IN SHE GOES as a section of an 800-foot underdrain, top, is lowered between the mainline tracks at Cumberland Center. Directing the operation are Track Supervisor L. F. Brean, center foreground, and Foreman Willard Weeks, standing right foreground. Left, above, members of Weeks' Crew, Lewiston, and Romeo Beaulieu's Crew, Waterville, excavate the ditch to receive the underdrain pipe. Right, above, pipe is connected to surface drain culvert. Left, Crane 164 digging out the "six foot" between the eastbound and westbound tracks.

LET 'ER GO says Foreman Willard Weeks as a new method of filling a ditch for an underground drain was instituted during a ballast job at Cumberland Center last month.

Rocks Roll As Ballasting Gets Underway

Ballasting operations throughout the system were underway last month by Engineering Department crews as the advent of Summer rail laying and maintenance projects.

At Cumberland Center, re-ballasting of nine tenths of a mile of mainline, 60 mph., double track with crushed rock ballast featured installation of an 800-foot underdrain to prevent a muddy track condition.

The underdrain is an eight-inch, corrugated, coated metal pipe, laid three to five feet below the rail top to drain the sub-grade and roadbed. The pipe is designed with continuous perforations so that water can enter through the rock covering to drain the roadbed and prevent possible heaving of the track in the Spring. Four 30-inch catch basins were installed to handle surface water.

A work train with the department's Jordan Spreader and Operator Frank Brown at the controls was used to plow off the shoulders on the job. Low-sided coal cars with a chain control arrangement to control the amount of rock dumped, also were used for back filling the underdrain. Crane 164 was utilized to dig out the area between the eastbound and westbound tracks, commonly known as the "six foot." Its purpose was to shovel the skeletonized material from the two tracks into the "six foot," and this in turn removed from the track to make room for the new rock ballast.

Much hand shoveling was eliminated in filling the drainage ditch by Track Supervisor L. F. Brean in having the ballast cars backed out on the eastbound track and moved along the ditch, dumping the desired amount of gravel covering. The cars were then put on the westbound track and dumped the required remainder.

Supervising this operation as well as an additional three-quarters of a mile being ballasted west of the Center was Brean, and Assistant Track Supervisor Eddie Davis. Performing the job were Willard Weeks' Crew from District Three, Lewiston, and Romeo Beaulieu's Crew from District Four, Waterville.
Spot ballasting also was underway on the Rockland Branch in a seven-mile stretch from Georges River to Rockland. The ballast for this job came from the Maine Central's Powderhouse Pit at Ellsworth and was dug out by the department's Koehring shovel. The 60 to 70 cars of gravel required were brought on revenue trains to Brunswick.

The operation also saw a newly-purchased Jackson multiple tamper with a self-starter utilized. Giving the track an approximately six-inch lift on this job was under supervision of Track Supervisor Wes Martin and Assistant Supervisor Ames with Alex Parras's Crew, Brunswick.

Trowel Club Plans Outing

The Portland and Bangor Chapters of the Trowel Club, organization of railroad Masons, are planning separate all-day outings for members and guests.

State President E. H. Winslow announced that the Portland Chapter will enjoy an all-day sail down Casco Bay with a picnic lunch on Bailey's Island, Sunday, July 29. Boat leaves at 10 a.m. and returns at 4:30 p.m. Box lunches are the mode, music aboard ship and games and entertainment at the island.

The Bangor Chapter will hold its outing at Lincolnville Beach, Sunday, August 19 with a shore dinner on the menu. Reservations for the Eastern group may be made through E. H. Stevens, vice-president, Bangor; Charles H. Leard, secretary, Hampden; or P. E. Boudreau, treasurer.

Blasting operations — annual maintenance problem for our Engineering Department — were completed this month at two points on the Mountain Subdivision and saw over 800 tons of rock "blown" off the White Mountains.

Employee experience and know-how figure prominently in this annual operation. Each Spring, foremen and section men on the Mountain must cast experienced eyes upward along the entire six-mile length from Frankenstein Trestle to Crawford Notch to discover possible trouble spots. Loose ledge is caused by action and pressure of ice formed during the Winter which forces the rocks outward from their imbedded position above the ledge. Division Engineer Ray Jackson credits the Mountain track crews with an almost uncanny perception in discovering possible danger points from longtime experience.

Biggest job this Spring from the viewpoint of rock tonnage blasted, was just west of Frankenstein Trestle. There, 1,300 feet above sea level, on Sunday, June 17, approximately 500 tons of rock was "blown" from the mountainside.

The loose ledge was located about 200 feet above the south side of the track. First step in the operation necessitated removal of the track rails for four or five rail lengths. Old ties were replaced and resumption of service possible. Throughout the job flag protection was provided on U. S. Route 302 below, popular automobile route through Crawford Notch, against flying rocks and debris.

An earlier job completed on Sunday, June 5, accounted for removal of more than 300 tons of rock from Mt. Willard, just east of Crawford Notch opposite the Cascades. There at a total elevation of 1,800 feet, the loose ledge was located about 100 feet above and directly over the track. Extra care was required in blasting to protect a retaining wall at the east end of the Mt. Willard bridge. Assistance of Perley Gross's Bridges and Building Crew, the Signal Department, Western Union, was required and New England Telephone and Telegraph Company crews to protect the Portland-Montreal telephone trunk line.

