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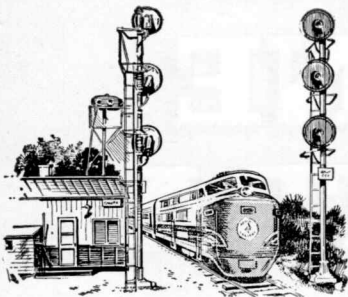


MAINE CENTRAL

SEPTEMBER 1957

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES





Maine Central Railroad Magazine

Vol. XIII—No. 12

Richard M. Aylward
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus



THE COVER

Modern color light signals form a striking picture in the late afternoon summer sun. The location is Dabscook East—passing track in Centralized Traffic Control territory near Hermon Pond. Trains, moving on signal indication, are controlled by the operator stationed at Tower MD

FROM THE EDITOR

How's this for a Bargain?

For one-eighth of one cent—a tiny fraction of a postage stamp—railroads carry first-class letters an average distance of 487 miles.

And that's not all! For about an eighth of one cent more, railroads provide—

—hundreds of Railway Post Office cars in which mail is sorted and distributed by Post Office employees as the trains speed along.

—the services of thousands of railroad employees in sorting sacked mail, loading it on trains and unloading it at destination.

—the use of station and platform facilities, and at many points, costly conveyor belts and chutes for transporting mail mechanically between stations and post offices.

—switching, terminal, and numerous other services as required by the Post Office Department.

In providing such services at a total average charge of slightly more than a fourth of a cent a letter, railroads stand alone among all forms of transportation. That's one reason—and an important one—why the Postal Service and everybody else benefits when **mail moves by rail.**

From a booklet—The Railway Mail Story—distributed by the Association of American Railroads.

Published Monthly by

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

Second Annual President's Dinner . . .

President Miller Reports On Maine Central's Current Condition

A report to Maine Central employees on the conditions currently existing in and influencing their Company was made through the General Chairmen of the various Railroad Labor Organizations by President E. S. Miller at the Samoset Hotel in Rockland on August 22. The occasion was the second annual President's Dinner attended by thirty labor leaders and Maine Central officials.

Responding to President Miller's remarks, General Chairman Harold D. Ulrich, Brotherhood of Railway and Steamship Clerks, pledged the support of his organization in the continuing fight to maintain a healthy and prosperous rail industry. He agreed that current public policies are sometimes detrimental to the best interests of the railroads. His Brotherhood, he stated, and he felt that the other labor organizations represented at the meeting would also concur, stands ready to cooperate in working out future problems in a manner which will be beneficial to Maine Central and each of its employees.

Chairman Ulrich's remarks appeared to express the consensus of opinion among the other General Chairmen present.

The complete text of President Miller's remarks follows:

"I am sure that it is not a new thought to you that a railroad is run basically in the interests of three groups. They are, the shipping and traveling public which it serves, the people who have invested their money in it, both through ownership and as lenders, and, I feel most important of all, the men and women who constitute it and make it run. It is probably no secret that while I have to conduct our affairs for the best interests of all three of these groups, I am personally most interested in the welfare of the third. All of you know that the Maine Central has been run, insofar as we could, as a railroad ought to be run, in an orthodox and respectable way. I do not, of course, know how long I shall be at the helm but so long as I am I pledge my every endeavor to continue on that charted course.

"The welfare of the people of this company is most important to me. Recognizing this, however, we must also acknowledge that from the very nature of the situation we have to conduct our railroad operations so that a reasonable net return is secured. Otherwise, those people who have invested their hard-earned money in this company and its fortunes would be induced to withdraw and

under such circumstances, with credit failure, it would be impossible for me or any one else to run the kind of railroad operation which would be in the best interests of all of our people.

"Likewise, we have to consider public opinion and we have to run the train service which our shippers and the public need.

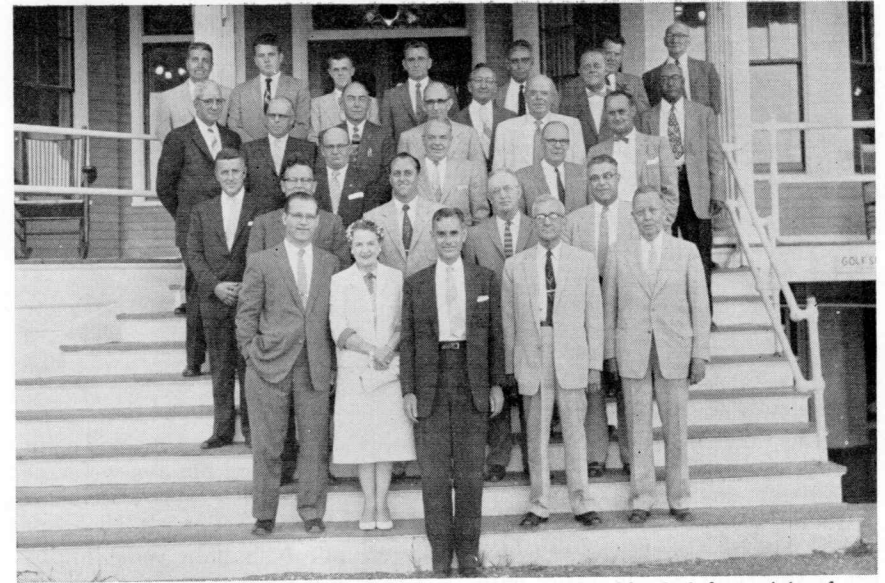
"On the Maine Central, at least during my time, we have never resorted to some of the drastic measures which other railroad managers have called upon such as wholesale lay-offs or closing of shops and just so long as I am able, I shall continue to conduct this railroad in a normal, sensible, humane way and to keep it on an even keel.

"This is an opportunity for me to report to you on our situation and I must say that financially it is not good at the present moment. Our 3rd quarter will be a bad one. We are going to run substantially in red ink during the month of July do to circumstances beyond our control, such as work stoppage in the cement mill and curtailment of paper production due to low water. Therefore, we are forced to make necessary economies to stay solvent.

"I have pointed out to you how the interest of every man and woman is dependent upon our financial welfare and I am sure you understand as I do that we are in this squeeze due in large measure to the tremendous diversion of tonnage, which should be on our railroad, to the highways. It is no exaggeration to say that if all of this intercity trucking were terminated and we had the vol-

ume, I would reduce freight rates substantially instead of seeking a freight rate increase. This would benefit the shippers in this area and tend to increase volume and consequently employment for us. The moral of this statement is that all of us must do all we can to see to it that the tremendous subsidies given by this State to our competition are removed or nullified. So far the policy instead of attempting to limit trucking, has been to aid and abett its increase. The last Legislature increased the weights of heavy trucks from 50,000 to 60,000 pounds, virtually putting box-cars on the highway. At the same time, knowing that millions upon millions of dollars have to be spent to build new highways and knowing that construction for trucks involves many times the dollars which would be involved for pleasure vehicles, the burden has been thrown upon you and me as drivers of our Buicks and Fords and no increase to amount to anything put upon our competition where it belongs.

"This battle is not over and in fact many thinking people without any railroad instigation whatsoever, are up in arms over the imposition of higher costs on motorists while truckmen, the men who use the highway with the least right of all, enjoy freedom from proper costs while a study is being made. The several thousand employees of Maine Central, Bangor and Aroostook, Boston and Maine and the Grand Trunk in this State should be organized and organized thoroughly to see to it that this competition does pay its way; see to it that the taxes which re-



General Chairmen and Maine Central Executives at Rockland: left to right; front row, J. O. Born, Engineer of Structures; K. C. McMulkin, Director of Personnel; E. S. Miller, President; H. F. Dodge, Brotherhood of Locomotive Engineers; H. M. Rainie, Vice President-Purchasing; 2nd row, B. R. Cross, representing J. A. Hayes, Brotherhood of Railroad Trainmen; R. L. Achorn, The Order of Railroad Telegraphers; A. H. Spinney, Brotherhood of Railroad Signalmen of America; R. E. Baker, General Manager; 3rd row, S. S. Clark, Assistant to President; E. J. Haesaert, Sheet Metal Workers' International Association; J. D. Rourke, Supt. of Car Maintenance; H. G. Hook, Supt. of Locomotive Maintenance; J. F. Stanford, Signal Engineer; 4th row, F. L. Davis, International Association of Machinists; W. E. Pierce, Assistant General Manager; G. D. Doyle, Brotherhood Railway Carmen of America; D. R. Collins, International Brotherhood of Electrical Workers; H. N. Foster, Comptroller and Treasurer; H. L. Baldwin, Public Relations Consultant; H. D. Ulrich, Brotherhood of Railway and Steamship Clerks; E. Cummings, United Transport Service Employees; 5th row, J. E. Hamilton, Personnel Department; H. E. Hastings, Brotherhood of Maintenance of Way Employees; L. A. Oleson, Brotherhood of Railroad Shops Crafts of America-Local; M. L. Charity, Brotherhood of Locomotive Firemen and Enginemen; G. P. Silva, Shop Superintendent; R. W. Williams, Superintendent; C. D. Prentice, Engineer of Track.

duce our available funds are not used to subsidize trucking and to see to it that truckmen pay for the proposed highway cost and not you and me who take our families on a Sunday drive.

