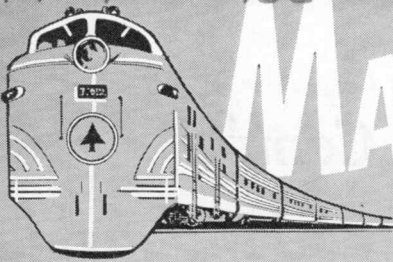


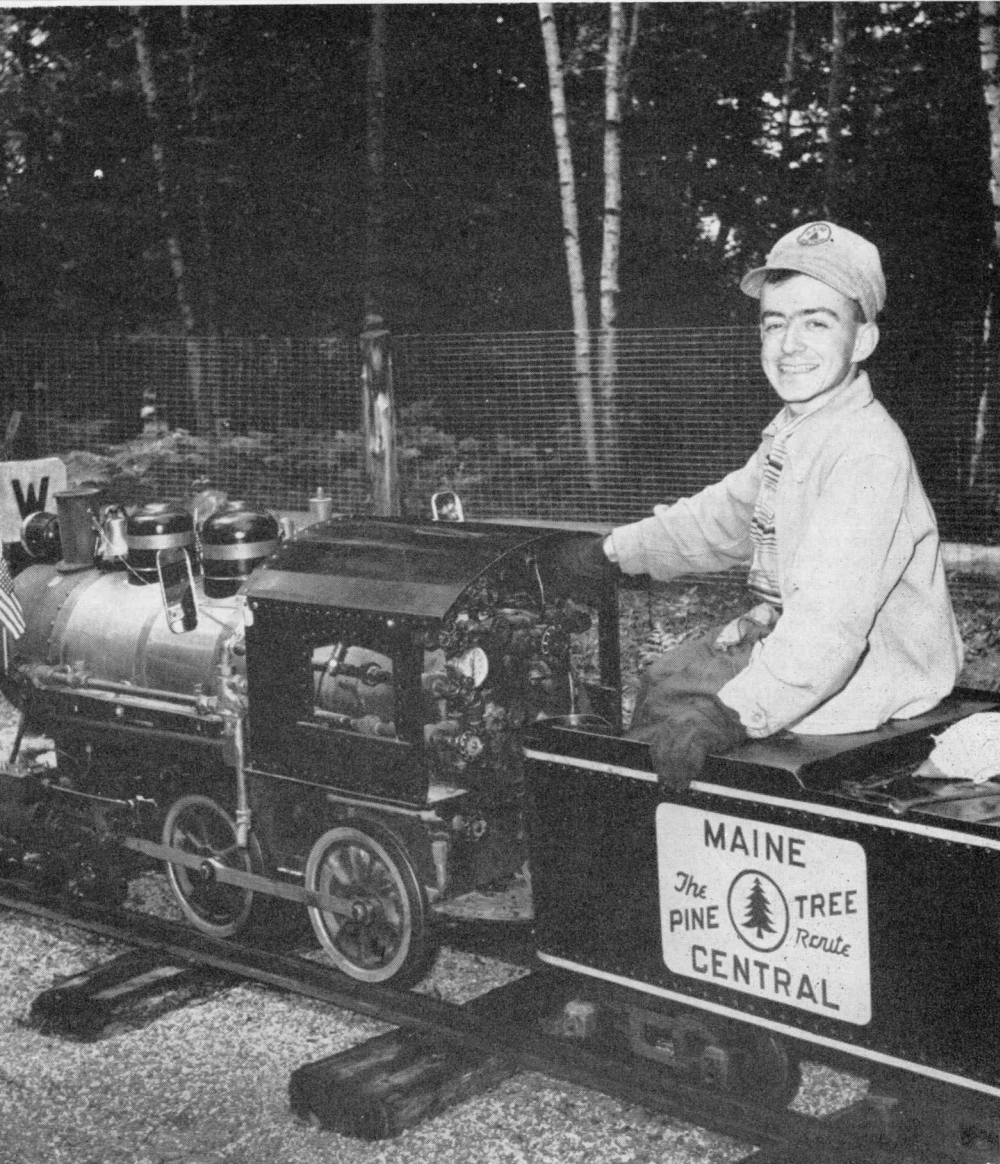
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# MAINE CENTRAL

## RAILROAD MAGAZINE ..

JULY-AUGUST 1958





# Maine Central Railroad Magazine

Vol. XIV—No. 6

Joseph H. Cobb  
Editor

## THE COVER

To George C. Footer, this summer's job has been a pleasant combination of work and play. A rail fan and model railroader, George was tagged by Frank Simpson, owner of Simpson's Animal Park, Brunswick, to operate the miniature Maine Central train that's proving to be one of the park's biggest attractions. The little locomotive burns coal, requires real valve-twisting talent, and has put many a cinder—and perhaps a nostalgic tear or two—into the eyes of steam railroad fans at the park. For another look at the little train see page 9.



## FROM THE EDITOR

The nation's railroads have just won a major battle in Congress, gaining a legislative package that promises to ease at least some of their burdens.

The war-time 3% freight excise tax has been repealed, saving shippers half a billion dollars annually and wiping out a major inducement for business to turn from common carriers to their own truck fleets.

Also passed was a six-point transportation act which is viewed as a start toward equal treatment for all forms of transportation.

So . . . the job has been started on a nationwide basis. But here in Maine, our needs vary. We are faced with some specific, individual problems—over-taxation and acute financial undernourishment which may be traced directly to public subsidy of our competition.

These are the things we must overcome to insure our continued growth, and insure continuation of our jobs.

The Maine League of Railroad Men and Women will be actively supporting measures with these objectives. This will help YOU.

Are you a member of the League?



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**GREETING AT LEWISTON**—More than 150 people awaited the arrival of the Maine Central Hy-rail car at Lewiston, forming the best turn-out of the entire state-wide trip for the industrial realtors. From the left, as the guests started on a police-escorted, whirlwind tour of Lewiston industrial areas, present and future, were David W. Settle, Newark, N. J.; A. V. Carkhuff, Newark, N. J.; John Scully, MeC Real Estate and Industrial Development manager; Robert Sawyer, Lewiston businessman and MeC Director; Ralph H. Daniel, New York City; Mardi Shiovone, Newark, N. J.; Lewiston Mayor Romeo Boisvert; Auburn City Manager Woodbury E. Brackett, Auburn Industrial Development Director Afons Tavares; and Lewiston Development Director Samuel Michael.

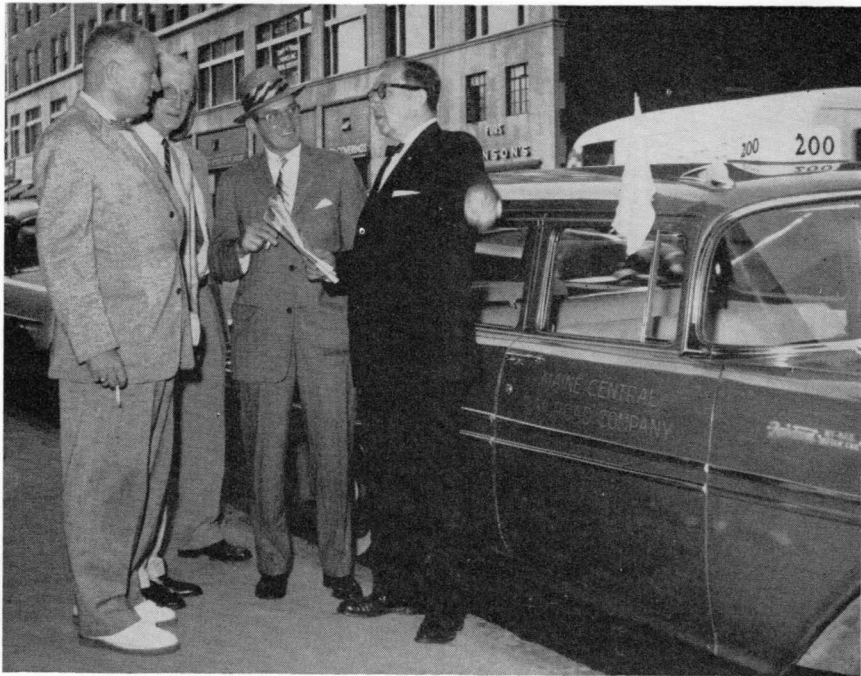
## MeC Host to Industrial Realtors

Four industrial realtors whose clients cover the nation toured on-line cities and towns as guests of the Maine Central in late July.

