Important Message To Maine Central People

You may have learned from the newspapers that President Eisenhower's Committee on Transport has recommended sweeping changes in the laws regulating railroads and their competitors. If Congress adopts these recommendations, railroads will have much greater freedom to make rates which will attract new business.

A brief summary of the recommendations contained in the Committee's report appears on pages 4 and 5 of this issue of the Magazine. The recommendations are regarded by railroad people generally as an extremely helpful step towards increased revenues and better job opportunities as evidenced by a joint release under date of June 15 by the Standard Railway Labor Organizations and the A. A. R. expressing joint support of the major objectives of the report. Each of us who depends upon the railroad industry for a livelihood has a personal stake in making certain that these recommendations are adopted by Congress. In order to do this we must first become familiar with the principal proposals contained in the report and be prepared to counteract any false or misleading information that may be circulated by those who are profiting by the inequities which presently exist in the laws and regulations governing the transportation industry. Before Congress will act to effect the remedies required, it must be convinced that the recommendations have strong grass roots support. Each of you can make a substantial contribution to the future of your railroad, your job and common carrier transportation by acquainting your families, your friends and the patrons of the railroad of the necessity for the adoption by Congress of the Committee's recommendations.

The above outlines, very briefly, our immediate goal. Complete success will require additional work on the part of all of us. At the appropriate time, when specific legislation is before Congress, it is my intention to write you directly and ask for your help in corresponding with your representatives in Washington in order to make known to them our mutual feelings in this matter and to ask them to help us to protect and preserve the nation's railroad industry and more particularly, the railroads in the State of Maine.

The job of publicizing and securing public support for the recommendations contained in the report, presents us with a personal opportunity to participate in a program which has a direct bearing on our livelihood. We should seize this opportunity and make the most of it.

Yours sincerely,

Spencer Miller

President
Highlights Of The Cabinet Committee Recommendation

To fully appreciate the significance of the recommendations made by President Eisenhower's Cabinet Committee, one should have some knowledge of its composition and background. The prestige of the committee members and the respect that each enjoy are sufficient to refute any contention that the committee's proposals are biased or tainted with favoritism for the railroads. Secretary of Commerce, Sinclair Weeks served as Chairman. The other members were Secretary of Defense, Charles E. Wilson; Secretary of Agriculture, Ezra T. Benson; Secretary of the Treasury, George M. Humphrey; Postmaster General Arthur E. Summerfield; Director of the Office of Defense Mobilization, Arthur S. Flemming and Director of the Bureau of the Budget, Rowland R. Hughes. These appointees of President Eisenhower faithfully performed the duty with which they were charged, namely that of making recommendations in the public interest designed to insure a strong transportation system in this country. The interest of the general public was paramount in their considerations and they did not arrive at their conclusions by preferring one form of transportation over another.

Set forth below are ten of the most important recommendations of the Cabinet Committee. You will note that the first is a redefinition of policy and that the next four have to do with rate making. These are the most important from our standpoint and fortunately the easiest to explain to the general public.

1. Revise the National Transportation Policy to assure maintenance of a national transportation system adequate for an expanding economy and for the national security, to endorse greater reliance on competitive forces in transportation pricing, to reduce economic regulation of transportation to a minimum, consistent with public interest, and to assure fair and impartial regulation.

2. Limit regulatory authority of the Interstate Commerce Commission to determination of reasonable minimum or maximum rates with no change in existing provisions making undue discriminations and preferences unlawful.

3. Continue on a more restrictive basis the commission's authority to suspend proposed changes in rates; shorten suspension period to three months; and continue provision that places the burden of proof upon carrier proposing a rate change, unless the protestant is also a carrier.

4. Remove requirement that rail or water common carriers obtain prior approval for charging greater than aggregate - of - intermediate rates, and for charging less for longer than for shorter distances over the same line or route in the same direction, the shorter being included within the longer, if necessary to meet actual competition and the change is not less than a minimum reasonable rate.

5. Make lawful volume rates based on cost differences, which rates are established to meet competition.

6. Redefine a private carrier by motor vehicle as any person, not included in the definition of a common or a contract carrier, who transports property of which he is the owner, provided that property was not acquired for the purpose of such transportation.

7. Redefine motor and water contract carriage as being that transportation providing services for hire but otherwise equivalent to bona fide private carriage; and require that actual, rather than minimum, charges be filed.