"Of course, the national scene is important, too, and each of you has influence with the Railway Labor Executives. I have had very

happy relations with them. As perhaps you know, we had strong reason to believe that our connecting carrier, the St. Johnsbury & Lamoille County, would fall into the hands of people who would do whatever the high dollar would indicate. This seemed to pose a threat to our traffic and to Maine Central employment and, as a re-

sult, I met in Washington with your National Railway Executives at their convention. They were kind enough to hear me for the better part of an afternoon and finally pledged complete support because I think they felt that Maine Central was trying to run a good operation and that the St. J. & L. C. would more likely be preserved if we owned it than if it fell into the hands of outsiders.

"It is understandingly galling to me to read as I did several weeks ago that the House of Representatives voted to cut in half the federal cabaret tax while the tax upon commercial transportation remains. Industry is dependent upon rail carriers. Every paper mill in Maine and the largest textile mill left in New England have told me they could not live without Maine Central and yet they and we pay a penalty in the form of this tax on every shipment made. Congress has not seen fit to eliminate that but they do propose to reduce the levy on cafe society. This is a matter of na-

tional scope, something you can bring to the attention of your Executives.

"In conclusion, I just want to reiterate that these officers of the Maine Central here tonight and I are doing our level best to run a good railroad operation and we always shall. If we have to curtail passenger train service, it is toward that end; it is toward the end of making a better over-all future and a better over-all picture of security primarily for those who work here. I have already explained the reasons why and we need your understanding and your help and we shall always welcome your suggestions. Very often you will see where we have gone astray but I shall be most happy if you will let me know where we have made errors and give us a chance to rectify them. Working intelligently together I think we shall have a great future, a sound little railroad and one which will afford security for all of us for the rest of our business lives."

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Accounting Department Promotions

Promotions in Maine Central's Accounting Department, effective on August 1, have been announced as follows:

John F. Gerity was appointed Assistant Comptroller according to an announcement issued by H. N. Foster, Comptroller and Treasurer.

Gerity's railroad service started late in 1941 as a clerk—Bureau of Statistics—Boston and Maine Railroad. In 1952 he was made

Statistician and, in 1955, became Assistant to Vice President, Passenger Department. He transferred to Portland in May of 1955 as Assistant to Comptroller, Maine Central, to assist in the creation of this Company's own and independent accounting organization. With Maine Central's Accounting Department in full operation on December 29, 1955, Gerity became Auditor Disbursements.

George H. Ellis was appointed

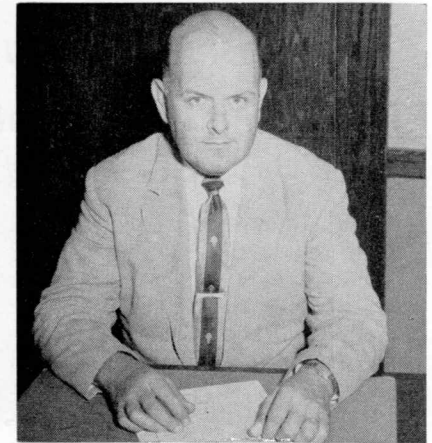


John F. Gerity

Assistant Comptroller—Auditor Revenue according to the announcement from Comptroller and Treasurer Foster.

Ellis began his service with the railroad as a clerk in the Boston and Maine's Auditor Freight Receipts office in 1945. He went to the Auditor Agencies office as a clerk in 1946 and became Traveling Auditor, Boston and Maine—Maine Central, in 1951. He was made Chief Clerk, Auditor Agencies for both companies in 1953. As plans for Maine Central's new Accounting Department progressed, Ellis transferred to Portland in May of 1955 as Assistant to Comptroller and was appointed Auditor Revenue in September, 1955.

Benjamin B. Braasch has been appointed Traveling Auditor, replacing R. G. Hall who has resigned, and E. E. Miller has been appointed Credit Examiner, replacing Braasch, according to an



George H. Ellis

announcement by Assistant Comptroller — Auditor Revenue G. H. Ellis.

Braasch became a telegrapher for the Union Pacific Railroad in 1949 and joined the Boston and Maine as a telegrapher-agent in 1951. In 1955 he entered Maine Central service as Credit Examiner.

Miller started his railroad service with the Boston and Maine as a clerk in the Auditor Passenger Receipts office in 1942. He came to Maine Central as Head Clerk, Passenger Revenue Bureau in 1955, transferring to the Daily and Miscellaneous Bureau as Head Clerk in 1956.

RAILWAY CLERKS PIN FOUND

A pin, indicating that its owner is a Past President of the Brotherhood of Railway Clerks, was found not long ago on a Bangor to Portland passenger train. It was brought to our attention after recovery by the train crew.

If the rightful owner should read this notice—please write to the Magazine at 222 St. John Street, Portland, giving details of the loss.

Old Bridge Out - New One In

Train Schedules Uninterrupted at Brunswick

See Centerspread For Other Pictures

A 75-ton span of steel railroad bridge, ingeniously built on top of two steel towers mounted on wheels and trucks such as are used on railroad cars, rolled into place over one of the principal highways through Brunswick on Saturday, August 3. Traffic on Maine Central's Brunswick-Lewiston Lower freight line was not interrupted.

So that the bridge would be out of service for a minimum period of time, the new section, 74 feet long, was assembled on its temporary steel towers close alongside the older, 59-foot span. From that position it traveled approximately 20 feet into position.

Replacement of this portion of the bridge was made necessary when the State Highway Commission decided to widen Mill Street to permit its use as a part of Route 201. The widening would have

left the railroad bridge some distance short of spanning the new Mill Street.

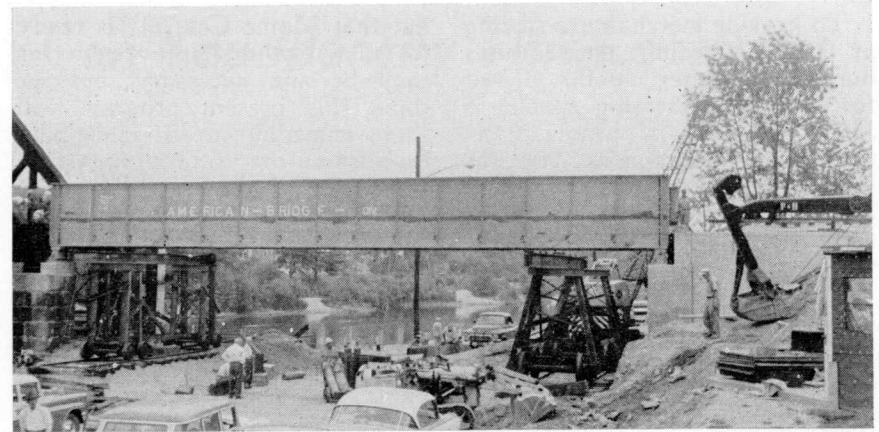
After the local freight had finished its work of serving industries on the line early that Saturday afternoon, Maine Central track crews moved in to tear up the rails and ties. Highway crews moved in with a crane and, in cooperation with a railroad crane, removed the old section of steel bridge as it was cut apart for easier handling. At the same time a temporary trestle which had been used during the unusual construction job was removed.

Next, the new span was rolled into place and securely bolted. On Sunday, railroad crews restored the tracks and ties on new crushed rock ballast and the trains were rolling on schedule Monday morning.

Historically the bridge, which



BEFORE—With the old 59-foot bridge section still in place, a temporary trestle lengthens it, to the right in this picture, while earth is removed and a new concrete abutment is constructed.



AFTER—The new 74-foot span is in place, the work of actual installation being completed in a day and a half without halting trains on the freight only line.

not only crosses Mill Street but the Androscoggin River, dates back to 1861. In that year the Androscoggin Railroad opened its line between Brunswick and Leeds Jct. It was leased to Maine Central in 1871 and the lines were merged in 1911.

