The railroads perform more intercity transportation service for the American people than do all other commercial transportation agencies combined. Based on government statistics for the calendar year 1952, the last year for which figures are available, the railroads performed 55.6 per cent of all intercity freight traffic. The remaining 44.4 per cent was performed by the following agencies: motor trucks, 16.5 per cent; pipe lines, 14.1 per cent; Great Lakes carriers, 8.0 per cent; inland water carriers, 5.7 per cent; electric railroads, one-tenth of one per cent; and airlines, less than one-twentieth of one per cent.

Many years ago, according to legend, a large crowd was assembled at a point in Mississippi where the first spadeful of earth was about to be turned in the construction of a railroad. One of the leading clergymen of the community was called upon to read the Scriptures and invoke the Divine Blessing. On the edge of the crowd was an old colored parson who was too short to see and too hard of hearing to make out all that was said. When the clergyman concluded the reading, he proceeded to offer a prayer for the success of the enterprise, using the word railroad several times. The colored parson, under the impression that the clergyman was still reading from the Scriptures, became greatly perturbed. Finally a man standing nearby inquired the cause of his agitation. "Mister," said the parson, "I've good reason to be agitated. I've read the Good Book through and through, and I know what's in there. And I'm positive there is not one word in there—good, bad or otherwise—about railroads."

History was made on the New Haven Railroad June 29, 1954, when an experimental, low-slung, lightweight, streamlined passenger train attained a top speed of 102.8 miles per hour—going faster than any other New Haven train had ever gone before. On a demonstration run, the train clipped off the 156.8 miles between New Haven, Conn., and Boston, Mass., in two hours thirty-two minutes.

Railway payroll taxes alone this year will amount to more than all railway taxes did in any year prior to 1920. In the first four months of 1954, railroad retirement and unemployment insurance taxes were running at the rate of $258,000,000 a year.
"Old 470" did herself proud. The historic run of the last steam train on Maine Central lines Sunday, June 13, was a tremendous success. Viewed by thousands of Maine citizens, enjoyed by hundreds of railroad enthusiasts, photographed and reported copiously in the media of newspaper, radio and television—Old 470 and the 12-coach train captured the emotions of people everywhere.

It was a fitting tribute to the end of the 92-year history of steam on the Maine Central. In all stories and reports of the event, our railroad was complimented for its foresight and action in providing a permanent memorial with the 470 on a special track in front of Waterville Station.

**SHE LOOKED THE PART**

Bright and shining and steaming like the veteran she was, 470 waited at Union Station, Portland, that Sunday morning for a contingent of 22 rail fans arriving from New York on the State of Maine. A special tape recording of her departure, interviews with President Miller, veteran Engineman Archie Towlé, Fireman Pitt Moores and other dignitaries was done by Ken Long of Station WGAN, Portland and broadcast while the train was still making its run.

**GOVERNOR BOARDS TRAIN**

Pulling into Waterville, 470 went up in the yard to take more water while Maine's Governor Burton M. Cross was helped into a complete fireman's outfit by President Miller, already garbed in engineman's regalia. The two boarded the cab of the 470 and again amidst cheers, were off to Pittsfield, the next stop. At each stop more passengers boarded the train, anxious to be on the last steam train out of town.

**ANCIENT CARS**

As the last steam approached Bangor it halted briefly to permit cameramen and photographers a special treat. Television cameramen were hustled into cars and led by Trainmaster John Roberston to an overpass at Detroit where, on a long curve, Fireman Pitt Moores poured the coal on to enable them to record what television viewers later saw as the last and one of the most spectacular pictures of steam at work. They continued over the road and boarded the train again during its stop at Newport.

**TRAIN CREW**

A diesel switcher was run out on a parallel track and as the TV and newsmen's cameras ground, backed into Bangor with the 470 changing along on the adjacent track to provide an ideal medium to record the event.

**BANGOR CROWDS BIG**

A huge crowd greeted the train on arrival at Bangor Union Station where President E. Spencer Miller and Maine's Governor Burton M. Cross were besieged by autograph seekers and photographers as they disembarked from the cab and posed on the head end.

Station WABI's Bob Patten conducted a special tape-recorded interview with dignitaries, officials, and bystanders, while 470 went to the Bangor Yard to take coal. Again significant was the need to load the coal with a clam bucket power shovel, the coal tower too having bowed to the diesel.

