200 New Box Cars Ordered By MeC

Move Described As First Step
In Service Improvement Program

Two million dollars worth of new box-type freight cars will be in Maine Central service by mid-summer.

Purchase of the new equipment—which President Miller has described as “the first step in a proposed multi-million-dollar freight service improvement program”—was announced late in April.

The 200 new cars will be the first of their type to be put in service by any railroad in New England.

President Miller described the proposed improvement program to the Taxation Committee of the Maine Legislature at Augusta last month. “At the time of my appearance,” said Miller, “I said ‘if the tax reform is passed and signed into law, we will engage in an ambitious car acquisition program... without tax reform, I could not see any way close to recommend it.’

“The purchase of these new box cars is the first step in that program. Urgency of the need for improved freight service to enable Maine’s principal industries to keep competitive with the increasing threat from similar industries in other sections of the country has prompted us to go ahead and take the first step in what is the most important project for this state—maintenance, preservation and attraction of basic industry.

“The fact that we have taken this first step should emphasize our sincere belief that the entire program is necessary if Maine’s principal employers are to be kept prosperous and competitive.”

“I wish I could say our financial position had improved since my appearance before the taxation committee, but it has not. The facts of the situation are still the same as when I spoke at Augusta. We must have tax relief if we are to complete the $8-$11 million freight service improvement program so necessary for the future of Maine’s basic industries.”

The new cars will have aluminum doors, a new feature in box cars on New England railroads. The doors are 9 feet wide, permitting mechanized loading.

MeC To Sponsor Employee’s Son

A switch-tender’s son will carry the colors of the Maine Central Railroad in the Bangor-Brewer Soap Box Derby June 17.

He’s Danny Hafford of Hampden, son of Joseph W. Hafford, now working in the Maine Central freight yard at Brunswick. Danny is hard at work building his Soap Box Derby racer.

Beyond the familiar title of the event, there’s little to suggest soap boxes in the Soap Box Derby. In the interests of safety and to give each competitor an equal chance, boys must put together racers that meet certain requirements for weight, height, length and sturdiness. They must roll on official standard wheels, and have official standard steering arrangements. That’s where sponsors—the Maine Central in Danny’s case—enter the picture. The 11-year-old Hampden lad’s racer will roll on official wheels and axes purchased for him by the Maine Central, and will be steered by a wheel, cables and pulleys also provided by the railroad.

But the design and the carpentry will be Danny’s, and so will the task of steering his gravity-powered racer on a straight course June 17 at Bangor.

President Miller Elected Public Trustee

Election of E. Spencer Miller as a trustee of the Seashore Trolley Museum was announced in April, following a meeting of the trustees at Kennebunkport.

As the first of many electric railway museums throughout the world, the Seashore Trolley Museum at Kennebunkport now contains examples of the trolley builders’ art from Canada, Great Britain, Japan, Italy and New Zealand. This summer a train from Australia will joint the fleet of vehicles in the museum, most of which are operable.

The museum is still under construction, with the work being done by volunteers. During the tourist season many visitors ride the cars. Gradually as time, labor and capital permit, the society plans to put all rolling stock under protective cover. A four-mile main line of track will be completed, and a small vintage type village will be constructed around a portion of the street car operation.

Director Graham Dies At 72

Edward M. Graham, who for 30 years had served as a director of the Maine Central Railroad, died on April 20. Death came at the age of 72, after a long illness.

Mr. Graham was born in Quincy, Mass., April 8, 1889, the youngest of 11 children of John R. and Mary Graham. He was graduated from Higgings Classical Institute and Worcester Academy. He entered utility service in 1908 with the Bay State Street Railway in Quincy. He came to Maine in 1910 and was engaged in railway and light and power operations. In 1913 he became assistant to the president, in charge of operations for the Bangor Railway and Electric Co. He was named vice president and general manager in 1915 and became president in 1920. When the property’s name was changed to Bangor Hydro-Electric Co. in 1925, Mr. Graham retained the post of president until he became chairman of the board in 1958.