It was an old story to one, but on his second look at the industrial potential of Portland, Lewiston, Waterville, Augusta, Bangor and other Pine Tree Route communities, the enthusiasm of Aime V. Carkhuff was undimmed.

Carkhuff had toured part of the state in early spring, and last month returned with a party of seven other industrial real estate experts for a closer and more detailed inspection trip. The immediate result was unqualified optimism regarding Maine's industrial future.

Four of the seven visitors elected to ride No. 200—the Maine Central's unique rail-highway station wagon on an inland tour, while the remainder traveled by highway to coastal towns. John Scully, MeC Real Estate and Industrial Development Manager, was host to the rail-



READY TO GO—Three of the four industrial realtors who rode the Maine Central's unique hy-rail station wagon during their tour of Maine industrial areas are shown as they prepared to start on their trip from the Eastland Hotel in Portland. Left to right, David W. Settle of the Houton-Settle Co., Newark, N.J.; John Scully, Maine Central Industrial Development Manager and their host; Mardi Shiovone of the Joseph Garibaldi Co., Newark, N.J.; and A. V. Carkhuff, Newark, N.J.

riding group that left Portland in early morning and visited Lewiston and Augusta one day, and Waterville, Skowhegan, Pittsfield and Bangor the next.

At least one of the high points came as the green station wagon moved along the main line to Lewiston.

The hy-rail car was near New Gloucester when a large buck deer bounded from the tracks ahead into the woods. When the citybred realtors had regained their composure, Carkhuff accused host John Scully of not only deliberately planning

the incident to impress the visitors with Maine's natural wealth, but of using the same deer Carkhuff had seen on his previous visit.

Tongue-in-cheek, Scully admitted it, but added that the buck is growing, and "getting pretty hard to hold" now.

Although the group was well received everywhere, no greeting approached that of Lewiston, where more than 150 persons were waiting at the station for the arrival of No. 200. They included the Mayor of Lewiston, the city manager of Auburn, a delegation from local de-

velopment groups, the press and other civic organizations. Most accompanied the motorcade that—escorted by well polished police cars—toured several of the Lewiston-area industries and inspected the city's new rail-served industrial park.

### Make Railroads Part Of Industrial Plans, Says Jersey Realtor

On several occasions during the week-long realtors' survey of Maine, Aime V. Carkhuff stressed the importance of making railroads a part of local industrial planning.

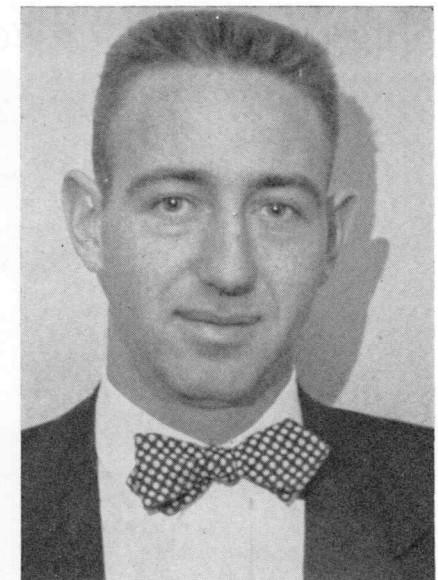
Noting that Lewiston's new industrial park is served by the Maine Central, the New Jersey realtor congratulated the Lewiston Area Development Council, and told them that availability of rail transportation is a most desirable selling point in dealings with potential clients.

It was the same story elsewhere—in Waterville, Augusta, Skowhegan, Pittsfield and Bangor—with the visitors provided a first-hand, close-up view of what these and other Maine communities have to offer as sites for new factories.

And at its end, as the realtors relaxed at the Gannett Publishing Company resort at Moosehead, this was Carkhuff's prediction:

"Barring a shooting war, Maine will be a beehive of industrial activity within five years."

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Ansel N. Tupper

### A. N. Tupper Named New Trainmaster

Ansel N. Tupper, former Trainmaster at Waterville, has been appointed to the post of Trainmaster, Maine Central Railroad and Portland Terminal Co., with headquarters at Portland.

Tupper succeeds Rodney E. MacLearn who has resigned.

In was a large month for Tupper, who won a pony in a television contest just before leaving Waterville to assume his new duties in Portland. Tupper had served as assistant Trainmaster at Portland before his Waterville assignment in 1955.

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## Shea, Ellis Pace MeC Golfers



RIVERSIDE CAPTAINS—Captains of the four Maine Central teams playing at Riverside this season are, left to right, John Gerity, Steve Conley, Joe DiMauro and Gerry Shea. Shea's 34 holds as the best individual card of the Maine Central's Riverside playoffs.



George H. Ellis, top man in the MeC League at Larry Rowe's.

Play is complete in one Maine Central golf league and nearing a wind-up in another as August approaches September.

A banquet July 19 ended golf activity for a railroaders' league that played Larry Rowe's. Trophies went to George Ellis for his best round of 34 and low league average of 42, and to the league-leading team of Tom Hayes and George Stanley, whose combined 9-hole average was 49.45 for the league season.

Leading the Riverside aggregation is Joe DiMauro's team, composed of Sam Napolitano, Dick Goodie and Bob Maguire. Gerry

Shea holds the honors for the best 9-hole round to date as well as the lowest season average. Gerry carded a crisp 34 for his league-leading individual score, and averages 39 for the season.

Gerry lost low gross honors by one stroke to the B and M's Clay Plumer in a recent tournament. Plumer's 76 boosted his team-mates to the first B and M win in the three-tournament series. The Maine Central and Boston and Maine teams will meet for the third match Sept. 2 at Riverside, deciding permanent possession of the trophy.

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## Letter Praises MeC Conductor

H. J. Foster  
Passenger Traffic Manager  
Maine Central Railroad Co.  
St. John Street  
Portland, Maine

Dear Mr. Foster:

I am writing this while riding between Bangor and Boston in a very grateful frame of mind. The conductor on this train which left Bangor at 7:25 a.m. has repaired the broken handle on my suitcase with a strong piece of wire which I am sure will last to Philadelphia.

I am writing this because I work in a library where we perform many various services as a matter of course, but usually hear only of our mistakes. I do appreciate the kindness I have received very much.

Sincerely,  
(s) Emma P. Engle  
Clarksboro, N.J.

## Overlock Named Eastern Agent

Warren S. Overlock, MeC Eastern Representative in Bangor for the past three years, has been appointed Eastern Agent.

Freight Traffic Manager R. C. Merrow said Overlock will supervise Maine Central freight sales and solicitation east of Pittsfield, including connecting railroads in Maine and the Maritime Provinces.

Overlock began his 36-year railroad career with the Bangor and Aroostook as a clerk in the car superintendent's office. He was promoted through several departments to the post of traveling sales and service representative before joining the Maine Central in 1955.

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Wilfred H. Colby, locomotive fireman, Portland, 40 years.

Anthony S. Kozlowski, baggage and mail handler, Portland, 40 years.

Russell L. Ware, yard brakeman, Bangor, two years.

J. L. Plummer, conductor, Portland, 52 years.

Cato L. Meader, conductor, Bangor, 42 years.

H. J. Rand, agent, Harrington, 45 years.

Merrill J. Dimock, baggage and mail handler, P. T. Co., 40 years.

(Continued on Page 9)



By KATHRYN McMULKIN

HELLO! and how are you? Well, I hope, and enjoying these summer months to the fullest. We haven't had the most perfect weather, but there is still the month of August ahead and let's hope it will bring an abundance of sunshine and some nice warm weather.

I'm kind of in a jam this month with "Us Girls"—I am way beyond the deadline and our nice Editor is patiently waiting. I usually plan my time so that I will have a nice relaxing visit with you, but something happened, time flew by and I'm behind the eight-ball.

You know whenever I glance thru a magazine and the caption of an article catches my attention I stop and read it thinking perhaps I might see something of interest to pass on to you. Two such articles caught my attention recently—one captioned "Why WOMEN and MEN act that way" and the other "How Much Do You Like Yourself". Both articles were written by women—the first by Judith Churchill and the second by Bernice Fitz-Gibbon.