A measure of the emotional impact of the historic run was ably described by Bernard M. Graham in the Bangor Daily News. He wrote:

"There were old timers who slapped one another on the back, and said, "Well, this the last time around for old 470." Kids who didn't know anything about the history of old 470 were there grinning and looking down the track waiting for the engine to come around. A lot of them had never seen a steam powered locomotive before, and this was great, because this would not only be the first time they'd see one on the Maine Central tracks, but also the last time.

"Somehow it should have been a very happy and grand occasion. A hundred people came down to the station. They were all dressed up, many brought their children. There should have been a holiday spirit. There were the people from the radio station, there were the newspaper people, there were kids with flags and balloons. It should have been a good time. It wasn't.

"There seemed to be too strong a sense of nostalgia for the people to really enjoy themselves. They would laugh and then catch themselves as though laughing was something which should not be done here at this time. "The occasion was not festive, it was not somber either, maybe the word should be sad. They were bidding farewell to a railroad era."

One might think the return trip would be anti-climatic, but if anything, the reverse was true. Again at Newport an even larger crowd was at the station, Pittsfield too, where only a two minute stop was made.

**CEREMONY AT WATERVILLE**

At Waterville nearly 1,000 people waited patiently for the arrival of 470. The Waterville High School Band struck up "I've Been Working On The Railroad." Again the President and Governor disembarked from the cab to be greeted by Mayor Richard Dubord. Brief speeches of appreciation were made over a public address system, pointing out the selection of Waterville as the site of the all-time memorial to steam.

It was a smooth run down the Kennebec to Augusta where again crowds of youngsters, adults, and senior citizens gathered for a glimpse of the last steam train.

Mrs. Cross boarded the train to ride with her coal begrimed and grinning husband, who went through the train happily signing autographs and we suspect thoroughly enjoying his trip more than any rail fan.

Crowds gathered at Hallowell and Gardiner as Old 470 thundered past. With no stop scheduled there, they had waited just to see the proud old engine pass through their towns.

At Richmond, Maine Central booster Perley Chetley whose "Toot Toot" sign is known throughout the system, was on hand with a mighty blast on his whistle, answered with equal appreciation by Archie Towle with a rousing whail from 470's hoarse throat.

**IT HITS HOME**

With 650 rail fans aboard, enthusiastic receptions at all stops, it was nevertheless at Brunswick that the full impact of the last steam train's importance to Maine people was realized. There a crowd estimated at between 800 and 1,000 had waited an hour for the train to appear.

Pulling out of Brunswick, a murmur of surprise, coupled with a secret
pride ran through the officials, supervisors and crew who had worked hard to make the train a success. From windows and baggage coach they saw a solid line of people along the right of way from Brunswick to Hillside and beyond, cheering Old 470's last run. Cars lining Route One gave the old girl continuing signals of respect on their horns.

At every grade crossing, practically every home and farm through Freeport, Royal Junction, Cumberland Center, West Falmouth, Riverside Street, Woodfords—people with children in their arms and Granddad beside them, saluted this passing of an historic era.

Heaving and blowing, 470 panted to a stop in Portland Union Station to hear spontaneous bursts of handclapping from an estimated 2,000 people applauding her final, grand effort.

She's standing quietly now on her special track at Waterville as a reminder to future citizens of the great part steam played in the history of Maine and American railroading.

Maine Central is proud to have given this symbolic era the tribute it deserved.

Operating, Bus Changes

John J. Lyden, for 36 years chief dispatcher at Portland, has been named assistant superintendent at Bangor, according to an announcement by Superintendent Willard E. Pierce.

For soft-spoken, modest, "Johnny" Lyden it climaxes a long career of railroading that began as a yard clerk at Portland in 1909. He has worked as an operator at Bartlett, Newport, Lewiston, Cumberland Mills and Portland, became a dispatcher in 1912, and was appointed chief dispatcher at Portland in 1918.

Lyden replaces R. W. "Bill" Williams, who requested to be relieved as assistant superintendent to return to dispatching at Portland.