At the Maine Central directors meeting on April 26 Edward S. French, chairman of the Maine Central Board, paid tribute to Mr. Graham, as “a director whose loyalty and devotion to this company will be greatly missed.”
HARD WORK

This is an attempt to look the railroad facts of life in the eye and to make a fair appraisal of our present and future and in so doing point out the part which every railroad man and woman must play day by day if his and her railroad future are to be as secure as they would wish.

Since World War II management has modernized this property which was one of the first railroads to become fully dieselized. Capital structure was streamlined with several bond issues and mortgages eliminated and the last leased line absorbed into Maine Central ownership. Our tremendous debt problems, amounting to maturities of over thirty millions of dollars, were conquered with the result that we have no maturing bonds until 1978. We have faced realistically the necessity of economy, eliminating with severe reluctance our entire passenger service. We are fighting presently what may be the last real economy battle which is, of course, for tax reform which some people call relief, but which in any event this railroad must have, and the industries of Maine must have, if it and they are to thrive and remain competitive.

While all of this progress has taken place, state and local government have been throwing hundreds of millions of dollars into provision for competing transportation media, siphoning off some of our most profitable freight business and forcing revenue reductions to retain other business. The pressure of competition is relentless and strengthening month by month. The Maine Central is one of the few eastern railroads which has continued to turn in black figures. Recently they have dwindled and this recent decline is also linked to the national recession. I expect, but cannot be sure, that the corner will be turned by mid-year. I am convinced that management has done about all that it can in the direction of savings and economies and that the next great battle will be for improvement in freight volume and freight dollar revenue. This means HARD WORK. Hard work involves analysis, operational and technical improvements, and expansion in modes of transportation and salesmanship. Nine or ten top officers of the railroad cannot do this job alone. Every man and woman on this property must be aware of the gravity of the railroad situation in general and the necessity of improving Maine Central’s business in particular. Every one of us can help in his community in the creation of good will for our company and understanding of its problems and its essentiality to the welfare of the state. Many of us, including employees in the Operating Department, Engineering Department and Accounting Department, can be salesmen for our company too. Salesmanship consists, in addition to creation of good will, in specific solicitation and most important of all in passing information on to Mr. Merrow, our General Traffic Manager, and his staff. Every additional carload of freight which rolls over Maine Central rails increases your security and that of your family and I am urging every Maine Central man and woman to give to his job the best that he has and to bear constantly in mind that he is a representative of the railroad, a member of its family and a contributor to its success.

EDITORIALS

Read... Then Write!

For a century, the railroads of this country have suffered from nearly every type of restriction you can name. There were—and are—hundreds of things they can’t do... and precious few that they can.

For years, as an example, railroads were required to charge more for their services than they needed, merely to allow other forms of transport to undercut the rates, to develop and grow.

But three years ago, the considerable inequity of this situation was brought to the nation’s attention, and the result was freedom for the rails to make rates realistically... on the basis of what it costs them to provide service.

Because of the inherent efficiency of railroads, rail freight rates then became lower, to the benefit of shippers and the general public as well as to the railroads themselves. Business lost to other means of transport began to come back to the rails, and the future looked brighter for the railroad industry.

Now our highway and waterway competition is feeling the pinch... thousands of new cars, for example, are riding the rails again, and many commodities, denied to the railroads in recent years because of their artificial, “umbrella” rates, are finding their way back to the rails because of the new freedom of the railroads to make lower, realistic charges.

Two Senate bills, S. 1197 and S. 1089, would restore the protective and artificial rate umbrella to the trucking and waterway industries respectively, and the former is solidly backed by James R. Hoffa, who, with his 1,700,000 Teamsters, is actively supporting these bills. We can help counteract their efforts by writing to Congress, making our position as railroaders clear.

Let Maine’s Senators and Congressmen know how you feel... and do it today!

The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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General Offices
At right, Weeks gives his herd sire a little extra attention.

A neighbor lad, Ken Stimson, with Weeks and two new arrivals.

Hereford Cattle Keep Rigby Worker Busy

With most of us, an eight-hour day is work enough, but with Maurice H. Weeks, an eight-hour day is only the beginning.

