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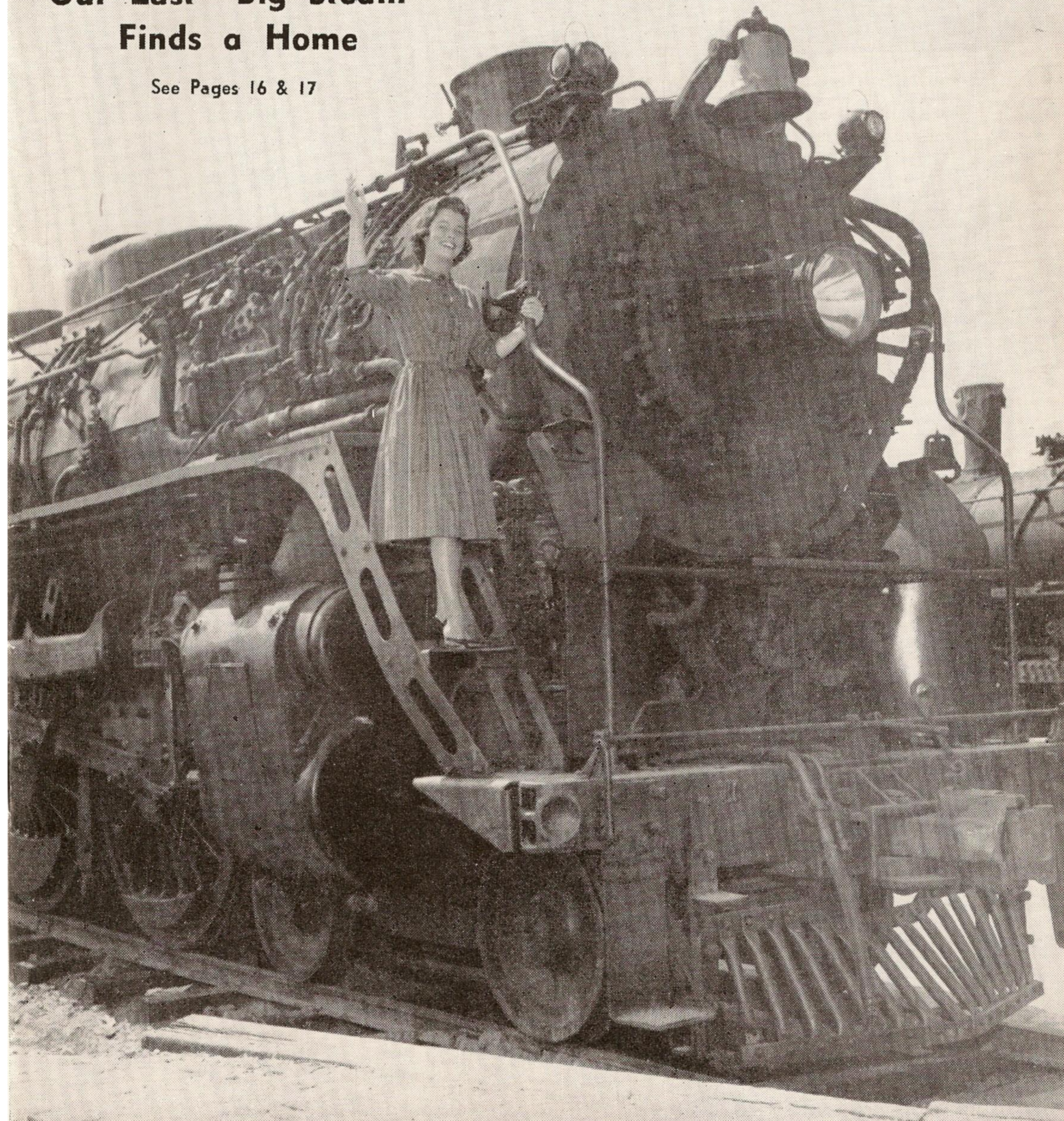
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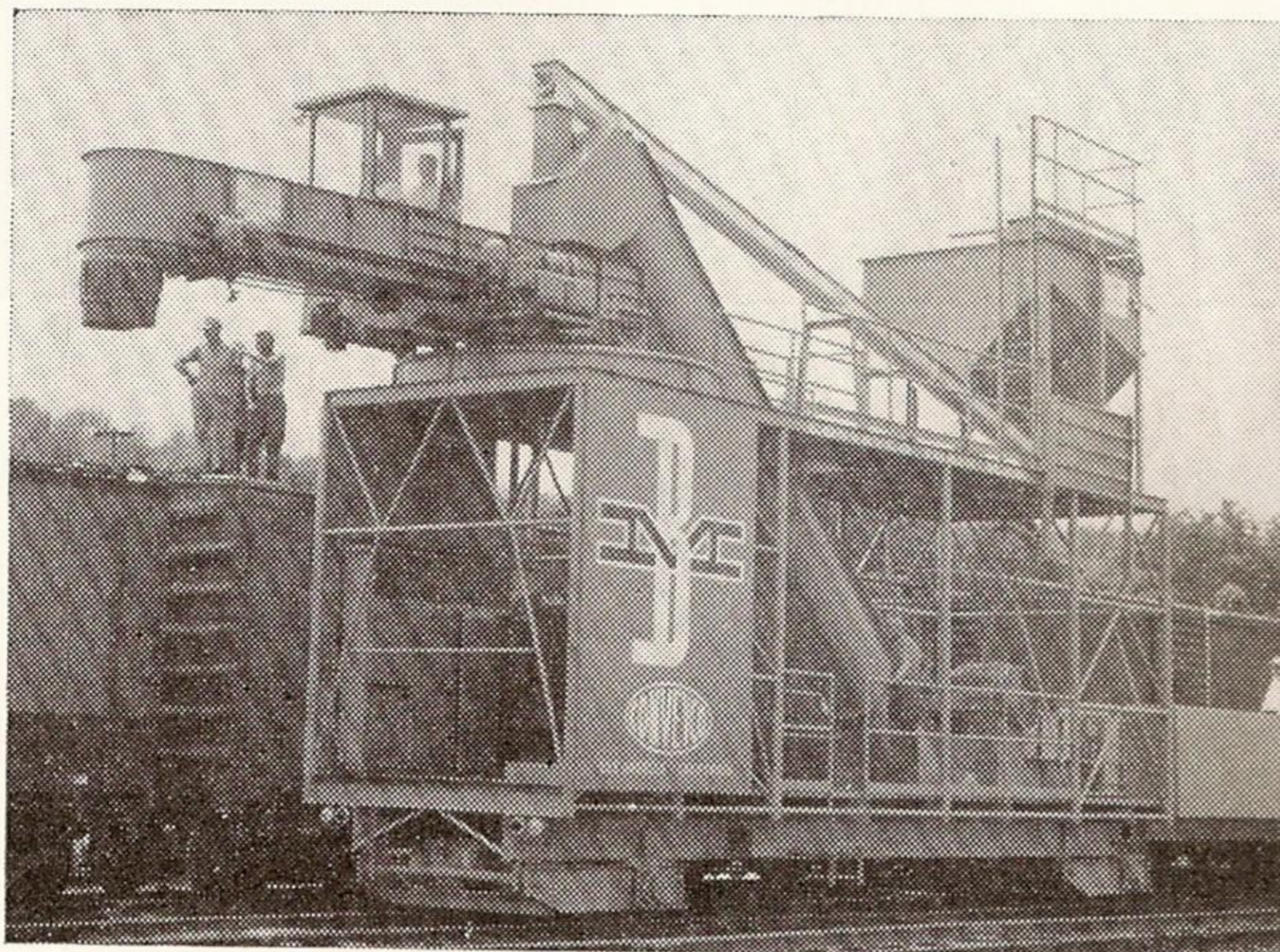
Troy, N. Y.

