FROM THE EDITOR

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

The war-time 3% freight excise tax has been repealed, saving shippers half a billion dollars annually and wiping out a major inducement for business to turn from common carriers to their own truck fleets.

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

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

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

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

Are you a member of the League?

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

MeC Host to Industrial Realors

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

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

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

Four of the seven visitors elected to ride No. 200—the Maine Central’s unique rail-highway station wagon on an inland tour, while the remainder traveled by highway to coastal towns. John Scully, McE Real Estate and Industrial Development Manager, was host to the rail-
READY TO GO—Three of the four industrial realtors who rode the Maine Central's unique hy-rail station wagon during their tour of Maine industrial areas are shown as they prepared to start on their trip from the Eastland Hotel in Portland. Left to right, David W. Settle of the Houtron-Settle Co., Newark, N.J.; John Scully, Maine Central Industrial Development Manager and their host; Mardi Shavone of the Joseph Garibaldi Co., Newark, N.J.; and A. V. Carkhuff, Newark, N.J.

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

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

The hy-rail car was near New Gloucester when a large buck deer bounded from the tracks ahead into the woods. When the city bred realtors had regained their composure, Carkhuff accused host John Scully of not only deliberately planning the incident to impress the visitors with Maine's natural wealth, but of using the same deer Carkhuff had seen on his previous visit.

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

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

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

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

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

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

---

**A. N. Tupper Named New Trainmaster**

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

Tupper succeeds Rodney E. MacLearn who has resigned.

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

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

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

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

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

---

Letter Praises
MeC Conductor

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

Dear Mr. Foster:

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

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

Sincerely,

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

---

Overlock Named Eastern Agent

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

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

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

---

Among Those RETIRING...

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

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

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

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

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

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

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

(Continued on Page 9)
By KATHRYN McMULKIN

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

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

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

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

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

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

TV Viewer to Win Locomotive Bell

On a clear night with a fresh breeze, the old-timers used to say, you could hear a Maine Central steam locomotive bell for ten miles. And when they said that, they thought they were stretching a point in order to make the story a little more impressive.

But, little did they realize that in 1958—after years of complete silence—the voice of the "iron horse" would again be heard loud and clear all the way from Kittery to St. J, in living rooms throughout the most heavily populated area of the Pine Tree State, New Hampshire and a slice of eastern Vermont.

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

Last month, President E. Spencer Miller made one of the last Maine Central steam locomotive bells available to Station WCSH-TV in Portland as a prize in Channel Six' popular "Bingo-At-Home" show. Painted, shined and polished to a gleaming fare-thee-well by the MeC Shops craftsmen at Waterville, the bell became a television star immediately. It was not a prize at first, but a permanent part of the show, its tones incorporated into the opening, and then into the show itself, along with its colorful story.

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

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

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

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

50-Year Passes

Harry Hanson, locomotive engineer, Rumford, July 8.

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

James E. Mills, General Storekeeper, Portland.

810 MeC Veterans Receiving Pensions

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

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

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

SERVICE PINS AND LIGHTERS

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

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

In response to several inquiries of late—"Yes, we still have a supply of the Maine Central Zippo Lighters, No, they are NOT free. If you want one, send $2.55 and a lighter will be sent you, pronto!"
Ice . . . a real cool topic for a hot day in August, and a real item of importance to the Maine Central and to shippers and receivers of perishables throughout the State.

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

And with the ice went hundreds of pounds of salt, the proportion varying with the needs of the commodity in the car. Frozen foods, of course, need the maximum ice and salt treatment, while less perishable products, like cheese, require much less.

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

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

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

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

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

The process of getting the ice from the elevator to the car requires speed for at least three reasons: to save as much ice as possible; to get the car of perishables on its way; and finally, a fundamental physical truth . . . . you just can't move a heavy block of ice over wooden planking at a leisurely walk.
6,000 Campers Ride MeC

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

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

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

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

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

— o —

Deaths

Fred E. Pooler, Waterville, crossing tender, July 21.
Ralph N. Gilbert, Rumford, hostler, June 23.
Paul L. LeBlanc, Waterville.
Homer Greenwood, Bartlett, conductor, July 17.
Leora P. Tardiff, clerk-typist, Waterville, July 9.
Roy H. Tibbetts, Portland, baggage and mail handler, May 21.
Frederick F. Hilchie, Vanceboro, hostler, May 17.
Ralph E. Hall, Calais, conductor, May.
Percy J. Sutter, Gardiner, trackman, June 12.
Peter J. O'Malley, Vanceboro, car inspector, recently.
Robert Miller, section foreman, Portland, June 24.
Mark P. Flaherty, Motive Power Foreman, Portland, June 22.

