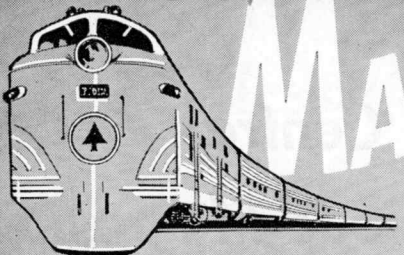


M 2706 1450 7.95 9 78.373



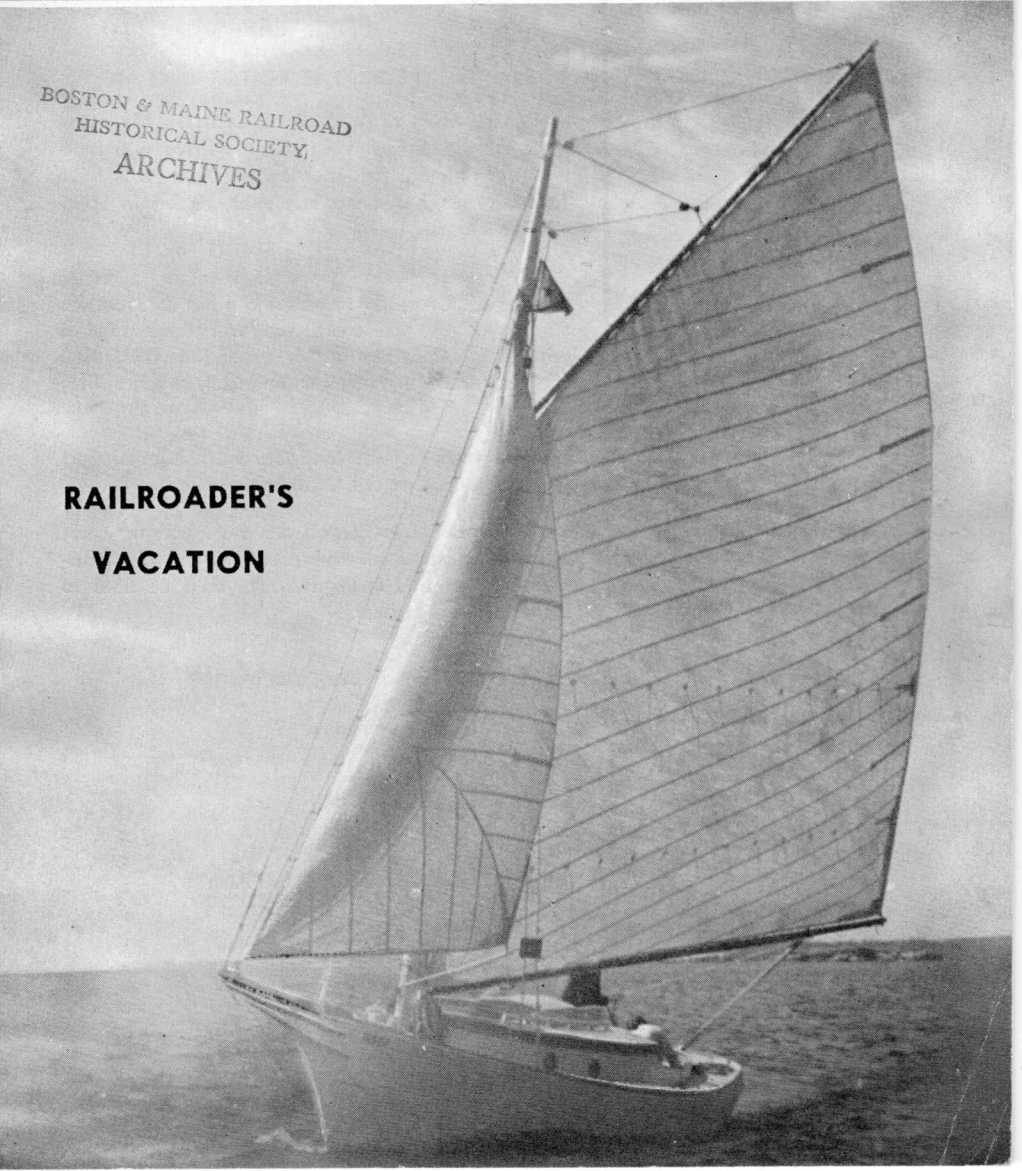
MAINE CENTRAL

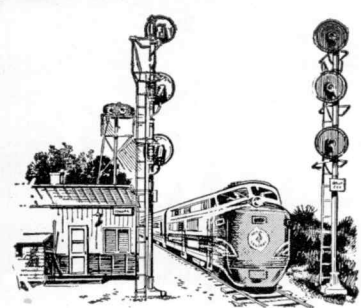
RAILROAD MAGAZINE ...

JULY — AUGUST 1959

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

**RAILROADER'S
VACATION**





Maine Central Railroad Magazine

Vol. XIV—No. 12

Joseph H. Cobb
Editor

THE COVER

The early July Fog burned off just enough for our cover shot of the "Venture," under full sail somewhere off the coast of Maine. At the helm is Robert S. Thing, General Agent at Brunswick, full-time rail-roader, part-time skipper. (See story, page 13)



FROM THE EDITOR

When the next Maine Central Magazine appears, the annual United Fund drive will have been completed for another year. It will have failed, or as happened last year, ended in spectacular success.

No matter what happens, member agencies throughout Greater Portland and other areas where similar drives are conducted will have to live with the result, limiting or expanding their vital services according to the financial support they receive.

Their work is important. Our work is to support their efforts with our contributions.

Pledge as much as you can . . . you may not be able to solve all the problems in your community with this one gift, but you'll be able to say you did your best.

— o —

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

A Message to Employees

By E. S. MILLER, President

Last month your railroad became a pioneer in a new transportation era. We made two major decisions—to drop passenger service, involving losses which now threaten the very existence of the railroads—and to inaugurate fast "merchandise" trains which, along with a general streamlining of methods, will improve our financial position and our service to the shippers of Maine.

If we are successful in both respects, your railroad will move in the direction of a prosperous, energetic and progressive business. As the goals of increased prosperity and increased freight volume are reached, we should provide a better all-around transportation service than Maine has previously enjoyed.

In effect, these two decisions constitute a determined effort to chart our own future rather than to continue on a downhill path under outmoded concepts and regulation. As a railroad we are over-regulated, over-taxed, prevented from entering new fields and at the same time the victim of local, state and federal spending programs that see billions of dollars from the public treasury spent every year in direct and indirect subsidies for our competition.

There would be no inter-city trucking by commercial carriers if they had to build, own, maintain and pay taxes on their rights of way. Railroads are the efficient and low-cost medium, but they must have volume to produce low unit costs and low freight charges. To the extent that artificial competition reduces volume, unit charges increase and the shippers have to pay, particularly in Maine because of its geographical location.

Our taxes are still outrageously high and unfairly levied without reference to earning power, which is the true measure of the value of property taxed by the State. The last legislature in Augusta appeared to agree that the Maine excise tax on railroads is unjust, and then after giving preliminary passage to a relief measure, turned it down because of need for state revenue. Need for revenue is never an excuse for enactment or perpetuation of an unsound and an unfair tax. The strange result in Augusta was a blow, not only to the railroads but to Maine's industries, and particularly to the job security of Maine Central men and women. Your management will continue its efforts to seek justice at the hands of future administrations and legislators. The political effort of every Maine Central man and woman will constitute a powerful force in the direction of increased job opportunity and security.

Returning to the subject of discontinuance of passenger train service, this management could allow the present situation to dawdle along. In other words, we could do nothing and for the next few years sit idly by and watch the railroad grow ill to the point of death.

(Continued on Page 10)

What The Editors Think...