8. Repeal the bulk commodity exemption applicable to water carriers so as to subject such transportation to regulation similar to that applicable to other transportation.

9. Provide definite statutory standards for determining which shippers or shipper associations involved in consolidation or distribution of volume freight on a non-profit basis for securing lower rates are entitled to exempt status.

10. Continue authority for carriers to establish voluntary special government rates (Section 22 quotation) but subject such rates to all provisions of the act (including public filing), except suspension and long-and-shortheaul provisions, with authorization for application of special government rates retroactively and on short notice in special instances and with authorization for waiver of filing requirements in cases where national security is involved.

Conway E. Blakeney, of 33 Park St., Dover-Foxcroft, Section Foreman on Section 77 at Dover-Foxcroft, after 44 years of service. Blakeney's excellent record during 41 years as Section Foreman was recalled in personal letters received by him from Chief Engineer J. W. Wiggins and Engineer of Track C. D. Prentice.

James P. Petersen, of 14 Tate St., Portland, a freight handler at Portland Freight House; after 28 years of service.

Garfield C. Goddard, of Cornish, Maine, Agent at Farmington, after 47 years of service.

Lester S. Sprague, of Box 83, Carmel, a trackman at Carmel, after 38 years of service.

Shailer P. Haskell, Star Route, New Gloucester, a trackman at New Gloucester, after 27 years of service.

William Abraham, of 254-A Main St., Waterville, a laborer (Motive Power) at Waterville, after 36 years of service.

Angus H. Peterson, of 1158 Forest Ave., Portland, a carman at Rigby Yard, after 38 years of service.
The 97th Legislature
And The Maine Central Railroad

By SUMNER S. CLARK
Assistant to the President

UNLESS one has had the opportunity to be present in Augusta during a session of the Legislature, it is difficult to appreciate the direct interest the Maine Central and each employee has in the deliberations of our elected representatives. The purpose of this article is to acquaint Maine Central personnel with the participation of their company in the deliberations of our elected representatives. The employee has in the deliberations of the 97th Legislature, the results achieved and to make certain suggestions as to how we can better protect our common interest.

For many years Maine Central was most ably represented at Augusta by distinguished legislative counsel headed by Hon. Edward W. Wheeler and Carroll N. Perkins, Esquire. Circumstances this year necessitated the employment of new men and we were very fortunate in securing the services of John F. Ward, Esquire and Richard E. Dubord, Esquire. Mr. Ward, as a result of his outstanding record as a member of the Maine Legislature for several sessions, during which he served both as Speaker of the House and President of the Senate, commanded the respect of every member, both new and old, of the 97th Legislature. Mr. Dubord's successful career in local politics which brought him to the position of Mayor of Waterville, together with his acquaintance with many of the new members of the 97th Legislature, made his services extremely valuable. Aside from winning every issue on which we took a definite position, the principal achievement of our representatives was their success in maintaining the dignity and respect which the Maine Central lobby had earned and enjoyed through the services of Mr. Wheeler and Mr. Perkins.

The 97th Legislature of the State of Maine convened in Augusta on January 5, 1955, and adjourned on May 21, 1955, during which time more than 1550 bills were filed together with innumerable amendments thereto. Each of these bills and amendments required careful examination to determine their possible effect upon the best interests of the railroad and its employees.

Our early belief that this session would not present issues of major importance was quickly dissolved when shortly after the opening week of the session we had the misfortune to experience our first major passenger train derailment in many years. You will recall that this occurred only six miles east of Augusta on February 11 and brought forth considerable adverse publicity. As you know, both the railroad and its patrons were very fortunate in that what could have been a serious disaster actually resulted in there being no loss of life and only a few injuries. Nevertheless the timing was such that it provided an opportunity for certain Legislators to demand an inquiry with the purpose of recommending legislation which would impose additional regulations on railroads. The tone of the demand for this inquiry at the very least indicated that a majority of the members of the Legislature had little if any sympathetic feeling for the railroads or the problems with which they are confronted. This disposition brought to light at the very outset a glaring weakness in our position on the legislative front. We do not make the necessary contacts with our elected representatives before they leave home. We have failed to participate actively in the party primaries and the biennial elections. Our numbers are such that if the elected representatives went to Augusta fully aware of our interest and competitive position, the railroads would enjoy favorable consideration when rash proposals seriously affecting our future welfare were made. As it turned out we very narrowly escaped what might have proved to be confining legislation prescribing the communications system we would be forced to maintain.