After spending his day at his railroad job as a machinist at Rigby, Weeks goes home to Falmouth and puts in the better part of another day's work as a raiser of pure-bred Hereford cattle.

The genial machinist-herdsman, who's been known as "Johnny" to fellow Maine Central workers for the past 38 years, has been raising white-face cattle since 1932.

That was the year he became interested in Herefords, and the year he bought 10 calves. In the eight years since, Weeks' herd has grown to its present 35 head.

There were nine new calves in late April, and four more on the way.

The Falmouth cattlemen began his railroad career as a call boy at Thompson's Point in 1923, and moved with the shop operation to Rigby a few years later. He lives—and raises Herefords—at the Elm Row Milk Farm in Falmouth, but agrees he should change the name.

"These are the wrong kind of cattle for milk," he says, "but the right kind for me."

Links Tourny Entries Near 50

William A. Chase, Jr., of Winslow, a Waterville Shops machinist, was the first employee to enter this year's Maine Central golf tournament being held at Waterville Country Club May 27.

Entries close May 17, after we go to press, but it looks like 50 MeC and P.T. Co. workers will be entered due to the central location of the tourny. There are already about 20 new names that haven't played in any of the other previous matches with the Boston & Maine over the last five years.

Some of the new faces are Israel T. Racine, Brunswick; Ray Graham, Jr., Monmouth; George P. Silva, Waterville; Frank J. Gravel, Fairfield; James Roach, Bangor; Charles Wilson, Jr., Bangor; Milton J. Hartery, Winterport; Ben Whitney, Bangor; and Arthur P. York, Bangor. Many of the regulars from in and around Bangor are signed up, including Larry Warren, Larry Severance and Arthur Hutchinson, Jr. Robert Burdwood, John F. Gerity and Reginald E. Libby are the first few from Portland.

James F. Miller
Is New Director

Re-electing the present 16 members of the Board of Directors of the Maine Central Railroad, the stockholders voted James F. Miller of New York City to take the place left vacant by the death of Edward M. Graham.

Mr. Miller, who is senior vice president and a director of Blyth & Company Inc. of New York City is a native of Portland, Oregon. He received his education in the Pacific Northwest and attended the University of Washington. He is also a director of C. Brewer & Co. Ltd. headquarters in Honolulu, Hawaii.

Boynton Named Asst. Road Foreman

Appointment of Sewell C. Boynton of Bangor as assistant road foreman of engines of the Maine Central Railroad was announced in late April by Harold G. Hook, superintendent of locomotive maintenance. Boynton, whose home is at 781 Union Street, Bangor, will make his headquarters in that city. He assumed his new duties May 1.

Boynton was first employed by the Maine Central as a driver on the former Maine Central Bus Lines. He became a locomotive fireman in January, 1944, and was promoted to engineer September 24, 1950. He served as local chairman at Bangor for the firemen in the Brotherhood of Locomotive Firemen and Enginemen from 1953 until he was elected General Chairman in October of last year.

SCOTT'S FIRST TOFC—Three piggyback loads left Waterville the first week in May, including the first from the Scott Paper Co., shown above. Keyes shipped two trailers late in the same week. At right, Basil Higgins, general agent, and Paul Roberts, Scott traffic manager.
Meet The Night People:

A lot of people work for the Maine Central, but it doesn’t take too long, really, to fit names to faces of those we see every day. It’s a different story, however, with a few employees whose jobs keep them out of the general swim of daily association. Herewith one such group, the “night people” of the maintenance staff at the General Offices in Portland.

Phillips Elected N. E. Railroad Club President

Purchasing Agent Kenneth W. Phillips of the Maine Central Railroad and Portland Terminal Company was recently named president of the New England Railroad Club.

Phillips

The election took place during the club’s annual business meeting at the Hotel Vendome, Boston. The club is composed of about 1,200 New England and Eastern railroad officials.

Purchasing agent for the Maine Central since 1955, Phillips has been a New England railroader for 25 years. He was employed by the Boston and Maine Railroad before and after World War II, and was assigned to duty in the U. S. Military Railway Service during the war years.