Other changes effective July 1 were the appointment of Edward D. Wescott as General Agent at Bangor. Wescott, former general manager of the Maine Central Transportation Company, returns to his original career as a railroader in the general manager's office, superintendent of car service, was a traveling inspector in 1929 and in 1931 became superintendent of the bus lines of the old Samoset Company. He was made general manager of the Maine Central Bus Lines in 1935.

Everett K. Goddard, superintendent of the Bus Lines since 1935, has been named acting manager. Goddard began his career with Maine Central in 1927 as a clerk in the auditor of freight accounts office, in 1929 went to the payrolls section, 1930 in the assistant comptroller's office and in 1933 was named assistant to the superintendent of the bus lines.

Railroader's Boys Star on TV

Television has had a big impact on Portland Terminal Swing Clerk Francis Mulkern.

Already his two sons, Tommy, 11, and Peter, 9, are—not fans—but stars. And of their own show!

Not only that, but Dad himself is co-producer of a talent show, "Showcase for Youth."

Each Wednesday evening at 7:15, the Maine Television Network, comprised of station WPMT Channel 53 Portland, and WLAM Channel 7, Lewiston present "A Note From The Boys," and its stars are Tommy and Pete.

Dad says Tommy started playing the piano at the age of 5, and Peter was working out melodies to sing when he was four. Mr. Mulkern also credits the boys' school teacher Mrs. Florence MacInnis, with recognizing the talent and helping to develop it.

And John Fay, well-known Portland organist, as Tommy's teacher is credited with the wonderful development of the boy's ability.

Their theme, "Sunrise Serenade" and the character and technique of Tommy's accomplished playing however, shows the definite influence of that great popular pianist, Frankie Carle.

And well it should for the two met last Summer when Carle appeared at the Old Orchard Pier. Young Tom ran up to the maestro with a sheet of music in his hand and asked him to autograph it.

Carle asked the boy if he could play the song, when Tom nodded "yes," Carle graciously invited the boy to sit at the piano and thus hundreds heard him play "Sunrise Serenade," an event he'll never forget, nor will they.

Tommy also holds dear a Christmas
card he received from Carle following that engagement. Only those who have seen and heard the youngster can appreciate the real talent he possesses. For example he sight reads rapidly and gets an intricate arrangement down pat in two days. No less is true of Pete, whose full vocal range and appealing delivery mark him for the top in the next generation of Perry Como's and Eddie Fishers.

Programming for their "A Note From The Boys" show is handled by Dad Mulkern. He admits the major hurdle to overcome in what proved to be the boys' subsequent popularity, was to convince TV producers that they could provide a continuous flow of fresh and entertaining material. After all it isn't every 11-year-old who without prompting, sits at a piano four or five hours a day practicing. But anyone who has viewed the show over the past three months under sponsorship of B & B Cleaners, will rave at the amazing versatility and popularity of the two youngsters. They range from pop tunes to semi-classics with a smoothness lacking in many more mature performers.

The boys have plenty of outside interest and activities too, after their day is done at Cathedral Grammar School. Tommy is a member of the Cathedral Choristers and Boy Scout Troop 19, and Peter is an altar boy at the Cathedral of the Immaculate Conception.

Among Those Retiring

Wilfred C. Labrecque, of 12 Moore Street, Waterville, boilermaker helper at Waterville Shops for 35 years.

George Simpson, of 245 High Street, Portland, baggage and mail handler after more than 30 years of service that began as a blacksmith's helper in 1923 and included service as a traffic officer in 1927.

Harry F. Jordan, of Union Street, South Gardiner, crossing tender, after 36 years of service that began as a painter in 1918 until 1924 when he became a crossingtender on the Portland Division.

F. A. Murphy's Niece
In Radio City Show

Marilyn Murphy, New York City, 19-year-old niece of Freight Traffic Manager Frank A. Murphy, is lending her petite blond attractiveness and beautiful soprano voice to the current production at Radio City Music Hall, entitled "Compass Points." A former Arthur Godfrey Talent Scout program winner, she does a solo with the Music Hall Choral Ensemble backing her. She visited here in 1952 at a Murphy family reunion.

Atomic Locomotive

Within two years a mighty 7,000-hp. engine called the X-12, the first atom-powered locomotive ever designed, could be hauling a high-speed Atomic Limited across the country. Eleven pounds of uranium would fuel it for a year.