Complacency and a misguided belief that we would not be confronted with the problem at this session, nearly proved disastrous in our efforts to defeat proposed legislation which if enacted would have dealt an extremely damaging blow to our ability to prosper. This, of course, was the legislation introduced on behalf of certain trucking interests which would have authorized an increase of 20% in the payload of our competitors moving freight over the public highways. This bill, L. D. #1271, proposed to increase the maximum legal weight of trucks from 50,000 to 60,000 pounds and increase the maximum over-all length from 45 feet to 50 feet. It is unnecessary for this article to set forth in detail the extent of the injury which our company and consequently all of us who derive our living from the Maine Central would suffer if our competitors received this additional advantage. We are painfully aware of the present inequities under which we labor and endeavor to compete successfully with the motor carriers without speculating on the effect of increasing their gross capacity by one-fifth.
As you may know, this bill did not become a law primarily as a consequence of Congressional action which will be more completely described in the following account of this particular legislation. Fortunately as we are that the bill was ultimately defeated, its birth and life in the 97th Legislature is sufficient cause for alarm on the part of all of us who have a personal stake in the economic welfare of the railroad industry. This bill was introduced before a Legislature which at the same time was confronted with an extremely serious problem concerning highway financing. It did not even have the unanimous support of the trucking industry since many of the large motor carriers were opposed to its passage on the ground that it would necessitate large capital expenditures to replace existing equipment. Yet in spite of these handicaps the proponents of the bill were successful in convincing a majority of the Legislators that an increase in maximum weights on our highways was desirable. The bill required an additional axle to spread the weight and this provision secured for the proponents a neutral stand on the part of the State Highway Commission. Consequently the railroad lobby was the sole active opponent of the measure and of course our opposition was tainted by the competitive aspect of our position.

Our lobbyists worked conscientiously and capably in presenting to the members of the Legislature the reasons why such an increase in maximum weights on our highways was extremely harmful. Statistics obtained as a result of the Maryland road tests proving the amount of damage highways suffer from excessive weights were cited in committee hearings on the bill. Authoritative opinions of experts on the subject were cited and made known to every Legislator. We were fortunate in securing editorial support from the Portland Press Herald, the Lewiston Daily Sun and the Lewiston Evening Journal.

Yet in spite of all the foregoing factors which would lead an impartial observer to expect that the legislation had little chance to succeed, it was passed by both houses through the several stages of parliamentary procedure to the point where it was about to be laid upon the Governor's desk for his signature as the final step necessary to becoming a law. If we may indulge in a little Monday morning quarterbacking, we may be able to profit by this experience. It would be less than fair to state at this point that the lobby engaged in guiding this bill for increased weights on the highway through the Legislature employed only the most honorable tactics in securing support for their bill. Likewise, our legislative counsel, Mr. Ward and Mr. Dubord, should be given credit for meeting the opposition in Augusta with complete success as far as anything accomplished on the scene can be considered as affecting the outcome. The slight edge which our opposition enjoyed and which spelled apparent passage of the act was the impression that the Legislators received from their home towns that this bill had grass root support. This was accomplished by the individual contacts made by those who had a selfish interest in the matter and took the trouble to make known their wishes to their elected representatives. The employees of the Maine Central and other railroads in this State far outnumber those engaged in the heavy trucking industry. Further we have considerably more at stake and in this particular matter of protecting our highways we should have had the great body of the general public in our camp. However, whether it stems from indifference, from lack of knowledge of what transpires in Augusta during a legislative session or from a reluctance to participate in politics, our potential power lies dormant. With the ever-increasing competition and the regulatory handicaps under which our industry now suffers we can ill afford to continue this policy of individual non-participation.

At the final hour Lady Fortune smiled upon us who were at the brink of defeat and word was received in Augusta that an amendment had been placed upon the Gore Bill (a Congressional Act providing Federal funds for state highways) to the effect that any state which increased the maximum weight on its highways subsequent to May 1, 1955, would be ineligible to receive Federal aid. Although this amendment had not been finally enacted, since it put in jeopardy Maine's share of the Federal aid program amounting to almost $98,000,000, the possibility of it becoming law was sufficient cause for the opponents of the weight bill to secure reconsideration and ultimate withdrawal of the measure. It is hoped that this narrow escape is sufficient to impress upon us all that we must make certain that the members of the next Legislature are fully informed of our position on this subject since it will undoubtedly be before them again at the next session. Based on the fundamental principle that the best defense is a good offense, your management will endeavor to prepare a legislative program for the next session which will be aimed at equalizing our competitive position. Your support will be actively solicited.