Both operations were conducted under the supervision of A. S. Dodge, track supervisor.
Harry The Cat's A Commuter

Rigby Mascot Rides The Bullet

By WILLIAM R. HALE

Rigby Car Department Reporter

Timetable Mable’s love for passenger trains has a worthy counterpart in Harry the Cat’s affection for freight travel.

Mascot at the car inspector’s shanty in the West Yard of the Portland Terminal Company, Harry is the most traveled feline in the memory of the yard crews, since he’s twice made the trip from Portland to Worcester and return.

It’s uncatty the way Harry strolls out of the shanty to stalk unerringly to the caboose waiting to go on “The Bullet,” Portland to Worcester fast freight, since he’s done it twice and returns on P-2 the next day.

Following his second performance, said Assistant Superintendent Joe Quincy to General Yardmaster Bucky O’Brien: “If this keeps up, put him on the North Berwick local to learn the road.”

A cat of distinction, Harry has a true boomer’s dislike for children and women, knowing full well ‘tis the men who provide the milk, fish, and liver yet, that’s raised him.

Says O’Brien in his familiar brogue: “Sure, he’s a beaut, that one, he’d druther have “coke” than milk, und with a slug uv ruum in it at thot, I expect.” He shows his appreciation by climbing up O’Brien’s arm, around his neck and down the other arm as he sits at his desk, then jumps off toward his basket for a snooze.

By eye witness account Harry’s an accomplished acrobat, too. He’s the only cat in captivity, the car inspectors claim, who can jump from the lead to the gangway of a tank car in one leap. And Carman Bob Mulkern swears he saw Harry walking a tank car, called to him, and he leapt unservingly to the head block and rode with him while he made a “hook.”

OFFICERS of the successful Maine Association of Railroad Veterans are left to right, L. F. Kane, secretary; E. H. Winslow, president; Norman Fuller, vice president; Herbert Wells, director

The most rapid growth in the history of a railroad organization has been experienced this year by the infant Maine Association of Railroad Veterans.

Originally organized in June a year ago as a chapter of the New England Association of Railroad Veterans, the Maine railroaders found it to their advantage to foster their own group and last November incorporated under their present charter.

Starting with a nucleus of 35 members, all of whom met the requirement of having more than 20 years’ service, the Maine Association has amassed an amazing membership of 400 members in eight months. Popularity of the Maine group is evidenced in the enrollment of more than 100 members from the Boston and Maine Railroad and the consistent attendance of from 90 to 150 members and their ladies at monthly Sunday dinners held at Elder’s Restaurant, Portland. The Association also has welcomed members from the Bangor and Aroostook and the Canadian National Railroads.

Having successfully sponsored the Railroad Family Picnic last Summer, the Association plans another this year and a Ladies’ Night in the Fall.

Safety Director Retires

Frank R. Bradford, of Sharon, Mass., director of Safety and Fire Protection for the Maine Central and Boston and Maine Railroads and the Portland Terminal Co., retired July 1 after 26 years of service.

Bradford’s first service was as a passenger brake-man on the B&M in the summers of 1906 and 1907 before he completed his college career at Princeton. He handled railroad fire insurance for a Boston insurance agency from 1913 to 1918, then worked for the Underwriters Bureau of New England until 1925 when he was made supervisor of fire protection for the B&M. Three years later he was appointed director of Safety and Fire Protection and set up the present safety bureau.
Veneer Inlaying Rare Hobby For Portland Officeman

By EDITH W. MACGIBBON

Engineering Department Reporter

A look into the future has provided Millard Bailey, office assistant in the Engineering Department, Portland, with a most unusual hobby that is drawing praise of friends and critics. Planning a full life in eventual retirement, Bailey has become an accomplished craftsman in inlaying rare veneers. His latest piece of work, pictured above, is a panel of a friend’s house that utilized 21 different types of wood.

Self-designed and self-executed, as opposed to plans which may be purchased and copied, the panel is complete in each painstaking detail and contains hundreds of individual inlays. Such rare woods as burl walnut, blond oak, Brazilian rosewood, India boxwood, silky oak, ebony, purple heart, and English hairwood went into the composition. With such tiny instruments as a jeweler’s saw and fret saw, Bailey has faithfully reproduced the house that required tiny individual pieces for each shadow line, each siding.

Edgar emphasized that the management constantly notes, and is grateful for the service performed on a purely voluntary basis by the Magazine reporters. Lack of news, or seeming lack of appreciation at a local level, he said, should not discourage them, because their unselfish desire to promote friendly relations within the railroad family is sincerely appreciated by the company.

Other speakers at the meeting included Clifford A. Somerville, editor-in-chief. Showing off a color film, “Industrial New England” prepared by the Publicity Department for promotion of our railroad’s traffic and industrial potential, was followed by an open discussion of ideas and suggestions for continued improvement of the Magazine in the months to come.

MAINE CENTRALEBRITIES

Newport Agent Is Civic Leader

Paul V. Witham, agent at Newport, has been with the Maine Central for 37 years. Twenty-four of those years have been at Newport, during which time his fellow townsmen will tell you he’s amassed an enviable record as an outstanding, progressive citizen of his community.