Announcement of the Maine Central and Bangor and Aroostook decisions to end passenger service on their lines came as a surprise to the people of Maine and to the men who edit their newspapers. But on reflection, and particularly after a speech by Mr. Miller before more than 250 Greater Portland business leaders, the general reaction was that, after all, the railroads are businesses, and to survive, must exercise managerial judgment and take necessary action to end losses. Here is one editor's viewpoint:

BETTER MAIL AND FREIGHT SERVICE IN SIGHT

We editors commend to you readers careful reading of the statement by the president of the Maine Central Railroad Company regarding the road's plans to improve its mail and freight service when and if the Maine Public Utilities Commission approves the road's application for suspension of passenger service next fall.

The complete statement appears on page 10 of this week's issue of The Brunswick Record.

The four points which President Miller makes should be convincing. Mail and freight service will be considerably improved. Continued thwarting of the railroad's efforts to protect its sound position—as evidenced by the Legislature's last minute refusal to give it tax relief—can only bring the Maine Central to insolvency. Freed of the inevitable deficits involved in furnishing passenger service the road can be in a position to better its freight service to old and new industries.

Let's not worry about suspension of railroad passenger trains being an obstacle to progress in persuading new industries to locate in Maine. A good example is Raytheon which has decided to build a new plant in Lewiston. Such a company is not too concerned about railroad passenger service. To attend a "welcome luncheon" in Lewiston, Raytheon officials flew in and out. Manufacturers like Raytheon are principally concerned about good transportation (freight) of its raw materials inbound and its manufactured product outbound.

President Miller and his associates are forward-looking. Howlers of calamity over the prospective suspension of railroad passenger service are only hindering efforts to improve the really important phases of transportation in Maine.

The Brunswick (Me.) Record, Thursday, July 30, 1959.



ON CAMERA—Paul Landry, Head Clerk, Voucher Bureau, and the Maine Central's "Mister Banjo," plays a tune before the WGAN-TV cameras in a recent appearance.

Maine Central's 'Mr. Banjo'

A Maine Central Railroader has won both friends and funds with music . . . all because of the old-fashioned neighborliness of his father.

It all began when Paul H. Landry, head clerk, voucher bureau, office of the Auditor of Disbursements, was ten, and when the Landry family lived in Yarmouth. His father was Solomon A. Landry, Grand Trunk baggageman, who had a garage but no car.

It seems a neighbor had a car but no garage, and it didn't take long for the two to get together.

But when it came time for the reckoning, Solomon Landry would take no cash. So, one day the neighbor called around with a substitute . . . not cash, but a gift.

The gift was a banjo, and soon afterward, young Paul had taken his first and only music lesson.

Since then, that banjo and its replacements have been heard by thousands of people at dances, on

the air, in vaudeville shows, and at least once on a coast-to-coast network radio show.

Paul Landry has played the banjo for 30-odd years, starting with high school affairs, local dances and shows; and soon moving into the professional ranks through a winning appearance on the Major Bowes Amateur Hour. Despite offers in the "big time," Paul decided against a full-time musical career, and returned to Portland.

World War Two found Landry in Armed Forces Radio activities . . . broadcasting in Naples, Italy and eastern France, appearing in a USO troupe with Maurice Chevalier, and back in this country, traveling over 40 states for Defense Bond drives.

It was on one of these trips that he married Lydia Perry, whom he had met years before when they both appeared on an entertainment program back home in Yarmouth. They were married on her birthday in the base chapel at Macdill Air Force Base, Tampa, Fla.

Their two oldest sons, Dennis and Arthur, are becoming proficient on several instruments. Five year-old Debbie just listens, and Steven, eight months old, just sings.

Plans In The Works For Bowling League

Signs of the fall season—plans are underway for a men's bowling league for 1959-1960. All men are welcome—the season will start late in September, with the place and date to be announced. Anyone interested is asked to get in touch with Ralph Jellerson, commissioner, in the general office.

— o —

Among those RETIRING ...

Joseph V. Poirier, conductor, Portland, 43 years.

Retta V. Shaw, stenographer, Portland, 36 years.

Roy E. Farren, section foreman, Cherryfield, 42 years.

Mark J. Conroy, baggage and mail handler, Portland, 44 years.

Harry F. Clukey, conductor, Portland, 47 years.

John M. Coyne, clerk, Portland, 47 years.

Herbert A. Sherman, crossing-tender, Portland, 43 years.

Samuel E. Hudson, trackman, Hancock, 40 years.

Frank Lavoie, laborer, Waterville, 15 years.

George Diamond, trackman, Livermore Falls, 50 years.

Charles E. Boynton, carman, Calais, 37 years.

Ernest T. Biladeau, conductor, Portland, 50 years.

John G. Heggeman, yard conductor, Portland, 39 years.

Albert E. Spring, trackman, Hiram, 41 years.

Raymond J. McCommic, locomotive engineer, 48 years.

Edward W. Flynn, gang leader, stores department, Rigby, 15 years.

Robert J. Mountain, locomotive engineer, Portland.

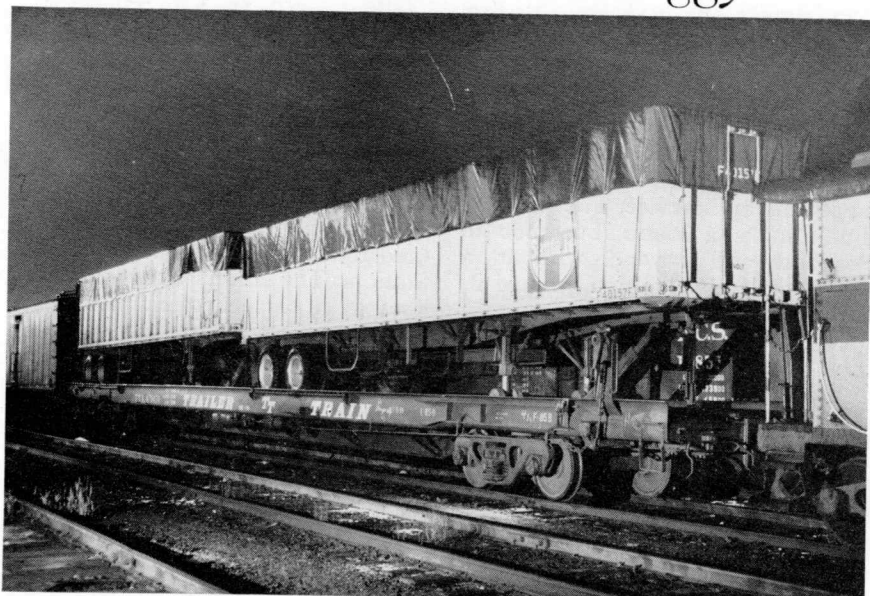
David J. Sickels, trainman, Portland.

Frederick J. McGee, head ticket clerk, Portland, 50 years.

Gordon L. Carter, head clerk, Portland, 46 years.

Stanley F. Jancowsky, laborer, Rigby, 39 years.

Mec Delivers First Thru Piggyback



AT RIGBY, BANGOR BOUND—The Maine Central's first through piggyback shipment—two trailers loaded with a new building material—paused briefly at Rigby before continuing to Bangor early in July.

The Maine Central first through piggyback shipment—a 65 foot car bearing two trailers—was delivered in Bangor shortly after the 4th of July.

It was the first of what may be several shipments of "Monopanl," a new building product made of steel and glass wool by the Butler Manufacturing Company of Galesburg, Ill. The Bangor trailers contained the Butler Company's first volume shipment of the product, and represented the Illinois firm's longest piggyback movement.

The trailers were consigned to King Cole Foods of Bangor, and their contents will be used in construction there.

Deaths

John W. Gurney, retired clerk, in Portland, July 29.

George E. MacLearn, retired conductor, in Portland, June 16.

Theo C. Knowlton, retired conductor, in South Portland, July 27.

Lorraine M. Price, retired telegrapher, in Camden, July 22.

Ervin W. Emery, retired trackman, May 21.

George W. Sandy, retired carman, at Waterville, June 11.

Leslie D. Drew, retired machinist, May 14.

