From Genoa, Italy to Cutler, Maine
(See Page 12)
FROM THE EDITOR

Last month, a national trade magazine made a flat statement in connection with a report on efforts by many railroads to cut down passenger service, or as in the case of the Maine Central, to eliminate it.

"Trains," the magazine said, "are not run to employ people, they are run for compensation, or should be discontinued."

President Miller took issue with this in a recent address, saying "I and every other real railroad man are interested in both. I am interested in the welfare of railway labor and in its long-range prospects."

Then, giving reasons why the Maine Central hopes to supplant losing passenger operations with merchandise trains, Mr. Miller said this:

"It will preserve the jobs of railway post office employees, and will preserve jobs for Maine Central trainmen and engine crews and create a future for railroad ing and for jobs in a new field."

That in itself—coupled with the obvious effect on employment that continuation of passenger service will have—should be enough to assure the support of every Maine Central employee for the plan to eliminate passenger losses.

Published
Bi-Monthly by
THE
MAINE CENTRAL RAILROAD COMPANY
222 St. John Street
Portland, Maine

BEFORE BANGOR BUSINESS LEADERS—President E. Spencer Miller addressed more than 125 Bangor-area industrial and business leaders in September at a meeting sponsored by the Bangor Lions Club. Maine Central Director Edward M. Graham is seated directly opposite Mr. Miller.

Passenger Hearings Begin

A long list of civic and industrial officials—headed by President Miller—opened the testimony of the Maine Central at Portland City Hall on October 22 in a public hearing on passenger service elimination before the Maine Public Utilities Commission.

Near the close of his testimony, Mr. Miller summarized the Maine Central's case as follows:

"I did not make the decision to abandon passenger service on the Maine Central. This decision has been made by the public and its government, and has been in the making for 30 years.

"It has been made through a tremendous increase in ownership of pleasure cars and expenditure of
hundreds of millions of dollars on highway plant, and improvements of airports and terminals by municipal, state and federal governments.

“We have experimented with fares, with equipment and with advertising to attract passengers, and have simply been faced with competition we could not meet. Despite all our efforts, the passengers have dwindled away and the financial burden has become so great that I have had to act at this time to eliminate passenger deficits in order to protect the solvency of the railroad, savings banks’ investments in railroad property, and the job security of the men and women of Maine Central.

“I have also had to act,” he concluded, “to protect the economy of Maine which depends on rail freight service to keep competitive.”

Earlier, the Maine Central president had reaffirmed that huge passenger losses, which he said were agreed to by all, and disputed only as to amount, are “jeopardizing efficient rail freight service upon which the industry and the economy of Maine depend.”

Later in the hearing, this position was supported by the statements of more than a dozen civic and industrial leaders representing some of the state’s largest employers.

Among them were representatives of the Maine State Chamber of Commerce and the Associated Industries of Maine, the New England Shippers’ Advisory Board, the Greater Portland Chamber of Commerce, and the traffic managers of S. D. Warren, International, and St. Regis Paper Companies, the Quaker Oats Co., and the Bates Manufacturing Co.

R. L. Travis, traffic manager of the S. D. Warren Co., speaking both for his firm and for the Associated Industries of Maine, said:

“It is our position that Maine needs prosperous and progressive railroads to insure the prosperity of the industry it has now and the industry it hopes to attract, and because little-used passenger trains stand in the way of prosperous and progressive freight service, the Associated Industries of Maine supports the Maine Central’s petition to eliminate them.”

Travis pointed out that “inasmuch as Maine industry contributes more than 70 percent of the dollar value of all Maine products, we feel that anything that benefits industry benefits the great majority of people in our state.”

Jerome A. Collins, executive vice-president of the Greater Portland Chamber of Commerce, said his organization is convinced that improved rail freight service would be of infinitely greater benefit to its area and its membership than retention of passenger service.

Railroad Sons Big in Little League

Little League baseball at South Portland’s Sunset Park this summer had a definite railroad flavor, with three out of five Farm League teams advised, managed or cheered on, at least, by railroading parents.

A team sponsored by Jordan’s Meats and almost entirely composed of railroad sons emerged in top spot in the standings at the close of the Farm League season. And, just to make it definite, the Jordan’s aggregation clobbered the Long Island Little Leaguers 6-3 in a game that highlighted an end-of-the-season outing.

The winning manager was Dan Kennedy, B&M conductor. Other railroading managers in the Sunset Park league were Ed Libby, of the MeC Auditor Revenue department and Tom Hayes of the MeC purchasing department.

The most-heard remark from both the Maine Central Little League managers is: “Wait ‘til next year.”
Shippers Endorse Passenger Move

Endorsement of the railroads’ position in their efforts to eliminate passenger trains and thereby improve freight service was the highlight of a three-day meeting of the New England Shippers’ Advisory Board in September at Poland Spring.

The resolution, adopted unanimously, called for the N.E.S.A.B. to present a witness “to testify as to the need for favorable action on pending petition in the interest of

MeC DECORATIONS—This miniature Maine Central train, backed by the banner of the Maine Central, attracted much attention as a centerpiece at the Poland Spring meeting.