Our Last "Big Steam" Finds a Home

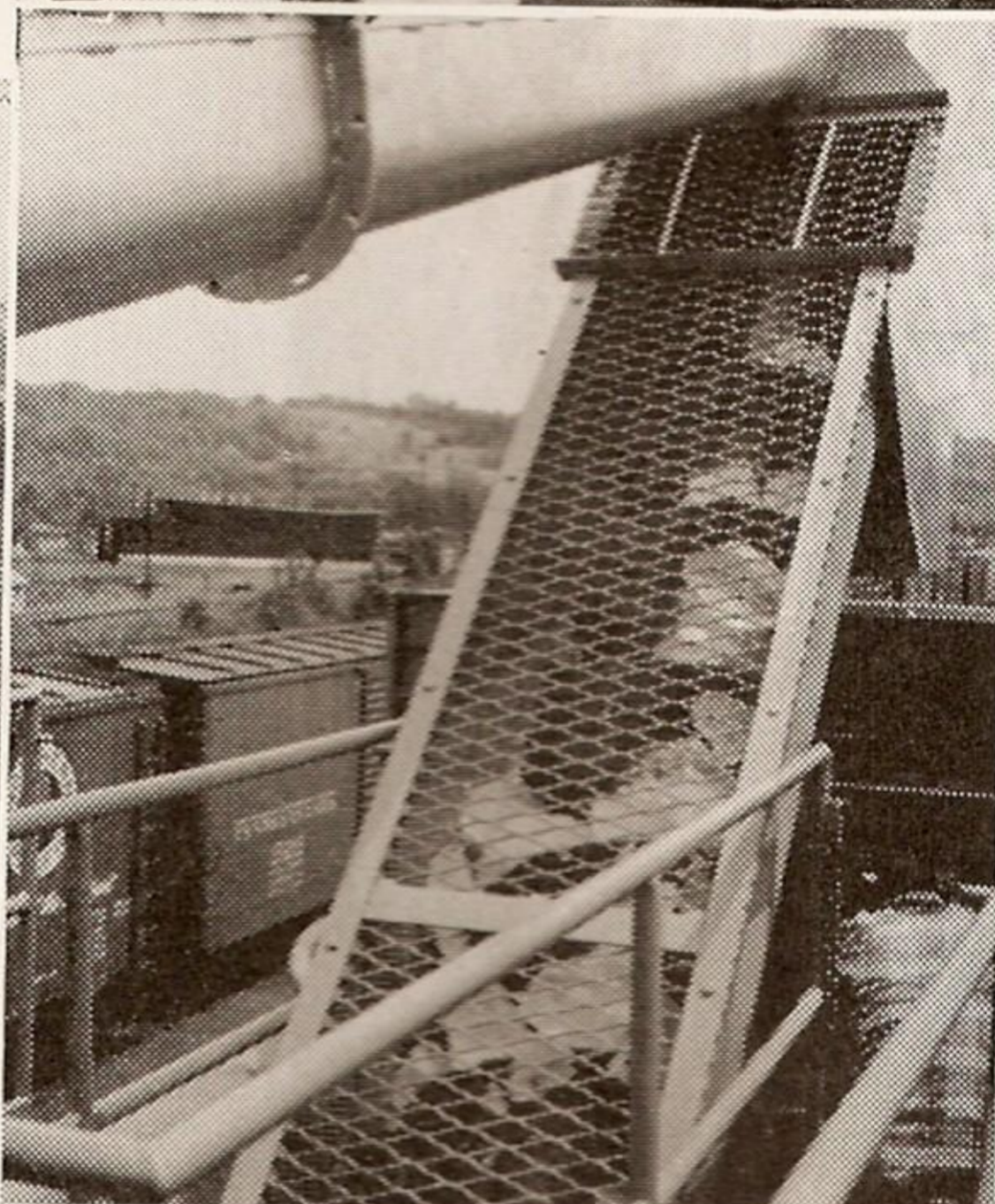
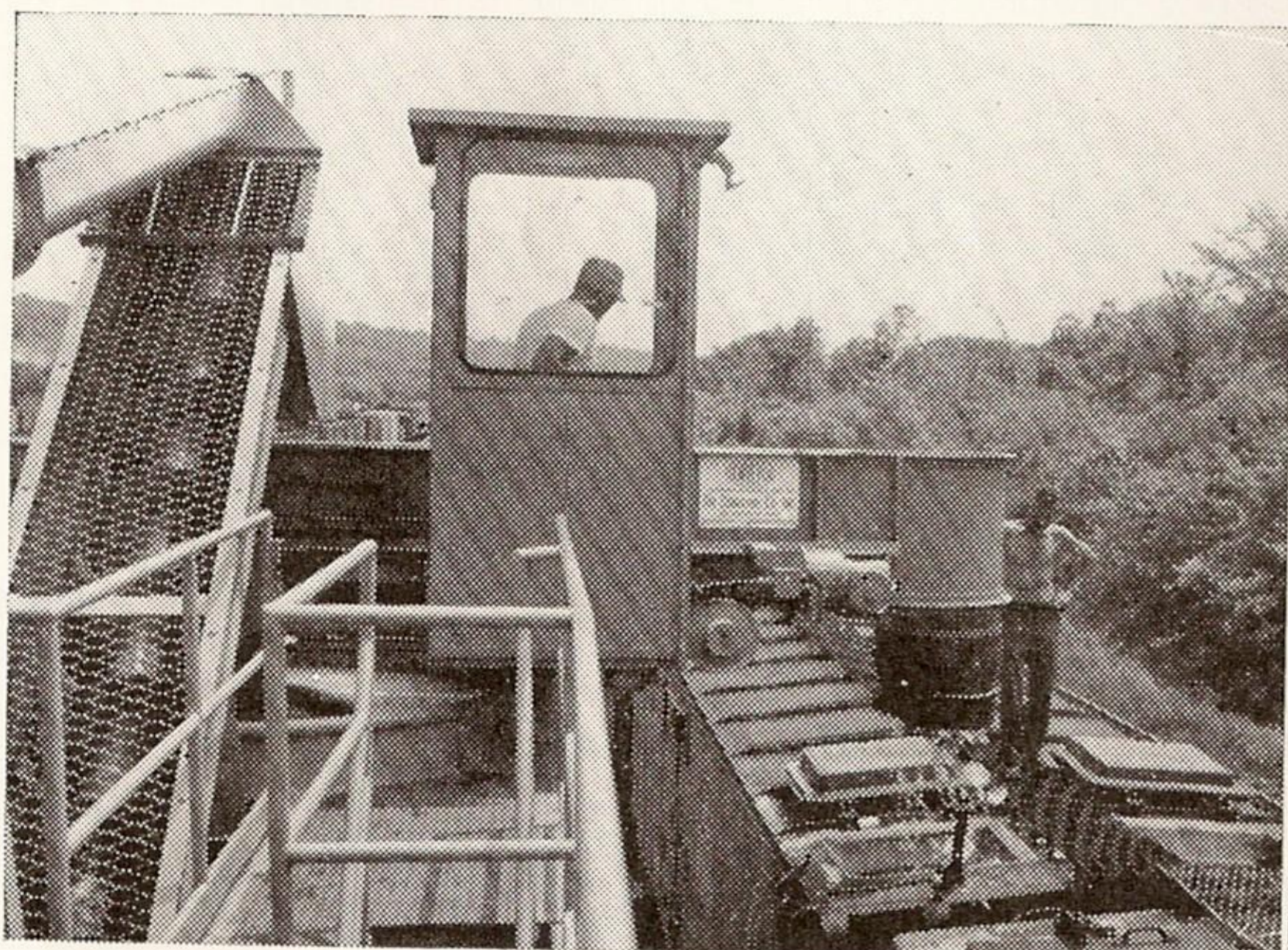
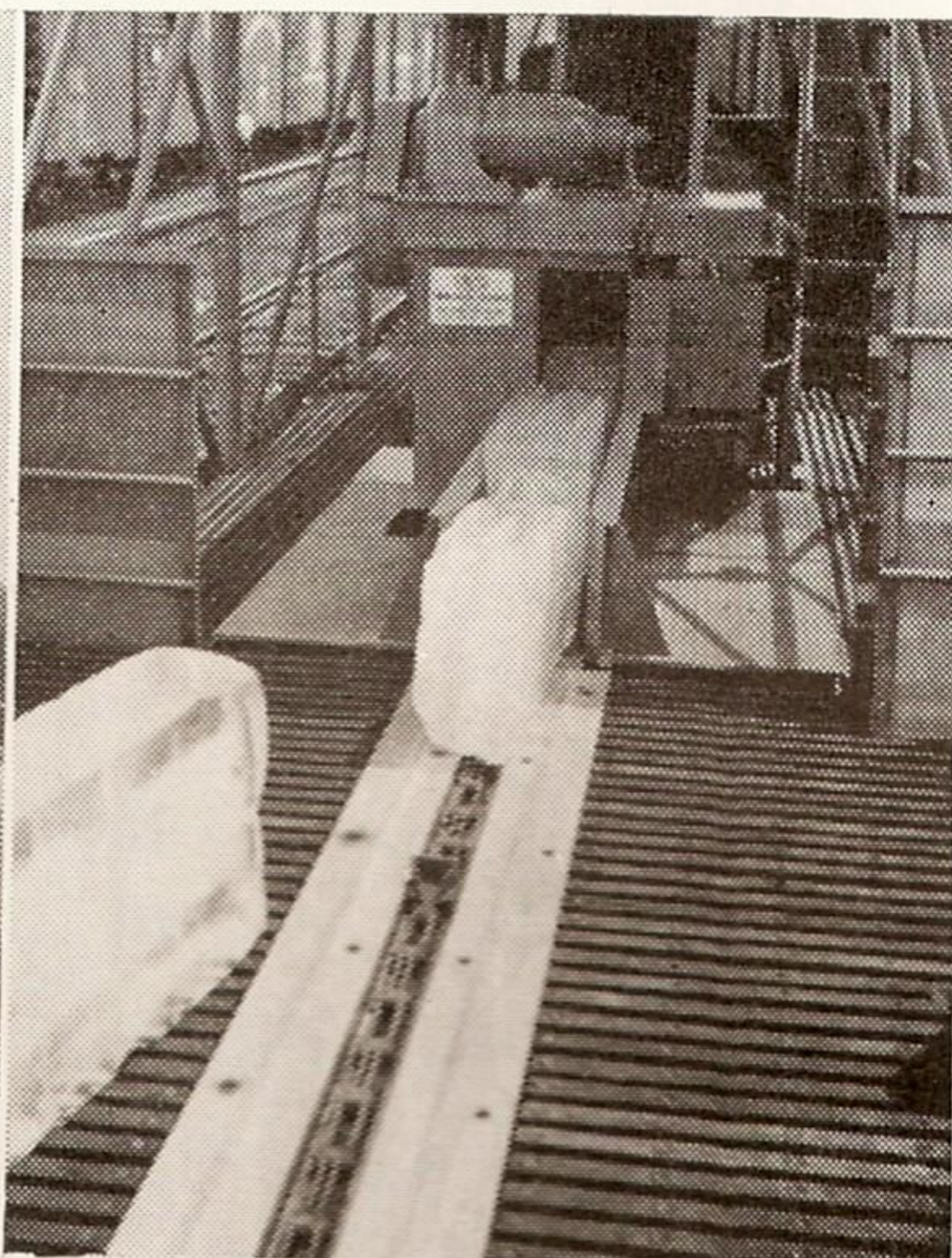
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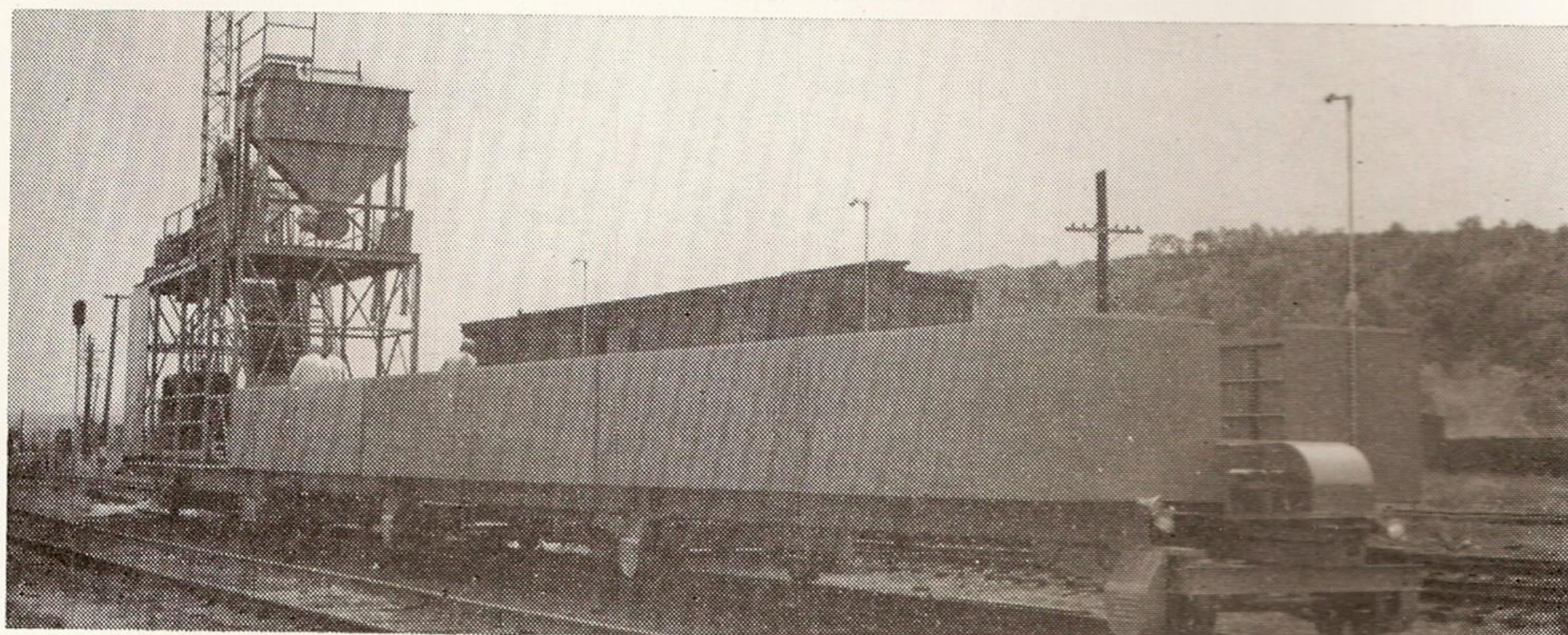
NEW ICING MACHINE IN OPERATION



Top left: Close-up view of icer, showing adjustable delivery turret at upper left. Picture at right shows ice chain moving ice blocks into twin-drum chopper.



Above, left: Operator in control cab directs chopped ice into bunker of "reefer" car. Picture at right shows chopped ice moving up to delivery turret from ice breaking drums. Rear end view of icer (below) shows three tenders which feed ice automatically to icing machine.





Boston and Maine's ultra-modern, rail mounted train icer.

New Icer Speeds Perishables

Boston and Maine Becomes First Railroad in Country to Acquire New Type of Mobile Icer Which Greatly Speeds Up Handling of Refrigerator Cars

A novel car icing machine — the first of its kind to be owned by a railroad — is now in service at our Mechanicville, N. Y., gateway, enabling the Boston and Maine to provide better and faster service to shippers of perishables.

The new icer is a rail-mounted, self-propelled bunker icing machine which literally takes all the services of an ice dock directly to trains in the yard. It can be run on a parallel track alongside one train, to rapidly ice every "reefer" car in the train, or can be run between two trains to alternately ice "reefers" in both trains.

It requires only one and a half minutes to ice a car as compared with an average of eight minutes at the ice dock formerly used at Mechanicville. But its greatest saving in time is accomplished by the fact that its mobility permits icing every car in a train without uncoupling a car, whereas formerly it was necessary to uncouple cars individually and use a switcher to move them to and from the icing dock.

This simplified handling means a saving of as much as two hours per train in

terminal time, thus permitting faster train schedules and greatly enhancing the Boston and Maine's service to shippers.

The self-propelled icer carries its own supplies of ice and salt. The ice, in 300-pound blocks, is carried in three tenders coupled to the rear of the icing machine, the three cars having a total capacity of 45,000 pounds of ice. Salt is carried in a 12,000 pound storage bin atop the icing machine.

A chain-type conveyor, running through the middle of the three tenders and powered by a 3-horsepower motor, feeds the ice to a twin-drum ice breaker on the lead car. The ice breaker chops the blocks into bunker size pieces and these are carried by a screw-type conveyor to the upper level of the icer, on to a shuttle conveyor which leads to a discharge chute or snout. At the same time another inclined screw device carries salt in measured quantities from the storage bin at the rear of the icer to the discharge conveyor and both ice and salt are fed simultaneously into the bunkers of the "reefer".

The icing operation is controlled by an operator in a cab mounted above and to one

side of the discharge conveyor. The operator controls the movement of ice and salt and he can also move the discharge conveyor in a 220-degree arc and shorten or lengthen the reach of the conveyor so that four ice hatches in opposite corners of the "reefers" can be serviced from one spot.

The icer unit is completely self-contained. It has its own power supply which not only operates the unit itself but also supplies flood lighting for the ice tenders and the tops of the cars being iced. It has other special attachments which are to be used for servicing mechanically refrigerated cars by "boosting" the batteries on such cars, providing propane gas, servicing heaters or providing new heaters.