Percy T. Grant, retired sheet

(Continued on Page 16)

Blueblood Mice Ride Maine Central

One recent Tuesday, number 12 had 9,500 passengers out of Bangor.

There was no confusion, no ticket rush, and no complaints, even though these particular passengers were accustomed to the best in treatment and service. Fact is, they didn't make a sound, but rode to Portland and beyond without a word—or a squeak. You guessed it, they were mice.

Not ordinary mice—which rarely travel by train—but just less than a thousand blue-bloods of the rodent aristocracy from the famed Roscoe B. Jackson Memorial Lab-

oratory at Bar Harbor. These mice were bound for dozens of destinations—laboratories throughout the nation and the world where they will undertake frontline duty in the battle against cancer.

It happens every Monday, Tuesday and Wednesday at Bangor, when people from the Jackson Lab unload the mice at Bangor Union Station. The animals are carefully housed in cartons of various sizes, each mouse with a quantity of something that looks like dog meal, but isn't, and a Maine potato. The spud provides what water the tiny animal will need during his trip.



CONGRATULATIONS FOR CARTER—Gordon L. Carter, Head Clerk, Auditor Disbursements Office, is congratulated by Horace N. Foster, Comptroller and Treasurer, and John Michaels, Auditor of Disbursements, as gifts were presented on his recent retirement.

Rail League To Elect Slate

A new slate of officers will be elected this month by the Maine League of Railroad Men and Women, which now represents—through its membership—some 2,000 Maine railroad families.

The election, to be conducted by mail, follows efforts by the League to win favor for railroad legislation in the recent 99th Maine Legislature. League members solicited signatures from friends and neighbors supporting a bill that would have reduced the huge and unfair excise tax on gross receipts paid annually by the railroads.

These signatures undoubtedly added strength to the position of the railroads, but the bill was the victim of a last-minute economy drive that saw the defeat of several important appropriations measures.

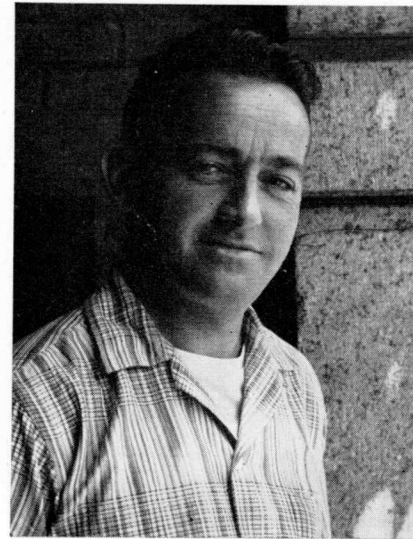
The ballot to be sent to members of the League is the result of nominations by the League Executive

Committee. Louis J. Rancourt, Railway Express Clerk and chairman, Maine State Legislative Committee of the Brotherhood of Railway Clerks, has been nominated for the office of President. He would succeed Harold D. Ulrich, General Chairman, Brotherhood of Railway Clerks.

Three vice presidents have been nominated for re-election. They are Roy E. Baker, general manager, Maine Central; M. L. Charity, General Chairman, Brotherhood of Locomotive Firemen and Engineers, Maine Central; and H. C. Duffy, Manager of Operations, Bangor and Aroostook.

Roy Plumley, Comptroller and General Auditor, Bangor and Aroostook, has been nominated for re-election as treasurer, and Hugh F. Flynn, Vice General Chairman, Brotherhood of Railway Clerks, Maine Central, has been nominated for re-election as secretary.

Four labor members have been nominated to serve on the executive committee. They are James Daley, General Chairman, Maintenance of Way Employees, Bangor and Aroostook; Fred T. DeWitt, General Chairman, Shop Crafts, Bangor and Aroostook; and Earl D. Jones, Vice General Chairman, Brotherhood of Railway Carmen, Portland Terminal Co., and John Larracy, Waterville, Local representative, Brotherhood of Machin-



Rancourt

(Continued on Page 10)

(Message—from Page 3)

Or, we can step in with a constructive program which will tend to increase railroad earnings, railroad customers and railroad personnel. Of the two paths that stretch before us, one is definitely downhill and the other upward, leading to a new and healthy vitality.

The Maine Central and the Bangor & Aroostook are not alone in the problems which forced this decision. Many another eastern railroad is suffering from the same disease, but the Maine roads have come to grips with the situation in an all-out effort to change with the times and to provide a vital new service in place of a service which no one actually needs and consistently uses.

Elimination of all passenger service—and we must eliminate all of it if we are to establish the new “merchandise” train service—will bring some reduction in working forces, but our ultimate success in obtaining new business should produce an increase in the number of employees. If, on the other hand, we are forced to continue in the passenger business, forced to continue the useless yearly waste of 2 millions of dollars, job security will be greatly reduced.

In summary, in acting to eliminate passenger service we are doing three things—we are seeking to run the railroads as businesses; we are trying to replace a wasteful service with one that will not only help the railroads but every segment of Maine's economy; and finally, we are doing our best to insure the future of the Maine Central and

the future of every employee who trades his time and talents for a Maine Central paycheck.

— o —

(League—from Page 9)

ists, Maine Central. Three will be elected.

Nominated management candidates for the League executive committee are Sumner S. Clark, Assistant to the President, Maine Central; Howard L. Cousins, Jr., Assistant to the President, Bangor and Aroostook; Joseph H. Cobb, Director of Public Relations, Maine Central; and William M. Houston, Assistant General Counsel, Bangor and Aroostook. Three will be elected.

The ballot also includes write-in space for all offices.

The League executive committee has asked members to mark the ballots and return them in pre-addressed, stamped envelopes before August 20.

— o —

A RAILROADMAN'S PRAYER

F. L. Carsley, Agent at Rockland, sends along this item, clipped from a newspaper half a century ago, but still timely.

“O Lord, now that I have sidetracked the devil, lift my feet from the road of sin and plant them safely on the deck of the train of salvation.

“Let me use the safety lamp of prudence, make all the couplings in the train with the strong link of thy love, and let my lantern be the Bible.

“And, Heavenly Father, keep all switches closed that lead off on the sidings, especially those with a blind end.

“O Lord, if it be thy pleasure, have every semaphore block along the line show the white light of hope that I may make the run of life without stopping.

“And, Lord, give me the Ten Commandments for a schedule that when I have finished the run on schedule time, pulled into the great dark station of Death, may thou the Superintendent of the universe say, “Well done, thou good and faithful servant, come and sign the pay roll and receive your check for eternal happiness!” Amen.”



VETERAN WORKERS HONORED—These Maine Central and Portland Terminal Company workers—all with at least 50 years of service—recently were presented “gold” passes. Front row, left to right, J. A. McDonough, Miss Ethel A. Armstrong, Didace J. Burke. Back row, President Miller, who presented the passes; Frederick J. McGee, and Louis D. Proctor.

Five Receive 'Gold' Passes

Five employees whose combined service to the Maine Central and Portland Terminal Company totals more than 250 years were the guests of President E. Spencer Miller a few days ago.

The occasion was the presentation of 50-year service passes to the following: Louis D. Proctor, locomotive engineer; Miss Ethel E. Armstrong, PTCO. Freight Clerk;

Didace J. Burke, Rigby Storekeeper; Frederick J. McGee, Ticket Agent, Union Station; and J. A. McDonough, head baggageman, Union Station.

Two other 50-year veterans, W. R. Fisher, Engineman; and H. C. Amadon, also an Engineman, were unable to be present for the occasion. They will receive their passes at a later date.

Sign of the Times...

