our Head Brakeman on 377-378, was married May 22nd to a local girl, Marjorie Keezer. Incidentally we want to correct last month's item which mentioned Syd's 1953 Oldsmobile. It is a 1956, repeat a 1956.

Mr. Mallet and helper were in town on inspection a few days ago.

Harold Carbee back from his weeks vacation and all rested up he says.

Bobby Gibbs and wife were up visiting old friends.

Car 200, our new highway-rail automobile, was up on a tour of inspection.

Brakeman Peterson covered Herron's job Monday, May 26th. Herron relieving Hub Hall as Condr.

Georges Connors, our Hall Stream Hermit, was visited by his wife a few days ago.

Last but not the least: June 17th this branch enjoyed the visit of our President Mr. Miller accompanied by Governor Dwinell of the State of New Hampshire.



By JOHN J. KEATING

Miss Pamela McLaughlin, six months old, is the grand daughter of Conductor and Mrs. Glenden Morrell and great granddaughter of Engineman and Mrs. Louis Proctor.



Sympathy is extended to Yard Conductor "Archie" Martin of Brunswick, on the death of Mrs. Martin.

Retired B. M. Trainman Bob Cram and Mrs. Cram have returned from St. Petersburg, Florida, as well as B. M. Conductor, Tim Neville and Mrs. Neville.

Retired P. T. Conductor Ambrose McMillan was a patient at the Mercy Hospital for observation.

Sympathy is extended to the family of P. T. Yardmaster Chester Miller who died, May 22nd.

Sympathy is extended to the family of Inspector Roy Jellison on the sudden death of his son, Captain Roger Jellison of the U.S. Army, overseas.

Retired Canadian National Engineman and Mrs. Probert have returned from Sarasota, Florida, to their home at Bryants Pond, Maine.

Sympathy is extended to the family of Chester Lord, crossing tender at Cumberland Mills, on his death.

Engineman Noyes, from Waterville, was a patient at the Maine Medical Center for surgery.

Retired Superintendent F. J. Roney, celebrated his 90th birthday, June 15th. From all of us, to you, many-many more.

Conductor John F. Reardon and Miss Alice Keating were married June 22nd at Saint Mary's Church, Westbrook. Mrs. Reardon is a niece of your Correspondent, John J. Keating.

Retired Engineman Charles Ready was a patient at a local hospital for surgery.

Engineman Rankin Anderson was a patient at the Maine Medical Center for surgery.

Sympathy is extended to the family of retired engineman Harold N. Smith of Waterville, who died June 19. "Gramp" as he was lovingly called, was a member of the Masonic Lodge at Cambridge, a member of the Masonic Club of Waterville, the Brotherhood of Railway Engineers and the Maine Association of Railroad Veterans.

Sympathy is extended to Coleman L. Conley, Sr., and his family on the death of Mrs. Christine Conley, wife and mother, June 19.

Sympathy is extended to the family of Maine Central Telegrapher Parker Otis, on his death,

June 2nd. He was for many years at Leeds Junction.

Trainman Harry Mulhern was confined at the Eastern Maine General Hospital for an infection of his arm, caused by an insect bite.

Trainman Albert Spencer celebrated his birthday May 30, and Conductor Biladeau, June 2nd.

Both Mr. and Mrs. Ralph Downing are patients at the Mercy Hospital for surgery. Mr. Downing is baggage and mail handler at Portland Union Station.

Baggage and mail handler John Wilmont at Portland Union Station was a patient at Maine Medical Center for surgery.

Three Guimont brothers and their sister held the first reunion they have had together in 60 years in So. Portland. The last time they had all been together the eldest was 18 and the youngest was 10. Now all are in their 70s. They are Frank Guimont, 70, of Penticton, B. C.; Michael G. Guimont, 74, of Quebec City, Que.; Alfred H. Guimont, of 112 Keswick Road, South Portland; and Mrs. Lucy Barney, 78, of Parrott St., South Portland. All celebrated the event at a family get-together in Alfred Guimont's home. Frank was for many years with the Maine Central as an operator and station agent; for the last thirty-eight years he was Chief Dispatcher on the Canadian Pacific Railroad. Alfred was station agent on the Mountain Sub-Division for many years. His last work was at Tower One, Portland Terminal. Michael was a civil engineer who built a lot of track and bridges for the Canadian Pacific R.R.



Rigby Engine House

By ALBERT B. WETMORE

The poem submitted for the month by our shop poet, Laborer, and Gentleman Farmer Arthur Thompson from Freeport:

The Birds

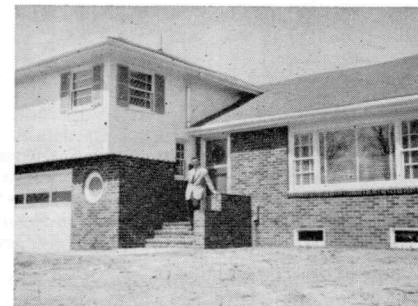
The Bluebird is for happiness,
The Parakeet for love,
The Owl for wiseness,
And for peace we have the Dove.
The Robin is for Springtime,
The Nightingale for song,
The Cuckoo to remind us,
That summer will soon be gone.
The Humming bird, and Meadow Lark,
The Whiporwill, the Wren,
When winter time has left us,
They, will return again.

Former Machinist Helper retired, Bernie Saunders, died on June 18 after a long illness. A floral tribute was sent to the funeral.