The Boston and Maine's new icer is the second of its kind to be placed in service in the entire country. Its prototype was designed by the Pacific Fruit Express Com-

pany and is in use by that company at Eugene, Oregon. It came to the attention of the Railroad's management a year ago when studies were being made as to how the ice dock system at Mechanicville could be modernized and improved.

Daniel A. Benson, vice president-Operating, dispatched John E. Rourke, now assistant director of Research and Development, and Donald McKeown, mechanical engineer, to Oregon to inspect the new machine. As a result of their report it was decided to install a similar machine at Mechanicville in place of the ice dock, thus improving icing car operations while eliminating part of the very heavy outlay that would be needed otherwise to modernize the ice dock operation.

The new icer was manufactured by The Conveyor Company of Los Angeles, Calif., and was placed in service in July.

Memorial For Camp Sea Haven Founder

Labor and management representatives of the Boston and Maine family were among several hundred persons who visited Camp Sea Haven, summer polio camp at Plum Island, on Sunday, August 9, when a bronze plaque was unveiled in memory of Daniel R. Harrington, of Haverhill, founder of Sea Haven, who died last February.

The plaque was presented by the camp's Board of Directors, on which the Boston and Maine is represented because of the generous contributions made to the camp by the Railroad family.

President Patrick B. McGinnis, as the official spokesman for the Railroad family, paid tribute to Harrington's vision and kindness in founding the camp and pledged that management and employees of the Railroad would continue to support the camp.

President McGinnis emphasized that employees of the Railroad rather than management were the originators of the financial sponsorship given the camp, but that management is very happy to co-operate in the joint executive group known as the "Boston and Maine Friends of Camp Sea Haven".

Harrington founded Sea Haven in 1947 and lived to see the camp develop into a colony of 17 cottages, a recreation and dining hall, and swimming pool facilities, cap-

able of providing 70 child polio victims with recreational vacations for periods of three weeks at a time.

Joseph Murphy, chairman of the camp's board of directors, officially presented the bas-relief plaque in tribute to Harrington. In his eulogy of Harrington the speaker also paid high tribute to the Boston and Maine family for their generous contributions of money, buildings and equipment in recent years.

This summer the Railroad family has contributed over \$3,900, thus far, for continued maintenance of the camp, and a program of maintenance and improvement of the camp's buildings and facilities has again been carried out.

Harrington's widow, Mrs. Charlotte K. Harrington, and her son, Daniel Harrington, Jr., 28, are carrying on the administrative leadership of the camp with the assistance of a staff of 24 persons, provided by the Essex County Chapter of the National Polio Foundation.

Rest in Peace

"Jim, wake up. There's a burglar in the kitchen and he's eating up the rest of the pie we had for dinner."

"Go back to sleep. I'll bury him in the morning."

Wayside Radio Stations In Service

Radio communications on the Boston and Maine, already extensive as compared with many railroads, are being expanded currently by the installation of wayside stations, to permit two-way communications between freight trains and signal towers.

Two important areas of the Fitchburg Division, Ayer and Gardner, and three areas of the Boston Division, Boston, Waltham and Lawrence, are covered by stations already completed and in service. Two additional areas, Greenfield and Mechanicville, soon will be blanketed by the new system.

Immediate advantage of the new system is to provide more effective operational control of freight trains on major density lines. The overall benefit is to create a new system of communication between major points of the Railroad in the event that hurricane or other disaster should cripple usual wire services.

Still another advantage of the wayside station system is to augment the electronic hot box detector system in service. The usual system of informing freight train crews that a hot box has been discovered by an electronic detector is for the tower operator who receives the recorded information to signal the train to a stop. By making use of the new wayside radio service a tower operator at hot box detector points will be able to inform the engine and train crew

by radio and avoid the necessity of halting the train abruptly.

Electronic hot box detectives frequently record overheated journal boxes that have not developed to serious extent. Without the availability of radio, however, a tower operator has little choice but to stop the train for inspection by the crew. The new radio system provides greater flexibility for decision in such cases. In the event of a badly overheated journal bearing the towerman undoubtedly would stop the train, but in doubtful cases he can use radio to inform the crew of a developing hot box, pinpoint its exact location, and leave to the crew the selection of the place and time when the train is to be stopped.

The new wayside system supplements the end-to-end radio in use for some time now on through freight trains. The diesel crew has available to it a more powerful radio set than is available in the cabooses, and ultimately will be able to hear and transmit in two different channels. The train crew in the caboose can hear and transmit on only one channel, making use of a handy-talky set which can also be used by the crew alongside a halted train.

Under the augmented radio system personnel in the signal towers and dispatcher's office and freight trains, both head and rear end, are tuned normally to Channel 1. This

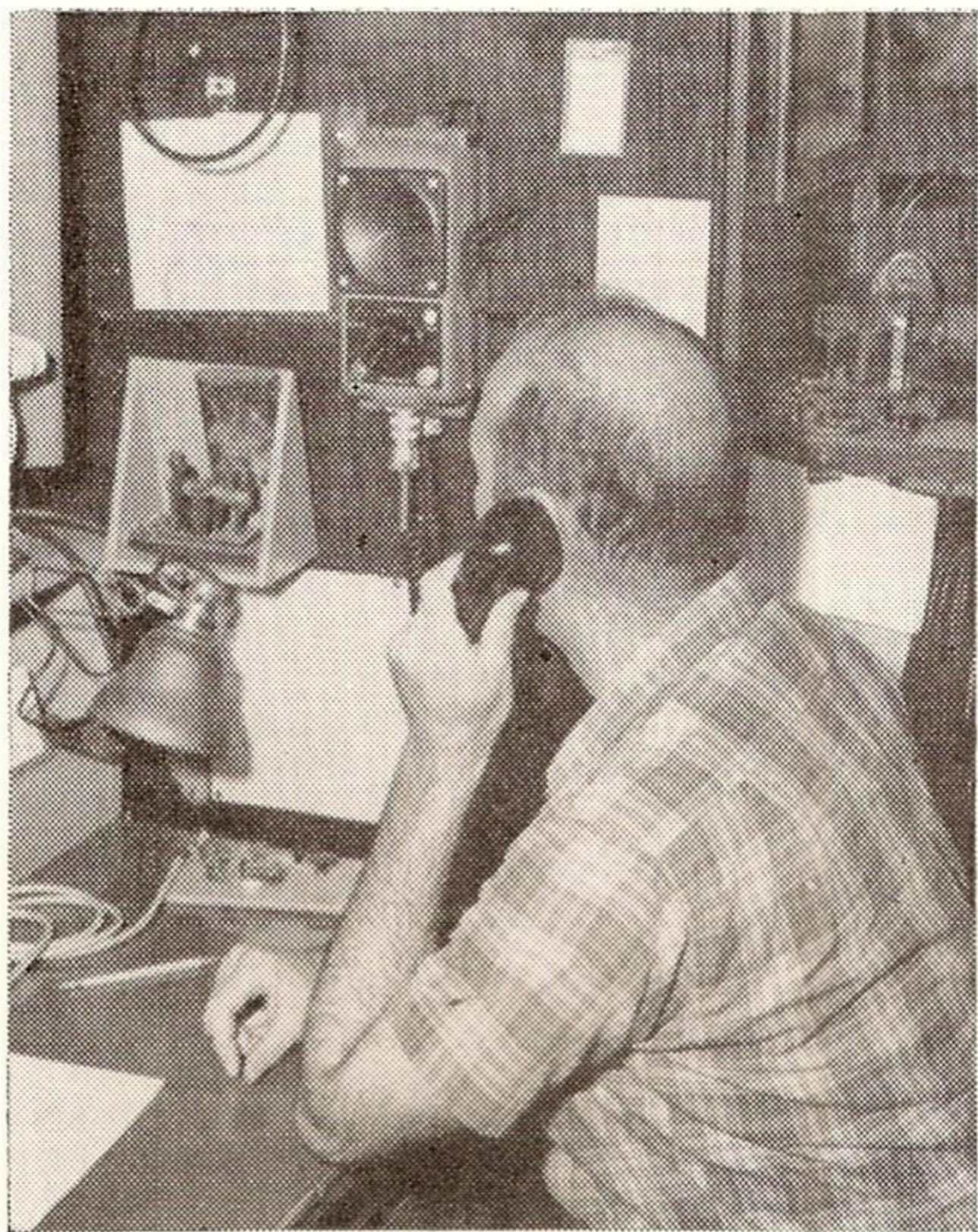


Alton L. Wing, second trick chief dispatcher, uses the wayside station radio controls in the centralized train dispatchers' quarters in Boston.

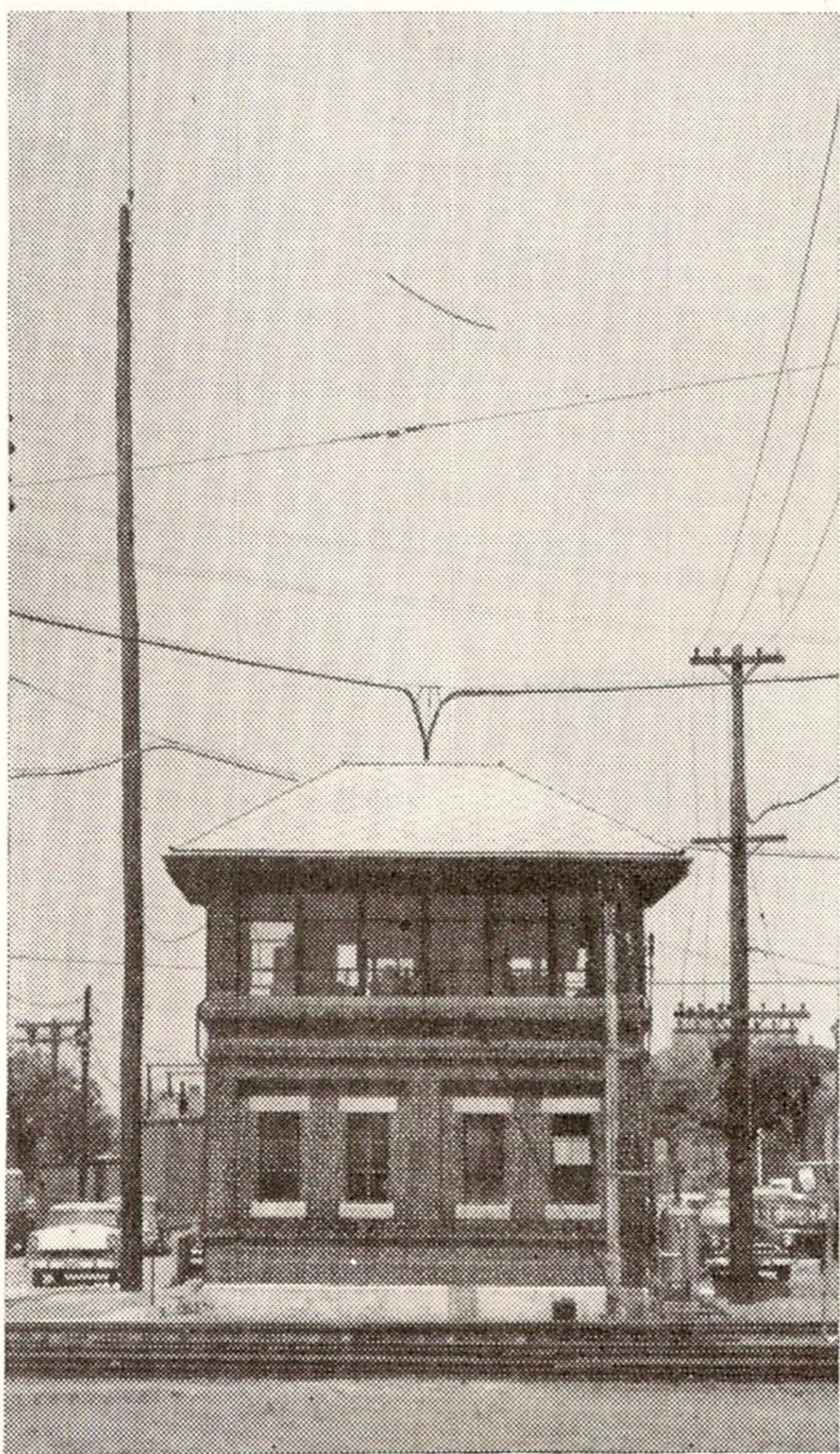
permits the head and rear-end crews to communicate, and towermen can listen in or talk on the same channel. If a tower operator or dispatcher wants to talk to a specific train he tells the head-end crew to switch to Channel 2. Thus tower and head-end crew can communicate without interference with any other train in the area and the head-end crew can relay essential information to its rear-end crew by switching to Channel 1.

The Boston and Maine now has 14 different radio licenses, covering freight and passenger systems in use in various yards, end to end systems on all mainline freight trains, the railroad police and the new wayside stations. Diesels and cabooses on all mainline freight trains are equipped with radio, and these, with the handy-talky sets available to freight train crews, give the Railroad about 140 mobile radio units.