FIRST SELECTMAN and prominent citizen of Newport is Agent P. V. Witham

Paul started on the Maine Central at Thornville in 1914, when we were operating the Belfast & Moosehead Lake Railroad. He served as clerk-operator at Greene, Riversville, West Benton, Hermon Pond, Northern Maine Junction; was agent at Etna and, from 1920 to 1927, agent at Winn. He came to Newport in 1927 as second trick operator and in 1934 ran for first selectman of the town, a position to which he has been re-elected ever since.

During his service to his community Paul has been the moving force behind two important civic improvements. It was largely his efforts that saw the Newport “Swim Front” come into being; the conversion of a swampy and muddy section of Sebastian Lake into a fine sand beach and swimming area. His former experience as a semi-pro baseball player led him to push for an athletic field of which the town could be proud. The success of his efforts are testified to in the existence of Witham Field, dedicated in 1955.

Appointed agent at Newport in 1944, Paul’s civic and social positions include president of the Library Association, chairman of the board of trustees of Riverside Cemetery, trustee of the High Street Congregational Church and a member of Kiwanis, IOOF, and charter member of Newport Post 106, American Legion.

Michael E. Conley, 67, of 78 Poland Street, Portland, freight conductor on the Portland Division, after 44 years of service.

Amos T. Knight, 75, of 50 Federal Street, Portland, machinist helper in the Rigby engine house, after 28 years of service.

Albert H. Cole, 66, Box 102, Burnham, Me., trackman in the maintenance of way department at Waterville, after 42 years of service.

Wallace H. Robinson, 58, of 126 Russell Street, Lewiston, laborer in the motive power department at Lewiston, after 32 years of service.

Harvey J. Ellis, 58, of 14 Bush Street, Skowhegan, station agent there, after 38 years of service.

Guy G. Libby, 66, of 743 Congress Street, Portland, signal towerman there, after 39 years of service.

John B. Melanson, 66, of 8 Autumn Street, Waterville, boilermaker in the shops there, after 38 years of service.

Bartholomew P. Lyden, 62, of 1 Canton Street, Portland, carman at Rigby after 34 years of service.

Domenico Conte, 56, of Rumford, laborer in the motive power department, after 22 years of service which ended actively in 1937.
A veteran Maine Central traveler arrived for his 11th summer in Maine last month and was greeted by his old friend Baggageman John Keating whose kind treatment of employes and the public we serve.

"Taggy" is a 12-year-old Cocker spaniel whose mistress is Louise Hamlin of Red Farm House, Hannibal, Me., the granddaughter of one-time U. S. vice-president Hannibal Hamlin.

A K C - registered and a descendant of the famous Cocker champion Red Brucie, Miss Hamlin in forwarding the picture told Keating that Taggy, "like friendship. Taggy no doubt prompted the 11-year-relationship existing between Maine Central and the thousands of tourists returning to New England or enjoying their vacation here for the first time. Often the first glimpse or impression of an area a traveler has or receives is from our railroad family. Let's make him feel at home with that little bit of extra courtesy, a quick smile, a willingness to be helpful.

WELCOME BACK, TAGGY

A veteran Maine Central traveler arrived for his 11th summer in Maine last month and was greeted by his old friend Baggageman John Keating of Train 11.

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FREEDOM NEEDS YOU

This month we celebrated the Fourth of July—Independence Day. Was it just another working day to us as railroaders? Or was it just another day off to office workers? One day set aside each year in our lifetime to recall the origin of the Declaration of Independence certainly seems paltry. A pale attempt to rededicate ourselves to that sacred document of life, liberty and the pursuit of happiness that has given us, as Americans, our heritage, our freedom, our unparalleled place in the sun. The right to freedom the dignity of the individual granted in our Declaration has successfully withstood the onslaughts of foreign ideologies and "isms" through the centuries. But the right to freedom it grants was never in greater danger than today. It cannot protect us unless we realize that we must work, and work hard to protect it. Eternal vigilance, is indeed, the price of liberty. We must be vigilant. We must be good citizens, not just on the Fourth of July, but every day. We must reaffirm our responsibility to the principles of human rights established for us in our Declaration of Independence.

Haircut Still Two Bits

By JACK HAYES

Transportation Company Reporter

When the first bus operated over the inland route of the Maine Central Bus Lines reached Burnham Junction it was greeted by Ticket Agent Dan Dyer.

The 69-year-old barber in Burnham, and he's still charging the same price for a haircut that he did when he entered business 45 years ago—25 cents! It's a matter of earthy philosophy to Dan who says that, "These people give me a living and I don't want to take advantage of them."

IT WORKS

A young matron stalled her car at a traffic light. She stamped on the starter, tried again and choked the engine. Behind her an impatient driver honked his horn continuously. Finally she got out and walked back to his car.

"I'm awfully sorry, but I don't seem to be able to start my car," she told the driver pleasantly. "If you'll go up there and start it for me, I'll stay here and lean on your horn."

Pritchard Receives 50 Year Gold Pass

Albert E. Pritchard, sixth senior engineer on the Portland Division, joined the ranks of Maine Central Gold Pass holders last month when, on June 4, he completed 50 years of service with the company.