Prior to the Poland Spring meeting, N.E.S.A.B. General Chairman Robert L. Travis of Westbrook, traffic manager of the S. D. Warren Co., had issued a statement in which he said “the industries we represent are deeply concerned over the effects railroad passenger deficits have on railroad freight service.

“Prosperous, efficient railroads are vital—not only to us and our companies, but to every employee who works in our mills. Further than that, the economic benefits of efficient railroads extend to every person who earns a living for himself and his family here in Maine.”

A full schedule of business meetings, golf and social events was included in the N.E.S.A.B. program. Among industrial shippers and railroad officials from all over the East were many Maine Central Freight Traffic Department employees who took an active part in the arrangements and in the meetings as well.

Among those RETIRING...

Lawrence M. Blood, Station Agent, Lincoln, 42 years.
Joseph Keough, Engine House Laborer, Rigby, 15 years.
Walter R. Anderson, Machinist’s Helper, Rigby, 39 years.
William W. Cote, Machinist, Waterville, 47 years.
Joseph P. Pellerin, Carman, Waterville, 41 years.
George B. Storer, Section Foreman, Rumford, 48 years.
James W. Gould, Locomotive Engineer, Rumford, 43 years.

MAGAZINE CORRESPONDENTS MEET—President Miller joined the group of Maine Central magazine correspondents during their annual get-together in Portland recently. Seated, left to right, Marjorie J. Mulkern, Doris Thomas, Ernestine Miller, McLaughlin, Elaine Snow, Mr. Miller, R. S. Thing, F. L. Carsley and Norman Massengale.

Philip R. Merriman, Storekeeper General Office, Portland, 30 years.
Michael J. Ellis, Laborer Stores Dept., Waterville, 43 years.
Samuel D. Austin, B & B Carpenter, Portland, 42 years.
Arthur J. Nicoll, Carman, Brunswick, 12 years.
James M. Lawrence, Carman, Waterville, 30 years.
James H. Kears, Yard Conductor, Portland, 50 years.
Chauncey G. Hutchinson, Locomotive Engineer, Portland, 43 years.
J. C. Estey, Agent, Ellsworth, 48 years.
Ivan D. Murphy, Machinist, Calais, 45 years.

(Continued on page 15)
MeC Golfers Claim President Miller Cup

Late summer’s fast greens boosted scores as the Maine Central golfers edged the Boston and Maine in the season’s second tournament at Riverside. The win insured the Maine Central team one leg on the E. Spencer Miller President’s Cup, in contention for the first time.

The final results were: Maine Central, 24½; Boston and Maine, 22½. It was the season’s second win for the Maine Central.

Bill Martin of the MeC Bangor engine house toured the Riverside layout in 79 to take medal honors, pushed hard by the B & M’s Claty Plummer who carded a gross 81. First net position was shared by Dave Keating and Ashton Beaulieu of the B & M, only one stroke up on George Ellis of the Maine Central.

Joe DiMauro and Dick Goodie of the Maine Central served as co-chairmen of the tournament committee, assisted by Art Blackstone of the Boston and Maine. More than 70 golfers competed.

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Allaire Appointed Portland Storekeeper

Maurice J. Allaire, a Purchases and Stores Department employee for the past 16 years, has been named Storekeeper at Portland to succeed Philip R. Merriman who retired in August.

Allaire joined the Maine Central in 1943 after 11 years Regular Army service.

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Retain New Trophy

RETAIN PRESIDENT’S TROPHY—A new B&M-MeC golf trophy, the E. Spencer Miller President’s Cup, was in contention for the first time last month at Riverside. Left to right, Claty Plummer and Dick Harrington of the B&M, and George Ellis and Bill Martin of the MeC, whose scores clinched the MeC victory.
Veteran Employees
Get 50-year Passes

Three veteran Maine Central and Portland Terminal Co. employees have entered their 50th year of active service. They are B. A. Whittemore, 30 McLean street, South Portland, MeC engineman; A. P. Prescott, 16 Dillingham street, Bangor, MeC engineman; and J. F. McNealus, 177 State street, Portland, PTCo. yardmaster.

All three have received Maine Central 50-year passes.

Two brothers entered their 50th year of Maine Central service this month and received 50-year passes. They are O. R. and G. M. Hibbard, both enginemen, of Waterville and Bangor respectively.

O. R. Hibbard entered Maine Central service Oct. 22, 1909, only 16 days after his brother George was employed. They are sons of George Benjamin and Alwilda Mary Hibbard of Etna.

George's son, O. D. Hibbard, South Portland and a nephew, L. A. Hibbard, Dexter, are Maine Central firemen.

Chief Dispatcher
Clyde W. Watson
Dies Suddenly

Chief Dispatcher Clyde W. Watson, 64, a Maine Central employee for 49 years and prominent in Maine masonic circles, died suddenly in late September at his Portland home.

He had suffered a heart attack the evening before as he installed his son, John Watson, as master of Atlantic Lodge, AF and AM, in Masonic Temple ceremonies.