When all seven of the presently scheduled wayside stations are in operation it is expected that an unbroken system of relay



W. J. Mulholland, relief train director at Ayer Tower, using wayside transmitting and receiving radio



Ninety-foot antenna pole beside Ayer Tower provides widespread coverage for new wayside station radio system

radio service will be available from Boston to Greenfield and from Boston to Lawrence. The Boston station has two remote controls, one in the chief train dispatcher's office in the general office building, the other in the freight trainmaster's office at Mystic Junction, Somerville.

Greenfield and Mechanicville likewise will have two remote controls, in the Greenfield dispatcher's office and at East Deerfield, and in the trainmaster's office of the general yard office at Mechanicville and in the yardmaster's office at the hump yard.

The Boston station covers a substantial area due to the location of its sending and receiving antenna about 175 feet above ground, atop a water tank on the 13-story general office building. A 90-foot pole beside Ayer Tower provides the next best antenna location, while the other wayside stations have antennas 65 feet high.

The Railroad now has three radio technicians licensed by the Federal Communications Commission, Leadingman Robert F. Salters, B. B. Twombly and W. A. Hill. They hold first class government licenses qualifying them to install and maintain any of the Railroad's radio VHF equipment, in addition to electronic systems. T. C. Luke, also licensed, is a registered professional engineer.



Four more Servo Hot Box Detectors will soon be in service on Boston and Maine lines, giving the Railroad a total of nine hot box sleuths.

One of the new detectors will be on the Boston Division, near Exeter, N. H., to check westbound trains, and will give its indications in the centralized dispatchers office in Boston. The other three detectors will be on the Fitchburg Division, one on the eastward track at Hoosick, N. Y., giving its indications at Greenfield, Mass.; one on the eastward track at Zoar, Mass., also reporting at Greenfield; and the other at Lake Pleasant, Mass., on the westward track, reporting indications at East Deerfield tower. . .

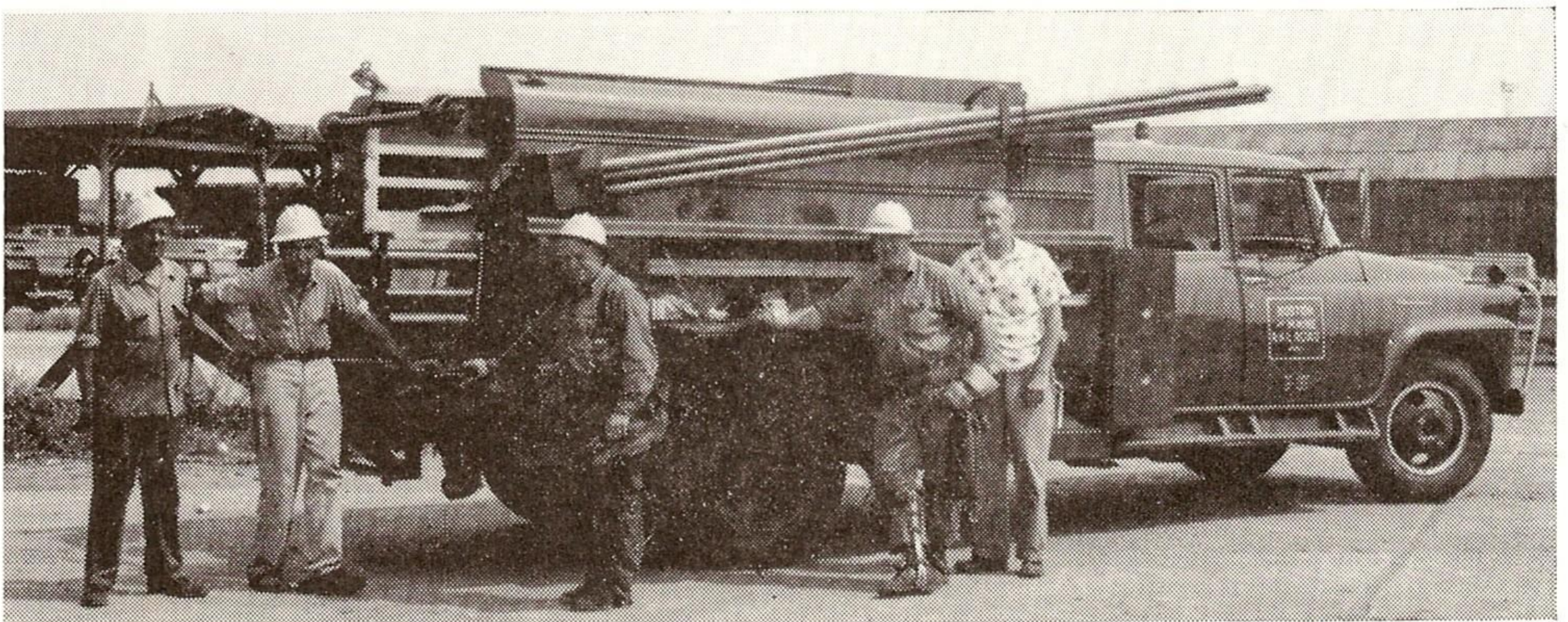
The Boston and Maine participated in the first known use of refrigeration by the railroads in July, 1851, when several tons of butter were shipped from Ogdens-

burg, N.Y., to Boston, via the Rutland and Boston and Maine Railroads. A wooden box car, insulated with sawdust and stocked with ice, was used for the shipment.

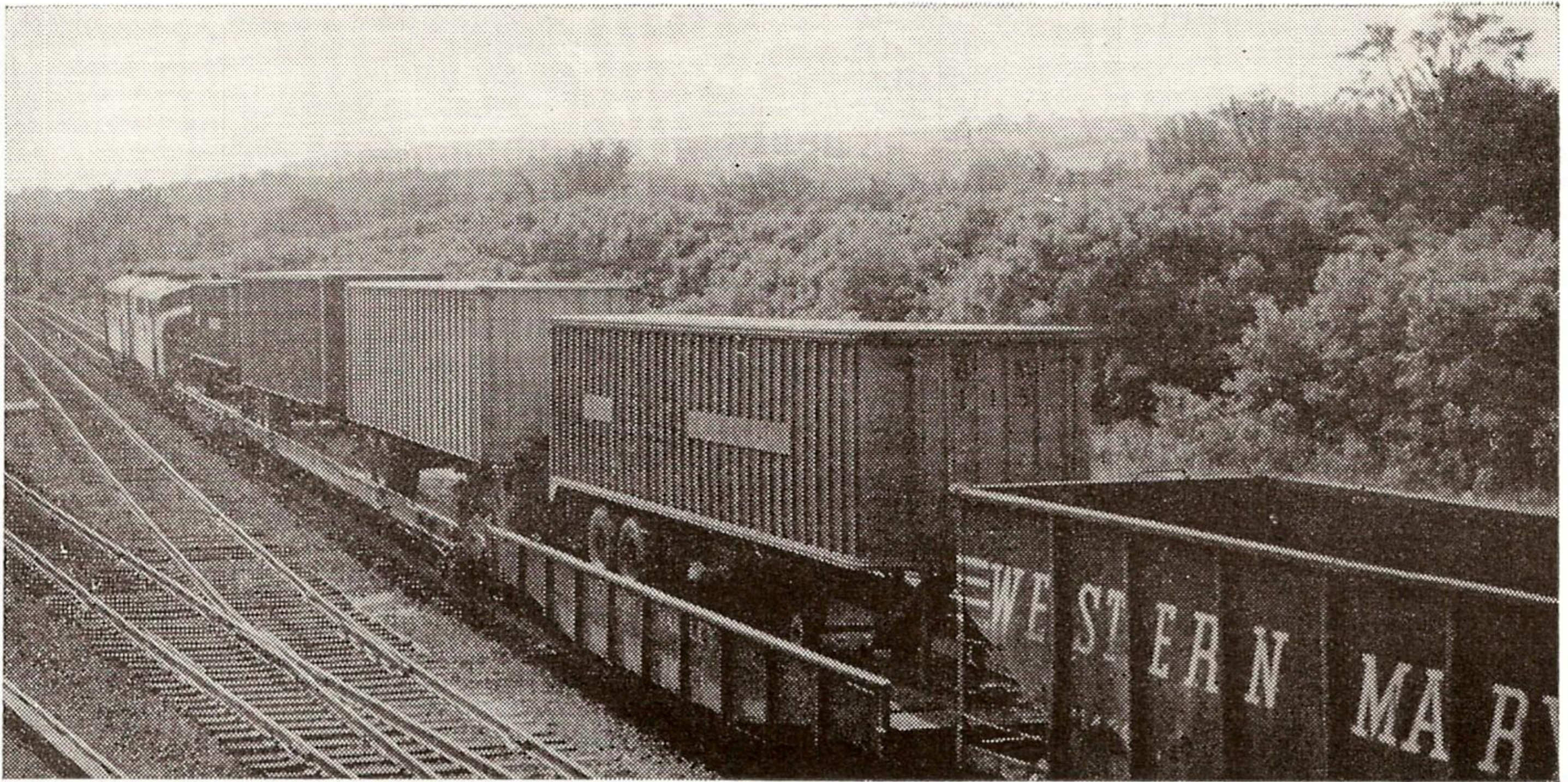
The Boston and Maine is playing an important role in the development of the "new Boston", sharing in handling of the hundreds of tons of steel being used in the early construction stages of the great Prudential Center.

An interesting bit of railroad history titled "Railroads in Essex County (Mass.) a Century Ago" was published in April in the centennial issue of the Essex Institute Historical Collections. Author of the article is Charles J. Kennedy, Professor of Economics at University of Nebraska.

In 1859, Kennedy's article points out, Essex County had so many railroad lines



New type of utility truck being used by line crew of Railroad's Electrical Department. The truck has seating room for six men in the driver's compartment, giving greater comfort to the crew and leaving the entire body space available for equipment and tools. Left to right in the picture are shown: A. R. Horton, lineman; P. T. Carroll, leading electrician; L. A. Wakefield and F. S. Paul, linemen; and W. A. McAloon, chauffeur.



Westbound piggyback shipments on regular PM-1, Portland—Mechanicville train, at Johnsonville, N. Y.

“that perhaps no other place in the country with a similar area and a scattered population of less than 165,000 enjoyed a comparable railroad network.”

Two trunk lines, the Boston and Maine and the Eastern, and eight crosslines, each operated by a separate corporation, were operating in Essex County. Lawrence and Salem were the chief rail centers. “The imposing granite depot in Salem,” Kennedy’s account says, “was the headquarters for the Eastern Railroad and was the scene for sixty-two passenger trains arriving and departing daily on the Eastern, the Essex, the South Reading Branch, and the Salem & Lowell Railroads.”

The article gives detailed descriptions of the equipment then in use. Passenger cars were of wood, shaped like modern box cars, and accommodated about 40 persons. Small holes were bored in the sides above windows to provide some degree of ventilation, but in winter these enabled heat to escape from the stove in the middle of the car. Only a few passengers, those seated near a few kerosene lamps, were able to read after dark, and conductors carried lanterns when they collected tickets.