Spans 2 and 3, crossing the river, were rebuilt in 1880 and replaced in 1910. Spans 1 and 4, on either end, were rebuilt in 1895. After removal during this current project, Span No. 1 was cut up for scrap.

Improvements Underway at Eastport

A \$75,000 improvement program has been started on our railroad's wharf and storage facilities at Eastport which, according to President E. S. Miller, "is indicative of our belief in the future of the sardine and catfood can-

ning and other industry in Eastport and in Lubec".

Two new Clyde Electric Whirllette Cranes, each capable of handling a 3,200 pound load at a radius of 40 feet, are being installed on our Eastport wharf—formerly the Eastern Steamship Wharf. These cranes are replacing one older hoist and will make it possible to load or unload two boats at one time.

Strengthening of the flooring in the storage shed on the wharf will mean that a greater amount of merchandise may be stored there. Also in the building, remodeling of the office space will provide for a new lunch room and new locker room for freight handlers. A forced hot air heating system is being installed in these personnel quarters.

Loading and unloading of six freight cars will be made possible through extension of the present high level loading platform on the wharf. This will double former capacity.

To provide merchandise storing at above freezing temperatures during the winter months, a new forced hot air heating system is being installed in Maine Central's major storage facility, the Eastern Warehouse off Key Street. Placing of a partition across the warehouse at the half-way point in its 260-foot length will make it possible to heat only one-half of the space at a time if desired.

In addition, building of one new track and relocation of existing tracks alongside the warehouse will result in doubling the track capacity there.

Work on the Eastport Branch trackage, accomplished last year at a cost of approximately \$25,000, included replacing of two miles of the line with heavier rail. Freight train service is operated six days a week between Eastport and Ayers Jct. where connections are made with trains to Bangor and points throughout the nation and Canada.

"The fact that the railroad is spending this amount should be indicative of our faith in the future of the sardine and catfood canning industry and other industries in Lubec and Eastport," said President Miller. "Last year nearly 1,000 cars of catfood were handled by ferry from Lubec to the Maine Central wharf in Eastport and loaded on freight cars. The sardine industries in Lubec and Eastport sent 279 cars of sardines out in freight service during 1956. Inbound 107 cars of tinplate were handled, destined for the can factories in Lubec."

President Miller also pointed

out that Maine Central "is ready to make further improvements as they become necessary, but we think this present program will serve immediate needs in helping to insure the future industrial prosperity of the Eastport-Lubec area."

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"An Unselfish Act"

What could be called service over and beyond the call of duty has added Bangor Ticket Agent Gregory Wynne to the constantly enlarging group of Maine Central employees who have been commended in letters to our management for outstanding work performed.

Wynne's service is explained in a letter to Passenger Traffic Manager H. J. Foster and received from Mr. and Mrs. Richard Holmes of Presque Isle. It reads:

"We would like to call to your attention a kindness recently shown us by Mr. Gregory Wynne of your Bangor staff.

"On the night of August 3 our 13 year old son became stranded in the Bangor Station. The railroad notified us of the difficulty from Caribou. I called the station in Bangor and got your Mr. Wynne. He seemed to have the situation well in hand and offered to take the boy to his own home, care for him and put him on the Sunday morning bus which he finally did.

"We were greatly relieved and, since the railroad was in no way responsible for the predicament, feel it was an unselfish and most neighborly act. We would like you to know that people like Mr. and Mrs. Wynne and the companies they work for make Maine a nice place in which to raise a family. Our thanks to you both.

"Very sincerely,"

s/Richard Holmes
Mary Holmes

Can You Identify This Location?

Mystery Picture No. 29



We were highly pleased this past month not only with the several answers received by mail as to Mystery Picture No. 28, but with the fact that other persons have reported to us personally about the discussions which take place out on the line after publication of each new photo. Our thanks to all for this encouragement to keep the series going!

Last month's picture, No. 28, was a scene at Bangor with the Bangor-Brewer bridge in the background and the passenger station and platforms just out of sight to the right. Correct replies have been received from:

Carl W. Hendrick of Los Angeles, California, who recalls the scene from his visit on June 13, 1954 (indicating that he probably rode the last steam trip behind Locomotive No. 470 on that date);

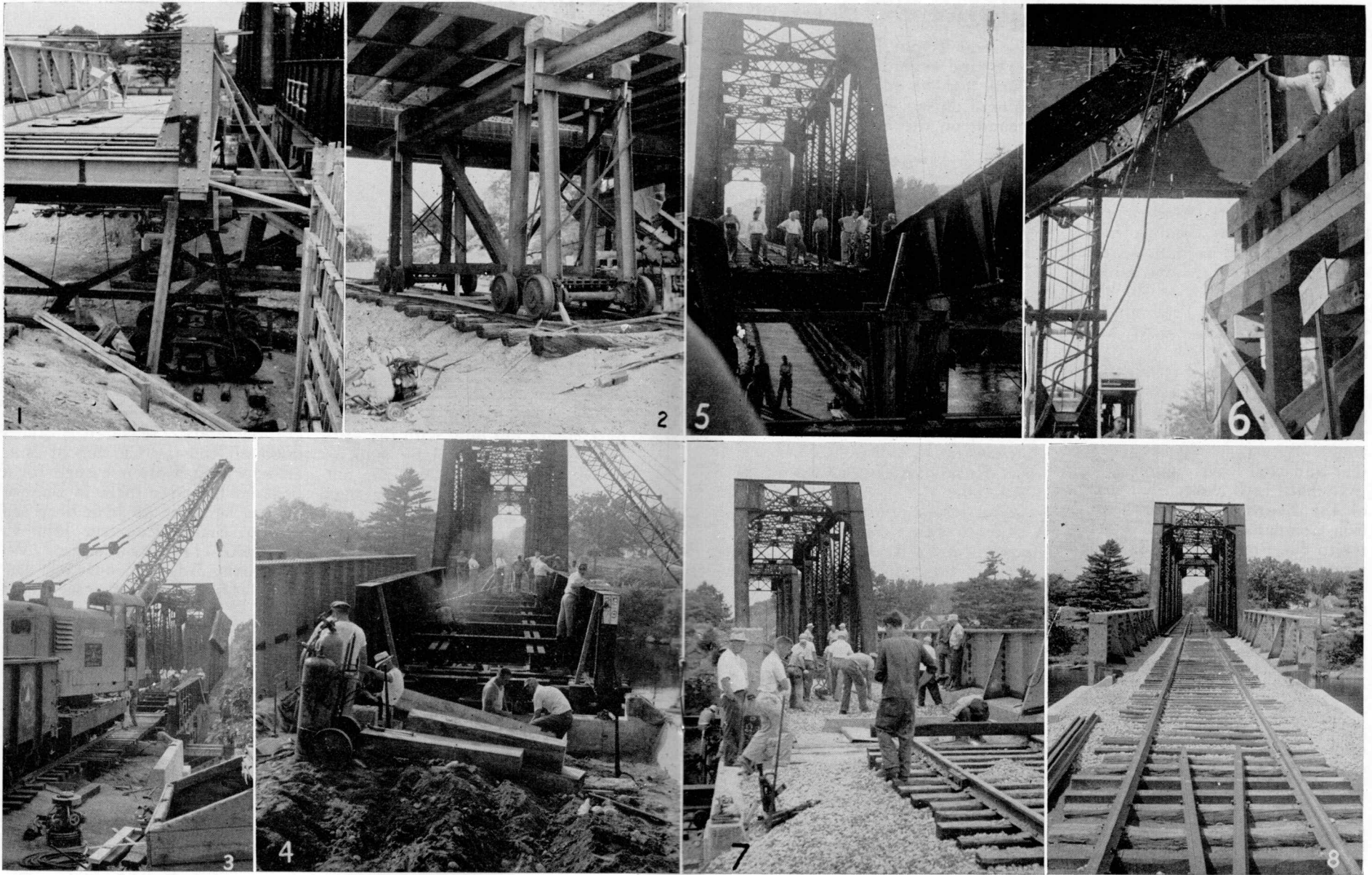
Leroy A. Taylor, Sr., Asst. General Secretary-Treasurer, Brotherhood of Railway Carmen of America, who has often wished for a boat on the river there in Bangor so that he could do some deep sea fishing; Signal Engineer John F. Stanford; Track Supervisor W. L. Harris, 3rd, of Brunswick, settling a friendly argument in his favor.