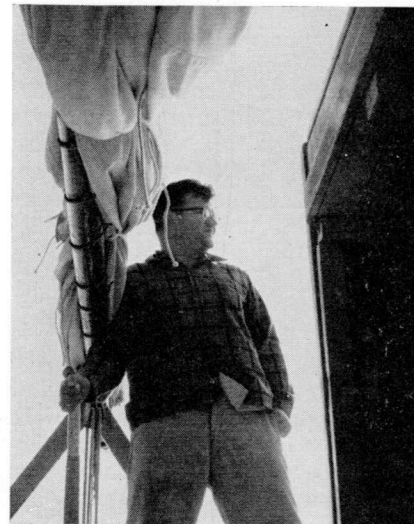


PERTINENT POETRY—A sentiment close to the hearts of railroaders everywhere is brought home to passers-by on Bangor's Main street these days by this sign, erected on the new monorail crane in the Bangor freight yards. The sign is read by hundreds of Main street motorists, pedestrians and summer visitors daily.

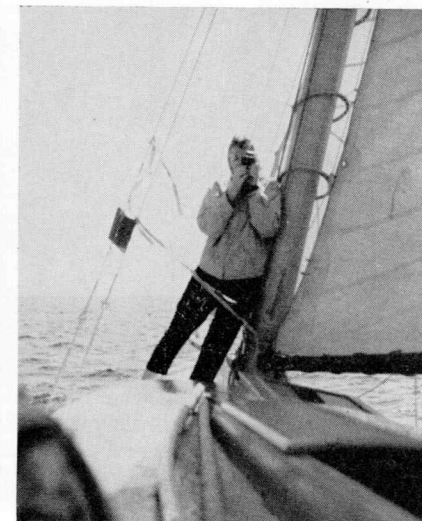
MeC Agent Skippers the 'Venture'

When he's working, the consuming interest of Robert S. Thing, General Agent at Brunswick, is the Maine Central Railroad. But when he's not, he's completely involved in a far older and less complicated form of transportation . . . blue-water sailing craft.

His particular off-time interest is the venerable, but still trim Friendship sloop "Venture," aboard which Bob and his family have been cruising the Maine Coast for the past five years.



The Skipper



. . . And Mate

This summer is no exception, and when Bob's vacation time rolled around in early July, the "Venture" was waiting at her Boothbay Harbor mooring, ready to go. So were Bob, his wife and children.

But the weather wasn't ready, and for a week, while visiting Christmas Cove, Sheepscot and Linekin Bays and other sections of the coast, the "Venture" was shrouded in fog.

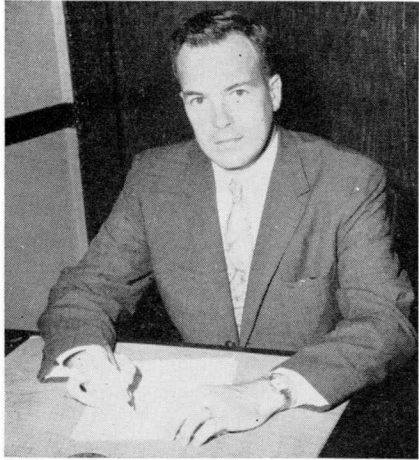
"There were times," Bob said, "when we couldn't see the masthead."

But to a real sailor, fog is only a minor problem . . . a temporary difficulty at worst, especially if you know where you are at all times.

That would be the real problem for most of us, but to Bob and his family, it's all part of the game.

"Besides," he says, "next weekend will be great off Boothbay."

Gerity Appointed To Head MeC-PT United Fund Drive



Gerity

Plans for the Maine Central—Portland Terminal Company phase of the annual Greater Portland United Fund Campaign got under way early in August with President Miller's appointment of John F. Gerity, Assistant Comptroller, as company chairman of the drive.

Mr. Gerity succeeds Chief Engineer James W. Wiggins, under whose leadership the Maine Central and the Portland Terminal employees contributed a total of \$9,591 last year. This figure represented an increase of 45 per cent over previous company contributions.

This year's campaign will be conducted in October, with a quota increase anticipated to meet the additional needs of member agencies.

The Maine Central and the Portland Terminal Company are among more than two dozen firms in the United Fund's Public Service Unit. Besides railroads, this unit includes airlines, bus firms, trucking companies, banks, insurance firms, public utilities, publishers, radio and television stations and many others.

Horace N. Foster, Maine Central Treasurer and Comptroller, served as Public Service Unit Chairman last year. This year's Public Service chairman, Richard S. Noone, Telephone Company Commercial Superintendent for the Portland District, will be assisted by George H. Ellis, Maine Central Assistant Comptroller, Auditor Revenues.

— o —

Spaulding Named Commercial Agent

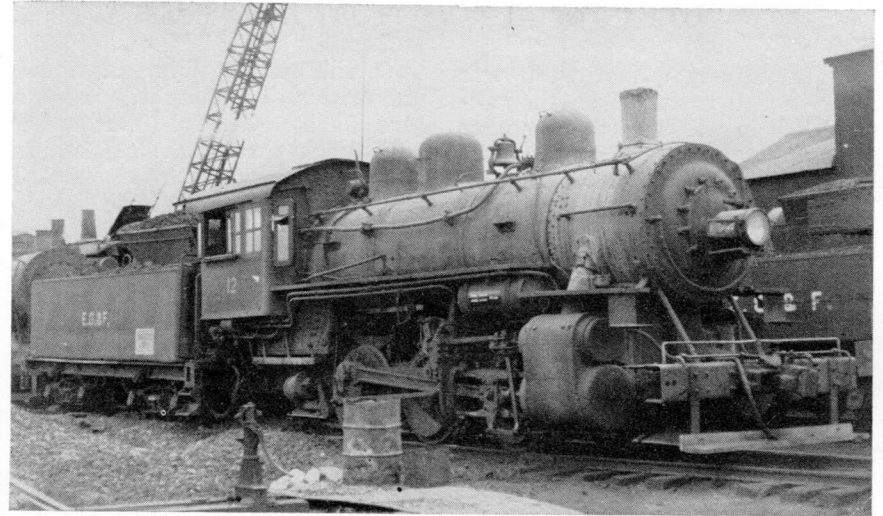
The appointment of Raymond L. Spaulding of Brewer as Commercial Agent with headquarters at Bangor was announced early in August by H. E. Buchheim, Sales Manager.



Spaulding

Mr. Spaulding is a member of the Masonic Bodies, the Bangor Chapter of the Trowel Club and the Maine Traffic Club.

Mr. Spaulding has served as Rate Clerk at Bangor Freight Office since 1946, two years after he joined the Maine Central as Clerk-Crew Dispatcher at the Bangor Engine House.



OUT OF THE PAST, BUT STILL ON THE JOB—Portland Terminal Company locomotive 834, once a familiar sight throughout Terminal territory, is still steaming as number 12 at the fuel yards of the Eastern Gas and Fuel Company, Boston. Built in 1920, the sturdy 0-6-0 switcher was sold to the Boston and Maine Railroad in 1951. (R. F. Monroe Collection).

A letter dealing with the old days on the Maine Central was received recently from Gilbert J. Fournier, a former Maine Central freight conductor who retired in 1955 and is now living in California. We think you'll agree it's good reading. (The Editor)

Santa Barbara, Calif. 7-18-59
Editor
Maine Central Magazine
Portland, Maine

Dear Sir:

The recent picture of old P&RF

Eng. 3 sure brought back fond memories.

I went to work under E. L. Lovejoy Supt. as a brakeman May 14, 1906 at \$1.65 per 12 hour day, at the age of 15 yrs. 6 months old. After 6 months I received a letter from Mr. Lovejoy that I had qualified as a head brakeman and effective that date Nov. 14, 1906 my future pay would be \$1.75 per day.

Man, for a lad of 16 years old that was some pay, as the mill rate was around \$1.00 per day and my dad who was a stone mason considered

himself lucky when he got \$2.00 per day. Incidentally, dad helped build most of the turn tables, pits, round house and station foundations, McFalls Bridge and other bridges, also McFalls Station, under the contracting firm of Meteor and Fisher (or Poisson) of Rumford.

In those days when work was slack in a department on the railroad if help was needed in another department you were given a job, motive power, transportation, section or freight handler.