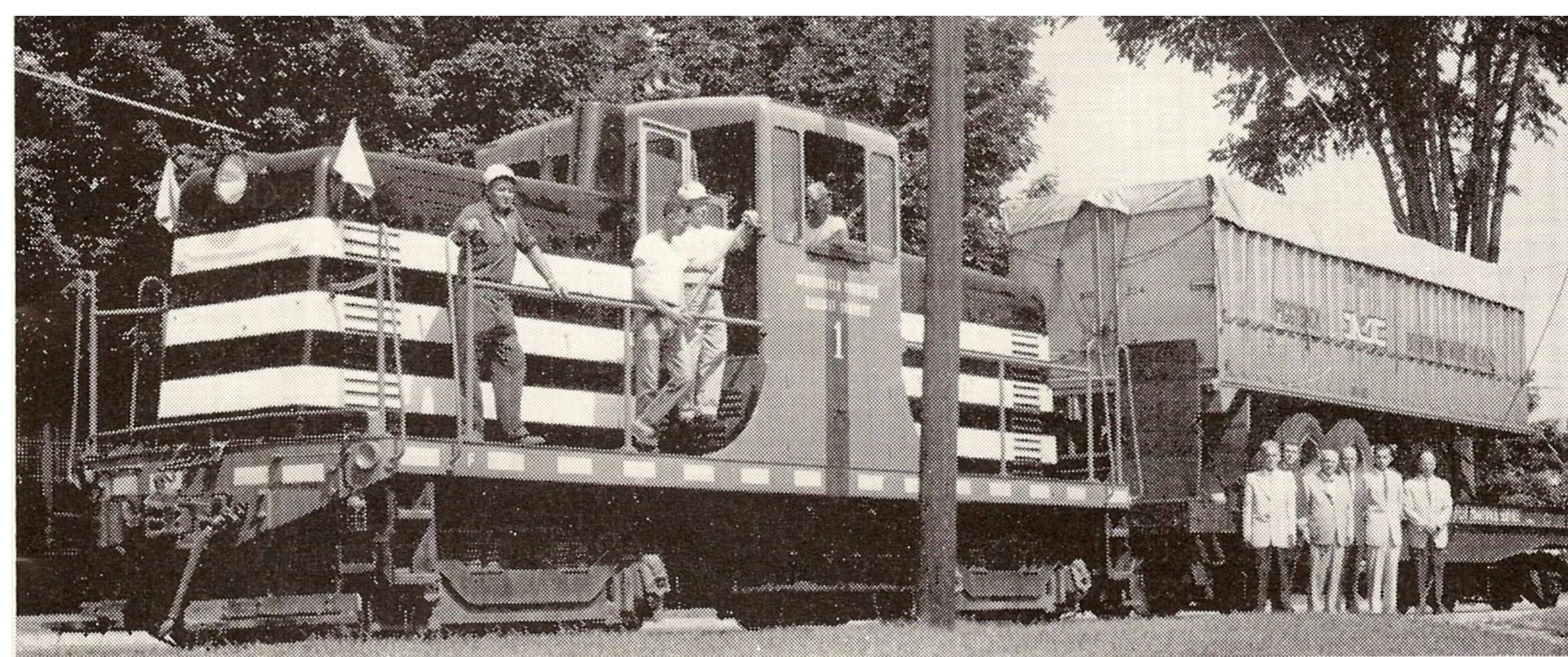
Freight cars were small, able to hold only about seven tons of merchandise.

Some new cars had eight wheels, but most were old, four-wheel types. Both freight and passenger cars were linked together by a link and pin hitch on a “frog mouth” draw bar, and accidents to trainmen from this device were numerous. Tracks were of the same standard gauge as today, but most rail was light, weighing 50 pounds to the yard compared with the 112 and 115 pound rail in general use on the Boston and Maine today.

Essex Institute Historical Collections is issued quarterly by the Essex Institute at Salem. A copy of the centennial issue, in which Prof. Kennedy’s article appears, is available to B. and M. personnel through the Boston and Maine’s library, through the courtesy of Prof. Kennedy.

An old, wooden Boston and Maine caboose, built about 1910, has been presented to the Hartford, Vt., Chamber of Commerce and is being refurbished to serve as an information booth alongside “Old 494”, famous old Boston and Maine steam locomotive of 1892 vintage.

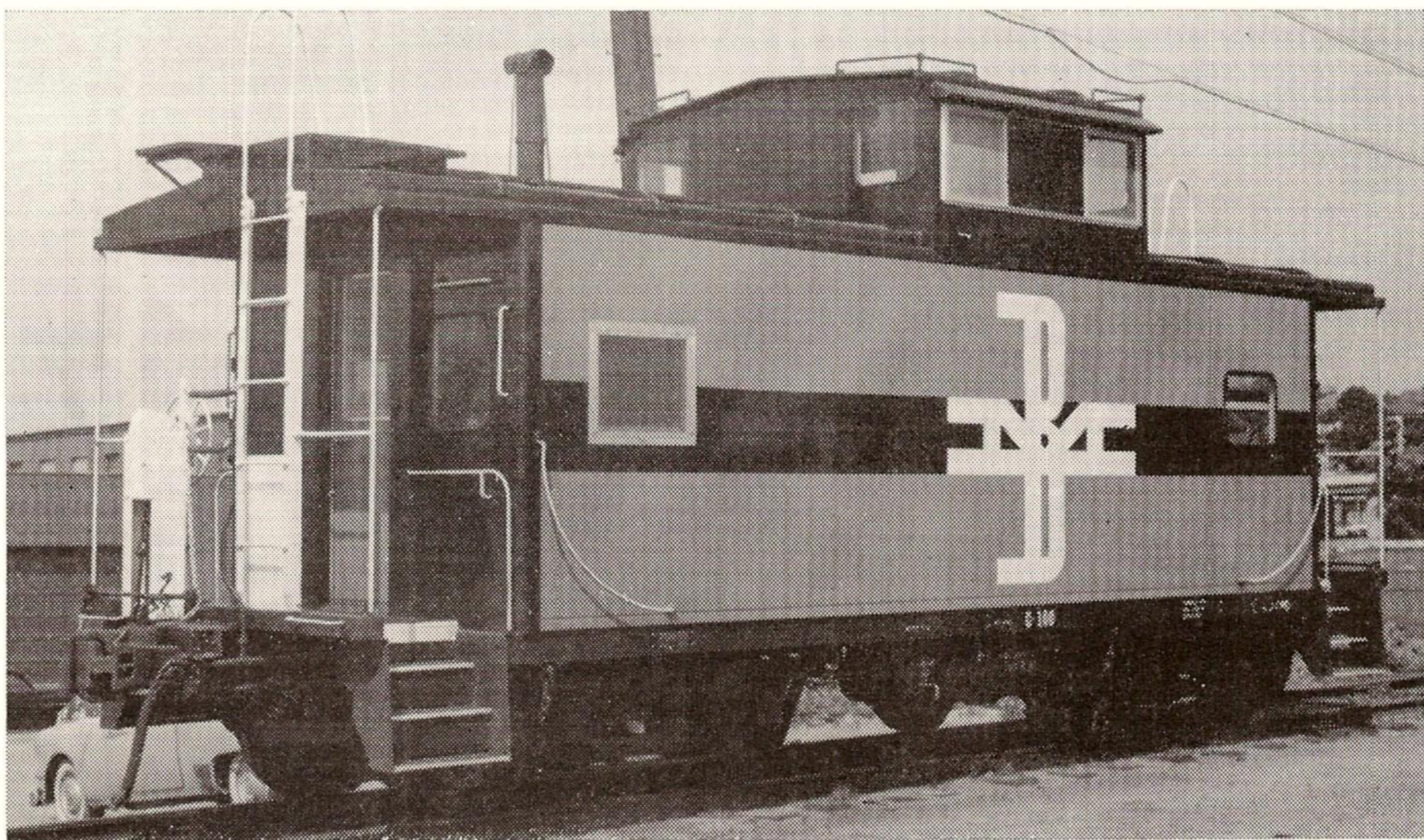
The Boston and Maine helped to observe the 250th anniversary of the settlement of Boston, on Sept. 17, 1880, by running special excursion trips to Boston from rail points as far away as Portland, Me. Round-trip fares ranged from 25 cents at Malden to 95 cents at Danvers,



A Boston and Maine trailer is used for the first piggyback load out of Springfield, Vt., to launch Plan 2 service for the Springfield Terminal Railway, subsidiary of the B. and M. On hand to view the start of the new service, linking Springfield industries with mid-western points, were these officials (on ground), left to right: E. W. Miller, president Fellows Gear Shaper Co., where the first load of machinery originated; D. A. Smith, general manager ST Ry.; J. L. Giddings, town manager; S. B. Williams, TM, Jones & Lamson Machine Co.; D. Johnston, TM, Bryant Chucking Grinder Co.; and G. Blake, TM, Fellows Gear Shaper Co. The ST Ry. crew at left are: A. Gault, brakeman; H. Gokey, maintenance man; O. Wyman, conductor; and E. Jones, engineer

\$1.65 at Haverhill, \$2.00 at Newburyport and \$3.00 at Portland. These sample fares were listed in posters issued by the Railroad in advance of the 1880 celebration, two copies of which are preserved by Mrs. Henrietta P. Russell, of Melrose, widow of Harry Russell, former passenger conductor.

The 10 per cent federal excise tax on passenger transportation will be reduced to 5 per cent next June under the terms of a bill recently signed into law by President Eisenhower. The Senate first voted to eliminate the entire tax but the House disagreed and the 5 per cent deferred reduction was finally agreed upon.



Thirty-eight new, all-steel cabooses, similar to that pictured here, are being acquired by the Boston and Maine for use in local freight service. The new cabooses incorporate modern conveniences and comforts for the crew, including three foam-rubber bunks, flush toilet, oil heat, ice chest, sink and running water, aluminum-screened, adjustable windows and the additional safety of their all-steel construction.

Transportation Club Starts Busy Season

The new Transportation Management Club of Boston, organized in late spring to develop management training among supervisors of transportation companies of all kinds in the Boston area, enters this month on a highly promising series of monthly discussion meetings.

Three experts in transportation or management training have been secured as the principal speakers for the first three meetings, and as a change in pace, a panel consisting of four outstanding industrial spokesmen will discuss the subject, "What can we do to improve the business atmosphere of Massachusetts," at the fourth, or December meeting.

Boston and Maine supervisory personnel are intensely interested in the forthcoming meetings, as indicated by the fact that a fourth of the more than 100 membership applications already received by the club, are from employees of this Railroad.

All of the four meetings thus far planned are to be dinner meetings at the Hotel Madison.

At the first meeting, Thursday night, Sept. 17, the principal speaker will be John S. Bailey, Assistant Professor of Management at Northeastern University, whose subject will be, "Transporting Ideas on Paper."

An added feature of this meeting and those to follow, will be a one-hour discussion session, from 5:30 to 6:30, preceding the dinner meeting. These preliminary meetings will feature a speaker with an assigned subject, which he will outline for about 15 minutes, and then turn the meeting into an open forum in which all present may participate.

Floyd Duval, personnel manager of the Otis Clapp Company, will head this preliminary meeting at the September gathering, his subject to be: "How a supervisor best gets along with subordinates."

The September meeting will include some organization business as permanent officers will be selected and club committees will be appointed. Dana D. Phillips, purchasing agent of the Railroad, who was chosen temporary chairman at the organiza-

tion meeting last April, will preside at the September meeting and Eugene F. Richey, executive secretary of the Railroad Y at South Station, will report as chairman of a nominating committee appointed last spring.

The club's second fall meeting will be on Thursday evening, Oct. 22. Herbert F. Floyd, comptroller of the Railroad, will lead the preliminary discussion meeting, from 5:30 to 6:30, using as his topic, "How can supervisors assist in controlling and reducing costs. Following the dinner, the speaker will be William Oncken, Jr., of New York City, consultant in organization planning and management development. His subject will be: "Increasing Productivity Through Better Communications."

On Thursday night, Nov. 19, Prof. George P. Baker, professor of transportation at Harvard Graduate School of Business Administration, will be the after dinner speaker, his subject to be: "The Government and Transportation in 1960." At the pre-dinner discussion, Frank Lester, president of Boston Machine Works, will discuss the topic, "What are the best methods of leading meetings and conferences."

The following meeting, on Thursday night, Dec. 17, will feature the panel group, consisting of Patrick B. McGinnis, Boston and Maine president; Prof. Herman V. LaMark, Director of the Bureau of Business and Industrial Training at Northeastern University; James G. Roberts, manager of the Chamber of Commerce of Greater Boston; and Rev. Luther Tyson, chaplain to industry of the Methodist Church.

At the before dinner meeting, Paul Richardson, of the McLean Trucking Company, will discuss the subject, "How can a supervisor sell ideas to others."

The new club, which is sponsored by the Boston YMCA as one of over 200 similar transportation management clubs in the country, is not designed to discuss transportation matters but solely to discuss management training, and its membership is open to supervisory personnel of all transportation agencies, airlines, marine carriers, trucking firms and railroads.

Must We Tax the Railroads Out of Business?

By David I. Mackie

Chairman, Eastern Railroad Presidents
Conference

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ON the edge of the Blackfeet Indian Reservation in Montana's Glacier County lies the town of Cut Bank (pop. 4500). Surprisingly, this small community boasts a large and expensive airport: it cost about four million dollars of federal funds and it covers three times the area of New York's La Guardia Airport. Only one carrier, Western Airlines, uses this field. In 1958 about two passengers a day boarded its planes there. But the townspeople feel an airport is so important that they are willing to pay for its maintenance by keeping its 1703 acres off the tax rolls and assessing a special annual airport tax against local property owners.

On the face of it, this makes sense. If the citizens are willing to pay for an airport, well and good. But when you examine who paid what in this case, the logic becomes a little blurred. In 1958 the Great Northern Railroad, which runs through Cut Bank and is therefore a local taxpayer, was assessed \$2530 as its share of the costs of this competing facility; in the same year Western Airlines paid \$41.17!