The marriage of James Mallia, son of Laborer Martin Mallia, took place during the month. The bride was Roselle LaJoie.

We had several groups from the various schools in this area pay us a visit. They toured the shop and premises accompanied by Foreman Frederick Lombard and Machinist Fred Emery who explained things in general.

Machinist Helper Ernest MacVane is willing



New home of Machinist Helper Albert Stiviletti on Bartley Avenue, Portland. "Al's" father and grandfather are both stone or brick masons and they have certainly shown plenty of handy work in this piece of construction. It's a split level house with a two car garage.

to take on contracts for rat extermination. The only thing he stipulates is that persons signing contracts keep their dogs confined. On one job he accidentally caught a pup in one of his traps and, during the process of releasing the dog he received a bite in the hand.

Foreman Roy Hanes was in an accident with his car. Luckily he was uninjured when the car turned completely over, damaging the car beyond repair.

Retired Machinist Leslie Drew visited the shop recently. He tells me he must undergo an operation for cataract of the eye.

The Safety Board reading at this date is 361 days without a lost time accident. You will notice it has been nearly a year since an accident of a reportable nature has occurred. Our previous record was 736 days made during the war years.

Carmen Herbert Sampson and Robert Mulhern took a fishing trip to Mollasses Pond. This is located in the northern part of Maine.

Laborer Charles Jackson has purchased a 14 foot boat and has transported it to China Lake, near Waterville.

Machinist Fred Johnson has put his boat in shape for the summer season. He mixed his own paint, using at least 6 or 7 different colors of odds and ends of paints, varnishes, and I wouldn't wonder if the kids water colors were thrown in too. It does however look good and appeals to the eye.

Machinist Helper Joseph Ashley has a new Ford. It is a red and black two tone job.

Scottish Zephra turned in a good card for the month, a first, second, and third places. Scottie is Machinist Fred Emery's fast pacer. We will next see her at Gorham.

Machinist Lucien Carignan took a trip to Rangeley Lakes region on his days off. He visited his father and mother who live there.

Foreman Charles Tetreault, 2nd trick, makes a trip to Northern Maine.

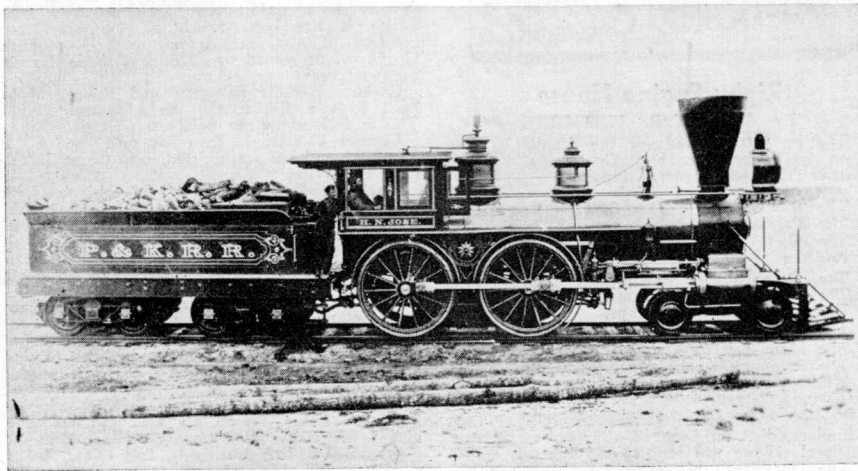
A late news item coming in tells me that William Flynn, son of Stores Department clerk Edward Flynn and brother of Hugh Flynn, clerk at car department office, was injured when he fell from a staging while painting a sign. He is employed with the Donnelly Advertising Company. I did not find out the exact extent of his injuries.

Railroad Memories

Our Memories page for May included a picture of Locomotive No. 32, loaned to us by Harry Treat, but with details of the scene lacking. A recent note from Harry Treat has given us much information as supplied to him by Walter Fogg. No. 32 was the Kennebec and the photo was taken at Lewiston Lower. The men, reading from the pilot to the left, were: Frank Foster, fireman; Chandler Barron, conductor of yard switcher; Everett Foster, engineman and father of Frank; Charles Leavitt, yard clerk; O. P. Dudley, baggagemaster of the train; last man unknown.

The train was a regular passenger run from Farmington to Lewiston Lower and return, numbered 56 from Farmington to Crowleys Jct. and 61 Crowleys Jct. to Lewiston as the direction was east on the 4 miles into Lewiston Lower. In the other direction, No. 70 ran from Lewiston Lower to Crowleys and No. 67 from there to Farmington. Through the summer season the run was extended to Portland and return.

Two miles of travel, represented by 2 coupons, are left in a 1,000 mile Maine Central ticket book loaned by Track Supervisor L. F. Brean, Lewiston, and forwarded to us by Miss Lillian White, correspondent at that point. The ticket book was issued on June 22, 1912 at Norridgewock and originally contained 1,000 coupons. It carries the name of General Passenger Agent H. D. Waldron. Although the ticket book is in excellent condition, we're afraid the coupons are worthless—much too old and thus of no value says our Passenger Department.



Another old-time picture, loaned by Harry Treat, is this one of the H. N. Jose, built in 1870 for the Portland & Kennebec Railroad at the Portland Company's Works. Her drivers were 5'6" and cylinders were 15" (diameter) by 22" (stroke). When the Maine Central acquired the road in 1870, she became No. 20, later being scrapped in 1894.