Accompanying the pass was a congratulatory letter from President E. S. French. Pritchard, a resident of 58 Columbia Road, Portland, is engineer on Trains 31 and 48, Portland-Bangor. He entered service on June 4, 1901, as a fireman and was set up to engineer on the same day in 1906.
Progress in Safety Casualty Rates
(per million man hours worked)

MAINE CENTRAL
1950 1951

Five Months Five Months

System 6.18 7.35 19% Increase
Stores Dept. 24.32 0.00 100% Decrease
Engineering Dept. 5.09 3.88 24% Decrease
Mechanical Dept. 9.48 9.55 1% Increase
Operating Dept. 4.61 10.22 122% Increase

PORTLAND TERMINAL CO.

System 7.24 9.73 35% Increase
Stores Dept. 0.00 0.00 Perfect
Engineering Dept. 0.00 0.00 Perfect
Mechanical Dept. 3.23 7.45 131% Increase
Operating Dept. 12.26 14.12 15% Increase

Edwin W. Farrar, clerk in the Purchasing Department, has returned from a vacation spent in Guilford.

We were pleased to receive a call from John Marks, retired resident engineer. Hale, hearty, and happy, too.

Another one of our forces to blossom forth with a slick new automobile is Maurice S. Thorne, assistant track supervisor.

Among those graduating from St. Joseph's Grammar School, June 16, was Philip Eliason, son of Mrs. Alice Eliason, engineering department.

Bertena Dodge had a pleasant week end recently while motoring to Deer Isle with her mother and aunt, who are vacationing there for the summer. Bertena is residing at the Cape Shore during their absence.

The Engineering Department is pleased to welcome three new employees in the drafting room: Burton W. Penso, who graduated from the University of Maine, June 17, as a draftsman of the Engineering Department; Ben R. Chapman, a junior at the U. of M., also a draftsman; and Robert L. Davis, employed as assistant bridge inspector.

Tommy Dunn, clerk in engineering department, returned from his vacation with Mrs. Dunn, from the Family National Park, New Brunswick, with a gleeful smile and some mighty tall tales about fishing 'n things. Sounds like a swell place to visit.

Says the fish are so big he couldn't get them in his basket.

James E. Mills, traveling storekeeper, and Mrs. Mills attended commencement at the University of Maine, their son, Lloyd, being a member of the graduating class.

Retired Superintendent Frank Runey celebrated his 84th birthday last month and received many congratulatory cards and letters at his Lancaster, N. H. home. He sends word to express his appreciation and thanks to all those who remembered him.

We understand that the Jack Dalton of the Mail Room, Red Murray, couldn't believe his eyes recently when he spied the Engineering Department's Charlie McCarthy pushing a hand truck along a first floor corridor.

Is it true that solicitous friends are doling neophyte gardener Mary Morse's acreage with that old time prescription for making things grow?

By DORIS M. THOMAS, MARGARET LYNCH, LILLIAN G. SMALL, PEGGY LOPES, and MARY E. MORSE

By CHARLIE EARLEY, JAKE ASTLE and JACK HAYES

TOURING the main cities on the inland route of the Maine Central Transportation Company last month was this new 41-passenger bus now operating as a through, no-change service from Bangor to New York in conjunction with the Trailways system and the Boston & Maine Transportation Company.
I appreciated it. I'll never forget them for this.

Driver L. M. LeClair came home from a fine trout fishing trip last week with his limit of 15 brook trout. He is not telling where he fished, however.

Driver C. F. Mason and his Mrs. have just returned from a vacation in New York City where they attended the Yankee games.

Miss Priscilla Dow, daughter of Assistant Foreman P. L. Dow of the Augusta garage leaves next week for New York, D. C., where she has accepted employment with the Washington Post.

Driver E. R. Carter and family are spending his vacation with relatives at Dark Harbor.

Former Mechanic's Helper, I. J. Flirtotte visited the Augusta garage recently. He is presently employed at the New Lime Stone Airline.

Driver W. L. Hall picked several large bouquets of Mayflowers during his layover period at the Vaughn Farm.

Ken Marston and Elmer Mason spent their vacations fishing at Moosehead Lake, and came home loaded... with fish.

Two new bus drivers have been added to our ranks: Forrest Potter, Jr. and Niles A. Landers. Potter is doing spare work out of Lewiston; Landers is on the Dover-Newport run. He said the fishing is good at Sebec Lake.

C. H. Wettstein spent his vacation touring New England and was quite impressed with the television shows.

Pinky Vachon (ticket seller at Lewiston) has been attending games in Boston recently, among whom were Timothy J. Crowley, Francis J. Farrell, Clinton D. Kane, Sr., John M. Coyne, Mary M. Dow, and Michael G. Norton.

Freight Checker J. H. Libby and wife recently visited their daughter in Lowell, Mass., during their vacation.

Mr. and Mrs. Martin T. Farland spent a portion of his vacation in the New England states.

Mr. and Mrs. Frank Capelluti, and the groom's parents also attended the ceremony.

The happy couple left for a honeymoon at the Cambridge, Mass., Hotel.

We extend our congratulations and best wishes to Revision Clerk and Mrs. Joseph DiMauro, who were married June 6, in St. Peter's Roman Catholic Church, by the Reverend Teresa DiMauro and the Reverend Joseph Romani. The bride was formedly Gloria A. Capelluti, daughter of Mr. and Mrs. Frank Capelluti, and the groom is the son of Mrs. Madeline DiMauro, South Portland. A reception following the ceremony was held at Valle's Inn, Scarborough, after which the happy couple left for their wedding trip. On their return they will reside at Arlington St.