Also heard from: Trainman E. Simmons, "better known as 'The Chief'", and now of De Land, Florida; Warren M. Reeves, Boston and Maine R.R., of Melrose, Mass.; Preston S. Johnson, B. and M. Train Dispatcher, Concord, N.H.; and W. H. Marshall, Telegrapher at Tower One, Rigby.

And so, here we go once more —Mystery Picture No. 29 as shown above. Look carefully at this one and then let us know your answer. Good luck!

Bridge Replacement Job on Brunswick-Lewiston Lower Branch

BOSTON & MAINE RAILROAD
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(1.) Saturday afternoon: New bridge span assembled alongside the old was (2.) resting on two of these temporary steel towers built on short stretches of track. (3.) Maine Central Crane No. 165 lifts out several ties as track is stripped from old section. (4.) Tracks gone, the span is cut into sections and (5.) a crane on highway below finishes the dismantling work. (6.) C. E. Dixon, Asst. Supervisor B. & B., watches the sparks fly as the old span is cut apart. (7.) Sunday morning: New rock ballast is laid on new bridge and (8.) track is ready for trains to roll again on schedule.

Tribute Paid Conductor Atkins

It has been said many times, and rightfully so, that the foundation of a railroad's public relations program lies in its many employees who meet the company's customers—in other words, the general public—each day.

Exemplifying this statement has been our popular conductor, Alwin S. Atkins, now retiring after over 50 years of Maine Central service. He has been on Rockland Branch trains since 1940 and lives with his wife at 11 Grove Street in that city.

The Lincoln County News, of Damariscotta, in its issue of August 15, commented, "To those who have ridden the Rockland trains, 'Al' Atkins has been a familiar and well loved figure."

Richard L. Bowditch, Chairman of the Board, C. H. Sprague & Son Company of Boston, in a letter to our President, E. S. Miller, wrote of Atkins:

"It's a long time since you and I have gotten together but I feel impelled to write this letter to you about one of your employees who has just retired, Mr. A. S. Atkins, who for many years was a conductor on the Rockland branch of the Maine Central Railroad.

"I should like to go on record as saying that one of the best public relations men I have ever seen in any of the companies for which I have worked is Al Atkins. He thought of nothing but the Maine Central Railroad, what it did for the public and the people in general.

"Now that he has retired, I think it is a distinct loss to the Railroad, as I believe you do, and I should just like to write this little note of appreciation for all the kind things that Al Atkins has done for the Bowditch family and, I am

sure, for every other customer on the Maine Central.

"I certainly hope that our paths may cross again soon."

To which your Editor adds his thanks and regards to Conductor Atkins for his cooperation and kindness during our trips, camera in hand, on the Branch.

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Irving L. Bell, Star Route, Fryeburg, Locomotive Engineer.

Paul Cereste, of 61 Monument St., Portland, Carman, Rigby Car Department.

Leroy W. Marsh, R.F.D. 5, Brewer, Coach Cleaner, Bangor Car Department.

Raymond J. Scott, of 163 Lawn Ave., Rockland, Coach Cleaner at Rockland.

John Joseph Flaherty, of 131 Chadwick St., Portland, Engine-house Laborer at Rigby.

John Frank Abbott, of 20 Roosevelt Ave., Waterville, Chief Clerk-Accounting, Waterville.

Pearle W. Carson, of 501 Essex St., Bangor, Ticket Clerk at Bangor.

Henry J. Johnson, of 12 Pitt St., Portland, Machinist at Rigby.

Fred Tardiff, of 62 Main St., Fairfield, Carman at Waterville.

Stanley H. Antworth, of 30 Bontelle Ave., Waterville, Carman at Waterville.

Frank F. Forest, of 11 Hemlock St., Portland, Baggage & Mail Handler at Portland Union Station.

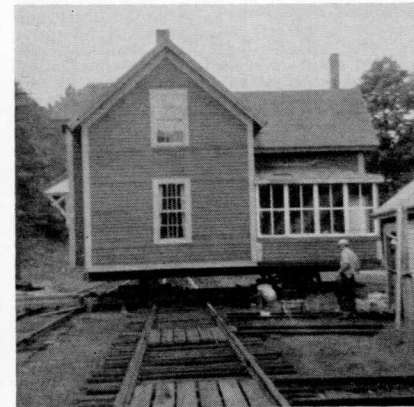


Mountain Subdivision

Bartlett, N. H.

By O. R. BURDWOOD

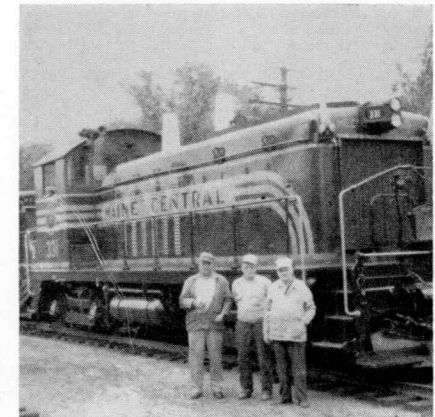
Add to the proud grand-parents Mr. and Mrs. Everett Tebbetts of Bartlett. A few weeks ago



This is the former section dwelling at Sawyers River being moved across our tracks Sunday, July 28th. The building is now privately owned and because of new State highway construction has been moved and turned a quarter-turn to its new location. Retired foreman John McCann lived in it a good many years. Former trackman Robert Gardner and Mrs. Gardner kept house there for several years until he moved to Bartlett village. Photo furnished us by Trackman Don Ainsworth.

their son, Harvey Tebbetts and Mrs. Tebbetts presented them with a little grand daughter, Valerie Ann.

Operator G. B. Saunders has returned from his vacation. His place was covered by spare operator Peters, who at this time is covering



Crew of the helpers, taken Sunday morning August 4 at Bartlett: left to right, Flagman Graves, Fireman W. N. Trecarten, Jr. and Engineer Joe Aldridge. Photo taken by Carman E. M. Dinsmore.

the agent's job at Hartland.

Mr. A. S. Dodge, track supervisor, is now on vacation, his place being covered by Horace Ames.

A new oil-fired boiler for the engine house has arrived here and is to be installed soon. When the job is done it should make Bartlett engine house about the best thing of its sort around New England.

Fred Stewart, E. C. Pettengil and Donald Ainsworth of the track forces have had their vacations.

The power shovel is in Colebrook pit loading about 200 cars of gravel, most of which is going down in Maine for track raises, etc. This division will get a number of cars for various spots where needed.

PLAY IT SAFE

The reason the typical employee laughs heartily at the bum joke the boss tells is that he suspects he is being given a loyalty test.



By JOHN J. KEATING

Portland Union Station ticket seller Charles Anderson and Mrs. Anderson made a vacation trip to Florida.

Congratulations to Chief Car Inspector Johanson, at Portland Union Station, on his marriage.

William Bartlett, baggage and mail department, Union Station, on vacation and left for his home town, "The Garden Spot Of The World"; Fort Kent. In addition to his duties in Portland, he is Publicity Agent for the Town of Fort Kent. Also, on his farm, he plans to harvest from his banana trees, the only spot in New England that grows bananas.

Sympathy is extended to the family of Conductor H. C. Coombs, of Rockland who died, August 5th.

Conductor Knowlton with Retired Conductor Poupart did a little fishing at Moosehead Lake, their favorite spot for toque.

Conductor "Ken" Sampson was a patient at a local hospital.

Mrs. Philip Smith, wife of the late Conductor Smith, has been visiting her sister, who resides in So. Gardiner.

Retired Conductor Harry White of Gardiner has been visiting his daughter in Portland.

Conductor H. J. Gleason was confined to his home on account of illness.

Former Editor of the Maine Central Magazine, George P. McCallum has our deepest sympathy on the death of his wife.

Retired Conductor Albion H. McDonald, who resides in Miami, Florida, is spending the summer months in Portland and Harpswell. He has a summer home at Harpswell.

Inspector and Mrs. Roger Cabana celebrated their 16th wedding anniversary August 1st.

Baggage and Mail Handler Frank Forest at Portland Union Station has taken his pension after thirty-five years service. A purse of money was presented to him from fellow workers.

Sympathy is extended to the family of Retired Engineman Frank Hamlin who died August 8th; also to Conductor John Reardon on the death of his father.

Sympathy is extended to Engineman Elmer and Railway Express Messenger Chester Haley on the death of their mother.

B & M retires old No. 6000—one of the earliest diesel-propelled streamlined passenger trains, after traveling 2,735,600 miles. It has earned a rest.

Mr. John McNally, Union Station, Station Master, is on vacation.

Field Supervisor of the Brotherhood of Railroad Trainmen, T. J. Finnerty was a patient at the Queen Elizabeth Hospital in Montreal, Canada.



