A Message to Employees

By E. S. MILLER, President

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

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

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

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

Our taxes are still outrageously high and unfairly levied without reference to earning power, which is the true measure of the value of property taxed by the State. The last legislature in Augusta appeared to agree that the Maine excise tax on railroads is unjust, and then after giving preliminary passage to a relief measure, turned it down because of need for state revenue. New for revenue is never an excuse for enactment or perpetuation of an unsound and unfair tax. The strange result in Augusta was a blow, not only to the railroads but to Maine's industries, and particularly to the job security of Maine Central men and women.

Your management will continue its efforts to seek justice at the hands of future administrations and legislators. The political effort of every Maine Central man and woman will constitute a powerful force in the direction of increased job opportunity and security.

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

(Continued on Page 10)
What The Editors Think...

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

BETTER MAIL AND FREIGHT SERVICE IN SIGHT

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

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

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

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

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

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

Maine Central's 'Mr. Banjo'

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

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

It seems a neighbor had a car but no garage, and it didn’t take long for the two to get together. But when it came time for the reckoning, Solomon Landry would take no cash. So, one day the neighbor called around with a substitute... not cash, but a gift.

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

Since then, that banjo and its replacements have been heard by thousands of people at dances, on
the air, in vaudeville shows, and at least once on a coast-to-coast network radio show.

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

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

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

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

**Plans In The Works**

**For Bowling League**

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

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**Mec Delivers First Thru Piggyback**

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

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

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

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

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

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

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

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

Frank Lavoie, laborer, Waterville, 15 years.

George Diamond, trackman, Livermore Falls, 50 years.

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

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

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

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

Raymond J. McCombie, locomotive engineer, 48 years.

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

Robert J. Mountain, locomotive engineer, Portland.

David J. Sickles, trainman, Portland.

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

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

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

AT RIGBY, BANGOR BOUND—the Maine Central’s first through piggyback building material—two trailers loaded with a new before continuing to Bangor early in July.

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

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

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

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**Deaths**

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

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

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

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


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

Leslie D. Drew, retired machinist, May 14.

Percy T. Grant, retired sheet (Continued on Page 16)
Blueblood Mice Ride Maine Central

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

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

Not ordinary mice—which rarely travel by train—but just less than a thousand blue-bloods of the rodent aristocracy from the famed Roscoe B. Jackson Memorial Lab-oratory at Bar Harbor. These mice were bound for dozens of destinations—laboratories throughout the nation and the world where they will undertake frontline duty in the battle against cancer.

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

Rail League To Elect Slate

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

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

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

The ballot to be sent to members of the League is the result of nominations by the League Executive Committee. Louis J. Rancourt, Railway Express Clerk and chairman, Maine State Legislative Committee of the Brotherhood of Railway Clerks, has been nominated for the office of President. He would succeed Harold D. Ulrich, General Chairman, Brotherhood of Railway Clerks.

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

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

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

(Continued on Page 10)

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

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

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

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

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

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

**Five Receive 'Gold' Passes**

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

The occasion was the presentation of 50-year service passes to the following: Louis D. Proctor, locomotive engineer; Miss Ethel E. Armstrong, PTCo. Freight Clerk; Didace J. Burke, Rigby Storekeeper; Frederick J. McGee, Ticket Agent, Union Station; and J. A. McDonough, head baggageman, Union Station.

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

SHIP YOUR FREIGHT DOWN HERE
KEEP MAINE'S HIGHWAYS CLEAR

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

MeC Agent Skippers the 'Venture'

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

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

The Skipper

...And Mate

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

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

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

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

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

"Besides," he says, "next weekend will be great off Boothbay."
Gerity Appointed To Head McC-PT United Fund Drive

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

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

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Spaulding Named Commercial Agent

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

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

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

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

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

(The Editor)

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

Dear Sir:
The recent picture of old P&RF Eng. 3 sure brought back fond memories.

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

Man, for a lad of 16 years old that was some pay, as the mill rate was around $1.00 per day and my dad who was a stone mason considered
himself lucky when he got $2.00 per day. Incidentally, dad helped build most of the turn tables, pits, round house and station foundations, McFalls Bridge and other bridges, also McFalls Station, under the contracting firm of Metievier and Fisher (or Poisson) of Rumford.