Freight machine operator Earl McFarland spent a portion of his vacation visiting relatives in Beverly, Mass., recently.

Several of the boys from the freight house who are ardent baseball fans have been attending games in Boston recently, among whom were Timothy J. Crowley, Francis J. Farrell, Clinton D. Kane, Sr., John M. Coyne, Mary M. Dow, and Michael G. Norton.

Freight checker Bartley J. Flaherty and wife recently visited their daughter in Lowell, Mass., during their vacation.

Marine clerk Florence P. Cooper and husband recently enjoyed a successful trout fishing trip to Canada and enjoyed himself immensely.

Boilermaker Clarence Rigby, now retired, is confined to the hospital.

We extend our congratulations and best wishes to Driver C. F. Mason and his family on the birth of a son at the Mercy Hospital, June 14.

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Miss Betty McCausland, daughter of Florence Foreman and Mrs. George N. McCausland, took part in a musical recital of Mrs. Marlen Whitmore in the Hampden Methodist church, June 13. Mrs. McCausland is also a pupil of Mrs. Whitmore.

Miss Sylvia Dubby, daughter of Hostler and Mrs. B. H. Dubby, Bangor, was married to E. E. Maffacci in St. Gabriel's Church, New Rochelle, N. Y. The bride was given in marriage by her father, and a sister, Miss Jo Ann Dubby, was maid of honor. Mrs. Maffacci was graduated from the Mercy School of Nursing in Portland and is employed at the New Rochelle Hospital. Her husband was graduated from Colgate and is a member of the Bellevue College of Medicine. Dubby and his family attended the wedding.

**Calais**

By P. D. Adams

Friday, June 15, a son was born to Mr. and Mrs. Parker Pullen of Boston. Name: Michael; weight: seven pounds. This makes Agent Burt Pullen of Calais a grandpa.

Foreman of Shops Harold A. Libby and Mrs. Libby, vacationed at Westbrook, N. H., visiting their daughter, Mrs. Edward Burtin and family, at Meriden, Conn., where they visited their son, Floyd, and family.

Vacations have also been enjoyed by Engineer E. J. Gray. Conductors R. H. Haycock, R. E. Hall and Charles Miller; Laborer Howard Mingo and Carman Charles Boynton.

THAT'S A GOOD LOLLY-POP according to Dennis Clarence Braker, one year old, son of Operator and Mrs. Clarence Bower, Machias.

Operator and Mrs. William H. McKay have been visiting their son, Allen, who is employed by the Massachusetts Institute of Technology in Boston and they also enjoyed a visit to Provincetown, Mass.

Boilermaker Ivan D. Murby also enjoyed a visit to Foreman Show F. A. Libby while the latter was on vacation.

Trainman Harry H. Stanhope and Miss Mary Margaret O'Hara were married, June 14, by Rev. Louis J. Surrutte at the Immaculate Conception Church in Calais. The wedding mass was played by Miss Mabel McGarrigle. The bride was given

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**DAUGHTER of Third**

Trick Towerman, Tower Two, and Mrs. Roger Powers, Portland, is Patricia Jean Powers, pictured here at four months.

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Erick Gronlund, is taking accordion lessons. I understand that it has been a lifetime ambition with her and at last she has it chance to fulfill it.

Stan Chandler, second trick, Tower Four, is really a great seafood lover. I understand that at the rate he is going he will probably change the name of Tower Four to the Sea View Spa.

Erick Gronlund, spare operator, and Roger Powers, third trick, Tower Two, went fishing lately. They only got two fish, but the day wasn't a total loss as they both have nice suntans out of it.

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MAY BRIDE was Sylvia Duddy, daughter of Hostler and Mrs. B. H. Duddy, Bangor, at New Rochelle, N. Y. The bridegroom is Dr. E. E. Maffacci. See column for details.

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Trainmen at Bangor.

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The bridegroom is Dr. E. E. Maffacci. See column for details and Mrs. B. H. Duddy, Bangor, at New Rochelle, N. Y.

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By CHAKLES H. LEARD

C. J. Quigley conducted a large and enthusiastic safety meeting at Bangor, June 11. General Foreman MacBryde still maintains he is holding a buffet record, 529 days without a reportable accident and without a death.

A group of motive power employees and their families enjoyed a fishing trip off the coast, June 24. Captain Shirley Stewart, with his commodious boat, accommodated the party. No report as to whether the group captured the whale that swallowed the party. No report as to whether the day wasn't a total loss as they both have nice suntans out of it.

DAUGHTER of Third

Trick Towerman, Tower Two, and Mrs. Roger Powers, Portland, is Patricia Jean Powers, pictured here at four months.
in marriage by her uncle, William Armstrong. The maid of honor was Miss Wilfred O’Hara, sister of the bride. Peter Coach of Calais was best man. Flower girls were Linda Moffitt of Woolwich, Me., and Barbara Cote of Augusta, Me. Following the ceremony a wedding breakfast was served at the St. Croix Hotel, after which the guests left on a honeymoon trip. The bride is a graduate of Calais Memorial High School, Class of 1947, and is employed by the New England Telephone Company. The groom attended the Calais schools and graduated at Belfast High School, later serving three years in the United States Army in World War II. They will make their home in Calais.