The truck weight bill was the most serious threat which we faced at the 97th Legislature. There were other measures which if passed would have proved detrimental to the immediate welfare of the Company and the long range security of all of its employees. Without becoming specific, all of us realize that laws which are designed to create jobs where none are required by the nature of the operation are ill advised and, in the final result, jeopardize the jobs of the great majority of railroad employees while temporarily benefiting a few, for in the long run job opportunity and job security increase or decrease with the Company's financial welfare. Other matters which often appear on the legislative scene could be better dealt with in the privacy of our own councils. Public airing at a legislative session of labor-management matters serves little useful purpose and tends to discredit both management and labor.

We can readily appreciate from this account of our experience with the 97th Legislature that we are facing ever increasing dangers from further governmental restrictions and regulations which affect our ability to cope successfully with our competition. We must be more alert in opposing further advantages sought by those who would drain away the life blood of the railroad industry. This challenge
cannot be met by your management alone. It requires the joint effort of every person depending on the railroad for a livelihood. It requires year round support of the railroads position. It requires that every opportunity be taken to convey to the general public the fundamental truth that the economic welfare of our nation depends upon a sound railroad industry functioning as an integral part of our private enterprise system. Success in such a joint endeavor will insure our individual prosperity and bring us closer together as friends and members of a winning team.

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Editorial Comment on Truck Weight Bill

We reprint here an editorial from the Portland Press Herald for May 16, 1955, which indicates the newspaper’s stand on the “Excess Weight Bill” which was eventually defeated in the recent Legislature:

Awaiting action at the State House is Legislative Document 1271, the so-called “Excess Weight Bill”. The “weight” is that of trucks.

The bill is said to have been introduced not for the trucking association, but for a “splinter” group of the industry. It proposes that the State sanction trucks of 45 feet in length and of a weight of 30 tons—an increase of 20 per cent. To meet objections, which are strong, the proposal is to add another axle, thus distributing the weight further in the hope of saving the highways.

It hardly needs argument that trucks of the present weight pound highways to destruction. As to this business of third axles, it might be more useful were the Legislature, in the interest of highway protection, to order them installed on the giants that now roar legally over the road.

The proposed 30-tonners of 45-foot length inevitably would complicate the State’s traffic problems, and make the task of construction and upkeep of highways much more costly. Besides, one might ask whether making legal the operation of such behemoths would not run into big money for the trucking industry by outmoding present equipment.

However, this newspaper believes that the threat to highways is the really menacing “angle” in the Excess Weight Bill—a destructive bill. It must be hoped that the Legislature will have arrived at the same conclusion when it comes up for action, and will deny it passage.

 Continued this month is publication of group pictures taken at recent meetings around the system wherein, in addition to being guests of the management for lunch, the foremen, track and signal men discuss many aspects of safety on their jobs as well as the varied problems which arise in the course of their work. TOP PHOTO: May 18 at Waterville. CENTER: May 19 also at Waterville. BOTTOM: June 7 at Addison.
It's Back To School In The New Mechanical Department Instruction Car

Newly fitted out with classroom facilities as well as living quarters for the instructor, is the Mechanical Department's recent acquisition, Instruction Car No. 2001.

Maine Central Railroad formerly owned and operated such a car and, in fact, did so until the consolidation with the Boston and Maine Railroad. Thus the M. C. car was discontinued in 1933 with a B. and M. car carrying out instruction duties in this area at regular intervals until recent months.

Now, with the Maine Central again operating its own Mechanical Department, the necessity for an instruction car arose with the result that a passenger coach, No. 209, was converted for this service.

Harvey S. Crosby has been appointed General Mechanical Instructor. Appropriately enough, it was he who handled the previous car for the several years before its retirement. He had been Fuel Supervisor for the Maine Central until assuming his present position.

Firemen, car and engine inspectors, machinists and trainmen all must pass mechanical examinations. Passenger trainmen, while not expected to be mechanics in the strict sense of the word, must be familiar with steam heat equipment, air brakes and air conditioning facilities in the coaches.