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

NEWEST CABOOSE DUPLICATED—The newest unit of rolling stock built by J. Enmons Lancaster, MeC Junior Engineer, is the new caboose, exactly 87 times smaller than the real article completed early this spring at the Waterville shops. Lancaster worked from full-scale drawings used in the construction of the real caboose, and has added the unit to his “New England Midland Railroad” layout in the basement of his West Falmouth home.
Ralph Gordon, manager of Machine Accounting, attended the Machine Accountants Convention at Atlantic City.

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

"Lennie" MacDowell spent his vacation taking leisurely day trips around the state.

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

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

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

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

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

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

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

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

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

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

The new face in the Drafting Room is Charlie Rivers, who is working with us during his summer vacation from M.T. Congratulations to Mr. and Mrs. John V. Parker on the birth of a daughter, Elizabeth A., June 23.

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

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

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

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

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

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

These recently on vacation and having pleasant memories: Margaret Gagnon, Irene Kelse, Ethel Ginges, George Stanley, Philip O'Donnell, Jimmie Deane, Gordon Barron, Dick Goodie, Steve Thomas, Margarette Hollywood, Edna Libby, Fran Flynn, Herbie Whitmore, Parker Brooks, Pat Scandal, Randall Thurune is taking a vacation. They are spending a few days at a time and apparently enjoying it that way.

John Cherrie has moved to Blackstrap, where he has built a new home near Guy Mason's. (Continued on Page 18)
Other new cars seen around the General Office building—Horace Budd’s new Chevrolet, and Marion Failly’s new (1953) robin’s egg blue Plymouth.

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

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

Welcome department: Grace B. Hopland, stenographer in the executive department, replacing Hope Hunter who resigned; Shirley J. Eldredge, in the freight traffic department, in place of Margaret Minett.

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

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

At press time, John Dresser, assistant cashier, was looking forward to Canada. Reports are that Gertrude (Goldie) shine, stenographer in the Purchasing Department, is making steady progress on her road back to health. We also hear that Olive Anderson of the Public Relation Office is recovering and is able to have some visitors. Ruth Provencher of the Auditor Office is recovering nicely after a serious operation and hopes to return in September.

Arthur Stearns of the Auditor Revenues Department won’t be swinging his right arm too vigorously for a while, as he had a tumble while cleaning up his yard, and has a “dropped wrist,” still in a cast as of July 10.

We will miss Barbara Airley of the Auditor Revenues Office—she has gone to Washington, D. C., where she will be in association with the Association of American Railroads. Best of luck, “Barbie.”

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

Vacation trips from the Auditor Disbursements Office: “Mae!” Sterling visiting relatives in New York City; “Wallace” enjoying the sea breezes at Long Island, Louise Sennell’s temporary address—Lake George, New York.

Clarence Conner, Francis Cameron (at camp), Lee Sash, Will Crawford, Dotty Hollywood, Joe Gallant, Harold Cummings, Larry Reinsborough and Mert Neilson tried to get in a few of those two days of summer in July (remember?).

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

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

Madeleine Cote again had a very enjoyable trip into Northern New York and Canada. New faces—Charlie Anderson, clerk messenger from Auditor Revenues, and Arthur Anderson in Payroll Department.

Maine Central Men at Work—A visitor to the Per Diem office at Rigby would find C. M. Talbot, left, and W. A. Glen hard at work, keeping tabs on freight cars, hours and dollars.

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

Waybill Machine Operator Mrs. Iva Johnson was a recent patient at the Mercy Hospital, and has returned to her home. Stenographer, Mayrie J. Mulken has resumed her duties after a week’s illness.

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

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

Rigby Engine House

By ALBERT B. WETMORE

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

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

Henry Beckwith, employee in the B. and B. crew has returned to work after an illness.
Lowistent
By LILLIANT G. WHITE and STANLEY R. LIBBY

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


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

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

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

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

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

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

Mr. and Mrs. John Joseph have recently taken a vacation trip to the Canadian west. They are visiting relatives in Vancouver, B. C. Miss Ethel Woodbury, wife of Superannuated Foreman Fred Woodbury, Auburn, passed away June 8. Sympathy is extended to all members of the family.