These are the highlights of a study on the possibility of an atomic-loc­

omotive, summarized in the April issue of Popular Science Monthly.

Biggest stumbling block for designers—how to protect passengers and train crew from the intense radioac­
tivity of the X-12's power plant—was overcome through the use of such un­
conventional machinery as "dachs­
bund" generators. Designers were able to shoestring 200 tons of shield­
ing within the clearance limits of a locomotive.

Providing safeguards against the peril of radioactivity on the loose, in case of wreck, was a problem too. This was solved by controls which automatically shut down the reactor and the massive shielding to keep the wreck from spattering.

The greatest advantage of an atomic-loc­
omotive lies in its possible reduction of fuel costs. Although the price of uranium-235 is secret, off­

cial estimates place it at around $9,000 per pound. If that figure is any­

where near correct, an atomic engine like the X-12 is possible not only on paper, but also on the tracks.

The young man asked: "Would you marry a sap just for money?" De­
manded his girl friend: "Are you gathering statistics or proposing?"
Hail To Old 470

READY TO GO at Portland Union Station (1) the 470 makes smoke for the large crowd on hand (2) Photographers on the head end of a retreating diesel switcher snap the train as it approaches Bangor (3) No more water plugs so the Lewiston Fire Department assists in filling her 9,000 gallon tender as TV photogs, Larry Eliason and Trot King mount the tender (4) Richard Dubord, mayor of Waterville, introduced President Miller and Governor Cross (5) A segment of the huge crowd at Waterville on the return trip (6) Picturesque is the word as 470 rounds a curve near Detroit (7) President Miller helps His Excellency, the Governor into overalls at Waterville on the eastbound trip.

She Packed 'em In
SCENES of the special Shrine train include top to bottom, hauling the 19 cars out of the hole at Vanceboro after taking over from CP; the blooded palimino horses of the Temple's Mounted Patrol being loaded at Bangor; Oriental Band of Philae Temple, Halifax led a parade from the station in background through main streets.

Special 19-Car Shrine Train
Rode Our Lines To Halifax

The largest Pullman train ever to run on the Maine Central's Eastern Division and the largest number of candidates for membership in Anah Temple, Mystic Order of the Shrine, Bangor, combined to make a record-breaking pilgrimage to Halifax, N.S. June 18-20 on a special train operated by our railroad.

Also on the train were two baggage cars bearing the 35 palamino horses of Anah Temple's famous Mounted Patrol, the equally well-known 60-piece brass band and the private car carrying President Miller.

The special move saw more than 365 Shriners from Northern Maine make the trip to join 1,000 delegates from five Canadian provinces in the first international ceremonial with Philae Temple, Halifax in 19 years.

The train crew from Bangor, from which the train departed at 6 p.m. Friday, June 18, to Vanceboro, were Shriners and when the CP took over there, they climbed down and continued the trip.

Maine Central hauled the heavy train in a single section with two 1,500 diesel units but it had to be broken into two sections on the CP with steam on the head end.

The Shriners arrived in Halifax at 10 a.m. Saturday and "Haligonians" as the citizens of Halifax refer to themselves, witnessed a fine parade through the main streets of the city. Anah Temple's Mounted Patrol drew enthusiastic applause from the large crowd lining the streets. They were greeted by Mayor Donahoe and lunched at the Lord Nelson Hotel. They later marched to the gymnasium of the famed Dalhousie University where ceremonies were held. During that period the Anah Temple Band gave a public concert in the beautiful 18-acres Public Gardens of the city.

The group marched back to the Canadian National operated Nova Scotian Hotel for their final banquet. The train left at midnight and the group breakfasted at St. John, N.B. Sunday morning, continued on to Vanceboro where the Maine Central again took over, and into Bangor about 4 p.m.

Instrumental in organizing the train was our own Commercial Agent Ralph Graham, Bangor and Potentate James Murray. Special mention went to Traffic Agent Robert W. True who made the trip, assigned space, handled tickets and supervised the operation with a degree of efficiency that drew compliments from the passenger representatives of both the Canadian Pacific and Canadian National over whose lines the train traveled.

QUICK
A farmer had planted a crop of flax, and had a tablecloth made from the linen he produced. Sometime later he remarked to a guest at dinner, "I grew this tablecloth myself."