Bangor Car Department

By C. A. JEFFERDS

The following Carmen have had their annual vacations since the last publication:

W. E. Batchelder, J. A. King, W. T. Walker, L. J. Conners, H. J. Bell, J. J. Goggin and R. J. Laforge. Also Coach Cleaners, G. E. Hughes, H. A. Gonyer and R. E. Smith, Jr.

Roland E. Lancaster, Jr. has now returned to work after having had surgical treatment at the Eastern Maine General Hospital.

Carman Helper E. W. Drew and Coach Cleaner D. J. Smith are still off duty account of sickness.

Carman George W. Graves, at this writing, is confined to the Hospital account of illness. The only missing item, in the picture, is his dependable cigar. We all hope for his early recovery.

Operator R. Wheeler, Union Station, has returned to work after enjoying his annual vacation.

Baggagemen at Union Station who are enjoying their annual vacations are: F. F. Dwyer, M. E. Norton, Ernest Hersey. Also in same Department, D. T. O'Connell is visiting his sister-



Carman G. W. Graves

in-law in Portland, John R. Hickson with his wife and family are visiting friends in Quebec and Montreal, and Geo. E. Miller recently attended the wedding of his brother-in-law, Franklin Gero, at Old Town. Also at this writing Geo. W. Higgins is off sick.

The Bangor Chapter of the Trowel Club held their annual Field Day at the cottage of Brother and Mrs. C. A. Jeffers, Oak Point, Trenton on Aug. 25. At this time the regular meeting of the club was held with G. G. Nowell, President, presiding. Plans were made for the coming winter activities and the resuming of Degree Work by the Trowel Club Degree Team of Master Masons. Games and swimming were enjoyed.

SP3 Frederick H. Badger of the 832nd Signal Corps Army Reserve is the only son of Coach Cleaner Henry L. Badger. A graduate of Bangor High School, he was a Lieutenant in the R.O.T.C. He is now stock room manager at Columbia Market.

F. H. Badger



Vanceboro

By HARRY D. DAVIS

Am pleased to report the two patients mentioned in August items as in Charlotte County Hospital at St. Stephen, N. B., namely, Susie, wife of stationary fireman Merrill R. Hilchey and Nita, wife of clerk Ralph E. Grant, have since returned home much improved.

Donald E. Vernon of Pacific Customs Brokerage Company, while in Boston on a business trip recently, was able to take in a ball game and see the Red Sox and Yankees battle it out to a victory for Red Sox, 6 to 4.

Former Car Inspector H. W. Vernon, who has been in military service stationed at Fort Bliss, El Paso, Texas, has completed his active duty service as of August 16th and returned home.

Yardman A. W. McIver, a patient at Togus, died July 22nd; his funeral was held at his late home, Wednesday, July 24th, burial was in Vanceboro cemetery.

Those on vacation since our last report include the following: Enginehouse and Car Foreman A. M. Scott; Stationary Fireman M. R. Hilchey; Clerks L. G. Gatcomb, M. M. Beers, C. S. Prescott; Cashier V. T. Wescott; Clerk Stenographer Mavis Blanchard; Chief Clerk and Correspondent H. D. Davis; Baggage Master Ralph E. Howland; Operator, second trick, A. M. Gray, relieved by Operator W. I. Leighton and Relief Operator W. R. Gardner, relieved by Operator P. F. Wallace.

Bangor Mechanical Department

By F. E. WARE

Local Union No. 1714 of the International Brotherhood of Electrical Workers elected officers for the current two year term in July. Those elected were President H. N. Clark, Vice-President M. R. Dorr, Financial Secretary-Treasurer F. E. Ware, and Recording Secretary F. J. McManus.

Ronald McGary, a student at the Portland Law School and a former electrician at the Engine House, has been covering vacations in the Crew Dispatcher's Office this summer.

Fireman Walter F. Durant has traded his "Chevie" for a 1957 Pontiac Hard Top.

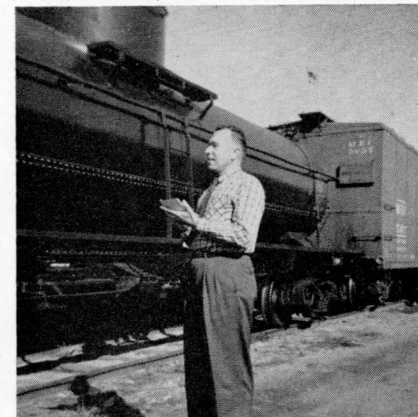
Engineer Gordon R. "Jimmy" Adams had quite an experience this summer. It seems that Mrs. Adams decided to take the family for a vacation. After many hours of preparation and instruction in the arts of housekeeping and "Cookery", she departed for a week leaving Jimmy to keep Bachelor's Hall. One day he found some blueberries and decided to make Blueberry Muffins. After looking up the recipe he proceeded to mix up the muffins. Some time later after cluttering up the whole downstairs he put them in to bake and started to clean up the house when he found a dish containing a lot of measured-out flour. While pondering the reason for this flour being left in the dish, he opened the oven door and, "ALAS!" Jim had forgotten to add the flour to the muffins. He immediately dumped the muffins into a bowl and mixed the flour in and replaced them in the oven. Some time or days later, Jim removed them from the oven and WOE and BEHOLD, Jimmy had discovered a new recipe, the formula for making "BLUEBERRY CEMENT BLOCKS." Any one wishing to build an outdoor fireplace should contact Gordon Inc. for blocks.

Laborer Louis McLaughlin returned to work this month after spending a few weeks in the hospital for medical treatment.

Electrician Norman H. Harding is still on the sick list and Electrician William Wetherbee from the 3 P.M. to 11 P.M. shift is now covering his job as 11 A.M. to 7 P.M. outside Inspector.

Eastport

By K. O. CLINE



Bert Culligan, Billing Clerk, Eastport: "Taking Yard".



George W. Lank, Diesel Maintenance man at Eastport, and his ducks. Picture taken by his brother, Edward J. Vallejo, California, a retired Naval Officer.



Rumford

By ROY RIDEOUT

L. R. Calden, Yard Conductor, has returned to work after spending two weeks vacation fishing in Nova Scotia.

Mr. and Mrs. Donald Watzke, daughter of General Agent L. W. Judkins, are spending a two weeks vacation at the Judkin's camp at Roxbury Pond.

L. N. Calden and family are spending a two weeks vacation at their camp at Concord Pond.

C. Whittaker, Operator at Rumford, has returned to work after spending a two weeks vacation. Spare Operator Bob Erwin covered the Rumford operator's job.

Trackman Ed Strout and family have returned from an extended vacation. During their vacation they visited points of interest in North and South Dakota.

Trackman Henry LeFebvre has left for two

weeks training with the Maine National Guard at Camp Drum, New York.

Yard Conductor Joe Gallant and family are enjoying a two weeks vacation in Prince Edward Island.

Retired Portland Division Engineman Frank Hollis called on the gang at the Rumford Yard recently. Good to see Frank around and looking so good. Frank hauled the last passenger train into Rumford.

C. Centofante, Stationary Fireman at Rumford, is at this writing at home recovering from surgery.

Albert Hodkins is covering the Fireman's job at the Rumford Heater plant while Centofante is off.



New home of former Rate & Revision Clerk at Lewiston, John E. Rollins, who now resides at St. Petersburg, Fla. John writes that the Florida sunshine is wonderful, especially in winter.

Lewiston

By LILLIAN G. WHITE

Retired Yardman Arthur Morrill died suddenly at his home on the morning of August 8. Sympathy is extended to all members of his family.

Operator and Mrs. Eugene Soychak are the proud parents of a baby girl, Jean Mary, born July 13.

Several of the boys here at Lewiston have been on vacation but none of them have divulged the where and when.

Rockland

By F. L. CARSLY

Sympathy is extended to the family of Trainman Horace Coombs who died Aug. 5th.

Among those on vacation are Sectionmen Alton J. Mank, Harold P. Ulmer and Ansel Wooster; Conductors Frank Prescott, "Sky" Tardy, Al Atkins, Maurice Johnson and Operator E. L. Walker.

Conductor Al Atkins made his last run on No 57 August 10th. He is now on vacation and then will retire after over fifty years of service. Best of luck to you "Al" and may you have many happy years of retirement.

Operator A. J. Bois covering the Ticket Office job while E. L. Walker is on vacation.

Waterville Shops

By "STEVE"



Carman Stanley Antworth retired on July 31st after 34 years service at Waterville Shops. He was presented with a purse of money by his friends at the Shops.