But if you should accuse Cut Bank of unfairness to the Great Northern, the city fathers could point out that in whacking the railroad hard with local taxes they were only following well-established practice. Some of our biggest cities—New York, Cleveland, Boston, Pittsburgh, to name just a few—are masters of this art, and thousands of smaller taxing bodies are also practicing it with a will. In 1958 the bills of all these state and local tax collectors added up to a railroad tax of 400 million dollars (in addition to 550 million dollars in federal income and payroll taxes). More than any other single factor, it is this huge sum that is causing our railroads frantic concern over what a 1958 Senate report called "the general decline of the railroads."



David I. Mackie

While the rails have seen their revenues increase less than one percent a year over the past decade, their state and local taxes have climbed at the rate of more than three percent annually! There are two reasons for the railroads' concern: the sheer size of the taxes, and the relationship between the railroads' taxes and those paid by their fast-growing competitors.

The first problem stems from the fact that the railroads are the largest industrial owners of real estate in the United States, with 386,000 miles of track taking them into 96 percent of our 3067 counties. This means that their rails run through literally thousands of individual tax jurisdictions—states, cities, towns, villages and school districts—to which every year they must contribute. In New York State alone the railroads contribute to more than 6000 taxing bodies.

If these taxes had some logical relationship to the railroads' earnings in each community, the system might make some sense. But there is no such relationship.

In New Jersey, the Pennsylvania Railroad paid \$5,800,000 in taxes last year while earning only \$700,000.

In Toledo, Ohio, the local newspapers and the chamber of commerce conducted a campaign to force the New York Central to build a new passenger station, though the

old station was already running at a deficit. The Central did build a new terminal, at a cost of \$4,856,000, and the annual tax on it jumped from \$8484 to \$48,799.

In Pittsburgh, the Pennsylvania Railroad spent \$9,500,000 in realigning its tracks and rebuilding its passenger shed as part of the city's Golden Triangle redevelopment program—and immediately got slapped with a tax boost of \$31,000 annually on the improvement.

And whenever the construction of a new highway or the improvement of an old one necessitates building an overpass or changing a grade crossing—which happens hundreds of times every year—the railroad not only has to contribute to the construction bill but finds itself paying more in taxes for the improvement.

Exorbitant overvaluation of railroad facilities for tax purposes is a temptation that many local politicians cannot resist. Jersey City, N. J., a major rail center with vast yards, is a case in point. When one railroad serving this city sold 33 acres recently—just to cut down on its crushing tax burden—the land, assessed at \$621,296, sold for \$19,472.

One of the odd results of the multiplicity and overlapping of tax jurisdictions is that the railroad industry contributes more tax money directly to education than does any other private institution. Every year about 60 percent of the railroads' property taxes in Illinois go to education. In 1956, 45 percent of the Pennsylvania Railroad's 32-million-dollar state and local taxes went to schools. In School District No. 7 of Lincoln County, Montana, the Great Northern pays 91.38 percent of all school taxes levied in the district—despite the fact that the railroad's property comprises only one third of one percent of the land. Altogether, the railroads' state and local tax bill for education in 1958—an estimated 140 million dollars—was equal to almost a third of the federal government's contribution to the same school systems!

How the railroads' huge tax payments compare with those of their competitors is the other half of the picture. Here again the problem goes back to the fact that the railroads own so much real estate: stations in the hearts of cities, freight yards in their

outskirts, and hundreds of thousands of miles of track from coast to coast. All this they build and maintain themselves, and on all of it they pay taxes.

But who builds, maintains and owns the airports, the waterways and the highways? By and large it is the government, and the government pays no tax. Nor, in any sense comparable to the railroads, do the airplanes, barges and trucks that use these facilities.

The airlines and water carriers pay nothing at all toward the construction and maintenance of their rights of way and signaling systems. The trucking industry does pay taxes in the form of registration and mileage fees, and in fuel and equipment levies. But these are merely *user* charges, intended to do no more than contribute toward highway construction, maintenance and administration costs. (In fact, the truckers insist that all federal automotive excise taxes be earmarked exclusively for highway purposes.)

The railroads, on the other hand, without a cent of government subsidy, pay the *full* costs of building, maintaining and administering their rights of way, and it is the railroads, and the railroads alone, that must pay *additional* hundreds of millions of dollars toward the administrative costs of general government of the communities through which they run.

In New York City the railroads pay about nine million dollars in taxes on their passenger facilities. How much of this goes to support the city's two giant airports, La Guardia and Idlewild, it is impossible to estimate. Certainly some does, since these two fields pay no taxes.

Boston's 2000-acre Logan International Airport, which cost 74 million dollars of city, state and federal funds, is not taxed at all. But the New Haven Railroad's 31-acre South Station in downtown Boston pays the city over a million dollars every year in taxes—about the same as the user fees paid by all the airlines using Logan.

In Illinois the railroads paid 32 million dollars in property taxes in 1955. The 244 truck lines doing business in the state, the 17 certificated airlines and the 65 barge and towing companies paid \$800,000.

The one encouraging glimmer of light

for the railroads is the fact that more and more people are beginning to worry about this situation. Early this year a report to the governor of New York by his special assistant on transportation admitted that the state's treatment of the railroads was grossly unfair, and went on to say that this was actually costing the state money in the form of lost business and employment. As a result, the legislature has already enacted measures to alleviate the situation to some degree. In West Virginia railroad tax reform is likewise before the lawmakers.

At the federal level, Senator George A. Smathers of Florida has conducted long and deep-probing hearings into the rail situation. The report of his subcommittee recommends that state and local governments re-examine railroad taxes to correct the "inequitable tax situation."

The problem is such a pressing one that the air is suddenly full of suggested solutions. Some observers suggest that railroad property used in connection with *passenger* service should be exempted from taxation, since it is easily demonstrable that the railroads lose money on passengers. Others

favor some kind of government subsidy for the railroads, to offset the subsidies their competitors get. There are even some who think that the solution lies in slapping heavier taxes on the railroads' competitors.

All these suggestions ignore one basic fact. It is our national policy to treat our so-called "highways of commerce" — roads, airways, canals — as precious national assets and to keep them free of taxation. Why, then, should this policy not apply to the railroads? Certainly, in terms of the tonnage they carry, these are the most important transportation arteries of all. Why must they pay *any* property taxes?

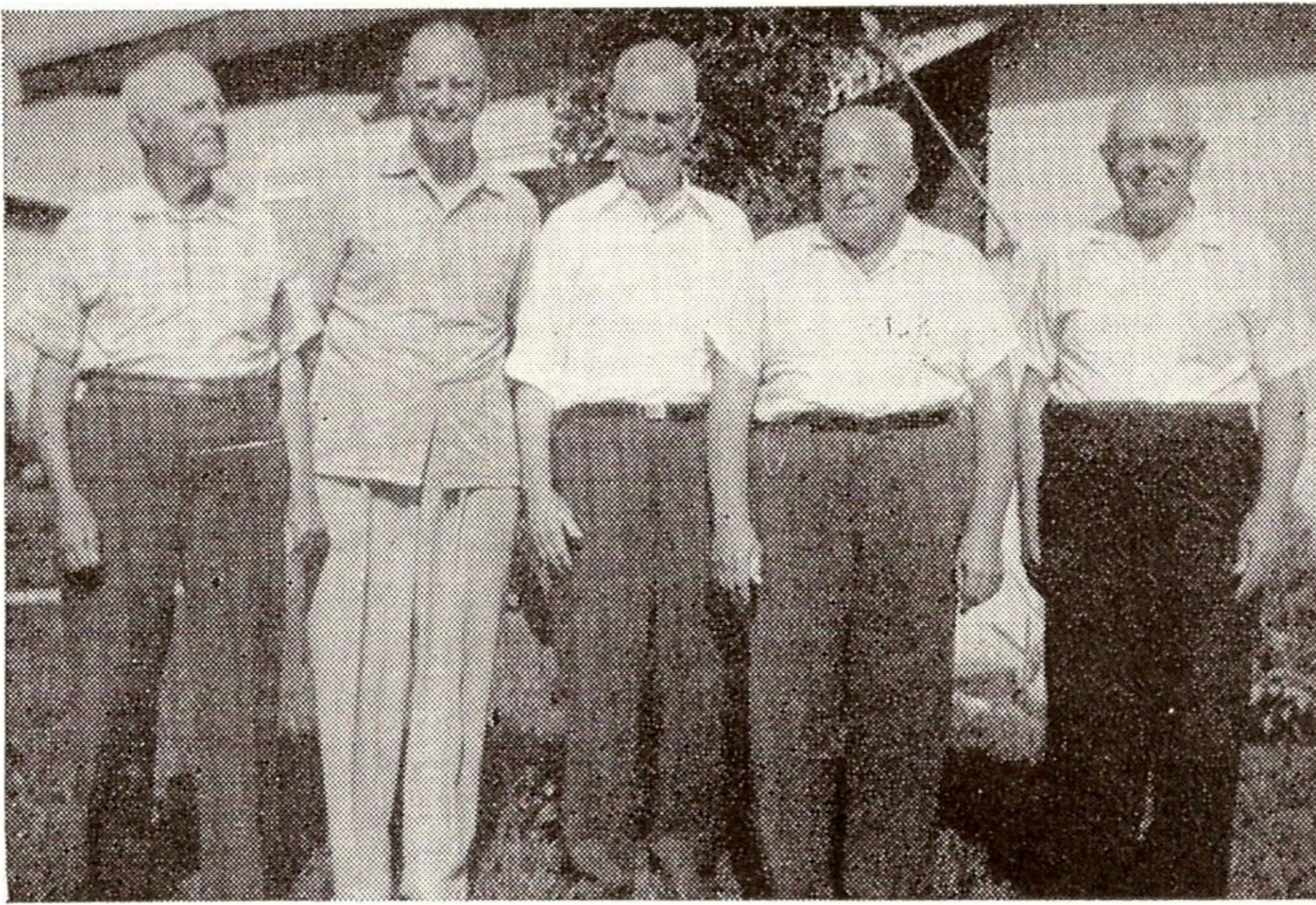
Despite the apparent logic of such reasoning, nobody has yet dared to voice this suggestion. Property taxes are traditionally the province of the states, and who wants to stand up in public and ask the states to cut down the tree that rains 400 million dollars into their treasuries every year?

But somebody will have to start talking in these stark terms soon. For this tax shakedown is inflicting such deep financial wounds that the railroads' very existence is threatened.



	Six Months 1959	Same Period 1958
Received from hauling freight.....	\$30,744,640	\$29,571,430
Received from hauling passengers.....	3,752,592	4,500,648
From transportation of mail, express, milk and incidental revenue and income.....	4,220,078	4,871,786
TOTAL REVENUE	38,717,310	38,943,864
Paid out in wages.....	18,145,674	20,438,374
Per dollar received (cents).....	(46.9)	(52.5)
Payroll taxes for R.R. retirement and unemployment....	1,311,405	1,423,066
Per dollar received (cents).....	(3.4)	(3.7)
All Other Payments		
Operating expenses, taxes, rents and interest.....	20,045,152	20,535,952
Per dollar received (cents).....	(51.8)	(52.7)
BALANCE	Deficit 784,921	Def. 3,453,528

Among Our Former Associates



Group of B. and M. men at the Vero Beach, Fla. home of Clarence W. Clark, retired passenger conductor. Left to right: Henry Cheney, retired conductor; William Dewey, retired locomotive engineer; Robert E. Triggs, conductor; Clark; and Henry Hessel, retired Pullman conductor of the State of Maine.

Edward T. McCabe, of Concord, Mass., retired railroad police lieutenant, and Mrs. McCabe, observed their 50th wedding anniversary on June 14. A reception and dinner were held in the Girl Scouts Club. About 150 relatives and friends attended, among them being Agent and Mrs. John H. Quinn of Fitchburg.

Edgar E. Harrow, retired employee, is now living about two miles from Disneyland, in a 50-foot trailer in Palm Trailer Estates Park, Anaheim, Calif. Harrow and his wife were living previously in Phoenix, Ariz., where he was president of Unit 61, Retired and Veteran Railroad Men's and Ladies' Association. He plans to organize a similar group in Anaheim. Address him at 2627 E. LaPalma, Lot 153, Rosa Via, Anaheim.

Former Passenger Conductor Harvey E. Wallingford, of the Portland Division, is now living at 25 Thirlmere Avenue, South Portland, Me. Wallingford had 47 years service when he retired.

Grover C. Beck, retired track foreman in Wentworth, N.H., is serving his legislative district in New Hampshire General Court.

Charles E. Freeman, who retired as station agent when the North Beverly station was closed, six years ago, is living at 69 Dane Street, Beverly, Mass.

Two machinists who once worked together in the Work Equipment Shop, East Somerville, are now living at widely separated points in their retirement careers. William B. McCullough is on Mammoth Road, Londonderry, N.H., and J. C. Swanson is at 8112 Natick Avenue, Van Nuys, Calif.