"Did you, really?" the lady remarked with a little sarcasm. "How do you ever manage to grow such things?"

"Promise you won't tell, madam?" he asked.

She promised.

"Well," he whispered solemnly, "I planted a napkin."
A 65-year-old railroad fan flew to Portland from Los Angeles yesterday so he could make the last trip to Bangor today with Old 470, last of the Maine Central's steam engines.

Carl W. Hendrick hasn't seen the Forest City since he fired coal on the Portland to Boston run of the Boston and Maine Railroad back in 1919.

"But last month I was reading the Maine Central Magazine, and I read about Old 470," he said.

Overcome By Urge

"Suddenly, my mouth watered. I wanted another ride down through the Maine Central's steam engines. I used to spend a lot of time at Old Orchard—went there on my wedding trip, better than Niagara Falls."

Railroad Family

If ever there was a family with railroading in its veins, it is Hendrick's. His maternal grandfather, S. V. R. Hendrick built sections of the New Haven, Ogdensburg and central Massachusetts road back in the late 1850's. His maternal grandfather was a railroad engineer who was killed when his locomotive went over a 30-foot embankment.

That incident almost prevented Hendrick from getting into railroading. His mother refused to sign the papers.

"When I was 21, I took the bull by the horns and joined the Boston and Maine," he said.

His mother died Friday, June 18.

"I told you when you hired him, he would not have much luck," she said, before he was called "the new man" and his wife said, "I'm going to watch it closely." The "new man" had resigned, and his wife said, "I'm going to watch it closely."

"I told you when you hired him, he would not have much luck," she said, before he was called "the new man" and his wife said, "I'm going to watch it closely." The "new man" had resigned, and his wife said, "I'm going to watch it closely."

Asthma forced him to give up working on the old steamers eight years later. But the feeling remained.

He's a member of the Railway and Locomotive Historical Society, Southern California chapter, and several other similar fan groups. He's gone on trips similar to this one in Idaho, Arizona, New Mexico and California.

City Still Looks Good

Asked if he felt that Portland had changed since 1919, he answered:

"They've changed Rigby around; and the approach to Union Station is improved a lot—it looks like a good move; that old bridge used to be a hazard.

"Oh yes, the streets look a little smoother—they were all paving stones before, I think—I guess the buildings look about the same."

Miller will take a train to Washington to visit relatives, and fly home from there.

"We railroad fans are sometimes called crazy," he says philosophically, "but we like it."
Notice any new faces around Portland this summer? I have the pleasure of seeing Coach Lines in running into Portland again. Nice to see the operators that we have last summer back again.

Operator Bradstreet recently took over the Bingham Line, Good Luck Brad.

Phil Dow, formerly a porter at Augusta garage, with Mr. Haskell, has purchased the Augusta-Gardiner Coach Lines. Operators Delchante, Robinson, and Simpson are on leaves of absence.

We honored "Pop" Goddard on his 86th birthday. A basket of fruit was presented to him from all of us. He wants to give his sinuses thanks to all.

I want to take this opportunity to thank Robert Leighton, who has helped us make this marvelous together, Bob has been taking Jack Hayes' place in his absence.

By MARJORIE QUIGLEY and ALICE MCLAUGHLIN

We all extend our best wishes for a speedy recovery to Coach Lines, Ethel E. Jenkins is Superintendent of the Railroad Express Agency.

Miss Olive Norris and Mrs. Shirley Wilcox in the Publicity Department and the Assistant Treasurer's Office respectively, recently spent an enjoyable Saturday doing Boston shopping and in general doing the town.

By MARY E. MORSE and ERNESTINE GRIMES

Alice Eliason has a brand new yellow and green car. Just something more for our feeders! That's really a beauty, though. And Edith MacGibbon, who has been a patient in the Deaconess Hospital, is very much improved after being confined to the Osteopathic Hospital.

We are glad to welcome back to the fold, Head Freight Clerk and Mrs. Bartley J. Rielly celebrated with joy during the middle of June, just having resumed his duties at the Freight Office "after a lost time accident. Bartley also received his "gold" fifty-year pass, received the knickname for his ability as a bowler clone" James Kelley, a retired Hostler. He received the knickname for his ability as a bowler.

By ALBERT B. WETMORE

We know it's summer when Mr. and Mrs. Frank Watts, move into their summer cottage at Higgins Beach for the season. Their daughter and two children will be with them this year.