Judith says women are clumsy at pitching ball and running because our arms and legs are built in a broken verticle angle, while men's arms and legs are built straight. Further, she says we are knock-kneed. Isn't that just awful? It gets better though—our senses are much sharper, and despite what you hear to the contrary, we do not change our minds as much as men, it may take us a little longer to make them up, but having done so we stick to our guns. We certainly did not need any scientific survey to tell us that. We talk, so they tell us, about twenty-five per cent faster than men and have larger vocabularies which include a surplus of superfluous adjectives, all of which makes us experts at logorrhea (I couldn't find that word in the dictionary, but it is supposed to mean excessive word flow). Of course there is an excellent reason for our vocal gift, as being the physically weaker sex, we could never win in a real fist fight, nor would we resort to such tactics—we do the smart thing and use superior guerilla tactics, word power and imagination, and, needless to say, always win.

Now, I realize I will not have space left to tell you about the second article, which I will do another time, but since we are a little on the "light side" (sounds a little better than "frothy") how are you on riddles? When is a sheep like ink? Do trains have ears? Why is the Panama Canal like the first "u" in cucumber? What is always running and can't get anywhere? What has four wings and flies? Enough? I think so too!

'By now—be good—and guess those riddles!



MAINE CENTRAL IN MINIATURE—One of the most popular attractions at Simpson's Animal Park, Brunswick, this summer, has been this pint-size steam locomotive and cars. Painted in the Maine Central manner by the craftsmen at the Waterville Shops last winter, the Kansas-built engine, tender and cars runs on a circular track that covers about an acre of wooded land and includes a tunnel and station.

(Continued from Page 7)

**Walter N. Trecarten**, engine house foreman, Bartlett, 45 years.

**Schuyler C. Tardy**, conductor, Farmington, 45 years.

**Henry A. Reed**, agent, Cherryfield, 39 years.

**Harold D. Haines**, clerk, Portland, 46 years.

**Reginald L. Howarth**, laborer, motive power, Waterville, 12 years.

**Joseph T. Aldridge**, locomotive engineer, Bartlett, 49 years.

**P. Frank Boudreau**, assistant car foreman, Bangor, 48 years.

**Everett N. Mallett**, signal maintainer, Bartlett, 42 years.

**Harry B. Sibley**, section foreman,

Eaton, 35 years.

**Earle F. Sanborn**, Operator, Olammon, 15 years.

**W. E. Stimpson**, conductor, Portland, 42 years.

**William R. Gardner**, operator, Vanceboro, 36 years.

**Guy B. Saunders**, telegrapher, Bartlett, 47 years.

**Francis A. Preble**, crossing tender, Old Town, four years.

**George A. Cates**, carman, Waterville, 35 years.

**Earle F. Sanborn**, telegrapher at Bangor, 35 years.

**Charles F. Mead**, locomotive engineer at Bartlett, 48 years.

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FROM OBLIVION TO TV FAME—One of the rare MeC steam locomotive bells was provided by President Miller last month as a prize on WCSH-TV's popular "Bingo-At-Home" show. On camera, the gleaming bell is tolled by scorekeeper Marjorie Sinclair.

## TV Viewer to Win Locomotive Bell

On a clear night with a fresh breeze, the old-timers used to say, you could hear a Maine Central steam locomotive bell for ten miles.

And when they said that, they thought they were stretching a point in order to make the story a little more impressive.

But, little did they realize that in 1958—after years of complete silence—the voice of the "iron horse" would again be heard loud and clear all the way from Kittery to St. J., in living rooms throughout the most

heavily populated area of the Pine Tree State, New Hampshire and a slice of eastern Vermont.

They hadn't reckoned with what electronics is doing with the sound of a Maine Central locomotive bell in these days of television.

Last month, President E. Spencer Miller made one of the last Maine Central steam locomotive bells available to Station WCSH-TV in Portland as a prize in Channel Six' popular "Bingo-At-Home" show. Painted, shined and polished to a

gleaming fare-thee-well by the MeC Shops craftsmen at Waterville, the bell became a television star immediately. It was not a prize at first, but a permanent part of the show, its tones incorporated into the opening, and then into the show itself, along with its colorful story.

Among the thousands of pieces of mail received at the studio have been several from people who are worried that when the bell is offered as a prize, it will fall into the hands of someone who will fail to appreciate its antique value.

To prevent this, the station has asked only those who would really like to have the bell to compete for it.

Interest in the bell has been even greater than expected, with more than 10,000 cards received from Bingo players who marked their cards "bell." In so doing, they put themselves out of the running for other valuable prizes. One of these players will win the bell this month.

While at WCSH, the locomotive bell found a new role. It will disappear from TV view this month, but its recorded sound will be heard throughout Maine every Sunday from now on, opening the service of the First Radio Parish church.

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## 50-Year Passes

Harry Hanson, locomotive engineer, Rumford, July 8.

George F. Monahan, locomotive engineer, Portland, July 6.

James E. Mills, General Storekeeper, Portland.

## 810 MeC Veterans Receiving Pensions

About 810 men and women whose last railroad service was with the Maine Central Railroad were receiving employee annuities from the Railroad Retirement Board at the end of 1957, the Board recently reported. Their annuities averaged \$108 a month. About one-third of these employees had wives who were also receiving monthly benefits.

In addition, the Board was paying an average of \$45 a month to 11 of the pensioners who were taken over from the company's own pension rolls in 1937.

During 1957, 96 former Maine Central employees were added to the Board's retirement rolls, and 83 were taken off, mainly because of death. This resulted in a net increase of 13 during the year. The average award to those retiring in 1957 was \$119 a month.

### SERVICE PINS AND LIGHTERS

Any employee of the Maine Central who has passed the 25-year mark in service is entitled to wear one of the gold service pins which the Management supplies for 25-year and 50-year employees. If you are a 25-year or a 50-year employee and haven't received your pin, just write to The Editor and one will be sent you.

Similarly the Public Relations Department has, for free distribution, window decals of the Maine Central insignia. These are suitable for the rear windows of automobiles or other places where decals can be used.

In response to several inquiries of late—"Yes, we still have a supply of the Maine Central Zippo Lighters. No, they are NOT free. If you want one, send \$2.55 and a lighter will be sent you, pronto!"

# *Icemen of the Maine Central---*



*John Mooreshead loads the elevator - - - while James Feeney loads the bunkers.*

Ice . . . . a real cool topic for a hot day in August, and a real item of importance to the Maine Central and to shippers and receivers of perishables throughout the State.

Last year, for example, the Maine Central iced more than 2,000 cars at Rigby, packing about 8,000,000 pounds of frozen Sebago water into the bunkers.

And with the ice went hundreds of pounds of salt, the proportion varying with the needs of the commodity in the car. Frozen foods, of course, need the maximum ice and salt treatment, while less peri-

shable products, like cheese, require much less.

Somewhere in between, depending on the weather and distance involved, are the hundreds of cars loaded with beef and other meats which originate in the mid-west and reach Maine largely over the Mountain Division of the Maine Central. Some stay in Portland, but others head east.

Each of the latter must be iced, and that's the daily task of James and Edward Feeney, Robert Parker, John Flaherty and John Mooreshead.

The Maine Central icemen work year 'round, with the demand down in the coldest months and up in the summer. But when the load is heaviest and the mercury stands at 90 in the shade, handling ice is a fairly pleasant task.

The ice—ordered as required from the Portland Sebago Ice Company—is stored temporarily in a trackside building. No ordinary ice-house, this structure boasts an elevator that lifts the big chunks to a loading ramp at the roof level of the cars to be iced.

Usually, John Mooreshead loads the elevator from his ice-house supply while the Feeney brothers, Parker and Flaherty unload it. With pick-poles, they slide the slippery pieces along the ramp, across planks and into the waiting bunkers.

The process of getting the ice from the elevator to the car requires speed for at least three reasons: to save as much ice as possible; to get the car of perishables on its way; and finally, a fundamental physical truth . . . you just can't move a heavy block of ice over wooden planking at a leisurely walk.

# 6,000 Campers Ride MeC



**CAMPERS ARRIVE**—Typical of the 6,000 campers who passed through Union Station in early July are these excited youngsters, bound for a summer camp near Fryeburg.