Much more detailed work is laid out for the other men. A good example, and representative of all the others, is that of a fireman:

Upon going to work for the railroad the fireman is given a handbook of examination questions to be used in examining him at the end of his first, second and fourth years with the Company. It is his job to know the required answers to the first year questions at the end of that year, and so on through the book. He finds the answers from his everyday work, by study (manuals are available from diesel manufacturers, etc.), by attending classes in the Instruction Car or by visiting the Instructor at the car if he has any specific problems to discuss.

Instructor Crosby says that the men should visit the car at least once a year and are free to drop in with questions at any time.

Eighteen of the original coach seats have been left in the car thereby providing room for classes of up to 36 men.

An opaque projector and screen, due to be installed very soon, will be a valuable piece of visual aid equipment for the car. By means of it Instructor Crosby will be able to project, greatly enlarged on the screen, drawings, plans, diagrams, etc. of electrical layouts, air brake systems and other mechanical devices.

Headquarters for Car 2001 and Instructor Crosby will be at Waterville. However, all lines of the Maine Central will be covered once a year and larger points such as Bangor and Portland will see frequent visits for classes, individual help and examinations.
HI! It is so nice to be talking with you again. Well, SUMMER is here—that wonderful season when you are so glad to be a girl (yes, a girl) so you can deck yourself out in those pretty cottons that have “female” written all over them, with their full skirts and billowy petticoats that swish and swirl—or those nice sleek sheaths that look and make you feel so smart. SUMMER! the season when you just have to live it up—well, at least a little—and play it up a lot; when all your “look glamorous” feeling gets to acting up and you just have to do something about it; when you look and feel so grand in your “Winter Ice” jewelry; when your clear red lipstick looks so right with your summer whites, and one of those luscious pink shades with your pastels; when you take every opportunity to soak in all that good old sun you can, if nothing more than to fortify yourself against Old Man Winter just a few months hence; the season when you laugh a lot, sing a lot, and are happy just for the joy of living; and, of course, the season when you fall in love all over again with those Red Soxers!

And speaking of “billowy petticoats”—Ann Stratton suggests if you have one that has suddenly gone limp in laundering, don’t be discouraged—try adding sugar and water to your starch next time you launder and you will be delighted with the results. Isn’t that nice to know? Thanks Ann!

Here is that chocolate recipe I promised you. Put in a saucepan the contents of one can condensed milk and two squares baking chocolate. Stir constantly over medium heat until chocolate is melted and mixture thickens. Remove from heat, beat smooth and add—1 teaspoon vanilla, 1/2 cup shredded coconut, 1/4 cup broken pecans. Drop from teaspoon on greased cookie sheet. Bake about ten minutes in 375° oven, or until cookies feel solid to the touch. Makes better than two dozen and they are good.

Miles Pond, Vermont, is the location of Mystery Picture No. 5 which appeared in our June issue. Shown making a flag stop for a passenger was Portland bound train No. 163 during her run from St. Johnsbury, Vt. to Portland.

It’s a sure bet that a good many railroaders recognized the spot correctly. For example, we’ve heard from Conductor H. H. Howard of Portland, Yard Conductor R. H. Conner, Portland Terminal Co., C. B. Langill, a retired trainman of Bartlett, N. H., C. D. Soper, a clerk at Rigby and District Freight Agent D. A. Smith, Jr., B. and M. R. R. in Concord, N. H., all of whom mentioned Miles Pond.

Now for a new picture with no identifying name to be found on it anywhere. Can you tell us where it was taken?

We’d like very much to hear from any of our readers who are interested in this column.

Mr. and Mrs. John F. Stanford (Signal Engineer) knew June, 1955 would be a lively month for them and their family, and it was! Carole graduated from the Lake Erie College, Painesville, Ohio with top honors (where she majored in French) and announced her engagement to Milton B. Davis of Painesville, Ohio. She plans to be married in September.

David graduated from Deering High School where he became a member of the football team and President of the Student Council during the Senior year, having transferred from Classical High in Springfield, Mass. He will enter the University of South Carolina under the N.R.O.T.C. Scholarship in the fall.