Mr. Watson was secretary of the Scottish Rite in Maine and had been awarded the 33rd Masonic degree about four years ago. His other Masonic affiliations include leadership of bodies in Portland, Rumford and Norway.

Born in Winthrop, Mr. Watson joined the Maine Central in 1910 as a telegrapher, working at Readfield, Waterville, and as a dispatcher at Rumford. He became a dispatcher at Portland in 1930 and chief dispatcher in 1940.

Survivors include his widow, Mary Elizabeth McIlroy Watson; two sons, John E. of Portland and Stanley W. of Falmouth, MeC chief clerk to the Comptroller; a daughter, Mrs. Ernestine R. Fair of Johnson City, Tenn.; a brother, Melvin E. Watson of Winthrop; five grandchildren and a nephew.

To Resume Meetings

Members of Division 470, Railroad Enthusiasts, will start their fall series of meetings at 7:30 p.m., Wednesday, Oct. 21, at the CMP building, Canco Road, Portland.

Lancaster's Last
Engineman Retires

There was a day, the old-timers will tell you, when there were more Maine Central railroaders in Lancaster, N.H., than fenceposts. But late in September, the town's last active Maine Central engineman made his final run.

He's Chauncey G. Hutchinson, who joined the Maine Central in engine house service at Beecher Falls in 1916. On Sept. 20, he followed another railroading townsman, Ola Henson, into retirement.

Hutchinson has lived in Lancaster since 1923, when he became an engineer after firing for six years. He has lived there ever since, and will remain there, as he says, "nursing my sciatica and assembling my stamps."
Rail shipments of materials for construction of the huge Navy radio facility at Cutler continue to move on the Maine Central. TOP LEFT, Freight Shop E. W. Pooler, left, supervises blocking of cars for the handling of cement conduit sections at Waterville. Arnold Giroux and Paul Halle are setting up the timbers. LOWER LEFT, Four carloads of the big sections leave Rigby. TOP RIGHT, the Concordia Tarek, loaded with structural steel from Italy, at her Portland Terminal No. 3 berth. LOWER RIGHT, the first steel goes into waiting McC gondolas for the trip down east.
League Elects Louis Rancourt

Louis J. Rancourt of Scarborough, Railway Express employee and chairman of the Maine State Legislative Committee of Railroad Brotherhoods, was elected president of the Maine League of Railroad Men and Women in September.

Rancourt, elected in mail balloting by League members throughout the state, succeeds Harold D. Ulrich of Melrose, Mass., general chairman, Brotherhood of Railway Clerks on the Boston and Maine, Maine Central and Bangor and Aroostook Railroads.

Ulrich was the first president of the League, organized in 1958 by both labor and management of Maine railroads, who are residents of Maine. The purposes of the League are "to join in supporting or opposing matters which are of mutual concern to railroad employees and management."

Three vice presidents were re-elected: Roy E. Baker, Cape Elizabeth, general manager of the Maine Central; M. L. Charity, South Portland, general chairman, Brotherhood of Locomotive Firemen and Enginemen, Maine Central; and H. C. Duffy, Bangor, manager of operations, Bangor and Aroostook.

Roy Plumley, Bangor, comptroller and auditor, Bangor and Aroostook, was re-elected League treasurer, and Hugh F. Flynn, South Portland, vice general chairman, Brotherhood of Railway Clerks on the Maine Central, was re-elected secretary.

Elected to represent labor on the League executive committee were James Daly, Houlton, general chairman, Maintenance of Way employees, Bangor and Aroostook; Fred T. DeWitt, Milo, local chairman, Shopcrafts, Bangor and Aroostook; and Earl D. Jones, South Portland, vice general chairman, Brotherhood of Railway Carmen, Portland Terminal Company—Maine Central.

Management members re-elected to the League executive committee are Sumner S. Clark, Portland, assistant to the president, Maine Central; Howard L. Cousins, Jr., Bangor, assistant to the president, Bangor, and Aroostook; and Joseph H. Cobb, Portland, director of public relations, Maine Central.

870 MeC Veterans Drawing Annuities

About 870 men and women whose last railroad service was with the Maine Central Railroad Company were receiving employee annuities from the Railroad Retirement Board at the end of 1958, the Board recently reported. Their annuities averaged $110 a month. About one-third of these employees had wives who were also receiving monthly benefits.

During 1958, 115 former Maine Central Railroad Company employees were added to the Board's retirement rolls, and 58 were taken off, mainly because of death. This resulted in a net increase of 57 during the year. The average award to those retiring in 1958 was $127 a month.

The Railroad Retirement Board points out that last year some 43,600 employees of the Nation's railroads retired on annuities averaging $125 a month. Of this number, 77 percent retired because of old age and 23 percent because of disability.

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(Continued from page 7)

Robert L. Foster, Yard Conductor, South Portland, 34 years.
Rinaldo J. LaPointe, Trackman, Lewiston, 32 years.
Joseph H. Pooler, Conductor, Portland, 45 years.