Bangor Car Department

By C. A. JEPSON

A welcome change in the name of Coach Cleaner and Mrs. L. M. Jewett of Hampden June 19 was their son, Francis L. Jewett, in that department of the Army in the Marshall Islands. He was home on leave for 30 days and is slated to return to Aberdeen, Md.

Morris Golden, Pilot and Merna M. Pilot, brother and sister, son and daughter of Mr. and Mrs. Michael Pilot of Bangor, also returned from a trip to California, where they stayed at the home of Leonard Friedman, formerly stenographer in the office of Car Foreman H. A. Trask. F. B. Pollard, employed by the New England Telephone Company, is on vacation in the Portland area.

By C. C. JEFFORDS

Percy B. Pollard has returned after enjoying his vacation. Carman B. W. Caldwell.

GRANDDAUGHTERS of Assistant Foreman and Mrs. P. F. Boudreau, Bangor, are Brenda Lee and Paula Coakley of Calais and Merna M. Friedman, formerly stenographer in the office of Car Foreman H. A. Trask. J. K. McLiver and M. A. Wiley.

Bangor Operating

By M. E. GIBBONS

Among those who have had their vacations during the past few days are: Carman R. J. LaFlamme, Northern Maine Junction, Coach Cleaner L. M. Jewett and Carmen J. A. Bartlett, inclusive.

General Car Foreman L. J. Hartery has returned from his vacation. Two new faces have been added to our department as: Carman R. J. LaFlamme, Northern Maine Junction, Coach Cleaner L. M. Jewett and Carmen J. A. Bartlett, inclusive.

Vanceboro

By Harry D. Davis

Car Inspector O. B. Hanson, son-in-law of Enginehouse Foreman A. M. Scott, is building a new home on Church Street, and has it well under way at this time.

Those enjoying vacations since our last issue include clerks Villa T. Wescott, W. M. Russell and George R. Beershead, members of the local immigration patrol inspector’s office, are all on vacation. Many of our employees attended the annual meeting of Kingsport Electric Co-Operative, held June 19 in Springfield, Me. They furnish electric power for many towns in Eastern section including Kingsport, Wicomico, Danforth, Forest and Vanceboro.

Customs Inspectors J. S. Ball and B. E. Frost have enjoyed vacations, former at his camp on Second Grand Lake, Township of Patterson, and latter doing his fishing at various places nearer home.

Trainman M. F. Barrett returned to work on Saturday, June 16, after several weeks’ lay off on account injured ankle, taking middle job on S and 23.

One correspondent recently interviewed Retired Enginehouse M. F. S. Kelley, finding him improved in health so that he had huckseed several cords of wood and has, as usual, one of the best gardens in town.

Retired Operator F. Crandlemire and Mr. Crandlemire have several of their family visiting them—making their headquarters at camp on Spindle Lake.

Ralph, Jr., son of Signalsmaintainer R. F. Ames is just back from hospital having undergone surgery account of an ankle injury.

G. O. Express Agent C. W. Moore and Clerk L. M. Hanson, in that office, went on an five-day week commencing June 19: Marjorie, wife of Retired Baggage Master F. H. Gatcomb, is covering work on relief days.

Harold, Jr., Osgood, employed at the Osgood Home on Church Street, and Mrs. Judith P. McCullough of Cape Elizabeth, were united in marriage at the Meth­odist parsonage, June 19, by the Rev. R. H. Plummer. Witnesses were Louis M. Hanson and Mrs. Frank J. Gibbons as coach cleaner, and Percy B. Pollard, Pollard is the grandson of the late General Car Foreman P. B. Pollard.

Bartlett, N. H.

By Bud HARWOOD

Glad to report that Ivan Stonehouse, sectionman on the Sawyer Creek River crew, is home from the hospital after an operation and will return to work soon.

W. P. Moody, enginehouse man, went to Boston on his vacation and took in the Cal Ripken baseball game.

G. F. Neiley, trainman, is also on vacation and is doing whatever he is doing.

Conductor A. F. Bergeron and Mrs. Berg-
GRANDMOTHER DROVE THE TRUCK BACK. Harold Carbee, car inspector in these parts, have been visiting their grandfather, her cousin, Johnnie Carbee of Claremont, grades also visited us this spring. New diesel by Engineman Charlie Bolduc, Cumberland Central, is being with the Maine Central Railroad at Beecher Falls. They were shown over the terminal they left on No. 20, later at Bartlett and F. P. King back on his swing job.

SORRY TO HEAR THAT OLEY MAY BE LAYED UP FOR SOME TIME BECAUSE OF IT. The youngster also was proud of your reporter at Bartlett, has the town baseball team organized, and has returned to work. W. R. Burwell of Conway is substituting in the station during his illness.

DEERING JUNCTION. Sympathy is extended to Laborer A. J. Oliver whose brother died recently.