He is an active member of the Maine Purchasing Agent’s Association, The Trowel Club and other Masonic bodies, several committees of the Association of American Railroads and St. Albans Episcopal church, Cape Elizabeth.

Railroad Veterans Meet

The Maine Association of Railroad Veterans held a spring meeting at Fairfield Center Grange Hall, Fairfield, late in April with approximately 150 members and guests present.

All in all, everyone spent an enjoyable afternoon, meeting new friends and renewing old acquaintances. The committee in charge of the meeting consisted of Harold Clark, Melville L. Davis, Bart Lyden, John Burke, James Fay of Portland; Owen Thompson, Stanley Antworth, William Mingo of Waterville.

It’s Yo-Ho-Ho and a bottle of window cleaner or a can of paint these days for Mrs. Mary Ann Berry, assistant manager of the Railroad Workers’ Credit Union and part-time Seago skipper. Like many an amateur mariner, Mrs. Berry is spending her off-time these days fitting out for another season at Richardson’s marina, White’s Bridge, home port of her elderly but capable cruiser, “Ramblin’ Wreck.”
Famous Train Shed of Union Station Soon to Be No More

A crane and railroad engineering crews are at work these days removing the last vestige of what, only a few years ago was one of the busiest railroad stations in the country.

They're tearing up the tracks and the platforms of what was Portland Union Station. As one "old-timer" put it recently "they can tear up the tracks and they can take away the platforms, but they can't remove the memories." He was right.

It wasn't too many years ago—before the public decided it liked riding the private automobile better than riding the trains, that the platforms and the tracks in Portland Union Station were "hot." Station Master John McNally can recite, without any prodding, how there were many times when he didn't have enough tracks or enough platform to take care of the trains which were coming from the east and coming from the west.

Those were the days when the equipment of the Maine Central and the Boston and Maine bowed to none in the country. Over the platform of Portland Union Station passengers boarded the first streamlined train of any railroad East of the Mississippi River—"the famous "Flying Yankee".

The sleek streamlined made the run from Boston to Portland non-stop in an hour and fifty minutes. On board the passengers lollled in deluxe seats, while food was served by white-coated waiters or they enjoyed a cocktail or highball in the wide-windowed rear lounge.

Lewiston Passenger Station Is Sold

Another once busy passenger station has been sold to private interests who will put it to use for industrial uses.

The Lewiston station was sold on April 26 to Frank V. Hiltz, Auburn, president and treasurer of the Steel Service Center.

The former station will be used as a warehouse and a new structure, 70 feet wide and 135 feet long, will be built to adjoin it. Hiltz plans to start construction immediately with completion set for June.

Extensive track changes are planned and the site will then be used for receiving, warehousing and shipping structural steel and other metal products.

The new enterprise will also provide some new traffic for the Maine Central.

Trainman Morin Schedules 1961 Fishing Tourney

Emil Morin, who, when not aboard a Maine Central freight train may be found afloat somewhere southeast by south of the Portland Lightship, has announced plans for the Annual Salt Water Sports Fishing Tournament.

The rod-and-reel competition will take place July 1-4, with headquarters at Crescent Beach. An entry fee of $2 will go to the Polio Fund. There'll be prizes for the heaviest cod, cruc, haddock, pollock, hake, halibut and striped bass.

'Perfect Shipping' Dinner Scheduled

Members of the Maine-New Hampshire Section of the New England Shippers' Advisory Board will hold their 22nd annual "perfect shipping" dinner at the Anchorage in Westbrook May 17.

Roy E. Baker, general manager of the Maine Central Railroad, will be the principal speaker. His address will outline last year's record of the railroad's efforts to reduce freight loss and damage, and the prospects of the continuing campaign in 1961.

R. H. Grant, traveling freight claims representative, Maine Central Railroad, also will speak as railroad chairman of the New England Shippers' Advisory Board's freight loss and damage prevention committee. Dana L. Woodbury, Portland, traffic manager of the Monmouth Canning Co., also will speak, presenting the shippers' views of the 'perfect shipping' campaign.