THE IRON HERE IS REAL HIGH—Members of the Bridge and Building paint crew look over their current assignment, the Willey Brook trestle in Crawford Notch, before starting the job in early October. From the left: Ralph R. Grant, G. F. Sibley, M. R. Poor, V. D. Crandlemire, A. F. Lessard, R. E. Kenison and Foreman A. D. Tillson.
Deaths

Fred M. Harmon, retired clerk, in South Portland, August 11.
Gertrude G. Shine, personal stenographer, in Portland, August 11.
Peter Griffin, retired carman, June 21.
Charles D. Wiggin, retired General Agent, in Ellsworth, August 29.
Ralph E. Kane, retired yard conductor, in Portland, September 2.
Adlor Harvey, retired trackman, in Berlin, N. H., July 29.
Harry Rouse, retired trackman, in Danforth, Me., June 22.
Patrick Nally, retired engine house laborer, July 2.
Samuel J. Marchant, retired locomotive engineer, June 18.
Clowes P. Guiou, retired trackman, in Richmond, Maine, July 5.
Stacy Robbins, retired locomotive engineer, July 19.
Elmer A. Ranger, retired crossing tender, in Lewiston, July 21.
Frank H. Elston, retired crossing tender, August 18.
Harry D. Bridges, retired carman, in Waterville, July 27.
James F. Atkins, retired assistant to General Agent, in Waterville, July 26.
Clarence R. Bowker, agent, in Cherryfield, Me., September 16.
Clyde Watson, chief dispatcher, Portland, September 18.
William A. Stewart, retired carman, Rumford, September 23.

THE FAMILY

Grapevine

By ERSNEINE MILLER, DORIS THOMAS KENNEDY

Blair Walls, supervising employees group insurance, and Mrs. Walls, spent an early September vacation at Cape Cod, Fall River, Mechanicville, N. Y., and sundry places.

Ralph Jelkisson of Personnel Records did some fishing in Nova Scotia—even sending back a picture postcard to show the size of the "ones that got away."

Donna O’Riyan, stenographer in the Superintendent’s office, has learned to drive and is the proud owner of a 1957 two-toned blue Chevrolet hardtop.

Mary Tabb, stenographer in Car Accounting and Statistics, and hubby, "Milt" had a second honeymoon in Killarney Falls, (Canadina side), and visited her family in West Virginia, and other midwestern states. They returned via the State of Vermont, which Mary had never seen.

Best of luck to Floyd Rutherford, also of Car Accounting and Statistics, on his new position with an automotive company.

Herbert Whitmore has been elected financial secretary-treasurer for General Office Lodge of Railway Clerks, replacing Maurice Allore, who resigned the post because of his promotion to Storekeeper at Portland.

Sincere sympathy is extended Stanley Watson, chief clerk to comptroller, on the sudden death of his father, Clyde, September 17. "Watts," as he was nicknamed, was well known all over the system, as he had been chief train dispatcher for many years.

BOWLING BEGINS

The men’s bowling league got off to a good start Tuesday, September 22, at the “Bowl-O-Rama,” in Portland, with 12 five-man teams. The first night there were 10 men with an average of 160 or better.

The girls’ bowling league went into action Wednesday, Sept. 30, at the same alley, with four five-women teams. No reports at deadline time on averages for the girls.

C. G. Gordon, Williams and his wife attended the Kiwanis Convention in Swampscott, Mass., the weekend of Sept. 19. Incidentally, Gordon tells us that he has practically mastered the art of water-skiing with two skis, but with only one, he says, the sport is still a bit tricky.

Madeline Bowdoin, (Disbursements Office) and husband, Stuart also attended the Kiwanis Convention.

Theresa Slattery, of the assistant comptroller’s office, is all smiles over her 1959 “classic cream” Impala Chevrolet.

General Bookkeeper Erroll Libby and Mrs. Libby spent some vacation time with friends in Newport, N. H. They also took a trip to Rochester, N. H., one Saturday for Rochester Fair, which they state was a very unusual attraction, with many new things to see.

Dorothy Conley of Machine Accounting spent a week at Gtive, Virginia, visiting her sister and family, Captain and Mrs. Donald Miller.

Marie O’Connell was a bridesmaid Sept. 26 at the wedding of her brother, Guy Ciccarelli Jr., to Anna Marie Maiorano, at St. Peter’s Church, Portland. Marie’s husband, Robert, was one of the ushers.

Virginia Lee spent two days visiting her mother and sister in Devon, Conn.

Mr. and Mrs. Charles Clark have their first child, a son, Mark Oiler, born September 5 at Maine Medical Center, weighing in at 6 lbs. and 2 oz.

NEW HOME

Sally and Dick Peasley have purchased a new five-room ranch home on Roosevelt Trail, South Windham.

“Gene” Trueworthy and his family capped out for a week at Weld, Maine, also had a day’s outing at Treasure Island, Wakefield, Mass.

Harry Caldwell of the Voucher Bureau is on extended sick leave.

Edith Goodwin of the Stores Bureau is home from Mercy Hospital, where she was confined for check-up, and is doing well.

“Kay” and “Joe” Gallant motored to New York City and Long Island to visit friends.

Milton Chaplin spent his vacation harvesting his apple crop.