In the middle of 1906 about July, I was told to report as fireman on trains 13-14-17-18 firing for Engr. Dolloff, then for Engr. Keene, (Nathaniel or Than Keene), also fired a short while for Ira Whittemore on the yard switcher. Then reverted back to my regular job as brakeman in the fall.

We, the Chisholm switcher made a trip each day to Rileys with empties for pulp, taking out loads and leaving empties for loading. We would push the loads to top of Riley Hill, pull the pin on the loads and one man rode them into Chisholm yard where switch was left for track 6-7 or 8 while rest of crew switched out a siding on top of Riley Hill, named Chases Sdg., also Jay Bridge, then came back to Chisholm.

I rode many a string of pulp into Chisholm and it was quite a thrill to do so, and I'm sure Mr. Jewell, retired MeC conductor will verify this for you. I remember the first trip I fired old No. 3. When we got to Rileys that morning I didn't have enough steam in the

boiler to boil an egg. I fired Eng. 12, later MeC 248, also RF&RL (Rumford Falls & Rangeley Lakes) Eng. 2 later MeC 153. Old 153 sure was a backbreaker, and her boiler was longer than Moses' whiskers.

In 1908 I got itching feet and worked for the B&M out of East Somerville under John L. Shaw, trainmaster. Then a spell under a Mr. Fields, General Yardmaster until 1909, then back to MeC in 1910. Worked other roads until I settled on my last railroad job in 1942 until my retirement in 1955 at 65 years old.

Incidentally, I ran my first train as conductor one night in April, 1907 at 16 years old, old Eng. 4, later MeC 94, Engineer Keene, Fireman L. W. Winters. Get hold of Harry Jewell, he can give you a lot of dope for a good railroad story, I'm sure. Regards to the boys on the Maine Central.

Gilbert Fournier,
1600 State Street,
Santa Barbara, California.

— o —

(Continued from Page 7)

metal worker, in Waterville, June 10.

Walter E. Williams, retired telegrapher, in Winthrop, May 30.

Alton G. Bonney, retired carman helper, in Portland, June 28.

— o —

Imagination is what makes you think you're having a wonderful time when you're really only spending money.



MISS SHAW RETIRES—Miss Retta Shaw, Secretary to the Chief Statistician, is shown with gifts received when she was honored by the girls from the General Office Building with a party at the summer home of Mrs. Grace Thompson recently. A buffet supper was served by the hostess and a pleasant evening enjoyed.

General Offices

By ERNESTINE V. MILLER, DORIS THOMAS and AL KENNEDY

Arthur L. Edwards has transferred from the Auditor Disbursements Office to the payroll division of Machine Accounting.

Clyde Luce, Jr., and family spent their vacation visiting Montreal and Quebec, returning to Belfast for their remaining week on Penobscot Bay.

Howard Jolliffe has a new yellow and white Ford Country Sedan, which he used for his vacation at Pemaquid Beach.

Mr. and Mrs. John P. Flaherty's third son, Peter Richard, was born June 11, at Mercy Hospital, weighing in at 9 pounds.

Gordon Williams, cashier, has taken up water-skiing—so far, no spills!

John Dresser reports that his daughter sails for home from the French Riviera on August 6. She is learning geography first-hand, as this is the second summer her grandparents have taken her to Europe.

AGE NO OBJECT

Jim Winslow, former agent at Lancaster, Bartlett and several points on the Rockland branch, is now 77. But age has little to do with golf, apparently.

Seems Jim played the Waumbek Country Club course at Jefferson, N. H., a few days back with Leo Connary (Pete's brother) and Hugh Grogan of Groveton.

That was the day Jim stepped up to a ball on the 14th tee and 5-ironed a 130-yard hole-in-one.



Katherine Donahue, Machine Operator, Voucher Bureau, Auditor Disbursements, became the bride of Joseph E. Gallant, Clerk, Mechanical Bureau, Auditor Disbursements, on June 20 at St. Dominic's in Portland.

Mrs. Ernestine Miller had one week's vacation in July, "tripping" to the White Mountains, Santa's Village, Six-Gun City, to the seashore, to Bath, Augusta and Waterville. In her spare time, she and Stephen packed books and dishes preparatory to moving to a new apartment.

That bright gleam in Margaret Gagnon's eyes is matched by the sparkle on her left hand. Best wishes go to "Maggie," who is employed in the Auditor Revenues Office, and "Ed" Haley of the Car Service Office.

General Bookkeeper Erroll Libby spent a week at his cottage at Watchic Lake.

Virgil Hawkes, general accountant, used up two of his weeks, clearing land, chopping wood, etc., on his lot at the lake.

Anyone who hasn't tried Charlie Hagar's lobsters, is missing a taste treat—they sure are delicious. Between working for the railroad, lobstering, and skin-diving, Charlie is a busy guy.

Gordon Carter, head clerk payroll bureau, Disbursements Office, retired July 15 and was honored by his associates with a gift of a slide projector. Good luck, "Nick," and many happy years of retirement.

Gordon "Tug" Wilson and Walter Provencher have had their annual safari to Camp Drum, New York.

Edith Goodwin is sporting a brand-new Galaxie Ford Sedan. Some stuff!

Milt Chaplin spent his vacation harvesting his hay crop. Paul Crawford vacationed in Boston and at lake spots. Myrtle Neilson went "tenting" with her family at Sebago Lake State Park. Stan and Toni Watson were other railroad campers at the Park.

Elta Benner returned from vacation after taking in all the "nice" eating places, and having a good rest.

Madeleine Bowdoin toured Canada and was in Montreal at the same time as the Queen—she did not get a glimpse of her, but did meet up with the honeymooners, Kay and Joe Gallant.

Marion Faibisy spent the 4th of July weekend in Vermont.

Alfred Chapman is going to the sunny south for his vacation—he is driving his folks down to look over the situation for a permanent residence.

Other vacationers—Francis Cameron, Larry Reinsborough, Dick Greene, Paul Landry, Dottie Smith, Harold Cummings, Ralph Libby, Bob Rounds, Margery Sterling, Hazel and Erland Libby, Maurice Allaire, Ralph Jellerson, Eleanor Frates, Ruth Kelley.

"Johnny" Murray, genial mail clerk, reports that he had a "smashing" time in Chicago and various sections of Missouri.

Nice to see Ann Seabury back in Freight Traffic, after having maternity leave.

Welcome to the New Haven Railroad Traffic Department, who now has an office on the second floor of the General Office Building.

New arrivals in the Auditor Revenues Office: Laurie Jane, daughter of Mr. and Mrs. Richard Goodie, born July 23, 7 lbs. 10 oz.; Beverly Jane Braasch, daughter of Mr. and Mrs. Benjamin Braasch, born July 19, 6 lbs. 14 oz.

Double congratulations are in order to proud grandparents, Ted Grover of Freight Traffic and Randall Thurrell of Auditor Revenues, on the birth of granddaughter, Deborah Anne, July 4. Deborah is the daughter of David and Margaret Anne (Grover) Thurrell.

Judy Svenson daughter of Don Svenson, Traveling Accountant, Auditor Revenue office, boarded a jet in Boston and flew non-stop to Los Angeles, Calif., to live with her grandparents while attending Pasadena City College. Don says that allowing for the difference in time, she arrived at LA before he and his good wife could get back home in Portland.



Miss Frances Haren became Mrs. Samuel DiPhilippo in ceremonies June 6 at St. Patrick's, Portland. Sam is a Clerk in the Payroll Bureau, Auditor Disbursements office.

Royden Cote, Freight Traffic has purchased a two-family home on Rochester street, Westbrook.

It was good to see all the old familiar faces as Bill Lamson, Hod Hayward, Harry Stetson, Roscoe Woodrow and Millard Bailey recently paid us a visit.

In June, Signal Engineer and Mrs. Stanford attended their son David's graduation from Maxcy College, University of So. Carolina.