Honored at dinner was John F. Abbott, center, shown with Mrs. Abbott and R. E. Baker, General Manager.

Waterville Sentinel Photo.

John F. Abbott was guest of honor at a testimonial dinner given him by over fifty of his fellow employees at the Jefferson Hotel, Waterville, on July 16. The occasion marked his retirement after 49 years of railroad service.

Abbott entered the employment of Maine Central in 1908 as a clerk in the old yard office, later transferring to the main office at the Shops. In 1922 he was sent to the General Offices in Portland as Traveling Auditor. In 1928 Abbott returned to Waterville Shops as Assistant Piece Work Inspector. He returned to the clerical field in 1933 and early in 1943 was promoted to Chief Clerk in the Accounting Department, the position he held until his retirement.

Abbott makes his home with his wife and his mother, Mrs. Margaret Abbott who is 103 years old, at 20 Roosevelt Ave., Waterville.

He has been a faithful and conscientious worker, well liked by his many friends and co-workers who join in wishing him many years of good health and enjoyment.

Carman Helper Eddie King won first place in the Marksman class at the State small bore rifle championship. Among prizes was \$25.00 to help pay expenses at a regional meet in Connecticut, next summer.

We wish to extend our belated congratulations to Carman Clarence Butabaugh who, some time ago became a father for the third time. His next oldest child is 18.

Electrical Helper Al Charron, assisted by Carman Helper Blaine Ladd was clearing Charron's cottage lot at Sheepscoot lake. Using dynamite to remove a stump, calculations went wrong somewhere and the stump went thru the roof of Ernest Crocker's cottage. (that's as told to us)

Carman Fred Tardiff has retired from the Freight Room, after some 13 years service.

Lamont's Broom, Albert Dudley, has been laid up for a spell with ulcers.

Retired Laborer Charlie Vigue has been a recent visitor at the Shops.

Carman Earl Burgess has recently been hospitalized for x-rays and treatment.

Laborer Dana Hinceley is a patient at the Sisters for surgery.

In the prize contests sponsored by the First

National Stores, Carman Wallace Jewell won a portable radio.

Retired Assistant Supt. Wilbur C. Lunt has recently been appointed Supt. of Burials for the City of Waterville.

Clerk Bill Wood has been laid up with a bruised elbow which required hospitalization.

Electrician helper Tim Pooler and Ida M. Smith of Pittsfield were married July 19 in a quiet ceremony at Vassalboro. They will live in Waterville.

Carman Helper and Mrs. Eloi Michaud are the parents of a new boy, born at the Thayer and weighing 7 lbs., 4 oz. This is their first child in 15 years married life.

August 13th was duly noted and observed as the birth anniversary of Senator Russell. August also commemorates the birth of another prominent gentleman and supervisor which will whittle his remaining stay with us to 84 months. (tempus fugit, but not fast enough)

A commendable hobby pursued thru the summer by Carman Frank Gravel and Upholsterer Leo Baker has been the training of local boys in the Little League baseball circuit in Fairfield. Leo has managed the Warren Brothers team and Frank has managed the Kennebec Mills nine.

Clerk Dick Fecteau reports that one warm morning recently he had business in an adjoining office. Upon entering he noted that the occupant was swathed in a heavy woolen sweater and wearing a felt hat. He also reported that the steam was turned on. Dick remarked "If he doesn't get some meat on those old bones and get off that skim milk diet, he aint gonna be 'round here long."

The crew cut set here about have been pressuring Foreman Chick Pooler into a short hair cut but Chick's story is "The barber says it is too pretty to cut and spoil the natural wave."

Farmington Branch

By ANN NEWCOMB

G. A. Ellis, former Agent at Wilton, is cooperating from an illness at the Nursing Home at Farmington.

"Tony" Adam Caizzo, sectionman at Livermore Falls, spent his vacation touring Nova Scotia and the Maritime Provinces.

D. A. Pomeroy, foreman of the Stone Crew, reports that his crew are completing work on the culverts in the Livermore Falls vicinity.

We note that Henry Barker, engineer on the Livermore Falls switcher, is driving a newer model Dodge.

Cleveland Ladd, now patrolman from Rumford to Leeds Jct. and return, has once again made the headlines as a song writer. R. C. A. has just released his latest song "Sunshine Blues." Record number 476972. The music for this song was written by his partner Arthur Korb of Boston. The last song that Cleveland wrote which is now very popular is "Gone with the Wedding." Any friends interested in helping to make this new song a hit can drop a card to WRUM radio station at Rumford and request this song to be played.

Chester Dyke, section foreman at Farmington, returned to work after a two weeks vacation. Chet didn't go anywhere in particular, but enjoyed himself gardening and watching ball games. Guess he did go looking for a bargain in a car as we understand he now has a snazzy Plymouth.

The Railway Express are now operating a truck route from Brunswick to Farmington via Lewiston and return.

Benny Black, sectionman of Farmington crew, has returned to work after a two weeks vacation. Benny kept busy on his farm in Wayne.

FOUR GENERATION GROUP (A Railroad Family)



From left to right are: Mrs. Rolande Purington, Chisholm, Maine; her grandfather, Gilbert Fournier of Santa Barbara, California, holding his great grandson, Ronald Joseph Purington; and her father, Roland Fournier of Chisholm, proprietor of Sanitary Dairy. Gilbert Fournier is a retired conductor for the M.C.R.R. Roland Fournier was also employed at one time by the M.C.R.R. Ronald's grandfather, Norman Purington, was employed as a crossingtender for the M.C.R.R. for 30 years in Lewiston and Auburn, up until his death on January 20, 1955. Ronald's father, Bernard J. Purington, is a Business Teacher at Jay High School and also Publisher of the Wilton Times, a weekly newspaper.

Mr. and Mrs. Bernard J. Purington make their home in Chisholm, Maine.

Waterville Station

By ELAINE KERVIN and M. W. FLYNT

Track Supervisor Maurice and Mrs. Thorne are vacationing in Rhode Island, New Jersey and Canada.

Ticket Clerk Ruth Brochu's hubby paid \$21.00 for the privilege of driving 80 miles an hour on the Clinton highway. Speed saves time but it cost money in this case!

Mrs. Leo St. Pierre, wife of Work Equipment Maintainer Leo St. Pierre, has a wonderful garden every year and especially so this year. One night recently some culprits damaged their garden and stole string beans, cucumbers and carrots.

Bill Monroe spent a successful weekend fishing at Foley Pond. His party caught sixty-five trout!

Bev Cook has returned to work at the Freight Office while Clyde Luce is vacationing for two weeks.

Bill Bird and his family spent a week's vacation at Bar Harbor.

We think the Magazine looks very nice with all its new headings, etc.

Engineer Warren Noyes, we are sorry to report, is still on the sick list. All hope for a speedy recovery.

Conductor and Mrs. James L. Plummer are vacationing in Detroit, Mich.

Miss Kervin has taken up golf and just now is up in the wilds of Northern Maine canoeing.

Augusta

By E. E. WALKER

General Agent H. J. Thing is on his annual vacation which, he says, he will spend around home and also expects to burn up some gas.

Former Section Foreman Albert Goulette, who recently retired, is a patient at the Veterans Hospital at Togus, receiving treatment for a heart condition. We all wish him a speedy recovery and return to his home.

Hamilton's Track Crew is here ballasting West. Their living cars are on track back of the Freight Office. The aroma of freshly baked pies about 10 A.M. is a great strain on the office dieters.

Stenographer Olive Comeau has returned from vacation, part of which she spent at Old Orchard Beach. Olive says she enjoyed the swimming more than usual.

Freight Handler Wilbrod Audet has a new hydroplane boat at his Belgrade Lake camp. It is rumored that he is having difficulty learning to stay aboard the craft.



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

Martha True, Stenographer, Freight Claims and Clara Dunbar are vacationing in New York City, also spending a few days in Atlantic City at the President Hotel.



Marsha Lee Merrow, age 4 years, daughter of Mr. and Mrs. Preston H. Merrow of Schenectady, New York, visited her grandparents, Freight Traffic Manager and Mrs. R. C. Merrow this summer at their camp at Ferry Beach. Here she sits at her grandfather's desk.

Robert "Bob" Grant, Freight Claims is very busy getting his two daughters Mary and Debbie ready to go back to school.

Don Svenson, Clerk, Auditor Revenue with his wife and lovely children are on a trip to California to visit his father and mother who live in Los Angeles. They visited Colorado Springs enroute where Don lived at one time.