More than 6,000 youngsters—bound for summer camps the length and breadth of Maine—rode Maine Central trains as the annual T-shirt invasion reached its height in early July.

Passenger Traffic Manager Harold J. Foster said the total was par for the course—not many more, and certainly no less than in past years. But on several occasions, Union Station was jammed with baggage and small people, and its yard with long trains of sleepers from the south.

Many of the campers arrived and left by night, thereby seeing Maine

for the first time from a Maine Central train window north or east of Portland. It was the day-time invaders that changed the scene at Union Station, jamming the platform as they worked out the kinks after long rides from the New York City, New Jersey and Pennsylvania section.

At the end of this month, it will happen all over again, but in reverse.

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## Deaths

Fred E. Pooler, Waterville, crossing tender, July 21.

Ralph N. Gilbert, Rumford, hostler, June 23.

Leroy A. Stoddard, Eaton, trackman, June 13.

Paul L. LeBlanc, Waterville.

Homer Greenwood, Bartlett, conductor, July 17.

Leora P. Tardiff, clerk-typist, Waterville, July 9.

Percy D. Adams, Calais, cashier, July 9.

Roy H. Tibbetts, Portland, baggage and mail handler, May 21.

Frederick F. Hilchie, Vanceboro, hostler, May 17.

Ralph E. Hall, Calais, conductor, May.

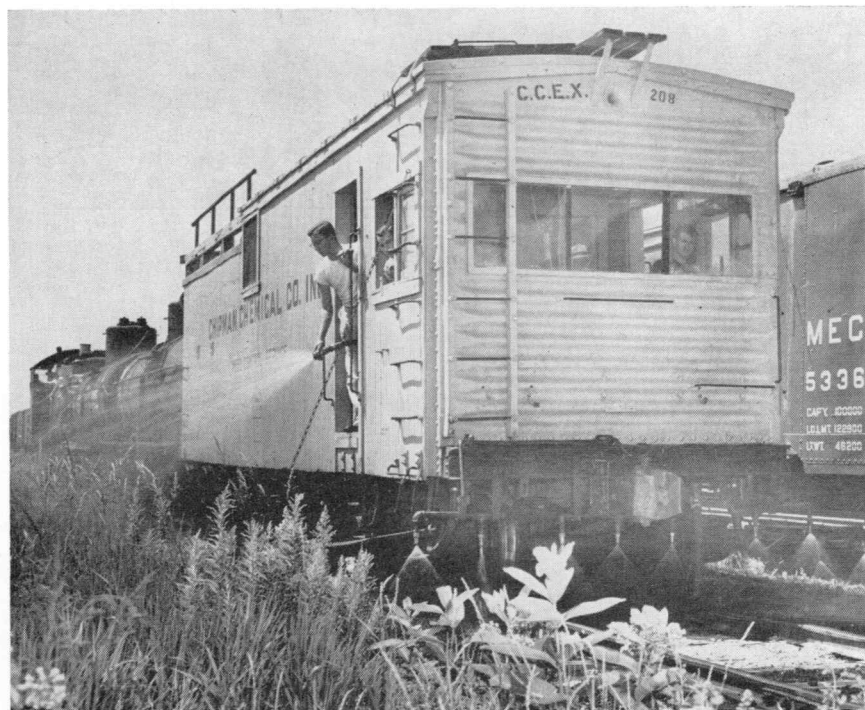
Percy J. Sutter, Gardiner, trackman, June 12.

Peter J. O'Malley, Vanceboro, car inspector, recently.

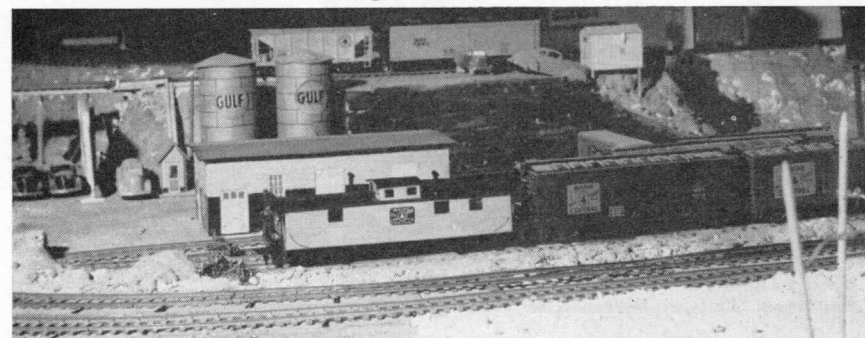
Frank F. Ray, Portland, yard conductor, May 8.

Robert Miller, section foreman, Portland, June 24.

Mark P. Flaherty, Motive Power Foreman, Portland, June 22.



**WEED-KILLERS AT WORK**—A New Jersey crew—wielding chemical hose and spray nozzles—finishes up a three-week weeding project that covered most of the MeC main line and branch line trackage, killing out troublesome growth between the ties and on each side of the right of way.



**NEWEST CABOOSE DUPLICATED**—The newest unit of rolling stock built by J. Emmons Lancaster, MeC Junior Engineer, is the new caboose, exactly 87 times smaller than the real article completed early this spring at the Waterville shops. Lancaster worked from full-scale drawings used in the construction of the real caboose, and has added the unit to his "New England Midland Railroad" layout in the basement of his West Falmouth home.



# THE FAMILY Grapevine



46 YEARS ON THE JOB—Harold Haines, left, accounting department clerk, was honored by fellow employees on his retirement in July. Mr. Haines, congratulated by Auditor of Disbursements John Michaels as the picture was made, will travel with Mrs. Haines to Alaska. The trip will be realization of a life-long ambition.

## GENERAL Offices

By ERNESTINE V. MILLER and AL KENNEDY

Members of the Machine Accounting Department have become sponsors of Little League Team No. 6. Gene Trueworthy, department supervisor, has two sons on the team.

Marie O'Connell has a new 1958 two-tone green Chevrolet.

Barbara and Leo Gain attended the University of Maine-Portland Senior Banquet and Prom held at Poland Spring June 4. After graduation, Leo was guest of honor at a party, and Marie and Robert O'Connell were on hand to help the Gains celebrate Leo's graduating with honors.

Stork Department: Daniel Augustine, born May 29, to Mr. and Mrs. Eugene Trueworthy; Debra June, born June 19, to Mr. and Mrs. J. Thomas Baldwin; Diane Marie, born June 26, to Mr. and Mrs. Howard Jolliffe; a 5 lb. 14½ oz. son, born July 15, to Anne and Dennis Despins—Anne formerly worked in Machine Accounting, but she and her husband are now living in Essex Junction, Vermont.

Ralph Gordon, manager of Machine Accounting, attended the Machine Accountants Convention at Atlantic City.

Bob Nurse, Car Accounting and Statistics, was married to Velma Whiting May 29.

"Lennie" MacDowell spent his vacation taking leisurely day trips.

Fred Bither, C. A. & S., had a new patio built at his home and that's just where he stayed on his vacation.

Bill Manning, C. A. & S., spent two weeks at National Guard Camp on Cape Cod.

Cliff Clifford, of the same department, had a good time basking in the sun at Sebago Lake on his vacation.

Two new fathers—Dick Luce (who doesn't look old enough to vote) has a new son—his second—and Dick Green has a new daughter. Everyone enjoyed the cigars and candy (getting to be a habit in the A. D. Office).

Gordon and Agnes (Neilson) Carter having a fine vacation taking motor trips here and there.

"Mert" Neilson was fortunate enough to be at Fenway Park to see a no-hitter by Detroit pitcher Bunning. (Not so fortunate at Wonderland).

Tips from the Auditor Revenues Office: Charlie Duncan is recovering from an operation at Maine Medical Center. We hear he is really giving the nurses a hard time, even arising at 5:15 a.m. to have coffee with them.

Joe Coombs is coaching the Elk's Little League ball team in Portland league No. 1. His team won the first half of the schedule and will play the winner of the second half for the Championship.

Mr. and Mrs. Roy Jackson recently entertained the So. Portland Chapter of DeMolay at their summer cottage, Highland Lake.

Teddy Miller, vacationing from Norwich University has returned to the Engineering Dept. for the summer.

The new face in the Drafting Room is Charlie Rivers, who is working with us during his summer vacation from M.I.T.