“Al” and Helen Chapman drove Louise Scannell to Lenox, Mass., to visit Fred Chitty, who is convalescing in a nursing home.

Charlie Anderson’s son accompanied his grandparents to California for a month’s sightseeing.

Raymond Hazzlington of the Payroll Bureau has resigned to accept a position with Warren Brothers Roadi Company.

A daughter, Cynthia Lynn, 6½ pounds, has joined the household of Mr. and Mrs. Arthur Edwards, Machine Accounting.

GOOD LUCK TO PHIL MERRIMAN—Purchases and Stores Department employees wished Philip R. Merriman well last month on his retirement. Above, H. M. Rainie, Vice President, Purchasing, presents a purse to Merriman as the Storekeeper ended 30 years Maine Central Service.
SIE NEW YORK SIGHTS
Joseph Murray and Mrs. Murray enjoyed the sights New York City on a fall vacation.
Mr. and John Neilsen drove to Loving Air Force Base, Limestone, Maine, to visit their daughter who was up with the CAP Summer Camp.

Still going strong, the author states:

Beneath the rearviewport of the car, a Chapman with a new Plymouth sedan, Alice Elisha with a Lincoln, and Dean and John Cochran also have barely and white "Chevvy."
Stephen and Maude have been looking forward to a trip to Rangeley Lakes for the autumn foliage.
M. Melville Davis and wife, Maryella, are making plans to attend the National Railroad Veteras' Convention at Roanoke, Va., last week in October.
Bob Lewis of the Revenue Office flew by jet plane to visit his daughter for two week's vacation.

SYMPATHY EXTENDED
Miss Nellie Shaw, Messenger Office, and Mr. Charles Shaw of Lake Me, Cal., on the death of Mrs. Nellie's husband, No person in the office, who were looking forward to her cheery visit, was greeted with a cheery "hello."
Bill Knox, Clerk, Auditor Revenue Office, and his wife, have been taken to a trip to a Williamsburg, Va., with a side trip to Atlantic Peer. Pat Tracy, Clerk, and the Boardwalk.
Harriett Elliott, Clerk, have been taken to a vacation and return home. The Department has not yet been approached to catch the biggest dog-fish.

NEW BEACH HOUSE
Trainman Emile Morin has had a new house built on Crescent Beach, Cape Elizabeth, and moved early last week. Much credit must be given Emile for the start. The new house will be at Crescent Beach and Two Lights for use as state Park. A new and modern home, it will be a comfort to the one who suggested it in the first place.
The house is now a popular spot and with others most of the rooms are still being decorated and a few are a return.

SECOND NET
Trainman Roma Drouin won a nice silver trophy in his second year of fishing the Jimmy Fund open at Riverside golf course this summer. A part of golf, we have many fine players in train service and they should challenge some of these professionals to some of their "Joe" D'Mauro and I think older brother Guy, with a little practice could take him. Yard Conductors Larry Gallant at Bangor was on the B.A. working out of Northern Maine Junction.

Conductor "Giant" Caswell broke his arm while icing up his caboose at Rigby and will be incapacitated for quite some time.

The correspondents of this magazine met recently in the Directors room of the general office for a meeting and address by President Miller. After the meeting we went to the San Room of the East Ward Musah and had a fine dinner. It gave me an opportunity to meet other correspondents whom I did not know and I enjoyed it very much.

SECOND NET
Trainman Roma Drouin won a nice silver trophy in his second year of fishing the Jimmy Fund open at Riverside golf course this summer. A part of golf, we have many fine players in train service and they should challenge some of the professionals to some of their "Joe" D'Mauro and I think older brother Guy, with a little practice could take him. Yard Conductors Larry Gallant at Bangor was on the B.A. working out of Northern Maine Junction.

The Maine Association of Railroad Veterans held its first meeting of the season at Edna's Restaurant at Thomasville, Sept. 27. A nice crowd was on hand. About 25 plan to meet again this fall. It was an excellent way to spend a Sunday afternoon and meet new friends.

All that is necessary to join is to have 15 years in service. There is a $10 dues fee and a small membership fee. More who are working should belong instead of waiting until their retirement.

Met "Sid" Griffin of the famed Wilsey House on the railroad and he sought to have his name remembered to all the boys.

Portland Freight Office and Marjorie J. McLearl

By ALICE McLAUGHLIN and MARYON

Best wishes are extended for speedy recovery to Mrs. Cora L. Bisson, freight clerk, absent due to illness.

A number of local members of the organization of Railroad Veterans are attending to the National Convention at Roanoke, Virginia, Oct. 23, 24, 25, among whom are: Leader-Clerk Herman R. Alexander, and Tugger Marjorie J. McLearl and husband, leader-Lessor Charles J. Hoar, and Freight Clerk Patrick L. Halloran and wife, and Floyd A. Halloran.

We extend our sympathy to Revision Clerk Andrew J. Blackwood and family in the recent death of their daughter [name not legible].

Congratulations to Charles B. Bonetti and Tugger Francis J. Roach for the congratulations to their additions to their families.

Washbill Machine Operator Francis K. LaRose had resumed her duties after being absent due to illness, but is again on the sick list. We extend best wishes for her recovery.