Edward Stewart, Signal Draftman, training duty, came in the way of two weeks in June at the engineering plant in the Lakes region. He also took in Milwaukee over one of the weekends. And we all know what Milwau­kee's famous for! And, he says, it isn't Liberace, the weekends. And we all know what Milwau­kee's famous for! And, he says, it isn't Liberace, but just a lot of fun. Also, he says, it isn't Liberace, but just a lot of fun.

We are happy to welcome back to the fold, Head Delivery Clerk, Michael G. Norton, who has been away due to illness.

Freight Clerk and Mrs. Bartley J. Rielly celebrated their 40th wedding anniversary, June 15. We extend our heartiest congratulations. Bartley also received his "gold" fifty-year pass. April 19, which is another reason for our best wishes to be passed out.

This month was special in the beauty of General Agent Thomas S. Burns, in Bangor, receiving the knickname for his ability as a bowler.

Vincent Tatarka was appointed as Assistant Commissioner of the Diocese of Portland. He is the son of Machinist William Tatarka, and cousin of Machinist and Mrs. Carignan visited Archie Cartwright of the Engine house, at his cottage in the Rangeley Lake region.

Dick Wilson had a birthday this month, and received some useful gifts as well as fond wishes.

A swarm of bees decided to alight near Edward Whalen's house, but Ed kept his distance which was best for all.

Machinist Helper William Brune and wife vacationed in Boston, Ohio with friends.

Laborer Roy Sant Peter has decided to vaca­tion at Orlando, Florida.

By HUGH F. FLYNN

Congratulations are extended to Carman and Mrs. William F. Harrigan on the birth of their second child, Beverly Ann on June 9, 1954. We have received word from Mrs. Curry that: "Mrs. Larry Kane, a retired Hostler. He received the knickname for his ability as a bowler with the fastest speed of his time. He has held several titles of state wide bowling.

We are glad to welcome back to the fold, Head Freight Office and Freight House

We are at the engine house were honored by a visit from a group of students from the State Teachers' College at Gorham, Maine. There were 28 young people, of the Audio Visual Class, accompanied by Mr. Charles Martin their instructor.

This office was saddened to hear of the death of Bronick Tatarczuk.

Notice any new faces around Portland this summer? I have the pleasure of seeing Coach Lines in running into Portland again. Nice to see the operators that we have last summer back again.

Operator Bradstreet recently took over the Bingham Line, Good Luck Brad.

Phil Dow, formerly a porter at Augusta garage, with Mr. Haskell, has purchased the Augusta-Gardiner Coach Lines. Operators Delchante, Robinson, and Simpson are on leaves of absence.

We honored "Pop" Goddard on his 86th birthday. A basket of fruit was presented to him from all of us. He wants to give his sinuses thanks to all.

I want to take this opportunity to thank Robert Leighton, who has helped us make this marvelous together, Bob has been taking Jack Hayes' place in his absence.

By MARJORIE QUIGLEY and ALICE MCLAUGHLIN

We all extend our best wishes for a speedy recovery to Coach Lines, Ethel E. Jenkins is Superintendent of the Railroad Express Agency.

Miss Olive Norris and Mrs. Shirley Wilcox in the Publicity Department and the Assistant Treasurer's Office respectively, recently spent an enjoyable Saturday doing Boston shopping and in general doing the town.

By MARY E. MORSE and ERNESTINE GRIMES

Alice Eliason has a brand new yellow and green car. Just something more for our feeders! That's really a beauty, though. And Edith MacGibbon, who has been a patient in the Deaconess Hospital, is very much improved after being confined to the Osteopathic Hospital.

We are glad to welcome back to the fold, Head Freight Clerk and Mrs. Bartley J. Rielly celebrated with joy during the middle of June, just having resumed his duties at the Freight Office "after a lost time accident. Bartley also received his "gold" fifty-year pass, received the knickname for his ability as a bowler clone" James Kelley, a retired Hostler. He received the knickname for his ability as a bowler.

By ALBERT B. WETMORE

We know it's summer when Mr. and Mrs. Frank Watts, move into their summer cottage at Higgins Beach for the season. Their daughter and two children will be with them this year.