Other speakers will include Murdoch Walker, Portland, assistant traffic manager, Oxford Paper Co., and Robert L. Travis, Westbrook, traffic manager of the S. D. Warren Co., and chairman of the New England Shippers' Advisory Board's executive committee.

A hospitality hour is scheduled for 6 p.m., followed by the dinner at 7 p.m.

Maine Central Trainman Emil, who has several other children's benefit programs in the planning stages, is president of the Cape Shore Salt Water Sport Fishing Club, sponsors of the July contest. AN ERA PASSES—Platforms and rails in what was formerly the busy Portland Union Station are being removed by railroad crews. This was once one of the busiest stations in the East. Thousands moved over its platforms every day and in the summertime the place was "jumpin'"! In a short time nothing will be left below the big roof in the former trainshed but a dirt flooring.
GENERAL OFFICES

The Maine Central Women’s Bowling League has completed a fine season, with the “Crawford Cuties” taking top honors. This team is headed by “Bea” Crawford, (wife of Disbursements Statistician Paul Crawford) as captain; Hazel Varney of Data Processing, Deidre Conley, also of Data Processing, and Ernestine Miller of Payroll Deductions. High single was won by Bea Crawford, with a big fat 133; high three strings was taken by Hazel Varney, with a good score of 335; high team single went to the “Cuties,” with 390, and high team total also went to the same team, with 9000 points. The runners-up were the “Jellison Junkies,” consisting of Jean Jellison, Captain, Hazel Wallace, Mary Joyce, and “Lolli” Grant. The “Cahill Cohorts,” (Janet Cahill, captain, Jennie Joyce, Alice Tessler, and Myrtle Neilson), and the “Diligent Notaries” (Mary Nurey, captain, Mary Donahue, Alice Eliau- son, Beryl Farrar) also turned in good accounts for their team. Hazel hand a smorgasbord supper at Del’s and Virginia’s, Portland, on May 3, at which time the prizes were awarded.

Winnie Nixon has returned to Data Processing, substituting for Mrs. Vir- gina Lee, on sick leave. Winnie was born in Maine and has been there since 1952.

Barbara Gain, Data Processing, plans to attend University of Maine’s winter sessions. She is the daughter of the late Joseph Gain. Her husband, Leo, is a member of the Class of 1961.

Robert A. Mc- Donough, 18, graduate from Portland High School on June 15, 1961, she took the commercial course and will go into the secretarial field. She is the daughter of Rosemary McDonough of Data Processing.

Arthur Stearns of Auditor Revenues is another employee on sick leave.

Robert Grant and George Sharpe, with their families, enjoyed Florida vacation in April.

Robert John of the Disbursements Office is a hospital patient.

Mrs. Margaret Haley, who has been working in the Superintendent’s Office, has transferred to the office of the Assistant Comptroller-Disbursements.

CAROL A. GRENIER, 18, graduates from Old Orchard High School on June 1, 1961. She took the commercial course, and after graduation plans to go into airline service as a stewardess. She is the daughter of Lillian D. Grenier of Data Processing.

Congratulations are in order for Mrs. Judith Connors and her husband, Joseph, on the birth of a son, April 6, at Brunswick Hospital. The new arrival is named Joseph Merrill Connors, III. Judith is a stenographer in the Superintendent’s Office.

New faces on the general office scene—Mrs. Constance L. Irving, stenographer in E. Spencer Miller’s office, replacing Claire (Webster) Heffron, who resigned at the time of her marriage; Betty Jane MacDonald in the Purchasing Department. “Ray” Pullen of the Purchasing Department is all smiles over his “brand-spanky new 1961 charcoal colored Chevrolet.”

Harold Maloy of Auditor Revenues Office has returned to work after illness. Stephen Thomas of the same office has been out of surgery at Mercy Hospital. Margaret Briggs is on leave of absence.

Alfred Chapman, Jr. of the Disbursements Office has returned from sick leave.