MARRIED AT SHEPPARD AIR FORCE BASE, WICHITA FALLS, TEXAS, MARCH 24 were Pvt. Henry E. Hastings, grandson of General Chairman, BMWE, and Mrs. M. T. Simmons, Thomaston, and Miss Cassidy, daughter of Mr. and Mrs. Albert Cassidy, Rockland. The bridegroom was graduated from Thomaston High School in 1949 and the bride from Rockland High School in 1950. He enlisted in the Air Force Jan. 5, 1951. They'd appreciate hearing from friends at 3766 Studen. Sqdn. Bks. 7171, Sheppard Air Force Base, Wichita Falls, Texas, March 24 were Pvt. Henry E. Hastings, grandson of General Chairman, BMWE, and Mrs. M. T. Simmons, Thomaston, and Miss Cassidy, daughter of Mr. and Mrs. Albert Cassidy, Rockland. The bridegroom was graduated from Thomaston High School in 1949 and the bride from Rockland High School in 1950. He enlisted in the Air Force Jan. 5, 1951. They'd appreciate hearing from friends at 3766 Studen. Sqdn. Bks. 7171, Sheppard Air Force Base, Wichita Falls, Texas, March 24 were Pvt. Henry E. Hastings, grandson of General Chairman, BMWE, and Mrs. M. T. Simmons, Thomaston, and Miss Cassidy, daughter of Mr. and Mrs. Albert Cassidy, Rockland. The bridegroom was graduated from Thomaston High School in 1949 and the bride from Rockland High School in 1950. He enlisted in the Air Force Jan. 5, 1951. They'd appreciate hearing from friends at 3766 Studen. Sqdn. Bks. 7171, Sheppard Air Force Base, Wichita Falls, Texas, March 24 were Pvt. Henry E. Hastings, grandson of General Chairman, BMWE, and Mrs. M. T. Simmons, Thomaston, and Miss Cassidy, daughter of Mr. and Mrs. Albert Cassidy, Rockland. The bridegroom was graduated from Thomaston High School in 1949 and the bride from Rockland High School in 1950. He enlisted in the Air Force Jan. 5, 1951. They'd appreciate hearing from friends at 3766 Studen. Sqdn. Bks. 7171, Sheppard Air Force Base, Wichita Falls, Texas.

Alex Ferras' track crew is ballasting track between Rockland and Thomaston.

Fred S. True, retired Maine Central Railroad conductor, died June 18 after a long illness. He was 72. True was born in Portland, April 26, 1879, son of Nathaniel Blake and Henrietta Coombs True. He is survived by his wife Lenna Lawrence True, and his father in Portland.

True began railroading June 23, 1900, going as a brakeman on the Farmington line, then worked on the Bangor-Portland express and to Bar Harbor and for some time on the Skowhegan-Portland run, and once served as an agent for the railroad at Bucksport.

Conductor on such special trains as those carrying several Presidents about Maine and the special train of Maxine Elliot,step daughter of General Agent Henry Comins, who had known him.

Agent A. E. Goddard has bid off and gone to Intervale station. Albert was agent at Crawford for many years. Understand a younger man has bid in at Crawford's. This puts Operator Guy Saunders back on second at Bartlett and F. P. King back on his swing job.

Engineer O. E. Hensen suffered an accident last week while on duty, and we are sorry to hear that Oley may be laid up for some time because of it.

Beecher Falls, Vt.

By DON DECOSTER

Mrs. Gordon Grey and the third and fourth grades of Canaan Memorial School held their annual Transportation Day out with the Maine Central Railroad at Beecher Falls. The children were shown over the new diesel by Engineman Charlie Bolduc and Fireman Goldrup. After the usual inspection of the terminal they left on No. 377 for West Stewarstown.

Mrs. Leonard Grey and the primary grades also visited us this spring.

PROUD OF GRANDPOP’S CORNCOB is William Burwood, Jr., grandson of your reporter at Bartlett, Bud Burwood. The youngster also was proud of his railroading outfit.

MRS. G. A. ELLIS

The death of Mrs. Garfield C. Goddard occurred in Portland, June 4, after a long illness. Mrs. Goddard was the wife of Station Agent Goddard of Farmington. She leaves, besides her husband, two sons, Cecil of Waterville and Ralph of Portland.

Happy Birthday to Section Foreman and Mrs. E. A. Bolduc, Cumberland Center.
was Mrs. Marcelle Nardi, formerly a clerk in that office.

Millard Trott, for several years manager of the Armstrong station restaurant, has resigned to accept a position at Colby College.

Ticket Clerk Betty Beach spent a week with relatives in Detroit and visited other mid-western cities. Her position was filled by Mrs. Betty Varney of Bath.

Operator L. F. Blanchette is covering third trick at the yard office.

Operator John Begin is doing the honors at North Belgrade while the camps are coming in.

Gardiner

By M. L. SANBORN

Station Agent David Cameron enjoyed a vacation last month. Operator V. F. Atwood filled in for Cameron during his absence.

Operator Wendall B. Lewis visited in the White Mountains of N. H. one week end last month. He was accompanied by his wife and family. While there he took pictures of Train No. 162 coming up through Crawford Notch.

Operator E. M. Lord has enjoyed two weeks' vacation. He and his family visited friends in Portland and vicinity. Operator E. S. Anderson covered his job.

Baggage man Olin Gordon claims to have quite a baseball team organized in East or West Pittston. Olin plays third base and does a little relief pitching when the going gets tough. He wishes to issue a direct challenge to the Tri-City baseball team located in Greene, managed by Dick Green, brakeman, for a winner-take-all game some Sunday in July.