This office was saddened over the death of former Head Clerk James J. Hason, of the billing Dept., who met such a tragic death, Sept. 14, as his daughter-in-law, Mrs. Robert Hason, and two of their children. We extend our wishes for a speedy recovery to Robert Hason, and their families.

We extend our sympathy to William Cropsey's wife, whose life should be comforted in the Maine Medical Center, as well as our condolences in his great loss.

We extend our sympathy to Courier Forest C. Hoar and wife, whose daughter celebrated their 49th wedding anniversary.

Leader-Clerk, Callanan, E. Frost has returned from a most enjoyable vacation, which he almost duplicated that of last year, during which he visited all the cities of New York, Washington, D.C., New Orleans, La., Atlanta, Ga., Jacksonville, Fla., Miami, Fla., Richmond, Va., and Boston. Next month, we will take a trip through the west, etc., by Revision Clerk James B. Keegan.

Asst. Freight Cashier Mrs. F. Nelson attended the Northeastern Regional Convention in North Carolina, and the Women's Club at Hotel Concord, Kansas City, Missouri, where she was a splendid affair, and enjoyed to the utmost by one and all.

By ALICE McLAUGHLIN and MARYON

By ALICE McLAUGHLIN and MARYON
Another family reunion, that of the Lancialit family, took place recently featuring a five generation celebration. Among those attending was Mrs. Lancialit, mother of Machinist Law- ence Lancialit. She is 89, and her father was a Civil War veteran.

This evidently is the month for reunions. The Class of 1919, Freeport high school, was held recently at the cottage of Maldon Walsh at Wolf's Neck Freepoint. All but six of the original enrollment were present, and over a period of 40 years some of the records have been marred. The wife of your reporter, Mrs. Albert B. Wetmore, was in attendance having been a member of that class as well as on the reunion committee. Another gathering will be held in 1961.

SMALL PACKAGE — Brenda Lee is the newest addition to the family of Laborer and Mrs. Robert Casey of Rigby.

Laborer Edward Flynn, Stores Department, retired and a gift of $101.00 was presented to him by fellow workers.

Laborer Edward Thorne was stricken with a heart ailment while motorizing his car to his daughter’s home in the state of Connecticut. His progress towards recovery is satisfactory at this date.

The Safety Board record fell with a thud when two accidents occurred within a short period of time. That of Laborer Tom Foley, and Machinist George Miller. The reading is now 16 days.

Chief Clerk Lee Bellfontaine underwent a spinal operation and is now back to work. Laborer and Mrs. Raymond Bailey motored to Providence, Rhode Island, taking their daughter back to the Barrington College of Nursing, for her second year.

A recent visit to the shop was made by a representative of the Israeli government. He was sent to this country to get an insight into the performance and management of American railroads.

Mrs. Agnes Bellfontaine, Halifax, Nova Scotia, sister of Laborer Harold Bellfontaine was the recent victim of a heart attack. Harold attended the funeral. Too late to send a floral tribute, but will be remembered at Easter. Laborer Clinton Curry was presented with the 14th grandchild on his 49th birthday recently.

Lewiston

By LILLIAN G. WHITE

Yardman and Mrs. Danny Moynand have a new addition to their family—a baby girl named Joanie.

Retired Freight Checker Patrick Ryle died September 3rd. Pat had worked in Lewiston Freight House many years.

It is rumored that Yardman Charles Laman has bought stock in a local automobile garage—what’s the story on this, Charlie?

Richard Smith’s carpenter crew is in town building new facilities at the Freight House for Freight Officers and Engineering Dept.

General Agent Richard Achen and wife attended the New England Shippers Advisory Board meeting in Portland during House Hunting Monday, Sept. 21.

Johnny MacKinney’s wife has returned home and is now at the Maine General Hospital.

 Clerk-Typist Monique Levesque, Engineering Dept., vacationed in the Laurentian’s, Canada, during the latter part of August.

While on vacation, Ass. Foreman and Mrs. Jean St. Pierre toured Canada, traveling 2,500 miles. Incidentally they recently became grandparents for the first time.

Truck Driver Aine Roy, together with Mrs. Roy, recently visited Mr. Roy’s aged father who resides at Lake Megantic.

Willard Weeks, after being Extra Crew Foreman for 16 years, is presently Foreman in Rumford Yard.

Sectionman W. D. Burnham has been on leave of absence since Sept. 4 because of illness. Sectionman V. A. Carson also is on leave of absence due to illness.

Clerk-Typist Monique Levesque called on former Track Supervisor and Mrs. Brean at their home at Osgoogut. She states they seem to be very happy in their retirement.

Telegrapher Joe Robert, together with Mrs. Robert, are presently on vacation. I understand they are on a tour of Canada and upper New York State. Operator Lougrie is substituting.

Caissher Peter Myard vacationed in Montreal. It is understood that his job is now is visiting in Canada.

Former Rate Clerk John Rollins has called on us a few times. He and Mrs. Rollins have now returned to their home in St. Peterburg, Fla.

Waterville Shops

By STEVE

Painter Helper Harley Hopkins has been a recent surgical patient at a local hospital and is now at home convalescing.