Congratulations to Mr. and Mrs. John V. Parker on the birth of a daughter, Elizabeth A., June 23.

Mary Plummer spent a week of her vacation behind the wheel, driving to Bangor, Vanceboro, Moncton and Halifax.

Bill Henry dropped in to see us recently and is looking fine.

Billy Knox has returned after his annual "hitch" with the National Guard.

George Ellis, Assistant Comptroller-Auditor Revenue, was at his camp at Lake Winnepesaukee for a week.

Carl Baldwin, Assistant Auditor Revenue, spent one week's vacation at his camp at Highland Lake. He is very proud of his grandson, "Ricky", making the Little League All-Stars.

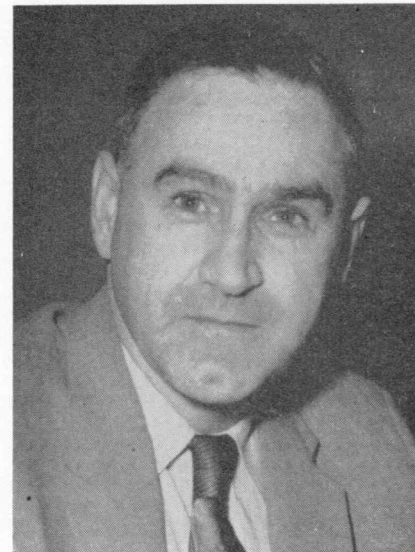
Grace Thompson is having a two months leave of absence because of illness.

Those recently on vacation and having pleasant memories: Margaret Gagnon, Irene Kelsea, Eddie Gingras, George Stanley, Philip O'Donnell, Jimmie Deane, Gordon Barron, Dick Goodie, Steve Thomas, Marguerite Hollywood, Erland Libby, Frank Flynn, Herbie Whitmore, Parker Brooks, Pat Scanlon, Randall Thurrell is taking his a few days at a time and apparently enjoying it that way.

John Currier has moved to Blackstrap, where he has built a new home near Guy Mason's.

(Continued on Page 18)

## Leaves MeC Post



Earl W. Hodgkins, Jr., MeC assistant engineer of structures, left Portland July 30 to begin new duties as associate editor of Railway Track and Structures magazine in Chicago, Ill. He also will serve as a member of the engineering staff of a companion publication, Railway Age.

Born in Woodsville, N. H., Hodgkins was graduated from the University of New Hampshire in 1950 with a degree in civil engineering. After two years with the Boston and Maine Railroad, he joined the Maine Central as assistant bridge and building supervisor, and was promoted to the post of assistant engineer of structures in 1955.

He has been replaced as Assistant Engineer of Structures by John van C. Parker, an Assistant Supervisor, Track Department.

Mr. and Mrs. Hodgkins and their three children have been living at 121 Neal St., Portland.

(Continued from Page 17)

Other new cars seen around the General Office building—Horace Budd's new Chevrolet, and Marion Faibisy's new (1953) robin's egg blue Plymouth.

Gordon Williams, Walter Provencher, Gordon Wilson had their annual sojourn at Camp Drum, New York.

Blair Walls, insurance supervisor, and his wife, "Katy" returned from their tour of the Southern States without trace of any Southern drawl.

Welcome department: Grace B. Hoglund, stenographer in the executive department, replacing Hope Hunter who recently resigned; Shirley J. Calder, in the freight traffic department, in place of Margaret Minott.

July vacationists in the payroll deduction office: Hazel Libby, and husband, Erland (of the Auditor Revenues), enjoyed day trips. Ralph Jellerson and his Mrs. took their annual jaunt to Nova Scotia. Eleanor Frates said she had "millions of things planned to do around home," and also planned to relax. Ernestine Miller, with husband, Stephen, spent part of her vacation at "Cliff" and Bertha Flynt's camp in Rome, Maine—also took short excursions.

The General Office was saddened by the death of Margaret (Chick) Coyne July 10. Miss Coyne had been employed by the B & M for many years before transferring to the Disbursements Office for the Maine Central.

At press time, John Dresser, assistant cashier, was looking forward to a trip to Canada.

Mrs. Marion Faibisy of Payroll Deductions was transferred to the Disbursements Office filling Margaret Coyne's job.

Reports are that Gertrude (Goldie) Shine, stenographer in the Purchasing Department, is making steady progress on her road back to health. We also hear that Olive Anderson of the Public Relation Office is gaining, and is able to have some visitors. Ruth Provencher of the Auditor Revenues Office is recovering nicely after a serious operation and hopes to return in September.

Arthur Stearns of the Auditor Revenues Department won't be swinging his right arm too vigorously for a while. He took a tumble while cleaning up his yard, and has a "dropped wrist," still in a splint.

We will miss Barbara Airey of the Auditor Revenues Office—she has gone to Washington, D. C., where she has a position with the Association of American Railroads. Best of luck, "Barbie."

Erroll Libby, general bookkeeper, did it again! While on vacation, and up on a high ladder cleaning out the gutters on his house, one of the ladder rungs broke, tossing him about eight feet down to the ground. He must live a charmed life, as he was not hurt. A few years ago he was shingling his house and fell off the roof, receiving only slight bruises. We think he should beware a third time.

Vacation tidbits from the Auditor Disbursements Office: "Marj" Sterling visiting relatives in New York and Boston. "Ginnie" Wallace enjoying the sea breezes at Long Island. Louise Scannell's temporary address—Lake George, New York.

Clarence Conner, Francis Cameron (at camp), Len Sanborn, John Michaels, Paul Crawford, Dotty Hollywood, Joe Gallant, Harold Cummings, Larry Reinsborough and Mert Neilson tried to get a little tan those two days of summer in July (remember?).

Bill Woods finally found a home in Portland and is moving his family from Waterville August 1. Welcome to the city, Bill.

You don't have to be on the road to be in an accident—as John Snell will tell you. His car was badly damaged while parked on St. John Street, and he was hard at work in the office.

Madeline Bowdoin had a very enjoyable trip into Northern New York and Canada.

New faces—Charlie Anderson, clerk messenger from Auditor Revenues, and Arthur Anderson in Payroll Department.



## Portland Freight Office and Freight House

By ALICE A. McLAUGHLIN

and

MARJORIE J. MULKERN

Supply Clerk Mrs. Alice A. McLaughlin, and Assistant Freight Cashier Mrs. Ever H. Nelson were among a group of 82 B.P.W. members who toured Europe recently. They flew from New York City to London. They visited Paris, France, Milan, Florence, Naples, Venice, Rome and Capri, Italy, Munich, Mannheim, Heidelberg and Frankfurt, Germany, calling on Mrs. McLaughlin's nephew, Master Sergeant Ronald W. Carswell, who is stationed in Frankfurt with the U. S. Army.

On their return they stopped at Shannon, Ireland, and Iceland. This trip was made during their three weeks' annual leave.

Receiving and Delivery Checker Patrick J. Thornton, who has been absent due to illness, is now reported gaining.

General Agent and Mrs. Leroy W. Matthews spent their vacation visiting their daughters in Bristol, Tenn., and Sudbury, Mass.

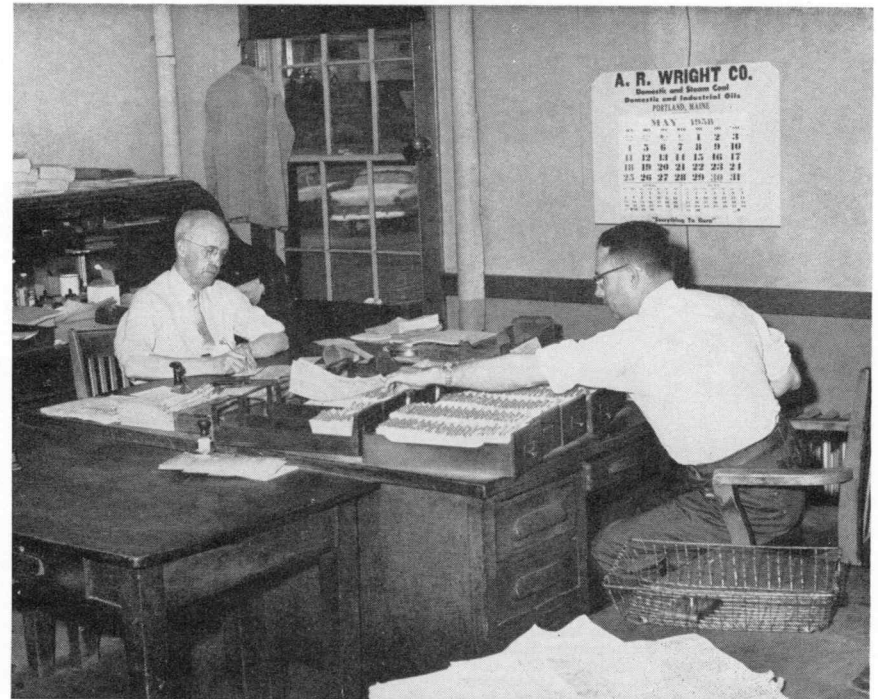
Congratulations are being extended to Head Clerk Thomas E. Dillon and wife on the arrival of their first grandchild, Michael William Dillon, son of Mr. and Mrs. William Dillon, July 24, in London, England.