Joan also graduated from Deering High School the same day, is a member of the Quill and Scroll Honor Society and plans to attend La Salle Junior College in Auburndale, Mass.
Graduated in June from Brewer High School with a diploma in Commercial Course. Miss lay-off of over 7 months, is machinist E. W. Marlyne GeonK, daughter of Trackman and Off the sick list and back to work after a by LARRY SEVERANCE

and Mrs. Francis Smith. 

was formerly employed in the Bangor Car Dept. And, Foreman Car Repairs J. H. Hill accompanied his daughter Marie Hill to New York June 19th where she embarked for Athens, Greece she was entering student at Bangor High School and selected as an exchange student going to Europe for six weeks. Those who have enjoyed their annual vacation since the last publication are: Carmen B. C. Westerlund, W. E. Leonard, J. J. Wellington, H. J. Conners, H. T. McLain, Coach Cleaners A. Laforge, A. H. Holmes, M. L. Jewett, G. H. Beaton, G. H. Shirley. 

and Mrs. Francis Smith. 

Bangor Car Department
By C. A. JEFFERDS

Kenneth A. Honey, son of AAR Checker E. J. and Mrs. Honey, graduated from the University of Maine June 12th and, in company with his wife, has left for Brunswick, Ga, where he has accepted a position as Research Biologist with the Dept. of Agriculture. Mrs. Honey was

Tour the rightful owner, who was very thankful and showed his appreciation with a satisfactory reward. 

Back from Camp Drum after exercises with the National Guard is machinist (Master Sergeant) Doug Clendenning, Doug has a number of years in with both the regular Army and active National Guard. 

Probably the most widely used yet the least known is the HPSE method of typing. It is undoubtedly used in every office, both public and private as well as in industry both here and abroad. From the beginning, with the first primitive typewriter to the most modern electric equipment, that is the one thing that the scientists have been unable to take out of the machine, the method. So the probably universal method will continue on through to the end of time. HPSE, Hunt, Punch, Swear and Erase. 

The Mechanical Department
By LARRY SEVERANCE

Off the sick list and back to work after a lay-off of over 7 months, is machinist E. W. Rideout. A lot of his friends will be glad to

know that he is able to be on the job again after such serious surgery. 

Electrician John Tover has recently taken on more land by acquiring 200 acres to add to his already large farm. Of course if you are going to till the soil one must have tools to work with. So to go along with the 200 acres is a brand new tractor.


oughtttradehere: The local president of the “Battered Weeks Club”, C. J. Wilson 3rd. 

Laborer L. E. Smith was the recipient of some filter loco when he found a kit of automatical mechanisms tools in the road where they had fallen from a truck. By noticing an ad in a local newspaper he was able to return them to their rightful owner, who was very thankful and showed his appreciation with a satisfactory reward. 

By JOHN J. KEATING 

Retired Electrician Arthur Martin and Mrs. Martin celebrated their fiftieth wedding anniversary June 3d. They reside in Gorham, Maine. Many, many more to you both. 

Retired Superintendent F. J. Runey celebrated his birthday Wednesday June 15. The “Super” and his daugther from Bovine, Heil at school with a diploma in Commercial Course. Miss George has always enjoyed going to graduation, in the office of the Penobscot County Registry of Deeds in Bangor. 

Wayne, spent ten days in Washington D. C. with Mrs. Higgins’ sister, Shirley Thompson. Wayne will be a patient at John Hopkins Hospital in Baltimore.

By JOHN J. KEATING

Conductor and Mrs. Leon Poupart, with Conductor and Mrs. Frank Wilkinson on the sudden death of his grandmother, John F. Norton. 

Sympathy is extended to retired Conductor Frank Wilkinson on the sudden death of his grandson, John F. Norton. 

Conductor Roy Garland, his two daughters, Elaine and Lucille, with Conductor Pratt’s daughter, Marilyn, made a fishing trip down on the air line to Aurora. We hope Elaine and Lucille do not see another bear up a tree again. 

Mrs. A. W. Higgins, wife of Fireman Higgins of Waterville, with daughter Ann Carol and son Wayne, spent ten days in Washington D. C. with Mrs. Higgins’ sister, Shirley Thompson. Wayne will be a patient at John Hopkins Hospital in Baltimore. 

Mrs. Laura Guimont was a visitor with her daughter, Mrs. Marguerite Bernarche of Brainard, Mass. 

Conductor and Mrs. Leon Poupart, with Conductor and Mrs. Ted Knowlton spent a week fishing at Moosehead Lake. On returning, Conductor Poupart and the Mrs. plan to visit on Cape Cod. 