How can such a small car carry such a big man? was recently asked me when we saw Dick Dixon zoom by in his Volkswagon.

Alice Eliason is sporting a new black and white Chevrolet, real sporty.

Mr. Stanford, Louie Lentz, Mr. and Mrs. Frank Scott and Mr. and Mrs. Al Kennedy attended the annual banquet of the Brotherhood of Railroad Signalman at the Legion Home at Waterville on June 6.

Bertena Bodge having been confined to the Mercy Hospital for some time is now at home and is reported to be feeling much better.

Signal Maintainer Alfred J. Loon of Leeds Junction died July 20 at the Togus Veterans' Facility after a brief illness. Services were held July 22 at Monmouth. He served in the Maine Central Signal Department for 42 years. We offer our condolences.

— o —

Portland Freight Office and Freight House

By ALICE M. McLAUGHLIN and MARJORIE J. MULKERN

Due to annual vacations, a number of changes have been made temporarily: Sally M. Hasson, regularly employed at the Per Diem Bureau, has been substituting at the Freight Cashier's and Freight Agent's offices; Gerard P. Conley and Martin F. McDonough, from the Rigby Revision Office and Freight Office respectively, are at the Per Diem Bureau; Andrew J. Blackwood and Robert A. Morrill are filling in at the Revision Office, Rigby; Revision Clerk James B. Keegan is recovering Rate and Waybill Clerk Edward R. Stanton's job while the latter is on vacation from the Freight Office.

It seems good to hear the familiar voices of Joe Mac (McNealus) and Pat Kilmartin, at Yard 8, again, both of whom were out recently due to illness.

Mr. and Mrs. William Johnson (Iva Baizley, Waybill Machine Operator, Portland Freight Office), have moved into their new home, at Scarborough.

Frances K. LaRose is covering Martin F. McDonough's job, 3 to 11 p.m., Portland Freight Office, during this vacation season. She also covered Stenographer Marjorie J. Mulkern's position while Radio Checker Forest C. Hoar was on vacation, Mrs. Mulkern covering his job in the intercom booth, at the Freight House.

We extend our sympathy to the following employees' families:

James J. Jordan, former Assistant General Agent, who died May 16, 1959; John D. McCullum, former Leader-Loader and Caller, who died Feb. 16, 1959; Coleman J. Mulkern, former Leader-Loader and Caller, who died May 28, 1959.

The following employes are still absent due to illness: Chisel Operator John J. O'Donnell, since Feb. 11; Janitor Peter M. Chisholm,



Judith Baker, daughter of Mrs. Dorothy Conley, Machine Accounting, became the bride of Joseph Romano, Saturday, July 18, at North Congregational church, South Portland. She was attended by her cousins.

since May 30. Others returning after sick leave are Philip H. J. Robinson, Leader-Loader and Caller, Head Clerk John R. Stanton, Car Clerk Edwin C. Noyes.

We are also pleased to hear that wife of Head Clerk Thomas E. Dillon is around once more after a long seige in the Mercy Hospital with a sprained ankle.

Just at present with vacations taking place, we have to report as follows:

Radio Checker Forest C. Hoar spent a portion of his vacation at his camp, Panther Pond; Leader-Loader and Caller Clinton D. Kane, Sr., and wife, at Kennebunkport; Freight Cashier Charles A. Anderson, Rate and Waybill Clerk Edward R. Stanton, are absent at present; we hope to have reports on where they went when they return; M. I. T. Clerk Paul V. Bourque and family spent a week of their recent vacation at York Beach; Waybill Machine Operator Cora L. Bisson, husband Leo, her father and mother, Mr. and Mrs. Ovila Larrivee, had an enjoyable two weeks vacation at St. Petersburg, Florida. Since last write-up we understand that Assistant Freight Cashier Ever H. Nelson had a most enjoyable trip to Longview, Texas, visiting New York City, Pueblo, Colorado, Salt Lake City, Utah, Oakland, California, El Paso, Texas, and St. Louis, Missouri, enroute.

Correspondent Mrs. Alice A. McLaughlin spent the holiday week-end at Camp Kokotosi, Raymond. Also, she and Mrs. Ever H. Nelson recently motored to Sturbridge Village, Sturbridge, Mass., where they spent an enjoyable week-end.

Marine Stenographer Florence L. Cooper and family spending their week-ends at their camp, near Weld.

Correspondent Stenographer Marjorie J. Mulkern and husband Leader-Loader and Caller Patrick X. Mulkern attended the World One War Veterans' Convention at Sanford, Me., also the State American Legion Convention at Bangor; they had a very nice tour around Rockland, Wiscasset, Pemaquid and Bath recently, relishing their very fine lobster feed at Gilbert's Lobster Pound.

Former Janitor William E. Greaves has transferred to the Yard Clerks' field, Rigby; present Janitor Donald P. Whitney is highly commended on the splendid condition of the Freight Office and Freight House, which position he recently took over.

Edwin C. Noyes, Jr. and Grace Noyes, son and sister of Car Clerk Edwin C. Noyes, Portland Freight Office, spent their vacations at Peaks Island and Portland with their relatives.

Revision Clerk James B. Keegan attended the Solemn Mass celebrated by his nephew, the Rev. Lawrence V. Keegan, who was ordained June 21, by Archbishop Francis Keough, of Baltimore, Md., at Woodstock College, Woodstock, Md., Fr. Keegan, S. J., said his first Mass at Our Lady of Perpetual Help Church, Brooklyn, N. Y., July 12.

— o —

Rigby Engine House

By ALBERT B. WETMORE

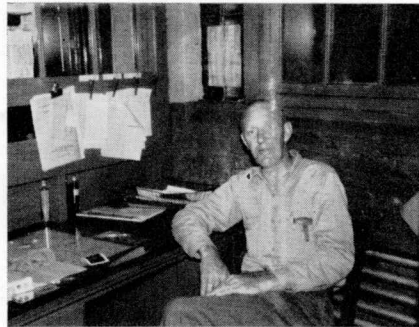
The time between our last issue of the magazine was notable for visitors in groups from the various schools in the surrounding towns. The largest lot consisting of 69 fifth graders, and 12 adults, which consisted of teachers and some parents. They were from the town of Norway, Maine.

Our Carpenter and Painter Merle Cook took a fishing trip while on his vacation, and visited a few of the ponds and lakes in the northern part of the state with average luck in his overall catch of fish, besides a wonderful time for himself and family.

Laborer Charles Jackson took a week off and got caught up on some of his work around home at Cornville, near Skowhegan, as well as some fishing up in the Allagash region.

Laborer Martin Conley has a new Ford Ranch Wagon. He lost the engine of his 1958 Buick due to leakage of the permanent antifreeze into the engine causing it to seize the pistons. He plans a trip to Canada to try it out.

Machinist James Brice, junior, attained the much sought after feat of "A Hole in One" on June 1st, at one of our local golf courses in South Portland. His daughter Sally, and Sharon Pinkham, a grand-daughter of a re-



Leisure Moment—Hostler James Jenkins pauses a minute to reflect at the Engine Dispatcher's office, Rigby.

tired worker Sheetmetal craftsman Archie Pratt shared jointly in the composing of the class lyric for Westbrook High School graduating class. Of course all good things have to be tempered with a bit of bad news, the death of "Jim's" mother, she was also the wife of retired worker Leading man Machinist James Brice, Senior.

The Safety Board reading as of this date is 174 days without a lost time accident.

However, we did have a close call when Larry Gorrie, Electrical Worker, fell from a step ladder while cleaning lights, fracturing his thumb. He was back to work within the three day period allowed by the I.C.C. ruling.

Electrician Walter Brown has purchased a new Volvo, one of the small cars now on the market. It is of Swedish make.

Clerk John Welch informs me that his son Lawrence, who is in the armed services, has been transferred to Labrador. Jerome, another son, won honors at Cheverus high school for being the most progressive student for the year. These boys are also the nephews of Laborer Jay Welch.