Edward Stewart, Signal Draftman, training duty, came in the way of two weeks in June at the engineering plant in the Lakes region. He also took in Milwaukee over one of the weekends. And we all know what Milwau­kee's famous for! And, he says, it isn't Liberace, the weekends. And we all know what Milwau­kee's famous for! And, he says, it isn't Liberace, but just a lot of fun. Also, he says, it isn't Liberace, but just a lot of fun.

We are happy to welcome back to the fold, Head Delivery Clerk, Michael G. Norton, who has been away due to illness.

Freight Clerk and Mrs. Bartley J. Rielly celebrated their 40th wedding anniversary, June 15. We extend our heartiest congratulations. Bartley also received his "gold" fifty-year pass. April 19, which is another reason for our best wishes to be passed out.

This month was special in the beauty of General Agent Thomas S. Burns, in Bangor, receiving the knickname for his ability as a bowler.

Vincent Tatarka was appointed as Assistant Commissioner of the Diocese of Portland. He is the son of Machinist William Tatarka, and cousin of Machinist and Mrs. Carignan visited Archie Cartwright of the Engine house, at his cottage in the Rangeley Lake region.

Dick Wilson had a birthday this month, and received some useful gifts as well as fond wishes.

A swarm of bees decided to alight near Edward Whalen's house, but Ed kept his distance which was best for all.

Machinist Helper William Brune and wife vacationed in Boston, Ohio with friends.

Laborer Roy Sant Peter has decided to vaca­tion at Orlando, Florida.
Retired Conductor Lynden Ross was confined to the Central Maine General Hospital from May 10th to June 3rd on which date he was removed to Mrs. Carol Williams’ Nursing Home, 7 Grove St., Auburn. His son, Sgt. Elwood F. Ross at the present time is with the 4th Infantry Division Headquarters, Frankfurt, Germany, where he is managing editor of the Ivy Leaves paper. There are 4,000 copies issued each week.

Henry C. Morton, age 83, former conductor, died May 13 at an Augusta Hospital. A native of Minot, Mr. Morton was born Sept. 3, 1870 and retired from the Maine Central R.R. after 30 years service as passenger conductor then worked as a clerk at a Dixfield Hotel.

Telegrapher and Mrs. Paul Farrel, Hackett Road, Auburn, are announcing the birth of an 8 lb. son born at St. Mary’s Hospital June 3. Paul very proudly passed out cigars to the boys around the station.

Porter Norman Phippen has been confined to his home account illness since May 19. Get-well wishes are sent his way.

Crossingtender Armand Landry doesn’t believe in kicking a cow until the cow kicks first and now he has his doubts about that as the result could mean a broken toe. Armand says he learned this from actual experience.

Miss Harriette Clark of Rockland and Joseph Eugene Soychak of Lisbon Falls 2nd trick telegrapher here, were married May 29 at Rockland in a home ceremony by the Rev. Merle S. Conant of the Pratt Memorial Methodist Church, and Rev. George Goudreau, St. Bernard’s Catholic Church.

The bride is the daughter of Mr. and Mrs. Ralph U. Clark of Broadway, and the bridesmaid the son of Mr. and Mrs. John J. Soychak, Lisbon Falls.

The bride wore a pale blue street length dress and carried a Colonial bouquet. She is a graduate of Rockland High School and Central Maine General School of Nursing. She is employed in the admittance office of that hospital.

Mr. Soychak is a graduate of Lisbon Falls High School.

The couple left for Northern Maine and Canada. They will live at 12 Smith St., Lewiston.

WATERVILLE SHOPS

By STEVE

Foreman Bill Otis has been a surgical patient at the Thayer for a hernia operation.

Piper Percy Grant has been a surgical patient at the Thayer recently.

Carman George Buck has purchased a house on Osbourne St. in Fairfield.

Painter Don Gerald has been a patient at the Osteopathic Hospital recently.

LOVE IN THE SERVICE brought A/2c Lorraine F. St. Peter daughter of Waterville Shops Laborer and Mrs. Elissa St. Peter, and A/1c Howard B. Stafford to the rectory of Sacred Heart Church Waterville, Saturday, June 12 for the double ring ceremony. Mrs. Stafford was graduated from Waterville High in 1950. Mr. Stafford is a native of Geradeau, Mo. They are both stationed at Otis Air Force Base, Falmouth, Mass.