Former Assistant Comptroller Edward Paine and Mrs. Paine have returned from a most enjoyable winter at Winter Haven, Florida.

Caroldon W. Wright, Jr., had his “coming-out” party on April 24, having the cast removed from his foot at that time.

Linwood had been in poor health for about five years. He worked as fireman on the Boston & Albany and went overseas during World War I. Now 90, Harry Wright joined the Maine Central 75 years ago.

RIGBY

“Jay” Welch, laborer, decided to move into the suburbs for a change. A short time after that he went into the hospital for a check-up. Everything seems to be all right. So he’s happy.

Wrecking Master Donald MacVane of the car department, has changed his practically new Studebaker, “Lark,” for a new Ford “Galaxie.”

Electrician Holman “Bill” Danforth went into the hospital for a possible operation, but it was decided by the surgeons not to perform surgery.

Carmen Wayne Twombly has a new power boat, complete with motor and trailer.

Laborer and Relief Blacksmith Bronislav Tatarchuk has bought a 1953 Cadillac. He also announces the birth of his first grand-child to his son Thomas’s wife. It is a boy and will carry the name Thomas, Junior.

The men participating in the various bowling leagues and teams are looking forward to the final “banquet”, which terminates the season.

THE VETERANS

The Maine Association Veterans held their regular monthly meeting March 26, at Theodores Lobster House, Commercial Street. Ninety-six members attended. Cole Kit- tery showed slides of old time en- gines. Mr. Horatio Clark, a former paymaster of the Maine Central Rail- road, and of our members, received a nice ovation from our President, Harold Clark, and the entire mem- bership on his coming birthday which was April 10. He was 90 years of age. Also attending for the first time, was Retired Conductor Harold Carl.

Sympathy is extended to Mrs. Mel- ville Davis, on the death of her mother.

Two members of the Maine Asso- ciation of Railroad Veterans left the first of April, with their wives for a trip by auto to Florida. They are Howard and Mrs. Burnham, Guy and Mrs. Saulette. Their destination was Clearwater.

Just as the birds, who winter in the sunny south, return to Maine in the Spring, so do our Veterans and their wives. “Jimmie” Neville, George Kimball, Carl Pierce, Carl Haynes, A. R. Batley, and Bill Robbins and Misses Dana, are all back home.

Retired Superintendent H. I. Stout has moved to Sebago Lake. He has occupied Retired Conductor Carl Pierce’s apartment while he was at St. Petersburg, Florida.

Word comes from Harry L. Wright, one of the Maine Central’s retired employees, that his son Linwood W. Wright died in Hyannis on April 8.

Photo of children of Marine Tech. Sergeant James DeRoche and Mrs. James DeRoche. The family of James is living with his father and mother, Machinist and Mrs. James DeRoche, while he is attending the Anti-Missle School in Texas.

Ernest N. Smith
Dies At Winterport

Ernest N. Smith, 73, a retired Maine Central carpenter, died April 21 at the home of his daugh- ter, Mrs. John Woodman, in Winterport.

Mr. Smith was employed by the Maine Central for 23 years, retiring in 1952 because of ill health. He and Mrs. Smith, who survives him, had been married for 53 years. He also leaves a son and two daughters.

Services were held in his native Jonesport.

CRAWFORD’S CUTIES—Top honors in the Maine Central Women’s bowling league were won by this team, headed by Beatrice Crawford. (See details in General Offices column.) Left to right are Hazel Varney, Ernestine Miller, Mrs. Crawford and Dorothy Conley.
Trainmaster Arthur Lennon has returned to his home after being hospitalized when he was hit by falling ice. He should be able to return to his duties soon is the latest report.

Bowsdoinham Station closed its doors April 15th. The last Agent there for 30 years was Emery McNamee.

The first geese arrived in the Kennebec River along Dresden around April 4th, just as soon as there was open water. There were a great number of black ducks noticed this year along with the thousands of Canadian Geese which feed there.

Yard Conductor Edward Corbett of Bangor has returned to work after spending about three months of the winter in California to visit his wife visiting their daughter. They saw some interesting sights there including the famous Disneyland and other points of interest.