Machinist Robert McKinney underwent surgery to remedy a hearing defect. It evidently was a success as he is able to hear much better without his hearing-aid, and has above normal hearing with its use.

General Foreman Billington attended the American Legion Convention in Bangor. He tells me there was a large attendance as well as the usual good time.

Machinist Lawrence Lanciault now has two Chryslers in the family. Mrs. Lanciault who recently retired after long service with the Sear-Roebeck Co., purchased one for her own use.

Laborer Edward Flynn has retired on account of a disability.

Laborer Stanley Jankewski has retired after long service.

Former Laborer now furloughed, Thomas Conley, is with the Kraft Cheese Company.

Deaths occurring during the 2 months period since last publication are as follows: Peter Griffin, former Carman, Mrs. Archie T. Pratt, wife of former Sheet-Metal Worker Archie Pratt, Former Laborer Patrick J. Nally. Nephew of Larry Gorrie, was killed in recent railroad accident when his truck run into an engine at a crossing.

Laborer Herbert Walker now has a drivers license.

Machinist Helper Joseph Ashley was hit by a "hit and run" driver, causing considerable damage to the side of his car.



By NORM MASSENGALE

John Keating Sr. returned June 8th from New York City where he attended the national convention of Railroad Veterans.

Mr. and Mrs. Keating have recently moved to Preble Street, South Portland, after spending a lifetime in Portland, so they can be handy to their children for Sunday dinners.

The last meeting of the R. R. Veterans was held June 28 at Thompson's Point. Jane Lauten and George Hunter from a local Radio and T.V. Station were guests. Jane is the daughter of Yard Conductor Harold and Mrs. Clark,

and George is known to many McC railroaders at his Freeport place of business.

Three Silver medals for scholarships were presented at the end of school term at Lincoln School, South Portland, by Trainman Emile Morin. They were sponsored by Rep. Arthur Charles of Portland, and the awards were one of the many youth activities in which Trainman Morin is interested.

Retired Conductor George MacLearn passed away suddenly due to a heart condition shortly after he retired from service. His younger brother, Daniel, passed away the same day. A double service was held at Yarmouth. We all offer our condolences to the family.

Conductor Richard Green's mother passed away early in July after many years of illness. She was 91 years old. Our sympathy is offered.

Trainman Hilding "Hoody" Gleason is off duty due to a knee injury and is not expected to be able to work for many months. Cheer up Red, you are bound to hit a winner one day.

Also off on account of an operation is Trainman Allen Edwards who is coming along fine and should be back working at this writing.

Trainman Percy Cook has been off duty for some time on account of sickness and is not expected back very soon. He owns a cottage down Machias way and hopes one day to be able to retire and enjoy the peaceful living of that county.

Trainman Percy Brackett has been off quite some time on account of sickness and at this writing has been operated on at the Maine Medical Center Portland. We all wish him a speedy recovery.

Conductor John Reardon has been off many months and is not expected back very soon.

Many of the boys are taking their annual vacations. Among them are Conductor Driscoll who spent most of the time at his camp at Crystal Lake, Gray; Conductor L. E. King, just loafing; Baggage-master "Juggy" Seward, helping mother with her dogs; Conductor Arnold Miller on a motor trip to Canada; Conductor "Giant" Caswell guiding would-be fishermen at Kennebago; Conductor Richard Green guiding Caswell around Kennebago.

Conductor "Ken" Sampson chasing the hay burners; Conductor "Bob" Seymour investigating possible sites to open a colony; Trainman Earl McInnis digging up Washington County; Conductor Hardy dreaming up ways of making a living without working; Conductor Art Herron, Johnny Kelly and Roy Garland. Roy did some fishing up near his camp on the "Air Line."

Also on vacation were Trainman Walter Dunifer. Baggage-master Frank McNally who must have had some painting to do around his property on "the Hill"; Conductor Freddy Poulin of Waterville, collecting rents; Trainman Vern Pipes who sat on his porch in a rocking chair and after three days started to gently rock; Trainman MacDonald who had reservations on the Ferry "Blue Nose" to Yarmouth, N. S., with an extended motor trip; and Conductor Harry Searway who motored to Aroostook County hunting for nice places to eat.

Engineer Arnold Baker's wife, Mary, is very ill at this writing and sons Arnold and Paul have been called home from overseas.

Trainman "Steve" Flaherty was bought himself a speed boat to use at Little Sebago.



Barbara N. Massengale, daughter of Conductor and Mrs. Norman Massengale, became Mrs. Larry E. Gregor in ceremonies June 20 in Holy Cross Church, South Portland. (Jordan photo).

Trainman Harry Mulhern is also on vacation, doing quite a lot of fishing. His brother is home from Army service in Germany and with father, Yard Conductor John Mulhern, they're fishing all the lakes for the big ones.

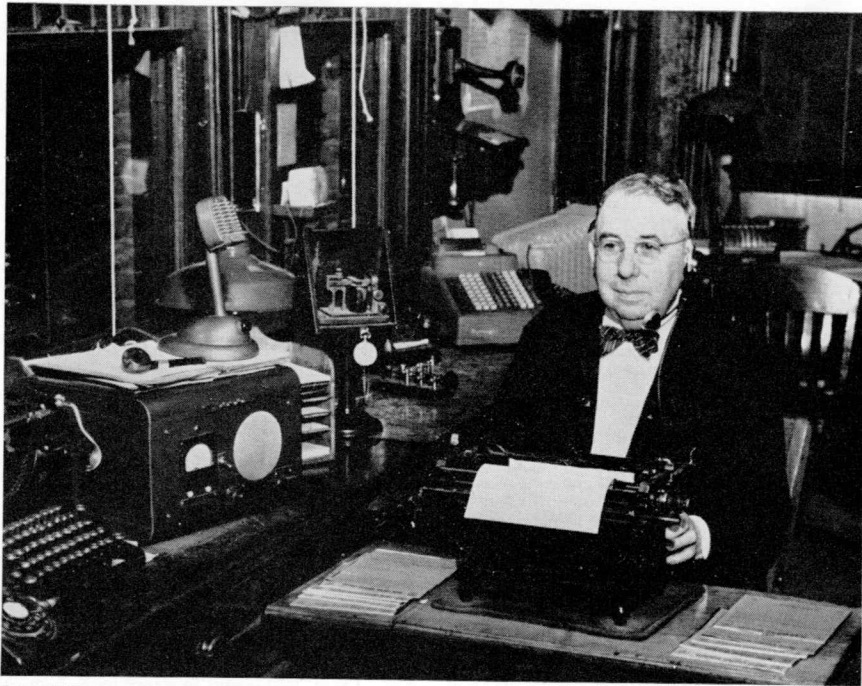
Conductor Joe Meehan is on vacation at his cottage at Crystal Lake, Dry Mills, water skiing, swimming and so forth.

Retired Conductor Walter Stimpson has built himself a new home at Pride's Corner, Westbrook. He is expected to sell his present home in South Portland.

Went down to Rockland a short while ago and had my hair cut by former Trainman Wendall Walker who has left the service to take up barbering. Also dropped in to the new Western Union office on Limerock street to say hello to Mr. Beal Mgr. and Liz Gilbert. They asked for many of the boys who got to know them quite well when the office was in the old station. The old station is now the new city building and has taken a "new look" with many changes made.

Conductor D. J. Sickels has been granted a disability pension after a long sickness. He is making his residence at the home of his daughter, Mrs. Edward George 28 1/2 Oakland street, Waterville. I'm sure he would like to hear from us.

Guess What? Trainman "Jackie" McIntyre of Rumford is the proud father of a daughter born late in June. Mr. and Mrs. McIntyre are



VETERAN OPERATOR RETIRES—Ballard Fuller, Operator at Augusta, retired recently after 48 years' service, all but one year of them served as telegraph operator at Augusta, mostly on the last trick. He's now devoting full time to his wood-working hobby, turning out gifts, models, and when he can get good material, fine briar pipes.

elated, as all their other children are boys. Retired Conductor Albert Bouchard of Rumford is feeling better and was asking for his many friends with whom he now has more or less lost contact.