Sympathy is extended to the relatives of Retired Crossing tender Joseph Porter who died June 5th. 

Conductor Ralph Chiskey and Trainman William Ames have returned to duty after a long illness. 

“Who wants to be a Hero.” On WB-I, on a side trip to Foxcroft, a herd of cows on track ahead of engine. Brakeman Meader ran ahead to chase them off. It was during and when our hero caught up to the rear cow it proved to be a bull. It turned and started bellowing and Meader turned and started for the engine, just ahead of Mr. Bull. 

Retired Railroad Engineer Joseph Chouinard, celebrated his birthday May 21st.

Sympathy is extended to Conductor and Mrs. John W. Keniston on the death of their son, John Francis, age 3. 

by O. R. BURDWOOD

Bartlett, N. H.
By O. R. BURDWOOD

Posing with 3 of his grandchildren is Station Fireman B. H. Coombs. They are from left to right: Morrell, age 3 Kevin, 5 months and Wayne, age 2. They are the children of Mr. and Mrs. Francis Smith.

MOUNTAIN SUBURBAN

Bartlett, N. H.
beach and see about the lobster and clam situation too.

We learn that former agent George Wedge has died at his home in Sebago Lake village, after a long illness. George retired on disability in 1948 after 43 years of service as operator and agent. He was agent at Sebago Lake for many years during the time when there surely was some business around the station, and when that place was closed he went to Cornish for a few years. He was a nice chap and was rated as a very good agent.

Crawford Notch station will reopen right away with A. E. Gavron of Waterville, recently ob­

server, with 52 years service, had been on the

served their 58th wedding anniversary. Mr. Cur­

Chandler, trainman, have both had their

bad at one time.

Memorial Hospital in North Conway. We are all

pleased to hear this because things looked rather

situation too.

by Operator Bowie while W. O. Burdwood is

taking over as agent during my vacation. Also

Operator W. E. Oakes covered Saunders job for

a week here at Bartlett. A whole bunch of new

guys.

Sorry to report that Mrs. Donald Ainsworth, wife of the Lebanon station agent, is in the hospital for surgery. The compositefone now extends from Lusen¬

burg to Fryeburg. Most of the phones are in sec­

tion car houses out at Fabyan it is in the sta­

tio n. Very handy at times for the men to call in

for broadcast information and other news.

Enginehouse man Red Marcoux says that his

wife of sectionman is in the hospital for surgery.

We learn that former agent George Wedge

has died at his home in Sebago Lake village,

recently completed boot training at Bainbridgc

as a result of the tractor backing into him and

landing on his leg. He had been with the Maine

Central.

Lewiston

Cashier Pete Myrand, who has been off duty

since April 11, is back again. Mr. Roy Wilcox, Dick has recently completed boot training at Bainbridge MIl., and is home on furlough. Upon return he will have a 6 months course in Radio training. Jane is a student at Winslow High School.

By M. L. SANBORN

Station Agent Verne Blaisdell has moved to his summer camp in Norridgewock for the sum­

mer and is commuting back and forth to Gardi­

ner daily.

Operator Eben Lord visited friends in Portland

this month.

Crossing Tender Leon Hunt plans on taking a

vacation over the fourth of July. Summer camp baggage for Camp Tacoma Pines and Ridgeway has been showing up at the Railway Express Office and baggage room this month as these camps open up by the first of July.

By LILLIAN G. WHITE

Cashier Pete Myrand, who has been off duty since April 11, is back again. Mr. Roy Wilcox, Dick has recently completed boot training at Bainbridge MIl., and is home on furlough. Upon return he will have a 6 months course in Radio training. Jane is a student at Winslow High School.

Here we have the

Wilton

By STEVE

Wilton

By ANN NEWCOMB

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By STEVE

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By STEVE
Waterville Station
And Yard

By M. W. FLINT

Sympathy is extended to the family of retired locomotive engineer, Mr. Bacher, Oakland, who died recently. Only a few weeks previous to his death, Mr. Bacher had observed their golden wedding anniversary.

Pleased to have had a call from retired conductor Eugene F. Cook who now lives at Old-town, Maine.

Conductor Bouchard and Lillian Poulin former stenos. Engineering Dept., Office, have resigned. Neil A., formerly Yard Office, has been assigned to Engineering Department. See to it these gentle young ladies who will devote themselves to their new duties.