**LEWISTON**

Our sympathy is extended to Retired Telegrapher Charlie St. Hilaire on the death of his wife, Charlie is former agent-telegrapher in Lewiston.

Retired Yardman Ed Kelley died in March.

The alleged fishermen in Lewiston- Auburn have lost much. Much was made, many predictions put forth, tremendous enthusiasm extended, but alas, no fish—yet. Telegrapher Gene Soychuck and Freight Handler Harry White were cheated out of a trip to Moosehead by the weather last weekend but we hope they manage to get up there later on.

Crossing Tender Jules Caron, presently on the sick list, is reported on the mend. Best wishes also for a speedy recovery to Crossing Tender Edmund Ouellote who has been out for some time.

Crossing Tender Ray Flynn is sporting a new Buick. We can see it now en route to various lakes and streams with Ray and his boundless enthusiasm for fishing.

**AUGUSTA**

Millard Tracy, Section Foreman, season’s hunting by trapping and new seasons hunting by trading for a new rifle. More big game are shot with shotgun, Millard.

Miss S. O. Comeau, Stenographer, has returned to work after recovering from a broken hip.

Freight Checker Burleigh Foster has cured his car fever by trading cars.

Freight Handler Wilbur Audet has returned to work after being on sick leave for several months.

Marshall Pratt, Conductor. Augusta switcher, is still on sick leave and is expected to have further treatment at a Massachusetts hospital.

Malcolm Graham is covering third trip telegraphers job at the new Augusta Station.

**WATERVILLE SHOPS**

A recent visitor at the Shops was former Superintendent Frank Bennett. He arrived in a bright and gets around surprisingly well and was very interested in the shop procedure and practices.

**VANCEBORO**

Sympathy is extended to the family of Harley Beers, Trackman, who died April 9th.

Harry Lounder, Engineer, retired April 11th after 18 years of service in the last 16 years at Vanceboro. A party was held in his honor by friends and associates April 8th.

First Track Operator’s position was about to become vacant. Incumbent K. A. Gray is now covering second at Mattawamkeag.


Glad to see Muriel Nason, wife of Cashier Bruce C. Nason, out around again after an operation and lengthy convalescence.

Retired Cashier Villa Wescott and Estelle Bean, widow of deceased Engineer C. A. Philbrook, have returned from Florida and from visiting in Mobile, Ala. They called on Mrs. Llewellyn Hilt, her granddaughter of Yard Clerk Manuel, who is staying with her daughter, Hazel, at Biloxi, Miss.

**BARTLETT, N.H.**

Spring is lingering so long in the lap of Winter that it’s causing considerable comment: but the lawn cleaning and raking is taking place around Whipple Hill and the cold to endure, then work away outside all Summer—you can’t win.

We were all sorry to learn of the death of John Chase, signalman, who had been working at Portland the last few years. He worked in Bartlett with Signalman Mallett for a number of years, then went to Lancaster.

Mrs. Harry Bond, widow of former engine hostler at Bartlett, died recently.

A. C. Henn, clerk for Mr. Dodge had the 19th off, and felt pretty good since he was the only railroad man for miles and miles, had the chocolate off, but his wife spoiled the day by having him cart off the garbage and rubbish. He allows this delfied him no end.

Sectionman Carroll Kelley has gone to North Concord for a few weeks, or until the spare crew gets on the road.

Trackman Fred Steward has returned to work on the Fabayan section after a long absence and has been busy for their use and it should prove to be convenient for them in many ways.

Due to new highway construction the community at Intervale is being moved westward about the length of it. The change in highway location starts near this crossing and across fields and meadows for three or four miles, coming back to the old road again. This will cut out a rather narrow and curving stretch and should improve traffic conditions down that way.
country are now offering aluminum door service on box cars. The special draft gear under the cars provides a cushioning effect which prevents damage to car contents, in that the cars ride easier and with less shock when being shifted. The cars are also being equipped with roller bearings, first such equipment on Maine Central freight cars.