Painter Charlie Stubbert has been laid up for a week with a knife wound in his hip.

Carman George Colford has been recently elected Commander of district 4 of the American Legion.

Apprentice Roland Giroux has been a patient at the U.S. Naval Hospital in Boston with a collapsed lung, which happened while on a training cruise with the naval reserve.

Mill Foreman Ernest Bickford is enjoying a couple months off during July and August at his camp at China Lake.

Arthur McClain, long time brakeman on the Shop Shifter, has recently taken his pension. Art has purchased a trailer and will make his home in Connecticut.

Piper Harry Lane had the misfortune to smash his new car recently putting the car in the junk heap and Harry in the hospital for an extended spell.

Millman Chris Carstensen has been laid up with a wrenched knee.

Piper and Mrs. Bill Brown became the parents of twins, at the Thayer Hospital, born June 6th with a weight of 14 lbs. They are named Bill and Betty.

Piper Helper and Mrs. Gerald Buck are the parents of a new boy, James Bernard, born at the Sisters June 8, weighing 7½ lbs.

Wilton

By ANN NEWCOMB

W. O. Walton, agent West Farmington, was relieved for vacation by Operator Bois of Brunswick.

Deepest sympathy is extended to W. O. Walton and family account of the death of his brother. He has bid off job as agent telegrapher at Thomaston.

P. A. White, spare operator of Lancaster, N.H. billing in at West Farmington while job is up for bid.

R. S. Bonney, swing operator, is now covering E. B. Smith’s crew Building and Bridges are spending a week in Wilton, repairing buildings and did work on Temple Stream Bridge at West Farmington.

C. Richardson, agent Livermore Falls, is at this date in Atlantic City probably walking the boardwalk. His job is being covered by Spare Operator W. Burdwood.

Rockland

By F. L. CARLESLY

Agent E. L. Walker of Thomaston bid off the operators position at Rockland Ticket Office.

Agent E. O. Walton from West Farmington bid off Agent’s position at Thomaston, Operator Burdwood covered ticket office job while Operator E. L. Walker was on vacation. Operator White was at Thomaston for two weeks.
Mechanical Department
By L. P. SEVERANCE

Ralph G. Eames, father of night foreman Harold R. Eames died recently. He had been in ill health for the past several months.


Boiler Maker Helper R. C. Ericson and Machinist Charlie McLennan off to Moosehead Lake for some fishing. Came back to Bangor empty-handed. Claimed they were so big the car wouldn’t haul ‘em, so had to eat ‘em. They were sincere. ‘I think they’re full of fish bones. I’m sincere too.

AUTO TRADERS: J. D. “Va-Va-Va-Voom” MacDonald, C. S. Ross, Retired Chief Clerk Charlie Leard is now displaying a fancy 1954 two tone job, while Retired Engineer L. P. Merrithew sports a long slinky 1954 sedan.

Paul E. Gaudette, son of Laborer W. E. Gaudette, did a short stint in the Eastern Maine General Hospital, for an appendectomy and a look at the beautiful nurses. Paul is fine.

MORE THAN FOUR YEARS without a reportable accident is the amazing record of personnel at the Bangor Engine House. The gang is extremely safety conscious and is striving to reach 1,000,000 man hours worked without a lost time mishap. Pictured above are personnel on the first trick. General Foreman R. O. McGarry at left, and below third trick personnel. The million mark is seldom achieved in industry and everyone is rooting for the record, according to Safety Agent C. L. Quigley.
The railroads are in two spheres. They are subject to competition and they are subject to public regulation. Their managers have reason to feel that they share the worst features of the two spheres they inhabit.

In other countries the answer has been government ownership and operation of railroads whereby the passenger has continued to be carried for less than the cost of carrying him, with the deficit made up from public revenues.

That is not a solution that this country favors and we hope that it will never come to it.

We raise this question: Would it not be better to recognize that the railroads no longer have the same monopoly characteristics that they once had; that instead they have become highly competitive with other forms of transportation and to treat them for what they are and not what they used to be?

We recognize the political difficulties facing any suggestion that the whole scheme of railroad regulation should be revamped. But we also recognize that it has become as archaic as the wood burning locomotive.

—Wall Street Journal