Clyde Cooper, clerk at the freight shed, and George Curtis, signal maintainer, and their wives, attended a union get-together in Pittsfield last month. Everything went well until they got ready to go home. George couldn't seem to get his car started at first, but after a while a little life showed in the motor and off the party went. The motor skipped badly and stalled several times. Finally Cooper discovered that someone had unhooked most of the wires from the spark plugs. After fixing this trouble, the motor went just like new and they finally reached Gardiner late in the evening.

Sectionman Maurice Jordan recently purchased a new boat to use on Cobbossee stream. When the boat was placed in the water for the first time something went wrong and the boat sank out of sight. Maurice had hold of the rope that was fastened to the boat and managed to pull it ashore where it is now awaiting repairs.

Third Trick Crossing Tender Herman Walker of Brunswick went on vacation last month. C. F. Kineaid of Hallowell, and Laurence Reynolds of Randolph are filling in for Walker.

Mail Carrier Adolph Turcotte had a slight attack of food poisoning recently.

Express Agent M. L. Sanborn has moved his family to 118 Lincoln Avenue, Gardiner, from Waterville.

PROUD PARENTS are Laborer and Mrs. Bernard E. Ladd, Waterville Shops, shown with Linda Lee, their six months old daughter. Linda is also the granddaughter of Locomotive Engineer and Mrs. Charles W. Ladd

Waterville Shops

By G. K. STEVENS

Checker Wallace Jewell attended graduation exercises at the University of Maine.

Painter Henry Pooler has installed a new automatic oil burner in his furnace.

Laborer Roland Knights was married recently.

James Allen is a new railroader that was born to Clerk and Mrs. Bill McDonald, May 10, at the Sisters' Hospital. He weighed six pounds and 13 ounces.

Private Blynn Campbell is stationed in Korea in an anti-aircraft outfit.

Clerk Joe Cosgrove has been appointed constable and dog guard in Vassalboro.

Laborer Ben Oncellette has a new car.

HONORED on his birthday with a party and gifts at the Jefferson Hotel by the Once-A-Month Club was Retired Machinist Helper Merton Bram, Waterville Shops

Another potential railroader is Robert Darell, born to Carmen and Mrs. George Colford at the Sisters' June 14. He weighed six pounds and 13 ounces.

Welder and Mrs. Dick Sturtevant spent a week fishing at Grand and Moosehead lakes.

Carmen Frank Bragg and Earl Burgess have been to Moosehead fishing. Frank snore so loud that Earl had to move outdoors and sleep on the ground.

Carmen Tom Niles has spent a week of vacation fishing at Grand Lake.
Carman Helper Bugaboo Reynolds is laid up with a fractured shoulder.

Mrs. Fredette, wife of Carman Leo, is a patient at the Osteopathic Hospital.

Carman Helper George Buck has been recalled to work and is working on the tender job.

Sheetmetal Worker and Mrs. Joe Hall, Foreman and Mrs. Karl Lamont, and Checker and Mrs. Dick Delano spent a recent week end at Pemaquid.

Blacksmith Helper Sylva Janelle has a new car.

Machinist Phil Severson and Electrician Fred Spares have spent a week at Lake Moxie.

Machinist Helper Sam Desveau has spent a recent week end in Boston.

Machinist Don Rines bunted the UC and PC valve job and is so busy that he doesn’t have time to talk.

Machinist Bill Cote has sold his camps on Snow Pond to the Greenlaw family of Fairfield.

Machinist Caroll Carey and Foreman Lou Hall have new cars.

Bob Carey has been graduated from Waterville High School and is working in the Electric Shop.

Foreman and Mrs. Ray Snow have been visiting at Niagara Falls, N. Y.

Machinist Sherrard was a recent business visitor in Portland.

Machinist Bob Fletcher’s place of business has been enlarged to accommodate new tools for diesel work.

Larry, son of Machinist and Mrs. Abbott McKenney, a student at the University of Miami in Florida, is home for the summer. Another son, Robert, is visiting in Europe, touring Germany, Paris and Rome.

Paint Apprentice Arthur Campbell wrapped his brother Blynn’s car around a tree at Hinckley, extensively damaging the body.

Electrician and Mrs. Kenneth Reid have been visiting in Boston, attending ball games and seeing a television show.

Mrs. Eva Lawry, wife of Painter Charlie, has been elected state president of the Sons of Union Veterans Auxiliary at the annual convention at Portland.

Electrician Helper and Mrs. Frank Grover have been in Boston attending the ball games.

Sympathy is extended Upholsterers Leo and Louis Baker whose mother, Mrs. Ardella Baker, died recently.

Machinist Perry Morse has returned after five weeks’ illness.

Foreman Eddie Johnson has a new power lawnmower and will demonstrate it by appointment.

Paint Storekeeper and Mrs. Ralph Giroux spent a week end at Moosehead Lake.

Carman Helper Art Reid is a patient at the Sisters’ Hospital.

Carman and Mrs. Floyd Case recently
WHEN THE MAINE CENTRAL was "sea-going" this famous old-timer the "Sappho" operated in Frenchman's Bay between Mt. Desert Ferry and Sorrento, Sullivan, Bar Harbor. Associate Editor Emeritus William A. Wheeler says her captains included the late Joe Norton, Rod Sadler and Lew Foss. Years ago the Sappho and Sebanoa were the only steamers operated by the Company in the Bay but later larger boats as the Rangeley were put in service. The old girl is pictured here ready for dismantling by the Perry, Buxton and Doane Company.