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

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

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

I rode many a string of pulp into Chisholm and it was quite a thrill to do so, and I'm sure Mr. Jewell, retired McG conductor will verify this for you. I remember the first trip I fired old No. 3. When we got to Riley's that morning I didn't have enough steam in the boiler to boil an egg. I fired Eng. 12, later Mc 248, also R&KRL (Rumford Falls & Rangeley Lakes) Eng. 2 later Mc 153. Old 153 sure was a backbreaker, and her boiler was longer than Moses' whiskers.

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

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

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

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(Continued from Page 7)

metal worker, in Waterville, June 10.

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

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

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Imagination is what makes you think you're having a wonderful time when you're really only spending money.
Madeleine Bowdoin toured Canada and was in Montreal at the same time as the Queen—she did not get a glimpse of her, but did meet up with the honeymooners, Kay and Joe Gallant. Marion Faiby spent the 4th of July weekend in Vermont.

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

Other vacations—Francis Cameron, Larry Reinsborough, Dick Greene, Paul Lundy, Dotie Smith, Harold Cummings, Ralph Libby, Bob Rogers, Margery Sterling, Hazard and Erland Libby, Maurice Allaire, Ralph Jefferson, Eleanor Frates, Ruth Kelley.

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

Nice to see Ann Seabury back in Freight Travel. She arrived after having maternity leave.

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

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

Double congratulations are in order to proud grandparents, Ted Grover of Freight Travel and Randall Thurrell of Auditor Revenues, on the birth of grandchildren this past year, one, July 4. Deborah is the daughter of David and Margaret Anne (Gray) Thurrell.

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

Portland Freight Office and Freight House

By Alice M. McLaughlin and Melodie J. Mulkern

Due to annual vacations, a number of changes have been made temporarily: Sally M. Hassan, resident in Boston, has resigned as night watch girl; and Billie Green has been substituting at the Freight Cashier's and Ticket-Agent's offices. Pauline Farlow and Martin F. McDonough, from the Rigby Freight Office, are now covering at the Portland Freight Office; and Paul P. Bigelow, from the Portland Freight Office, is now at the Portland Freight Office, and Rev. Ralph E. Sargent, from the Portland Freight Office, is now at the Portland Freight Office.

The ladies are at the Per Diem Bureau: Andrew J. Blackwood and Robert A. Morrill are filling in at the Rigby Office; Ralph M. Tevis, Revision Clerk, is now at the Portland Freight Office; and James B. Keegan is recovering Rate and Waybill Clerk Edward R. Stanton's job while the latter is on vacation from the Freight Office.

It seems good to hear the familiar voices of J. C. Mac (McNeals) and Pat Killam, at Yard 3, to 11 p.m., and Edith Goodin is sporting a brand-new Galaxie Ford Sedan. Some stuff!

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

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

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

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

Miss Frances Haren became Mrs. Samuel DPHILLIPS at a wedding ceremony in opinion 6 at St. Patrick's, Portland. Sam is a Clerk in the Payroll Bureau, Auditor Disbursements office.
Leisure Moment—Hostler James Jenkins pauses a minute to reflect at the Engine Dispatcher’s office, Rigby.

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

By NORM MASSENGALE

John Keating Sr. returned June 8th from New York City. His trip was the national convention of Railroad Veterans. Mr. and Mrs. Keating have recently moved to Noblesville, Indiana, after spending a lifetime in Portland, so they can be closer to their children. They have a daughter, Oakdale, Oregon.

The last meeting of the R. R. Veterans was held in June 28 at Thompson & Son’s home. The main topic was the purchase of property near the Hill.” The program included a performance by the Portland High School band, followed by a barbecue and a firework display. The meeting concluded with a roundup, and the participants were invited to the home of Mr. and Mrs. Keating for a farewell dinner.

Engineer Arnold Baker’s wife, Mary, is very happy at this writing and sons Arnold and Paul have been called home from overseas. The trainman “Steve” Flaherty has bought himself a speed boat to use at Little Sebago, and George is known to many MEC railroadmen at his Freepoint place of business.