The following co-workers have had or are at present enjoying their annual leaves:

Head Clerk John R. Stanton and wife motored to the various beaches; Car Clerk Edwin C. Noyes and wife visited their son and sister in Hartford, Conn. The sister, Miss Grace Noyes, formerly employed in the Freight Office, returned with them to spend a portion of her vacation in the old home town. Demurrage Clerk Daniel H. Sullivan had a week off, taking it easy.

Freight Clerks Patrick (Joe) Flynn and Edward R. Stanton took in their favorite sport,—ball games. Marine Clerk Florence P. Cooper and family are at their summer camp. Waybill Machine Operator Roland F. Chaisson visited LaSalette Shrine, at Ipswich, Mass., accompanied by Father Didacus Colton, S. A., Franciscan Friar of Atonement, who is now home on furlough from his Nakanu, Japan, mission post.

Leader-Loader and Caller Clinton D. Kane and wife visited relatives in Kennebunk Beach, Cape Porpoise, and Livermore Falls. While at the beach, Mr. Kane did some highly successful deep-sea fishing.



MAINE CENTRAL MEN AT WORK—A visitor to the Per Diem office at Rigby would find C. M. Talbot, left, and W. A. Glen hard at work, keeping tabs on freight cars, hours and dollars.

Loader and Caller George C. Purdy is covering the janitor's position while Michael R. Chisholm is at the wharf on Harold Morrison's job. Morrison has been absent due to illness, but is gaining.

Waybill Machine Operator Mrs. Iva Johnson was a recent patient at the Mercy Hospital, and has returned to her home.

Stenographer Marjorie J. Mulhern has resumed her duties after a week's illness.

Cashier Charles A. Anderson, who resides in Old Orchard Beach, spent his annual vacation at home.

This office was saddened by the death of Margaret K. Coyne, who worked here for some time a few years ago.

## Rigby Engine House

By ALBERT B. WETMORE

Car Department Clerk Elmer Rounds reports Mrs. Rounds has returned from her visit to her people in Denmark. Elmer had returned previously. Although some of her relatives are still in Denmark, Mrs. Rounds was born in the United States.

Former Machinist Helper Roy Tibbetts, who retired on disability some time ago, has died of a heart ailment. A floral tribute was sent.

Henry Beckwith, employee in the B. and B. crew has returned to work after an illness.

Efforts to dispose of that dead but troublesome whale, 40 feet long, were witnessed by our employees at Wharf No. 3.

Carpenter Herbert Sampson and Carman Robert Mulhern enjoyed a fishing trip in the Moosehead Lake region.

Laborer Albert Meade has returned to work after a period of hospitalization.

Foreman Russell Hammond has undergone an operation for an eye ailment.

Richard "Dick" Denmore, son of Hostler Guy Denmore, has made the sports headlines several times this past season, during the playing of baseball games in the Sunday Telegram League. His record as a pitcher gained him a berth on the Telegram's "All-Star" team. He played for Deering high school.

Machinist Helper Donald Moody, a part-time lobsterman, lost his boat by fire, replaced it, and now has resumed fishing.

Alice MacVane, daughter of Laborer John MacVane and sister of Machinist Helper Ernest MacVane, won an Italian Car—A Fiat—on the local "Bingo" TV program.

Hostler Albert Flaherty died recently despite efforts of Clerk John Welch, Hostler Steven Kutcher, and Wrecking Master Peter Griffin, who responded to a call for blood donors.

Retired Foreman Mark Flaherty also died during the month. Floral tributes were sent for both from the shop fund.



**JULY BRIDE**—Joan Cushing Connary, daughter of Mr. and Mrs. Lawrence B. "Pete" Connary of the Engineering Department, became Mrs. Robert B. Clark in a July ceremony. The bridegroom is employed in the advertising department of the Travelers' Insurance Co., Hartford, Conn. They will reside in Manchester, Conn., where the bride has been teaching.

— O —

Mrs. Joseph DeRoche and daughter recently visited their son and brother, James, who lives in California. This is the family of Foreman Joseph DeRoche.

The Safety Board reading July 25 was 157 days without a lost-time accident.

Machinist Helper Robert "Bob" Casey, a hot rod fan, won a first place with his stock model Ford at Sanford. He attained the speed of over 96 miles an hour on a "drag," as they say in hot-rod language.

Former Machinist, now retired, William Tarczuk was a recent visitor at the shop.

The annual reunion of the Jackson family will be held on Sunday, August 17, at Bear Pond. Between 40 and 50 people are expected. Laborer and Spare Boiler Maker Charles Jackson is present.

Machinist Helper William Brume and Clerk Joseph Malloy were stricken recently with heart ailments.

Machinist Martin Stratton and Mrs. Stratton were in a recent automobile accident. Mrs. Stratton received minor head injuries.

Hostler "Steve" Brodie has a new Ford.

Machinist Helper Walter Anderson reports his wife is recovering from a case of virus pneumonia.

There is plenty of excitement around the shop these days due to the open start of the racing at Scarborough Downs.



By JOHN J. KEATING

Retired MeC Electrician Arthur Martin and Mrs. Martin celebrated their 53rd wedding anniversary in June.

Night Station Master Perly Witham was a patient at Maine Medical Center for medical observation.

Sympathy is extended to the family of retired Rigby General Foreman Mark Flaherty, who died June 22.

Union Station Night Baggage Master Arthur Brookings is off duty on account of illness. Henry Vose, baggage and mail handler, also is ill.

Retired P. T. Conductor and Mrs. William O'Neil are visiting in Portland.

Also visiting in Portland are retired P. T. Conductor and Mrs. Fred Larkin. Both couples reside in Sarasota, Fla.

Another couple from Sarasota, former residents of South Portland, Mr. and Mrs. Walter Anderson, also are in Portland.

Mrs. Etta Conley, wife of the late Stephen Conley, MeC Conductor, was a medical patient at the Mercy Hospital.

Mrs. Carl Pierce, wife of retired Conductor Pierce, has returned home to Cumberland Center, after a stay at the Deaconess Hospital, Boston.

Retired Conductor and Mrs. S. C. Skillings was a recent visitor in Portland. Sam had his annual medical check up, and the doctor says "He is o.k. for a 100 more years."

Conductor C. L. Meader, resigned from train service, after 42 years, will return to his farm in Ellsworth.

Sympathy is extended to the relatives of retired Railway Express Messenger Earl Stover who died June 12.

Mrs. Mary Geary, employed in the Motor Power Dept., Conductor Leo Gilbert, and Albert McCormick, ticket clerk at Portland Union Station, have been patients at Mercy Hospital for medical observation.

Railway Express Messenger Jim Leighton has returned from a fishing trip at Mooshead.

Sympathy is extended to the family of Retired Mountain Sub Division Conductor H. J. Greenwood who died July 17.

## Augusta

By E. E. WALKER

Freight Checker Burleigh Foster vacationed this month. He spent some time at his Pemaquid cottage and "short-tripped" it with his family the rest of the time.

Mrs. Eleanor Beeh of Waterville is relieving in Freight and Ticket Office as clerks vacation. We welcome her and hope she enjoys her new associates. We like having her here.

Clerk-Stenographer Susie Comeau is leaving for vacation as this goes to press. Understand Old Orchard Beach will be a chief attraction.