Dropped in on Retired Superintendent Harry Strout at his home at Sebago Lake. Feeling and looking great, he wants to be remembered to his many friends. Retired Trainman Al Spencer dropped in on him the other day and is just the same. Harry Strout is now a deputy Sheriff for Cumberland County.

Conductor Ernest Biladeau is enjoying his recent retirement more than anticipated and at present is spending a little time at his daughter and sons' homes at Laconia, N. H. We all hope his retirement will be long and enjoyable as he is one of the finest gentlemen I and many others have had the pleasure to work with.

Trainman Charles Harper has purchased a new home on Hill street, South Portland.

General Yard Master Fred Grimmer of Pt Company and Conductor Clyde Caswell went fishing at Kennebago where Fred has a camp and it is reported that both took a ducking when they tried to haul anchor on the canoe which they were using.

Retired Engineer Stacy Robbins passed away

at West Minot where he has made his home since retirement. We all offer our sympathy to his family.

Conductor Ted Knowlton passed away at his home in South Portland after a short illness. Ted was working as a passenger Conductor until recently.

Our deepest sympathy to his family. Retired Switchman Johnny Hynes of Bangor returned in early June from a Convention of the 14th Engineers of World War One, composed mostly of railroad men from this district. Many members are still working for the Maine Central who served in that outfit.

The late Captain Robert Sturgeon, former locomotive Engineer, was its commander.

Waterville Station

By ELAINE SNOW

Asst. Track Supervisor Dave Eldridge is sporting a 1959 Chevrolet ranch wagon.

Harold Milton is another car trader. He's now the proud owner of a 1957 Plymouth 4 door sedan.

Bill Monroe and Gail Drew were married June 27 in Livermore Falls. The wedding reception was held in Hartland. Among those

from the Railroad attending were Mr. and Mrs. Maurice Thorne, Mr. and Mrs. Raymond Coulombre, and Mr. and Mrs. David Eldridge from Waterville. Mr. and Mrs. Elbert L. Kennedy drove up from Portland. Bill and Gail spent their two weeks' honeymoon in the Midwest. Another item of interest is that Bill was married on John Dutille's 17th wedding anniversary. John is a Baggage man.

Among those vacationing or having been on vacation are: Plumbers Hugh Gleason, Joe McKenney, Jim MacGregor; Trackman James Cameron; Machine Operator Paul Cates; Track Repairman Gid Veilleux. Gid is spending his vacation at his camp at Webber Pond. Leading Plumber Harold Milton vacationed at his camp on Snow Pond.

Freight Office Stenographer Shirley Barton recently had two week's vacation and spent part of her time at Pemaquid Beach with her family. Mrs. Helen Thing substituted.

Baggage master Raymond Barriault is on three week's vacation.

Dick Fecteau is another new car owner. The day he started two weeks' vacation he purchased a 1959 Oldsmobile sedan. Some class! He spent his vacation at his camp on North Pond with his family and taking side trips to Bar Harbor and Lincolnville Beach. His daughter, Juanita, a student nurse at the Carney Hospital in Boston, is spending a month's vacation with her parents.

Ray Coulombre was quite proud when Preble's Studio displayed a photograph of his son, Michael, in their Main street window.

Rockland

By F. L. CARSLLEY

Rockland Passenger Station was purchased by the City of Rockland and the interior has been completely remodeled and now is the City Hall of Rockland. City Manager Charles A. Haynes and his officers moved in July 9th.

Trainman Percy Brackett has been a patient at the Maine Medical at Portland.

Car Inspector F. A. Anderson remains on the sick list.

Section Foreman Earl Miller is on vacation.

Bartlett, N. H.

By R. C. BURDWOOD

The old Bartlett station has taken on some new colors recently, a very noticeable pink and grey.

The station is now owned by a ski club, and it's good to know that it hasn't outlived its usefulness. Railroaders have spent many an hour there, waiting for the engines to get coaled up.

O. R. Burdwood, agent at Bartlett, started three weeks vacation July 13. Bud flew to Seattle the 15th, to spend a couple weeks with his daughter, Janice Murphy. This surprised many of his friends, Bud has been claiming an intention to travel no further than Glen, N. H.

His job was covered by spare operator R. C. Burdwood. Jim Chadbourne, retired spare crew foreman, is visiting in Bartlett for the summer.

It's a fine year for blueberries up this way, and good picking can be found in many spots along the right of way.

Vanceboro

By HARRY D. DAVIS

Operator V. E. Craig, formerly Agent at Forest, became Operator on Relief Position No. 1 here as of June 7.

Trackman William L. Varney is convalescing from surgery at the Calais Hospital. We are all hoping for his prompt return to his current duties.

Arnold J. Dickinson, Retired Deputy Collector of Customs, died on the anniversary of his birth, June 11, after a long illness. Services were held June 13 at St. George's Church of England, McAdam, N. B., with the Rev. Malcolm Norman officiating. Burial was in Vanceboro.

Retired Yard Brakeman Arlington R. Tracy is having further trouble with his injured leg and has returned to Togus.

First Trick Operator K. A. Gray, on vacation in July, was replaced by Operator H. R. McNulty.

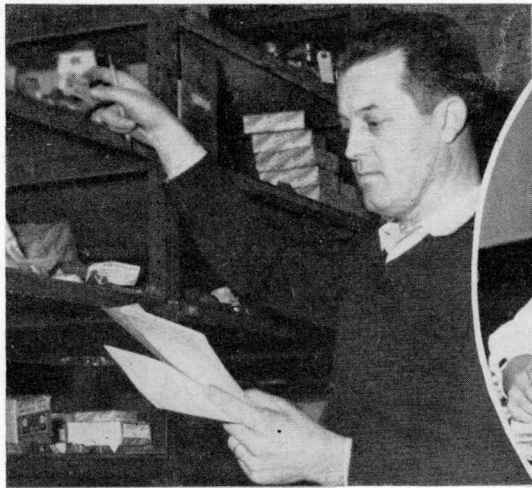
Others on vacation during the period are Clerks W. M. Russell, C. W. Beers, M. M. Beers; Relief Operator G. W. Conlogue with Operator P. F. Wallace as relief; General Agent W. L. Blanchard, who is spending the greater part of the time at his cottage on East Grand Lake.

Yard Brakeman B. H. King and wife Betty are being congratulated on the arrival of a son, Brian Robert, born Saturday, July 11 at Charlotte County Hospital, St. Stephen, N. B., weighing 7 lbs., 2 oz.



Jacqueline Carpenter of Houlton wed Pfc. Warren L. Dudley, USMC, at Houlton in June. Pfc. Dudley is the grandson of Maine Central Magazine correspondent Harry D. Davis of Vanceboro.

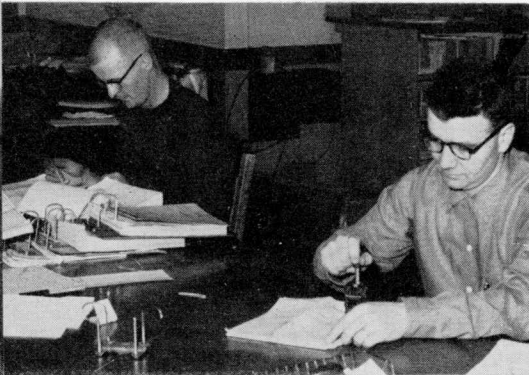
On the Job
ALONG THE LINE

Carroll E. Stevens,
 Clerk, Waterville
 Stores.



Mrs. Mary Mingo, Secretary,
 Freight Traffic Dept., Portland.



Left, Charles LeFlamme,
 Yard Conductor, Lewiston.

Joseph McMorrow and
 Sherman Carr, Clerks,
 Lewiston.