Three Silver medals for scholarships were presented at the end of school term at Lincoln School. South Portland, by trainman Emil Morin, who was sponsored by Mr. Charles of Portland, and the awards were one of the many youth activities in which the trainman Morin is interested.

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

Conductor Richard Green’s mother passed away in early July after many years of illness. She was 81 years old. Our sympathy is extended.

Trainman Hilding “Hoody” Gleason is off duty due to a serious injury and is not expected to be able to work for many months. Cheer up Red, you are bound to hit one another.

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

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

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

Conductor John Reardon has been off many months due to a serious illness.

Many of the boys are taking their annual vacations. Among them are Conductor Driscoll who is spending his time at his cottage on Crystal Lake, Gray; Conductor L. E. King, just returned from a fishing trip in the north, helping mother with her dogs; Conductor Arnold Miller, on a motor trip to Canada; Conductor Shelton-White who is fishing for the fishermen at Kennebago; Conductor Richard Green, fishing off Kennebago.

Conductor “Ken” Sampson chauvin the hay barners; Conductor “Bob” Seymour investi- gating a possible mosquito; Trainman Earl McNish digging up Washington County; Conductor is always chowing up ways of making a living without working; Conductor Art Heywood, John Newell and Robert Garland, Roy did some fishing up near his camp on the Air Line.

Also on vacation were Trainman Walter Dunfee, Baggage Master Frank McNally who must have been hunting to around his property on the “Hill”; Conductor Freddy Poolin of Waterville, collecting rents; Trainman Fred Haines who sat on his porch in a rocking chair and after three days started to spot the reservations on the “Blue Nose” to Yarmouth, N. S., with an extended motor truck and Conductor Harry Searway who motored to Aroostook County hunting for nice places to shoot.

Trainman “Steve” Flaherty has bought himself a speed boat to use at Little Sebago.

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

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

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

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

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

Conductor D. J. Sickle has been granted a discharge from service after 39 years service in the railroad business. He is making his residence at the home of his daughter, Mrs. Mary, all this writing and sons Andrew, and Andrew street, Waterville. I’m sure he would like to hear from us.

Guess What? Trainman “Jackie” McIntyre of Rumford is the proud father of a daughter born late in June. Mr. and Mrs. McIntyre are
VETERAN OPERATOR RETIRES—Ballard Fuller, Operator at Augusta, retired recently after 48 years’ service, all but one year of them served as telegraph operator at Augusta, mostly on the last trick. He’s now devoting full time to his woodworking hobby, turning out gifts, models, and when he can get good material, fine briar pipes.

Retired Conductor Albert Bouchard of Rumford is feeling better and was asking for his many friends with whom he now has more or less lost contact.

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

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

Trainman Charles Harper has purchased a new home on Hill street, South Portland. General Yard Master Fred Grimmer of P & T Company and Conductor Clyde Caswell went fishing at Kennebago where Fred has a camp and it is reported that both took a duking when they tried to haul anchor on the canoe which they were using.

Retired Engineer Stacy Robbins passed away at West Milot where he has made his home since retirement. We all offer our sympathy to his family.

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

Our deepest sympathy to his family.

Retired Switchman Johnny Hynes of Bangor returned in early June from a Convention of the I.H. Engineers of World War One, composed mostly of railroad men from this district. Many members are still working for the Maine Central who served in that outfit.

The late Captain Robert Sturgeon, former locomotive engineer, was his commander.

Rockland

By F. L. CARSELEY

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

Trainman Percy Brackett has been a patient at the Maine Medical in Portland. Car Inspector F. A. Anderson remains on the sick list.

Section Foreman Earl Miller is on vacation.

Barlett, N. H.

By R. C. BURWOOD

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

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

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

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

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

Vanceboro

By HARRY D. DAVIS

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

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

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

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

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

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

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


BOSTON & MAINE RAILROAD HISTORICAL SOCIETY ARCHIVES
Carroll E. Stevens, Clerk, Waterville Stores.

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