Clerk Athleen "Poodles" Bryant is the proud owner of a new dog. Rumor has it he consumes seven pounds of steak a day.

Conductor Marshall Pratt of the road Switcher is making quite a reputation pitching for the Winthrop town team this summer. He had a "five hitter" against So. China recently.

## Lewiston

By LILLIAN G. WHITE and STANLEY R. LIBBY

Although the weatherman hasn't been too cooperative, vacation time is here regardless of the weather. Among those who have recently returned from vacation or are currently enjoying them are:

Rate and Revision Clerk John Myrand, Waybill Machine Operator Rita Cronin, Ticket and Freight Clerk Sherm Carr, Baggage Master John MacKinney, Porter Albert Olivier, Yard Conductors L. P. Bouffard, Charles Laflamme, L. E. Traynor and Pat St. Pierre., Leading Carman Gorham Gatchell, Carman L. B. Bowie, Crossingtenders N. F. Ouellette, E. A. Ouellette, Ray Flynn, J. L. Roy, Bill Parker, Hector Therriault, Walter Fisher, Albert Dulac and A. J. Caron.

Trackman Edwin Stone, Farmington, has been off duty since May 12 due to a knee injury.

Trackman Stephen Greer, Cumberland Center, has been off duty since May 20 due to illness.

Trackman Henry Kemp, Monmouth, injured his foot while operating a rotary lawn mower at his home.

Asst. Foreman Jean St. Pierre, has been off duty since April 7th and has undergone surgery. We are happy to report that Jean is recovering nicely.

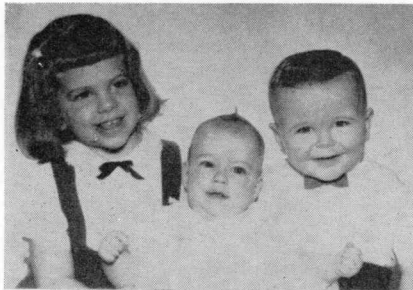
Trackman Alvar Jarvi is replacing Asst. Foreman Jean St. Pierre while Jean is on leave of absence.

Trackman Cleveland Ladd, Livermore Falls, has completed his vacation for 1958.

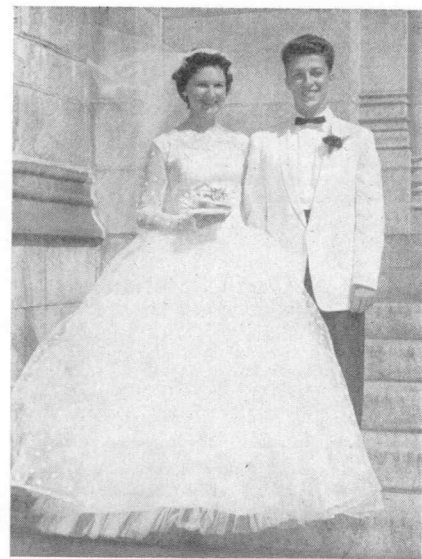
Foreman and Mrs. Hector Jones have recently taken a vacation trip to the Canadian west. They are visiting relatives in Vancouver, B. C.

Mrs. Hattie Woodbury, wife of Superannuated Foreman Fred Woodbury, Auburn, passed away June 8. Sympathy is extended to all members of the family.

Miss Constance Jumper, daughter of Freight House Foreman and Mrs. F. O. Jumper, was graduated from Lewiston High in June, and expects to enter the Auburn School of Commerce this fall. Jean Demers, son of Machinist and Mrs. Rosario Demers, was graduated from Edward Little High in June.



**LITTLE ACHORNS**—Anne, 4, Mary-Ellen, 9 months, and Edward, 2, are the children of General Agent and Mrs. Richard L. Achorn of Lewiston.



**WED IN LEWISTON**—Leonard St. Pierre, son of Assistant Foreman and Mrs. Jean St. Pierre, and Annette Joan Martel, daughter of Mr. and Mrs. Lucien Martel of Lewiston, were married in June. They will reside in Brooklyn, N. Y.

Foreman F. Gilbert Sturtevant has a 1957 Buick Special.

Trackman Phil Lane has also traded cars. Phil has a Ford.

Claim Clerk Howard Ham is on vacation and was seen sporting around in his Buick by your correspondent.

Trackman Ernest Vigeant is planning a vacation in Canada.

Car Clerk Joe McMorrow is on vacation and enjoying the Red Sox games, we hope. Henry White is replacing Joe during his absence.

## Bartlett, N.H.

By O. R. BURDWOOD

New joints are being installed in the main line from Glen to Lunenburg. The several section crews with help from extra men are doing the job.

We regret to report the sudden death of retired Conductor Homer Greenwood of Bartlett. Mr. Greenwood had worked first as a section man, and then as a trainman and Conductor for many years.

The new JM-3 track maintainer is working east of St. Johnsbury, surfacing. Peters spare crew is with them.

R. R. Gardner, section foreman at Bartlett, has taken a week of his vacation.

Bruce Clemons, section foreman at Sawyers River, went to Mooshead Lake a while back and came home loaded down with fish.

Percy Chandler will go to the North Conway section as foreman during the absence of Herb Burke who is ill.

Walter Trecarten, foreman of the engine house at Bartlett for about 20 years has retired. He started working around this railroad when young as a car cleaner, then went to work in the engine house. He did a lot of spare firing in those days of steam and finally went into the machinist department. He was at the Brunswick engine house several years before returning to Bartlett as foreman.

W. M. Barter has bid off the signal maintainers job at Bartlett left vacant by the retirement of E. N. Mallett.

Spare operator Garon is covering Whitefield which was left vacant when agent Campagna bid off tower MD.

## Waterville Station

By ELAINE KERVIN and M. W. FLYNT

Norman Weymouth is recovering from a fractured shoulder sustained in a fall.

Gloria Laliberti has returned to work after vacation. Priscilla Averill relieved.

Conr. James L. Plummer has retired and is now enjoying a well earned leisure.

Raymond Barriault and Raymond Reny are on vacation.

Summer camps in this area report capacity bookings in spite of rather bad weather. We handled several train loads of youngsters attending the numerous camps.

Conductors Bickford and Pike with their wives recently made an automobile trip to Florida.

Albert Rancourt and wife with friends have returned from an auto trip to California and other Pacific Coast states.

Mr. and Mrs. Ray Coulombre, who have a new son, Michael William, have purchased a new home on Francis street, Waterville.

Mr. and Mrs. Bertram Bouchard also are being congratulated on the birth of a son, James Conrad. Connie Bouchard formerly worked in the Engineering Department Office.

Recent graduates from Waterville High School are Diane and David Thorne, twins of Mr. and Mrs. Maurice Thorne. Diane is now a student at the Medical School of Technology at Thayer Hospital, Waterville.

Mr. and Mrs. Cornelius Begin, Jr., are the parents of a baby girl. Dorothy Begin is a former Stenographer at the Freight Office. Congrats to them, too!

An Engineering Department foursome played golf at the Unity Golf Club one recent evening—Maurice Thorne, Bob Brewster, Bud Bowlin and Skip Rivers—while their coworker, Bill Hayward, took a nap!

Miniature golf is also quite popular. Two rail-rodgers from Waterville and one from Portland played at Rummels one night. The loser paid. We won't mention initials but the last name is Haley!

Plumber Joe McKenney took a vacation and spent part of it in the hospital.

Leading Plumber Harold Milton spent two weeks' vacation at his camp at Snow Pond.

Bill Monroe attended the Legion Convention in Portland and a wedding at Belfast all in the same weekend. Bill really enjoys travelling—during his vacation he drove to New Jersey twice!

Recently a woman passenger on Train No. 14 left her pocketbook containing about \$200. in the Armstrong Restaurant at Waterville. The station employees sent it to the North Station, Boston, that same day. We hope she received it in good condition.

## Rockland

By F. L. CARSLEY

Coach Cleaner Fred A. LaBranche has joined the Army and is training at Camp Dix, N. J.

Our sympathy to Retired Brakeman Joseph Hamlin whose wife died June 30.

"Sky" Tardy, Baggage man on No. 52-57, retired July 1.

Express Messenger Frank Horeyseck on No. 52-57 has completed 50 years service with the Railway Express Agency, Inc.

Section Foreman Earl Miller is on vacation.