Retired Carman Harry Bridges died recently at the age of 85. He had retired for some 15 years.

Yard Lead Man Bill Leatham is on extended sick leave.

Laborer Tiny Gibbs has bid the lead job in the Yard Crew. New faces on the crew are Bob Knights and Charlie Parkhurst who have been furloughed, also Frank Johnson and Eddie Kent, furloughed from other departments.

Robert D. Woods, former Paint Shop Assistant Foreman for several years died in Oakland recently. Woods retired from railroad service in 1946.

Painter Leroy Jackson, who has been on the sick list for a long time, has returned and is now substituting for Painter Charlie Stubbert, on locomotives, who is on the sick list.

About the best news of the week, I understand that Mr. Zwick of Hinsdale, New Hampshire, has been a visitor at the Shops recently on an inspection trip, Mr. Zwick is vice president of the Israel National Railroad.

TAKING IT EASY—Matthew F. Kane and Charles Ready of the Engine House, Rigby, rest up after a memorable session with clams and lobsters at a Bristol outing this late-summer.

Robert F. Silva, son of Waterville Shop Superintendent and Mrs. George F. Silva, received his Master of Science Degree in Electrical Engineering at Purdue on July 31. He received his Bachelor Degree from Tufts in 1955 and was commissioned an officer in the Air Force. He has recently accepted a position as design engi- ner with the General Electric Co. at Schenec- taddy, N.Y.

A crew, incapacitated with a broken wing, is well again and has returned to the Paint Shop next.

Machinist Bill Cote has recently applied for the pension. Cote first entered service with the Maine Central in 1912. Among those on the sick list are Machinist Perry Morse, Carman Francis White, Machinist Alton Cook for surgery, Carman Jack Brown and Machinist Charlie Sweet.

Retired Watchman Henry Soule died in a local hospital recently. He had some 15 years service.

Driving new or different cars are Tractor Driver Tiny Gibbs with a Pontiac station wagon; Apprentice Wade Richardson, a Ford 6 former and Carman Wallace Jewell with a Plymouth sedan.

A long time stranger recalled to the Paint Shop tempora!ly was Helper Merle Otis, filling in for Helper Larry Folsom who is hospitalized for x-rays.

Carman Joe Pellerin has retired from the Passenger Room after 43 years service.

Richard, 12 year old son of Welder and Mrs. Aurele Michaud, is hospitalized with severe burns about the head and eyes as a result of a gasoline explosion.
Carman Sid Brown and Assistant Superin-
tendent Alden Finnimore attended a State Con-
ference on Safety at the Samsonet in Rockland
recently.

Painter Chester Craig has gone from one ex-
trmity to the other. He has recently traded a
Packard for a Volkswagen.

Retired Car Builder Wolstenoller Miller died
recently at his home in China. The bearers at the
funeral were all retired railroadmen and
included Ray Clark and Win Potter from the
Shops.

Blacksmith Helper Repete Gagnon flipped his
car over at Fairfield Center recently.

Carman Jimmy Lawrence retired early in
September after some 36 years service.

With brake shoes and axles, he's worked
many years.

With a wheel gauge he has a rare feel.
He’s a master debater on passenger trucks
And a rare gift when it comes to a spill.
He's talked volumes and argued and shot
many a bull.

Worn out many a sole and a heel.
He's an expert at talking in circles.
And now THATS why he's called the
BIG WHEEL.

Furloughed Electrician Helper Bob Bennett
is working in the car clean-out crew.
Furloughed Electrician Helper Tim Pooler
and Furloughed Carman Helper Mike Doohery
are working on the Boston.

Carman Glenn McCrissor has recently
purchased a Tombstone College Avenue.

Furloughed Carman Bill Otts has accepted a
position as ear inspector at Brunswick.

Machinist Don Dorsey purchased a home
on North street in Waterville.

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**Bartlett, N...H.**

By O. R. BURDWOOD

Former spare crew man James F. Chad-
bourne visited the old town from Florida this
summer. Jim has now left for his warmer
climes and maybe hurricanes as well.

Tillson's paint outfit is now stationed at
Crawford Notch, painting the Frankenstein
trestle. The boys had better not let go all
holds with both hands. We wouldn't care for
that job.

Pleased to report that trackman Henry
Nealley's wife has returned from the hospital
and is getting along nicely.

Peter's spare crew is making sidetrack changes
at Lunenburg, but George is taking off on his
vacation. He plans to go to Cleveland to visit
his daughter and track.

Track supervisor Al Dodge has returned from
his vacation. Al went to Pittsburg to visit
his son, and while there took in a ball game
in the big league.

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**Waterville Station**

By ELAINE SNOW

Baggage man Adolph and Mrs. Dutille
are vacationing in outdoor Arizona, Texas,
guests of his daughter and husband, Mr. and
Mrs. Vincent Purinton.

Ray Coulombe and his family spent a week's
vacation in their trailer at Sebago Lake State
Park.

Maurice Thorne had two weeks vacation and
spent part of it visiting his son and wife in
Boston.