The new cars will be 50 feet in length and of 50 ton capacity. They will be painted the standard Maine Central box car green, but the unpainted aluminum doors will mark them in freight trains.

Pullman-Standard, the builders, say about half of the 200-car order will be delivered late in June, the other half in July.

Thursday, many 4, saw the start of the General Office golf at Larry Rowe's, with 20 pivot diggers trying out the new clubs and balls they got for Christmas or as birthday gifts.

Paul Crawford has scheduled a 12 week league with John Biladeau, Reggie Libby, Art Mills and Bill Brownell selected as team captains. Other players are Ed Libby, Tony Notes and Larry Smyth on team "A" with Russ Rackliffe, Billy Knox, Tug Wilson and Ken Conner on team "C". Backing up Art Mills on team "B" are Dick Esty, George Stanley, Reggie Roy and Francis Cameron. Bill Brownell has Tony Hayes, Lenny McDowell, George Setlin and Bob Rounds, on his "D" team.

Sorry we did not plan anything in the golf tournament line for the women workers or wives of employees, but if enough are interested, we will include them another year. I heard from Mrs. William A. Chase, Jr., and I know there must be quite a few that play and would enjoy meeting and playing with other railroad wives and workers. There has always been a very sociable group of women accompanying their husbands from Bangor. Therefore, if enough are interested, please let me know and we will work on it for the fall or next year.

The General Office Riverside League hope they can get started the first good Tuesday night after the course dries out. Bill Welch and Sam Di-Phillippe were elected to run this league and have selected George Ellis, Steve Conley, Walter Towe and Jerry Shea as captains for the four teams. 24-man league. Other players include Vin Morse, Sam Napotianno, John Biladeau, Pat Scanlon, Bill Hayward, Herb Whitmore, Milt Tabbott, Ralph Jellerson, Ray Williams, John Geity, Henry Kenny, Clyde Luce, Ted Whiting, Bob Brewster, Ed Haley, Art Edwards, Don Feeney and Blain Wake.

Charlie Rivers, Reggie Roy, Joe Coombs, Pete Stannard, Dave Gardiner and Herb Sullivan, bowling as team 5, won the rolloff for the championship in the Maine Central General Office league. The champs and the team No. 6 combined of Lindy Burgess, Larry Smyth, Dick Coggin, Lenny King, Sam Cavallaro and Jim Brice wound up the regular season headlocked at 88-47. Team No. 3 Dick Luce, John Michaels, Dick Esty, Frank Cameron, Bill Brownell and Paul Crawford took team honors with 95 and tied with team 6 for high team total at 1345. Wake McGorrel rolled the high single 151 and Jerry Shea crayed the high three, 389.

RETIEMENTS


the train left North Station each evening or you stood in line to get in. Its Pullman cars were sold out night after night. Its deluxe coaches were crowded and in the summertime the Pine Tree ran in sections many nights. Then there was the Gull, the famous train to and from the Maritimes. Long lines of sleepers—and you made reservations weeks ahead or you didn’t get accommodations—were destined, or came from St. John, Halifax and Aroostook County. This famous train also carried a Bangor sleeper and that was sold out almost every night. It also carried an Aroostook County sleeper.

Then there was the State of Maine, the Portland-New York every day run with long lines of sleepers and coaches. For several years in the summertime there was the East Wind, the first reserved seat coach train in this section of the country. Painted yellow it was "something to see" as it made its daytime trips in each direction between Portland and New York City.

Many the day when Station Master McNally and Train Caller Batchelder were driven frantic trying to keep order in the station . . . McNally trying to get room to take in a train when all the tracks were already bunched and "Batch" trying to herd the hundreds of people dashing about the station platform away from the switchers as they split and assembled the various drafts.

Summertime was "a madhouse" in the Union Station trainshed. More often than not the Pine Tree, the Flying Yankee (after it became a conventional train with the first deluxe streamlined coaches in New England) ran in two and three sections. It was not uncommon for a dozen camp trains to roll into the station at 15-minute intervals from Boston and New York.

But all things pass to progress and Portland Union Station’s once busy train shed will soon hold only memories.

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