General Agent Richard Achorn of Lewiston was in Rockland during his vacation.

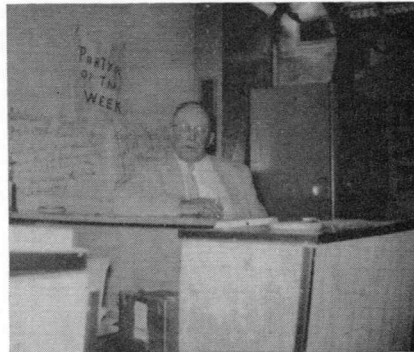
## Bangor Mechanical Department

By F. E. WARE

Tom Fletcher, ace left-handed pitcher for Cony High School, Augusta, has signed a Boston Red Sox contract.

Fletcher was named for his grandfather, former Bangor Freight Office employee Thomas Costley, a long-time resident of Bangor and well known to the Old-Timers of these yards. Fletcher is also the nephew of former MeC Fireman George Costley and Mrs. William J. Hickson.

The new Sox recruit is a former Little League star, and when he was eleven years old, "Doc", Gatreau, Braves Scout, predicted future stardom for the lad. He lived up to this prediction by compiling a fine record for Cony high school.



Engineman Lewis R. Grasse, "Professor of the day" at the Bangor Arthur Murray studios, where he has been taking lessons in dancing this last season.

Congratulations to Electrician's Helper and Mrs. Donald Holt on the birth of a nine pound two ounces, daughter, Gail Lyn Holt, May 22 at the Eastern Maine General Hospital.

About 45 members of the District Junior N.E. O.P. visited the Bangor Engine House May 24 under the sponsorship of Machinist Lewis Snyder, assisted by seven adult members of the organization. They were met at the engine house by Foreman Irvin Furrow and Electrician Frank Ware, who assisted Mr. Snyder in conducting this group on a guided tour of the house.

A fractured right hand has ended the Little League season for Leo Higgins, Jr., star pitcher of the City Club farm team, and has broken up the battery combination of Leo and his brother Barry, sons of Fireman and Mrs. Leo Higgins, Sr.

The lads had been making names for themselves in Bangor Little League circles.

Leo struck out 12 batters in a West Side farm contest to beat the B and A team 13-0, and led the City Club batters with two doubles and a triple.

Twenty-two pupils from Miss Elizabeth Dutch's room and 25 pupils from Mrs. Grace Leman's room of the Dirigo School in Brewer have visited the facilities of the Railroad on a field trip.

They were met at the Union Station by General Agent Royce Wheeler and your reporter who conducted them on a tour of the ticket office and the passenger yard. They were then taken by bus to the Engine House, where Electricians John J. Sullivan and Shepleigh C. Allen conducted them on a tour of the house and through a passenger engine which had been previously set for them. This letter was the result:

Dirigo School  
Brewer, Maine  
June 5, 1958

Dear Mr. Wheeler, (General Agent)

We want to thank you and Mr. Ware and everyone who helped to make our trip possible.

We saw many interesting things that we had never seen before.

Most of us thought getting on the engine and seeing the engine house was the best part of the trip. It was fun riding on the turn-table.

The big passenger car was very nice too. We would like to have a ride in one some day.

Yours truly,  
The Third Grade

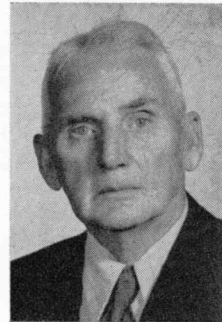
## Vanceboro

By HARRY D. DAVIS

Car Inspector H. W. Vernon has completed two week's training with the National Guard at Wellfleet, Mass.

Warren K. Candlers, who has been employed as Agent of Railway Express Co. at Greenville, has taken over Railway Express Agency here.

Engine House Man Jesse L. Trafton and family have moved from the Ethel L. Chessie dwelling to the home of his mother, Mrs. Ressie Trafton, at Lambert Lake.



Retired Car Inspector Peter J. O'Malley died at his home here May 25. Services were held at the residence with Rev. T. W. Blanchard officiating. Burial was in Vanceboro cemetery.

Relief Operator William R. Gardner, with 41 year's service, retired June 13. He has been replaced by Operator P. F. Wallace, Sr.

The health of Operator A. M. Gray is reported improving. He is up and about the yard every suitable day, and is receiving greetings from his friends and neighbors.

The following have been enjoying vacations:

General Agent W. L. Blanchard, Foreman Engine House and Car Repairs A. M. Scott, Cashier V. T. Wescott, Stenographer M. O. Blanchard, Clerks W. M. Russell, C. S. Prescott and M. M. Beers, Yard Conductor D. P. McIver, Signal Maintainer R. D. Smart and Helper J. J. Conrad.

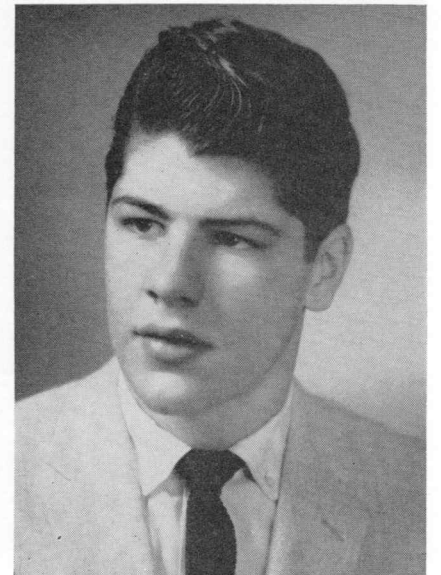
Horace E. Beers, Jr., Airman 2nd Class, son of Mrs. Horace E. Beers, Sr., and the late car inspector Beers, has been home on a 25 day furlough. He is stationed at Tyndall Air Force Base, Panama City, Fla.

Looke's Kiddie Carnival, sponsored by Frederick Mill's Post, American Legion, is in town for a few days, delighting young and old.

Your Correspondent and Retired Yardman K. C. McIver, on Sunday, July 12th, attended funeral services at Calais for Retired Cashier Percy Adams from Second Baptist Church with the Rev. Paul Hazlett and the Rev. Walter Lyons officiating.

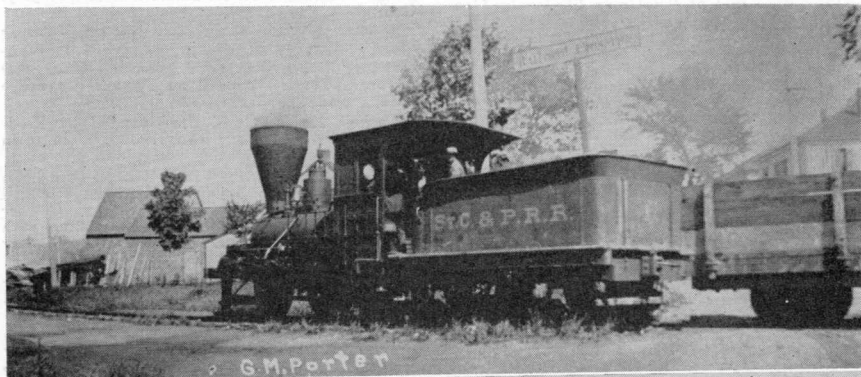
Instruction Car 2001 with A. S. Crosby, General Mechanical Instructor, arrived on No. 7, July 22.

On the same day, Motor Car M 296 with C. P. R. Superintendent H. E. Powell and party moved over the joint track from Vanceboro to Mattawamkeag, enroute to Brownville Junction.



William F. Gardner, eldest son of retired Operator and Mrs. William R. Gardner, has enlisted in the United States Air Force. Word has been received by his parents of his safe arrival at Lackland Air Force Base, Texas, where he will receive basic training.

 THE **GOOD OLD DAYS...**



MAINE RAILROAD PIONEERS—Here are two scenes that antedate the Maine Central in their respective areas. TOP PHOTO shows the wood-burning locomotive G. M. Porter, which ran on the St. Croix and Penobscot Railroad shortly after the Civil War. LOWER PHOTO is a later scene . . . William H. Soper, agent at Solon for the Somerset Railway Company and father of Clerk Clarence D. Soper of the Rigby Yard Office. The elder Soper poses in his first car, a 1905, one-cylinder Cadillac.