Ralph St. Snow also had two weeks vacation
and took a trip to Storytown in Glen, New
Hampshire. He also visited the races at Scar-
borough.

Mr. and Mrs. Roland Cook are the proud
parents of a son. Roy was a Stenographer at
the Freight House Office before transferring to
the Stores Office.

Mrs. Helen Thing has been substituting for
vacationing Miss Susan Grant at the Freight
Office. Mrs. Thing worked in the office years
ago. Another substitute was Mrs. Helen
Francois who formerly worked in the Engineer-
ning Dept. Office.

Gloria Libby and her family vacationed in
Boston recently.

Amon Gore, Desktop Office Stenographer, Ruthie
Brochu, vacationed with her family again, but
this time it wasn't much of a vacation as he
shangled his father's roof for him!

Mr. and Mrs. Dick Fecteau and family toured
Quebec one weekend and then spent the follow-
ing weekend in Boston to do a little more sightseeing.

General Agent and Mrs. Basil Higgins spent
their two weeks' vacation during day trips over
the state and in New Hampshire.

Another proud set of parents is Mr. and
Mrs. Bertram Bourchard about their baby daughter,
Marian Alice. Connie formerly worked in the
Engineering Dept. Office.

Your Waterville correspondents enjoyed the
meeting and lovely luncheon held at the East-
land Sun Room September 1st. It was nice to
see everyone again.

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in the big league.

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**Augusta**

By E. E. WALKER

General Agent "Herbie" Thing has returned
from the first leg of his vacation. He took
several trips to local points of interest.

Former Baggage and Mailman Wilbur Bryant
is now operating buses in Portland for the
Maine Transit Co.

The hunting season is just around the corner,
and cashier Horace Rodrigue is polishing up his
shooting-iron and sprinkling salt around some of
his favorite hunting holes.

Checker Burleigh Foster has recently purchas-
ed a flight from Augusta, and he is receiving plenty of advice from his
coworkers as to what he should do and how to do it.

Furloughed Clerk "Athie" Bryant accompanied by
her "shadow" and her son Wayne, were on a
recent camping trip in the Mt. Vernon area.

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**Rockland**

By F. L. CARSELY

Yard Conductor M. E. Lake has sold his home
on Bennett street and purchased one on
Holmes street. He is spending his vacation
moving into the new home.

Chief Clerk Lillian McCurdy, who spent her
vacation as patient at the Kennebec County
Hospital, is now back on the job feeling much better.

Spare Clerk E. J. Sullivan covered her job.

Clerk-operationist S. G. Walker and Mrs. Walker
spent several days on the Cape. Operator Sochak
covered her job.

Signalman A. J. Staples has sold his home in
Rockland and purchased one in Thomaston.

Retired Conductor Frank Prescott is busy about
his new home which he purchased at Glen
Cove. Former Billing Clerk Stanley Prescott,
has taken over his Pleasant street home.

Retired Conductor Al Atkins has had a busy
summer at his cottage at Jefferson Lake, but
Al lost a battle with his table saw and has one
finger wrapped up because of a bad cut.

Retired Engineer Ed Douglas has been busy
as ever putting in new walks and steps at his
home and keeping his fox hounds in training
for the hunting season.

Retired Trainman Howard Hall keeps busy about
another farm. Another Fred Rice has his
rabbithog will be out soon after the bunnies.

Miss Dickie Burdette and Mrs. Clough were
at their hunting camp in Cherryville over the
week end, getting things ready for the hunting
season.

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**Vanceboro**

By HARRY D. DAVIS

Retired Yard Brakeman Arlington R. Tracy
has developed further trouble with his knee
due to a fall and as a result has been confined
to Topus Hospital for past several weeks.

Spare Yard Brakeman B. H. King has gone
to Bangor for work in yard service and is
finding things pretty busy.

Those on vacation during the past few weeks
include: Chester Craig, D. M. Dick and W.
Stenographer M. O. Blanchard; Clerk M. M.
Beers; Second Trick Operator D. J. Shay, being
reporting by Operator W. J. Leighton; Foreman
A. M. Scott relieved by I. D. Murphy; Section
Foreman J. H. Little and Sectionmen O. M.
Caven, B. Devoe and William Varney.

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**Brunswick**

By R. S. THING

Chief Clerk Vally of Bath is on vacation
and we understand he is after some big fish
in Canada.

Baggage Master A. L. (Sam) Lachance has
been off sick for several weeks. We all hope
he will be back with us soon.

A number of MCRR employees were on hand
to watch the launching of the first Guided
Missile destroyer to be built at Bath Iron
Works. It was launched Sept. 6.

Lew Stack, cashier at Brunswick, spent his
vacation as a painter and did a fine job of
painting his home on School st. There has
been a crew painting the Bath Bridge (Carlton
Bridge) this summer. One member of this crew
had a soft position. He just sits under the
bridge in a row boat in case someone should
fall off.

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Left, Raymond Bishop, operator, Augusta.
Above, Jean T. Murphy, Stenographer, Bangor.

Above, W. F. Driscoll, Conductor, Portland. Right, Leo Grant, Trackman, Bangor.