William O. Dodge, of 169 Concord Street, Nashua, N.H., retired locomotive engineer, wants to know if any of our "old timers" can tell him when the station tracks at Andover, Mass., were roofed over.

Mrs. Edward A. Lynch, widow of our former

general agent at Nashua, N.H., is now living in Springfield, Mo., at 1112 North Campbell Street.

John L. Livesey, retired general office clerk, has moved from Brookline, Mass., to 72 Speen Street, Natick, Mass.

Retired Agent Myron M. Murphy and Mrs. Murphy, of Sterling Junction, observed their 50th wedding anniversary with an open house on June 21. Murphy had 53 years of service when he retired a year ago.

Twelve sons and daughters of Retired Locomotive Engineer and Mrs. Roy D. Finniss, of Salem, Mass., were present, June 20, when the latter observed their 50th wedding anniversary. Besides their 12 children the Finniss' have 31 grandchildren and one great-grandchild.

Mrs. Anna Hobdel (the former Anna Knudson), retired comptometer operator in the Bureau of Statistics, is living in San Diego, Calif., at 4044 Brant Street.

William P. Finn, of 215 South 3rd Street, Mechanicville, N. Y., who retired as a yard brakeman last May 1, had 53 years of Boston and Maine service, broken by a year in which he served as a locomotive fireman on the New York Central, thus giving him 54 years of railroad service. Inadvertently he was credited with only 48 years of service in the notice of his retirement in the May-June issue of this Magazine.

Charles N. Pearson, of Upton, Mass., former locomotive engineer, and Mrs. Pearson, observed their 55th wedding anniversary on July 12. The Pearsons have two sons and two daughters, and six grandchildren.

Henry Hartley, of Woodville, N. H., retired locomotive engineer, and Mrs. Hartley, observed their 50th wedding anniversary on June 28. On the same day their daughter and son-in-law observed their 23rd wedding anniversary with their parents. Hartley retired about four years ago.

Another recent golden wedding anniversary was

that of Former Trainmaster and Mrs. Earl C. Richardson, of Greenfield, which was observed on July 6.

Albert E. Kleeb, former general agent at Salem, Mass., is now living at 1302 Case Grande Hi/Way, Tucson, Ariz.

Alexander Birse, retired Accounting Department employee, has been enjoying the summer at his cottage in Mt. Sunapee, N. H. He retired in 1956 after 42 years service.

Joseph F. Silver, retired yard foreman, and Mrs. Silver, celebrated their 50th wedding anniversary on June 27 with a reception at their home, 81 Tower Street, Weirs Beach, N. H. The Silvers have one son, Joseph F. Jr., who is employed in the Chelsea yards, and three grand-children.

Miss Blanche M. Lowe, retired Accounting Department employee in the former Portland office, is now living at 131 Chadwick Street, Portland.

Albany A. Guyette, of Concord, N. H., who retired when the Stores Department was transferred from Concord, N. H., to Billerica, Mass., was one of four railroaders in his family. His father, Joseph A. Guyette, was a locomotive engineer for 43 years, and two brothers, Edward and William, were boilermakers, for 30 years and 20 years, respectively. Albany lives at 19B South State Street, Concord.

Mrs. James H. O'Donnell (the former Myra B. Grinnell of the auditor receipts office and the ediphone bureau), wrote in recently to give the

new address of Pensioner Walter H. Towne, now of Port Charlotte, Fla., and to say that the 27 years she spent with the B. and M. "were very happy ones and I treasure the friends I made during those years". She lives at 16 Crosby Avenue, Beverly, Mass.

Sumner Vibert, of Gloucester, retired foreman, and Mrs. Vibert, observed their 59th wedding anniversary on July 12, with an open house at the home of their daughter, Mrs. Alison Dunn, 138 Eastern Avenue, Gloucester.

He Got Around

A man was arrested in Alaska for having a wife in Nome, one in Fairbanks and another in Juneau.

"How could you do such a thing?" the judge sternly asked.

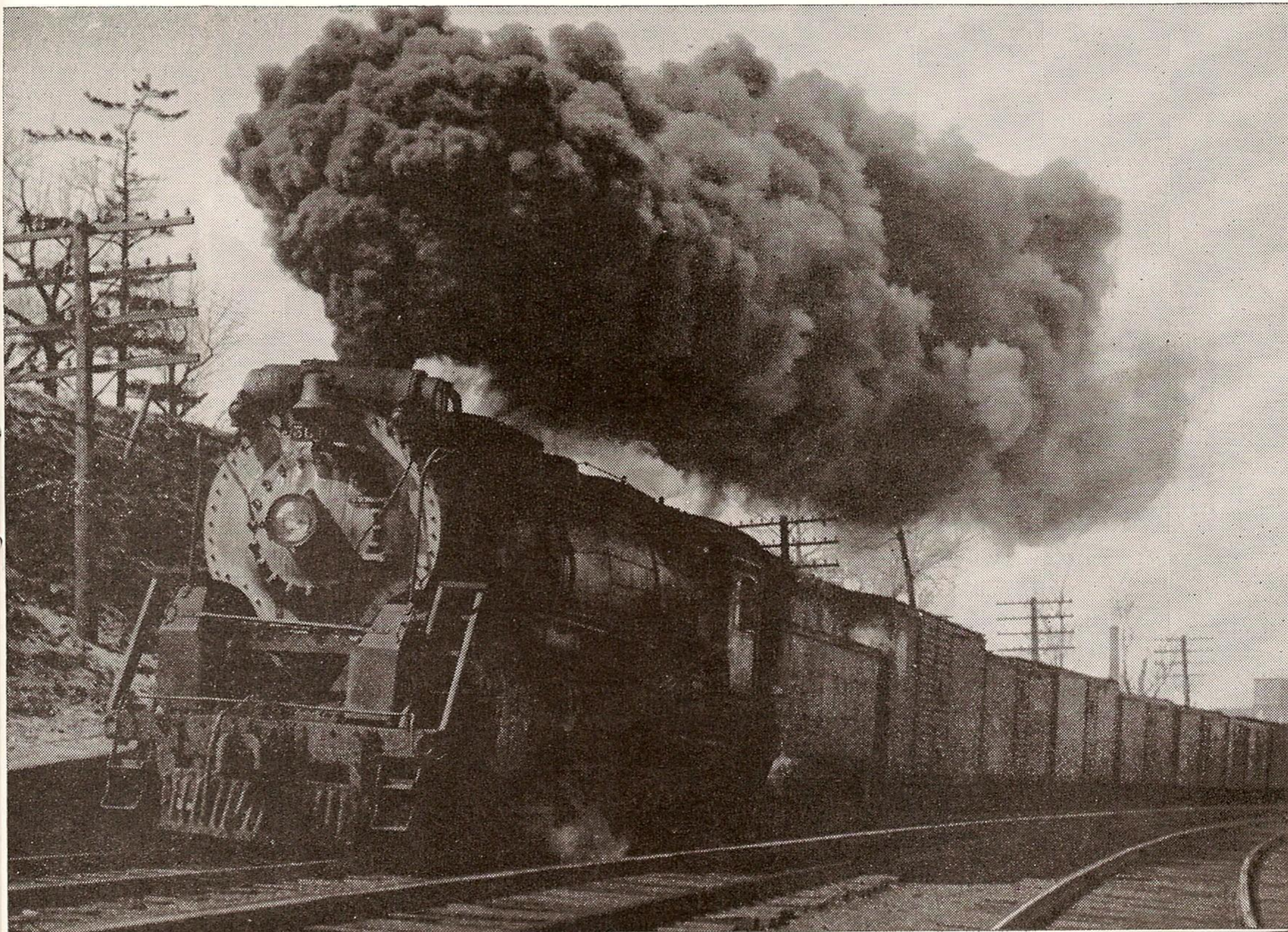
The man replied, "Fast dog team."