The entire Maine Central Railroad and Portland Terminal Company were saddened to hear about the passing of Harold R. Cummings, former Industrial, Tax and Real Estate Agent. Our deepest sympathy is offered his widow, Mrs. Alice Cummings.

Among those enjoying vacations in the Real Estate Department were Margaret Lynch and Dorothy Ohl. Mrs. Ohl is entertaining her daughter and family from Illinois. Miss Lynch spent part of her vacation at camp at White's Bridge, Sebago.

Edna Crimmins, Clerk, attended the Graduation exercises of her niece Mary L. Small, daughter of Mr. and Mrs. Arthur A. Small of Brunswick, when she received her Masters' Degree in Education at the University of Maine on August 16th. Mary is a teacher at Brunswick High School.

Lots of vacations this last month—R. A. Jackson took a trip to Connecticut with his family, and spent the rest of the week riding those skis at his cottage on the lake.

Millard Bailey and Mrs. journeyed to Newburyport, Mass. to visit his brother Frederick and wife, making side trips to Rockport and East Gloucester to visit art exhibits.

Bertena Bodge also travelled to Mass. to visit relatives at West Springfield and Blandford during her week.

Larry Harding, Edward Davis, and C. E. Dixon, took a week in August.

"Bud" Bowlin is passing out cigars! He and Mrs. Bowlin have a brand new son, born Aug. 18th, a total now of 3 boys and 1 girl. Congratulations, folks!

Bill Grace, Plumber, and family spent three weeks in August at Moosehead Lake at their cottage. Bill is blessed with a wife and daughter who enjoy fishing and camping almost as much as he does!

Cleve Cressey and Mrs. spent part of his week visiting brother Roger and family at Dedham, Mass. and daughter and family, Mr. and Mrs. Gordon Hollis and Debbie, at Worcester, Mass.

John Murray, Mail Clerk, is planning a trip to Chicago and Ohio state to visit some old Army chums.

Fred A. Bither, Car Accounting & Statistics, spent his vacation "doing nothing" at home.

"Gerry" Kilbride, C. A. & S., has left the railroad and accepted a position with General Motors Acceptance Corporation. Good luck, "Gerry."

Mary Tabbut spent an enjoyable vacation at Schoodic Lake basking in the sun—it shows, too!

Congratulations to F. Rutherford, C. A. & S., becoming Poppa for the third time—it's a girl. Oh, those two o'clock feedings!

Sam Ruth took his vacation cruising around—Lincoln, Hancock Point, Bangor, Belfast, all over the place.

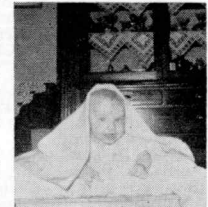
Talk nowadays around the Machine Room is of babies. Our two new mothers are pretty proud of their children and are always comparing notes. Robert Deschenes was born April 1, tipping the scales at 8 lbs. 4 oz. Robert O'Connell arrived April 24, weighing 8 lbs. 5 oz. One look at the accompanying pictures tells us that both boys are thriving and healthy.

It seems the girls in the Machine Accounting Department are quite lucky at the horse races. Both Barbara Gaim and Marion Perkins have come up with some sizeable choices of the doubles.

Sally Peasley, Machine Accounting, spent a week at Moosehead Lake, swimming, fishing, and sight-seeing with husband, Dick, and Mr. and Mrs. Arthur Swett Jr. of Westbrook. Moosehead Lake is now minus five salmon, one lake trout, and a togue. Sally got a good view of the whole area from a seaplane ride at sunset. Many wild animals were seen—bear, fox, deer, moose, otter, not to mention the 'coon that raided the waste cans in the middle of the night.

Marie O'Connell of Machine Accounting spent her vacation quietly with her young son. "Robbie" came in to visit and cheer us all with his dimpled smiles.

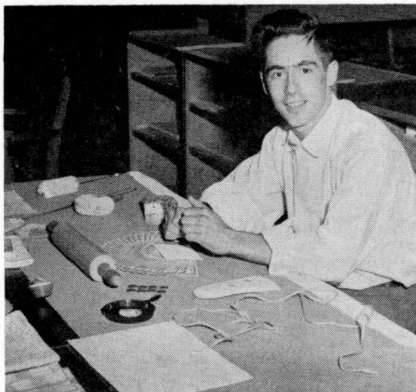
Gene Truworthy of Machine Accounting is the proud owner of a 1937 Plymouth station wagon. We know you'll have many hours of pleasant driving, Gene.



Robert O'Connell



Robert Deschenes



William Knox, Jr., Auditor of Revenues Department, at his decorated desk before his marriage to Joyce Cloutier on July 27, 1957 at the First Methodist Church, South Portland.

Ralph Gordon, Machine Accounting Manager, and Grover Clukey, Payroll Supervisor, have both been on vacation and having a wonderful time, so we hear.

Anne Despina and family will journey to Boston to have their daughter, Mona Anne, examined at the Children's Medical Center. Mona suffers from asthma, we understand. Mona will celebrate her fourth birthday on Saturday, August 17, with a bang-up party, which will be attended by about twenty little people.

We hear that Marion Adler has been seeing some excellent shows at the Arundel Opera Theater at Kennebunkport and the Gilbert and Sullivan Theater at Monmouth. Also, Marion is accepting any and all invitations to dine out, as her mother is away on vacation and Marion has been appointed chief cook and bottle washer. Fun, eh!

Virginia Lee attended a family reunion and chicken barbecue at the residence of her husband's mother, Mrs. Walter Lee, of Stevens Avenue. A good time was had by all. "Ginny" also attended a party given by Beulah Zaines, formerly of the Boston & Maine. Guests of honor were Annette and Lewis Rines, who came all the way from Arlington, Mass. to be there. "Louie" wanted to be remembered to all his old friends in the General Office Building. Needless to say, a gala time was had by all.

Sympathy is extended to the following Machine Accounting Employees: Eugene Trueworthy on the death of his father, Eugene P. Trueworthy Sr. Mr. Trueworthy was employed as Painter Foreman for many years on the Maine Central floating crew. We all shall miss his pleasant smile and jolly ways, as many of us got to know him while his crew worked in the General Office building. He retired in 1956. Anne Despina on the death of her grandmother, Mrs. Annie McDonough; Charles Clark on the death of his father, George. At press time Charlie was on his way to Gary, Indiana, to attend the funeral.

Marion Faibisy of Payroll Deductions Office was all excited about her vacation trip to Nova Scotia to visit her sister and family, and enjoyed fine weather all the time. Ernestine Miller

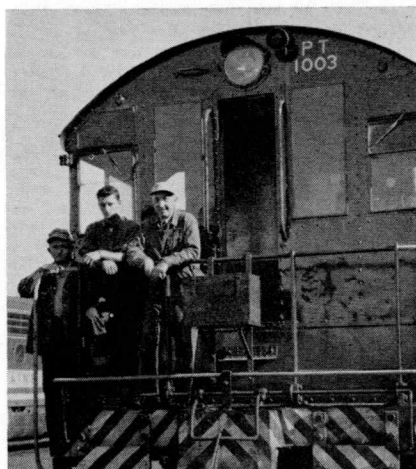
of the same office spent her vacation relaxing at home and having a gay time attending her cousin's wedding in Winthrop, Maine.

If the air around Portland Union Station was slightly blue one recent afternoon, it was because several of the employees who park their cars in the lot back of the station found the air let out of their tires, as well as rubbish and mud dumped in the car seats—the pranks of some 14-year old boys. Among the unlucky fellows were John Michaels, Joe Gallant, Milton Poore, Lennie Sanborn, George Dibblee, who were most unhappy when they had to roll up their sleeves to get the tires pumped up again.

John Dresser, assistant cashier, is taking his vacation camping with his family near Quebec.



Portland



Crew No. 19, Portland Terminal Switcher 1003, at Union Station on July 26: left to right, Brakeman W. E. Robbins, Fireman P. O. Garland and Engineer F. J. Borden.

Portland Freight Office and Freight House

By ALICE A. McLAUGHLIN and MARJORIE J. MULKERN

We extend our sympathy to Timekeeper Willard B. Cooney, in the recent death of his wife.

Also, to Freight Clerks John R. Stanton and Edward R. Stanton, Billing Dept., and Freight Checker Fred C. Stanton, whose brother William died a short time ago, at Todus.

General Agent L. W. Matthews and wife were visitors in Lewiston recently.

Correspondent Alice A. McLaughlin has resumed her duties at the Freight Office after spending a portion of her annual vacation at Camp Kokatosi, Raymond, Maine, which she enjoyed.