Manager Mos. Chenette, Armstrong Restaurant, the other store of this type, has now gone to Old Orchard where he will manage for Armstrong during the summer.

Mrs. Marie Trelawny is at the managerial head here from Pennsylvania-R. R.

July 4th. Track Sections at Winslow, Oakland and entire Bingham Branch are now under direction of Supervisor Maurice S. Thorne at Waterville, R. R. F. Chiasson is Assistant Track Supervisor, Waterville, Mr. Jones comes here from Pennsylvania R. R.

Retirements from track force. C. E. Blakeney, Grafton and Upton Railroad, 1920 and in World War 2 had charge of activi­ties, who is a patient at the Inward Department, who is a patient at the Inward Department, who is a patient at the Inward Department, of the Maine General Hospital. Foreman "Joe" Berry has moved into his new home on Bolton Street.

Will not be long before Automatic Log House (the latter works at Rigby Yard Office) who will be reported at this time.

Earle Spear, formerly a Portland Terminal and Maine Central official, at the time of his recent death was General Superintendent of the Grafton and Upton Railroad.

He started with the Portland Terminal Co. in 1920 and in World War 2 he was in charge of activi­ties on the South Portland Shipyard railroad.

Machinist George Weeks is having a new home built and at the time this issue goes to press the foundation is being poured.

We are all happy to note that our friend James "Jimmie" Mills promoted from Traveling Storekeeper to General Storekeeper. Very deserving of the promotion. His son Arthur, Clerk and Engine Dispatcher is covering the Chelmsford District and is well liked by the crew and is well liked by the customer. We wish him all the success in the world.

The Turn-table received a much needed over­hauling and painting during the month and is good for at least another year. This piece of equipment is vital to railroad operation as it can be put into the shop for repairs or sent out on the job without going across the table.

Carman John Belfountaine whose son is a student of South Portland High School.

Carman Inspector Johannes Jacobsen died. Carman and Carpenter at the Engine House, "Bob" Malone moved from the Blackstrap area back at Portland on May Street.

"Don" Wiggins of the same crew is building a house for himself. He has moved into his new home. This is another gift which we were presented to him by his friends and the Department. The award for the first catch was won by Carman Lyle Dorr. The award for the second catch was won by Mr. Dowdy of the American Oil Company.

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Carman Fred Lombard and Mrs. Lombard made a trip to Florida in a visit to their son and daughter-in-law.

Chief Clerk Leo Bellfontaine of the General Foreman's office, and Carman at Car Yard, Canada.

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The above information is from a copy of the Rockland Courier-Gazette for that date which came across our desk recently.

Merchant's Week!

IN ROCKLAND.

Paved Streets, Electric Lights, Best Hotels and Restaurants, Finest Stock of Goods in the State and Lowest Prices.

The Merchants of Rockland will run

SPECIAL TRAINS

Over the Knox & Lincoln Railroad for the week before Christmas.

December 18 to 24, Inclusive

as follows: Leave Wiscasset at 7:30 a.m., arriving at Rockland at 9:15.
Returning, leave Rockland at 4 p.m., giving people on the road a meal opportunity to come and see our fair city and observe the demands to trade offered in our store.

REduced Fares!

TO ROCKLAND AND RETURN—From Wiscasset, Damariscotta & Newcastle... $1.00

Waldoboro

Wiscasset

Thomaston

Tickets good on all the regular trains as well as the specials.

Railroad Memories

It is the Christmas shopping season, Tuesday, December 17, 1889, and the merchants of Rockland are busy promoting their merchandise to the discriminating buyers in the area.

As shown by the news story and the advertisement reproduced on this page, a special train and low-rate round trip tickets are inducements to the folks as far away as Damariscotta to travel to Rockland via the Knox and Lincoln Railroad. Paved streets and electric lights are among the attractions to be found in the city as well as the "finest stock of goods in the State and lowest prices".

J. F. Gregory & Son, for the benefit of folks coming over the K. & L. R.R., are offering a free dinner to any person buying goods to the amount of $5.00 or more from their stock of overcoats, ulsters, reefer, hats, caps and winter underwear.

Similarly, the Boston Variety Store is making a special offer to parties from out of town of a free dinner for the purchase of goods to the amount of $3.00 or more.

Editor's Note:

Miss Carole Stanford, daughter of Signal Engineer John F. Stanford. See story on page 13 of this issue.

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STEP IN THE RIGHT DIRECTION

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