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

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

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

The Safety Board meeting July 23 was 157 days without a lost-time accident. Machinist Helper Robert "Rob" Casey, a hot rod fan, won a first place with his stock model Ford at Sanford. He attained the speed of over 90 miles an hour on a "drag," as they say in hot-rod language.

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

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

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

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

Hostler "Steve" Brodie has a new Ford.

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

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

LITTLE ACHorns—Anne, 4, Mary-Ellen, 9 months, and Edward, 3 months, are the children of General Agent and Mrs. Richard L. Achor of Lewiston.

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

Foreman F. Gilbert Sturtvent has a 1957 Buick Special.

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

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

Trackman Ernest Vignale is planning a vacation in Canada.

Car Clerk John McMorrill is on vacation and enjoying the Red Sox games. We hope Henry White is replacing Joe during his absence.

Bartlett, N.H.

By O. R. BURWOOD

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

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

The new J-M-S track maintainer is working east of St. Johnsbury, surfaced. Peters spare crew is with them.

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

Bruce Clemens, section foreman at Sawyer’s River, went to Moosehead Lake a while back and came home loaded down with fish.

Percy Chandler will go to the North Conway section as foreman during the absence of Herb Burke who is ill.
Walter Trecarten, foreman of the engine house at Bartlett for about 20 years has retired. He started working around this railroad when young as a car cleaner and then went to work in the engine house. He did a lot of spot firing in those days of ebb and flow and finally went into the machinist department. He was at the Brunswick engine house seven years before returning to Bartlett as foreman.

W. M. Barter has bid off the signal maintenance job at S.S. N. E. N. Mallett.

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

**Waverly Station**

By ELAINE KERVIN and M. V. FLYNT

Norman Weymouth is recovering from a fractured shoulder in a fall. Gloria Laliberti has returned to work after vacation. Friscella Avrilrel relieved.

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

Raymond Bazzauit and Raymond Resy are on vacation.

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

Conductors Bickford and Pike with their wives recently made a memorable trip to Florida.

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

Mr. and Mrs. Ray Coulombrie who have a new home on Francis street, Waverly.

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

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

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

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

Miniature golf is also quite popular. Two railroad workers from Waverly and one from Portland played at Rummells one night. The loser paid. We won’t mention initials but the last name is Hale!

Plumber Joe McKeyney took a vacation and spent part of his time golfing at the Mill Pond. Bill Moore attended the Legion Convention in Portland and golfing at Ellsworth all in the same week-end. Bill really enjoys travelling during his vacation he drove to New Jersey twice!

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

**Rockland**

By F. L. CARLEY

Coach Cleaner Fred A. LaBranche has joined the Army and is training at Camp Dix, N. J. Our other2nd baseman, Joseph Hamlin whose wife died June 30.

Also aboard, Baggage man on No. 52-57, retired July 1.

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

Section Foreman Earl Miller is on vacation.

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

**Bangor Mechanical Department**

By F. E. WARE

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

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

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

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

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

Twenty-two pupils from Miss Elizabeth Dutcher’s room and 25 pupils from Miss Grace Lemaire’s room of the Dirigo School in Brewer have visited the facilities of the Railroad on a field trip.

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

**Dirigo School Brewer, Maine June 3, 1956**

Dear Mr. Wheeler, (General Agent)

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

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

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

The big passenger car was very nice too.

We would like to have a ride in one some day.

Yours truly,

The Third Grade

**Vanceboro**

By HARRY D. DAVIS

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

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

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

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

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

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

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

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

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

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

The following have been enjoying vacations:


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

Loke’s Kiddee Carnival, sponsored by Fredrick Miller’s Post, American Legion, is in town for a few days, delighting young and old.

Your Correspondent and Retired Yardman R. C. McEvitch, retired in the railroad business will celebrate his 70th birthday on June 13 and will belnished.

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

William F. Gardiner, eldest son of retired Operator Bertram Bouchard, R. M. Gardiner, has enlisted in the United States Air Force. Word has been received by his parents of his safe arrival at Lackland Air Force Base, Texas, where he will receive basic training.
MAINE RAILROAD PIONEERS—Here are two scenes that antedate the Maine Central in their respective areas. **TOP PHOTO** shows the wood-burning locomotive G. M. Porter, which ran on the St. Croix and Penobscot Railroad shortly after the Civil War. **LOWER PHOTO** is a later scene. William H. Soper, agent at Solon for the Somerset Railway Company and father of Clerk Clarence D. Soper of the Rigby Yard Office. The elder Soper poses in his first car, a 1905, one-cylinder Cadillac.