Also, Marine Clerk Florence P. Cooper, who spent the greater part of her vacation at her camp at Dryden and also visited Presque Isle.

Congratulations to Mr. and Mrs. Ovila P. Larrivee, parents of Freight Clerk Cora L. Bisson, who recently celebrated their golden wedding anniversary, July 22. They also motored to Quebec to visit relatives, and were accompanied by their family, Mr. and Mrs. Frederick Huntress and two daughters and Cora L. Bisson, and husband Leo, which was enjoyed by one and all.

We extend best wishes for a speedy recovery to Freight Clerk Patrick L. Halloran, who is still absent due to illness; also, to Motor Operator John J. O'Donnell, Loader and Caller Bartley J. Flaherty and the wife of Freight Clerk Edwin C. Noyes, who are also on the sick list.

Assistant Freight Cashier and Mrs. James E. Malia had a most enjoyable trip to the Gaspé Peninsula during his annual vacation.

Receiving and Delivery Checker Patrick J. Flynn also was on a recent vacation, but have not heard of any trips which he may have taken. Joe is an ardent baseball and other sports' fan and usually takes these all in both at Boston and locally.

Freight Checker Kingsley R. Welch, who is also on his annual leave, plans to visit Nova Scotia and Prince Edward Island, before he returns to his duties at the Freight House.

Mrs. Catherine C. Sullivan, former Waybill Machine Operator at the Freight Office, has resigned. Best of luck, Cathie.

We are pleased to hear that former employees, Stenographer Mrs. Christine Q. Heskett and Waybill Machine Operator Frances LaRose are improving daily after their long spells of illness. Hope to see you both back with us soon, girls.

The news of the death of former Editor George P. McCallum's wife was sadly received, and we extend our sympathy both to George and his family.

Former Train Rules Examiner Eugene H. Winslow was a recent visitor at the Freight Office and Freight House. Nice to see you again, Gene.

Head Clerk and Mrs. Thomas E. Dillon, Inward Department, have been entertaining their cousins, Mr. and Mrs. John E. Norton, of Hartford, Conn. Mrs. Norton, formerly Kay Dillon, who was stenographer for many years at the office of the Assistant Superintendent, Rigby, is Mr. Dillon's cousin and Mr. Norton is brother to Assistant Freight Cashier Mary E. Norton.

Rigby Engine House

By ALBERT B. WETMORE

This is the month when most of the men take their vacations; consequently, a shortage of news items is evident.

There are however some events that seem to take place regardless of vacations; they are deaths, births and marriages.

Among the deaths occurring were two of our retired employees: former Machinist Thomas Calverly and Machinist Helper Belmont Pratt. Floral tributes were sent to both funerals. Another death taking place in the ranks of the

Rigby Car Department Carmen: General Chairman of that group William Hale.

Carpenter Robert Malone of the Bridge and Building Crew announces that his wife expects the birth of their child very soon.

Laborer Milton Meade was married to Elenor Kopeaz on July 6th. They are at present living at the home of the groom's parents, Laborer Alfred Meade, pending the preparation of house presented to the bride and groom for a wedding gift.

Two automobiles were purchased during the month. Laborer Robert Casey has a brand new Ford convertible, and your reporter a fairly recent model of a Chrysler, 4 door sedan.

Chief Clerk Jeri Flaherty and Mrs. Flaherty are entertaining their daughter and family who are from Long Beach, California.

Machinist Helper Fred Bustin was called to Canada on account of sickness in the family. While there decided to take his vacation.

Our General Foreman Malcolm Billington and one of his assistants, Russell Hammond, are on vacation at this date. Russell took his at this time on advice of his family physician, in order to correct a throat ailment. He visited Canada.

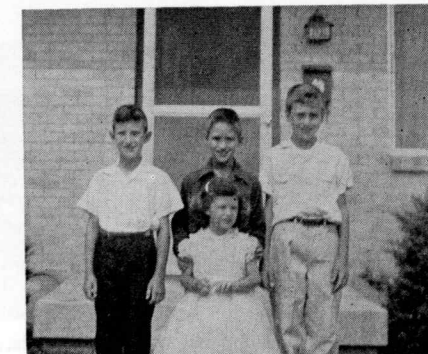
Boilermakers Helper Michael Nee had just returned from his vacation when he was taken with a severe back pain and was absent for two weeks.

Machinist Robert McKenney while on vacation and also on sick leave had an ear ailment remedied, which was giving him trouble with hearing.

The Jackson family held their annual reunion at Bear Pond. The usual large attendance of about 60 persons were present. Our Laborer, and Spare Boilermaker Charles Jackson, was as usual elected their president having held that honor for some years.

The Safety Board now reads 427 days without a lost-time accident. We are slowly but surely approaching our record of 4 years ago 736 days.

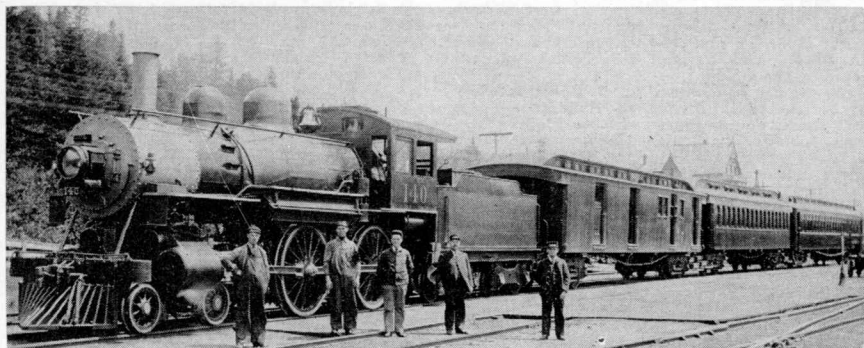
Quite extensive repairs are being done in the process of reroofing a section of the engine house, and a new ventilation system has been promised to take care of the obnoxious diesel fumes.



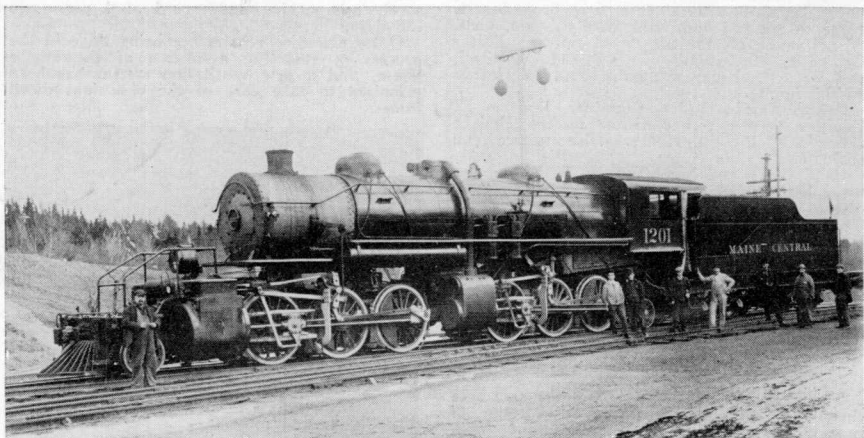
Grandchildren of Machinist Eugene Annett, taken during visit this summer with his daughter Helen in Speedway City, Indiana: the boys are Dennis, Greg and Jeffrey and the young lady is Kelley.



RAILROAD *Memories...*



Back in 1908, Train No. 150, shown here at Fabyans, N. H., made one round trip a day between North Conway and Lancaster, N. H. Connections were made at Fabyans with trains to and from Portland and at Lancaster with a train from Lime Ridge, Canada. Left to right: Engineer Harry Hobson, Fireman Fred Munn, Brakeman Fred Burnell, Conductor Al Burnier, Baggage-master Andy Hennessy. Photo loaned to the Magazine by Harry Hobson.



Locomotive No. 1201, here at Fabyans, N. H., with the 1202 -03 -04 of her class, was used by Maine Central principally on the Mountain runs, hauling the through night freights between Portland and Lancaster, N. H. (a 10 - 14 hour trip) and as helper engines out of Bartlett. They were Mallet Compounds, built by American Locomotive Co. in 1910 for the Boston and Maine (B. and M. No. 3000 to 3003). Purchased by Maine Central in 1911 and changed from oil burners to coal fired boilers about two years later. The task of properly tending the fire in each engine required two firemen on each run. Retired engineman Irving Currier believes that the man second from the right in the picture is Conductor Fred Henry and that the man fourth from the right is Engineer Charlie Lawless.