AN ACE FOR WEDGE

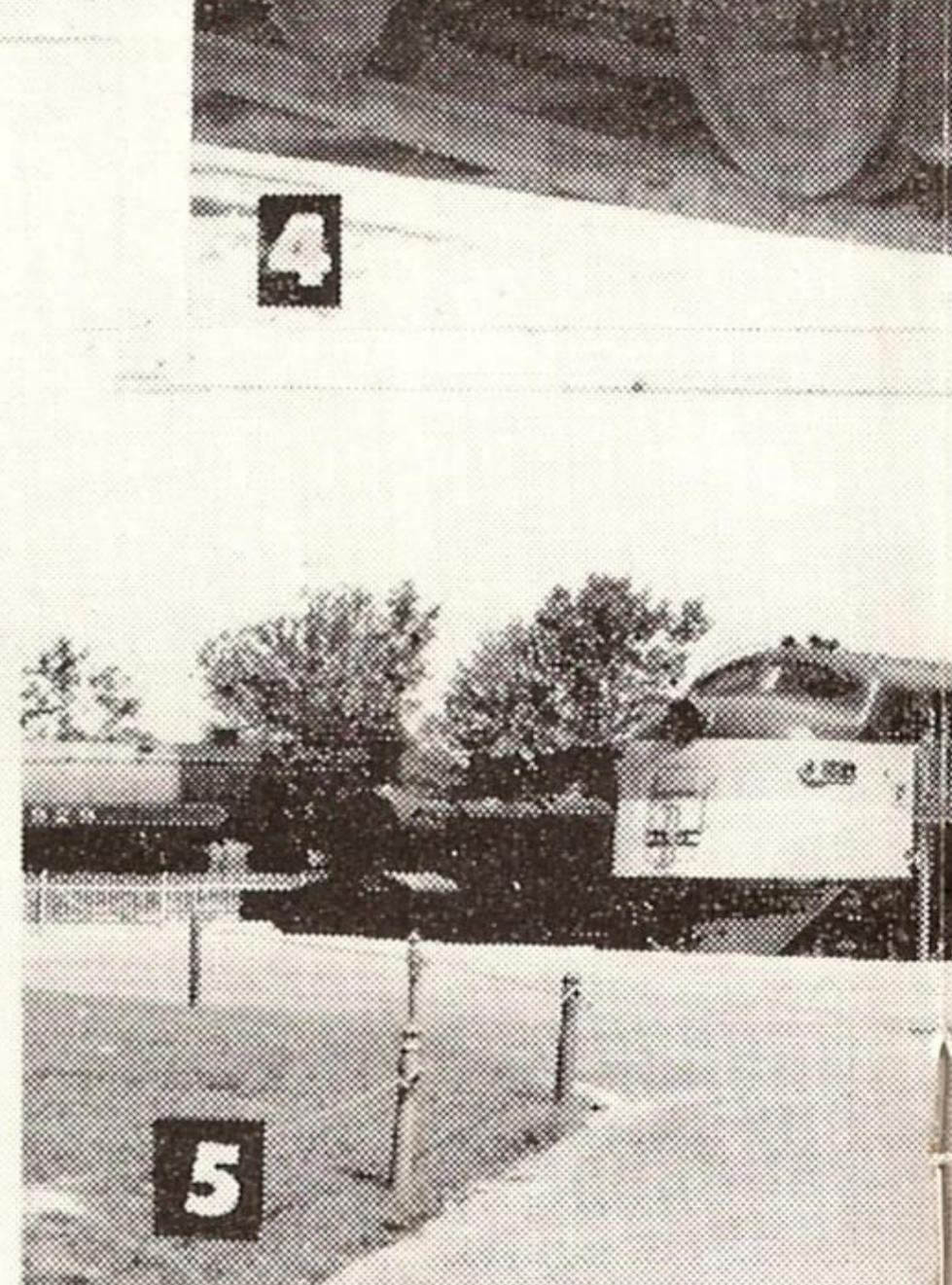
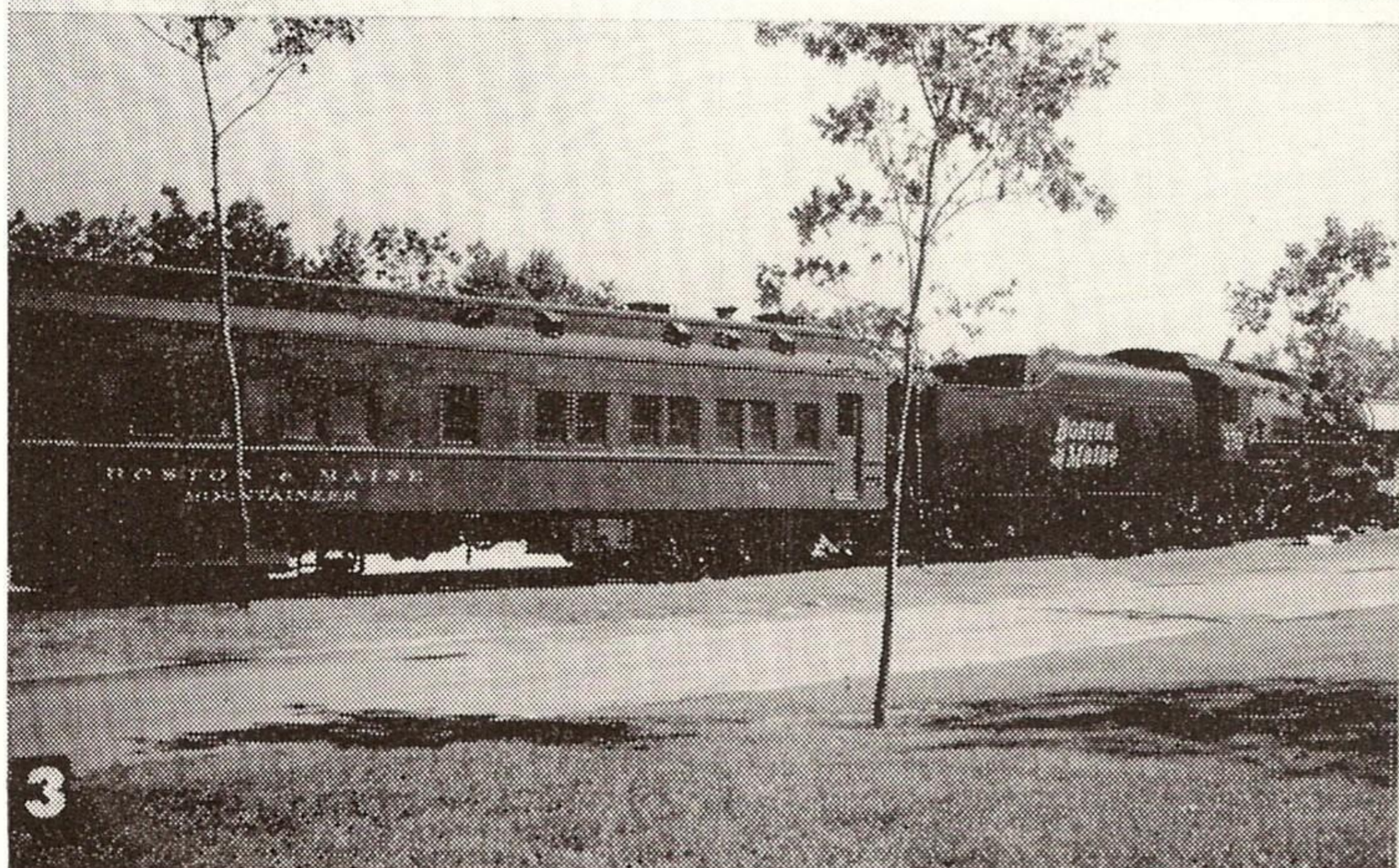
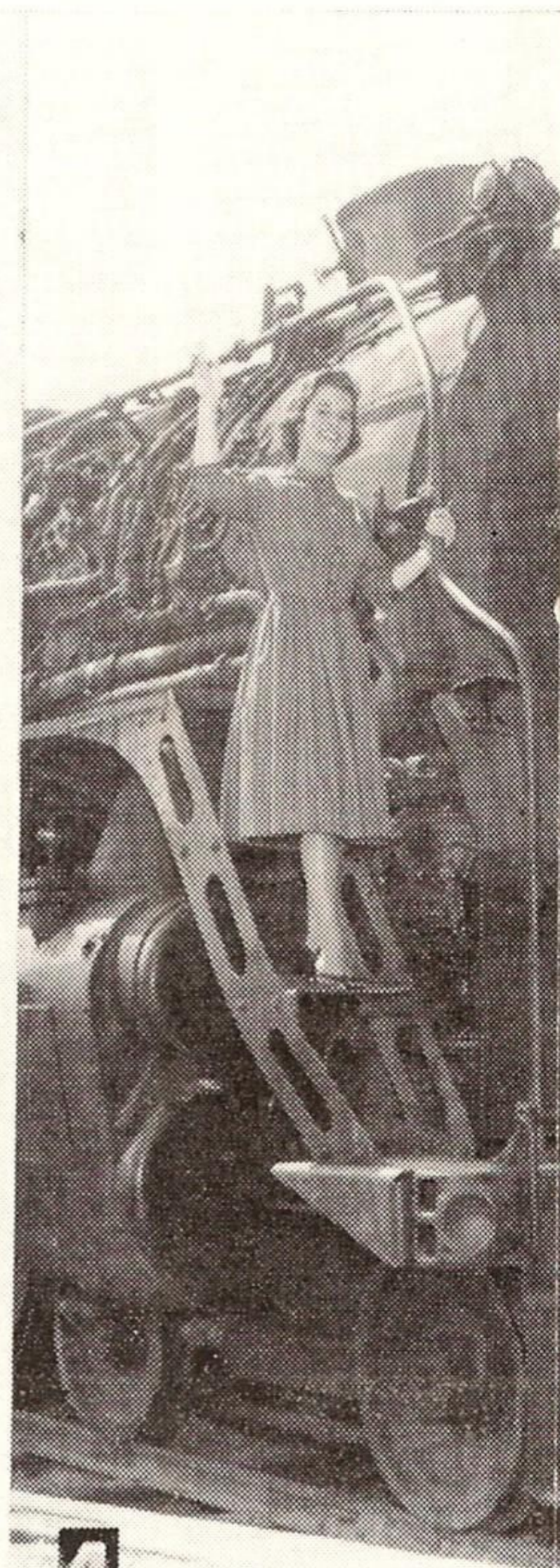
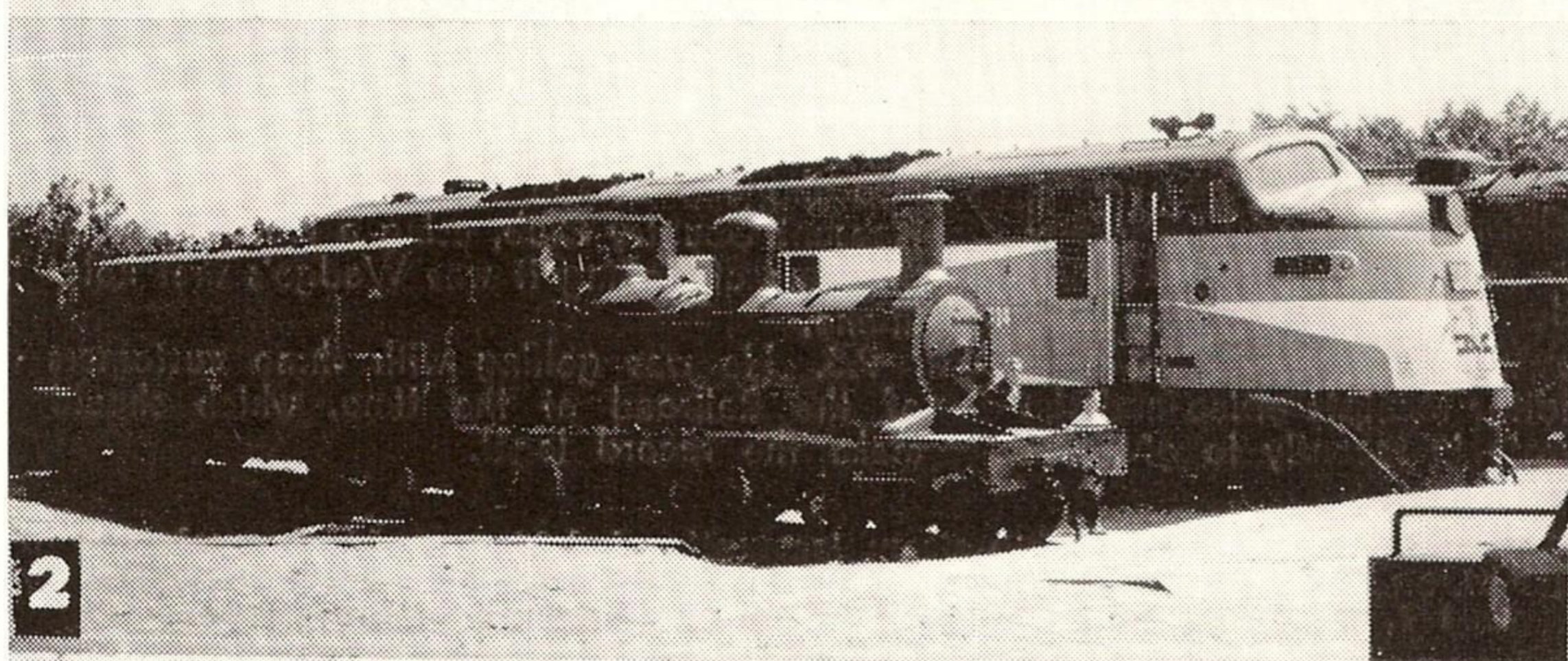
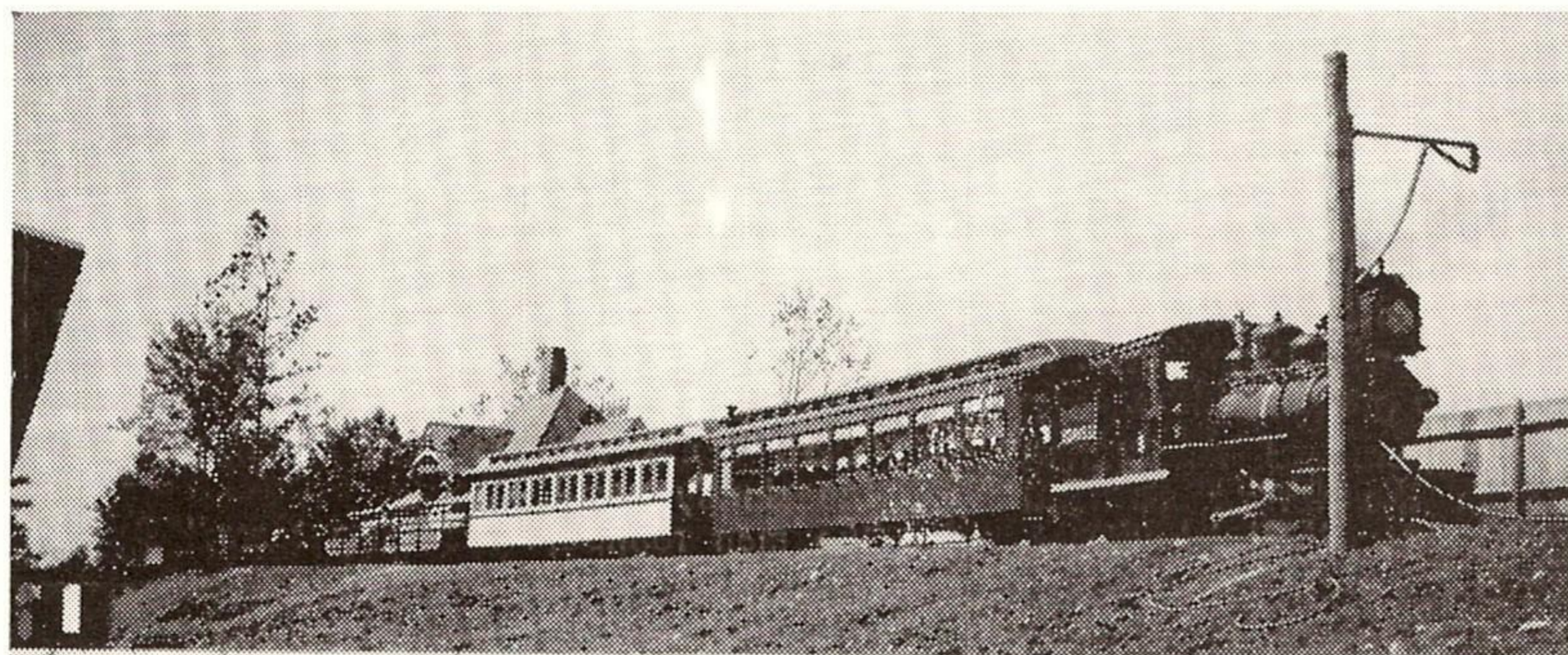
William B. Wedge, division freight agent at Worcester, is now a member of the "Hole-in-one-Club." He joined that exclusive golfing fraternity by dropping a 165-yard hoist into the cup at the eighth hole of the Mt. Pleasant Country Club, using a No. 6 iron. In 27 years of golfing it was Wedge's first hole-in-one.

P.S. He was golfing with three customers of the Railroad at the time, which should make the record legal.

An awesome sight of by-gone days was a mighty steam locomotive belching up black smoke, as in this picture the former B. and M. Engine 3010, taken at North Chelmsford, Mass., in June, 1930, by Carl T. Smith, retired signalman, of Portsmouth, N. H.

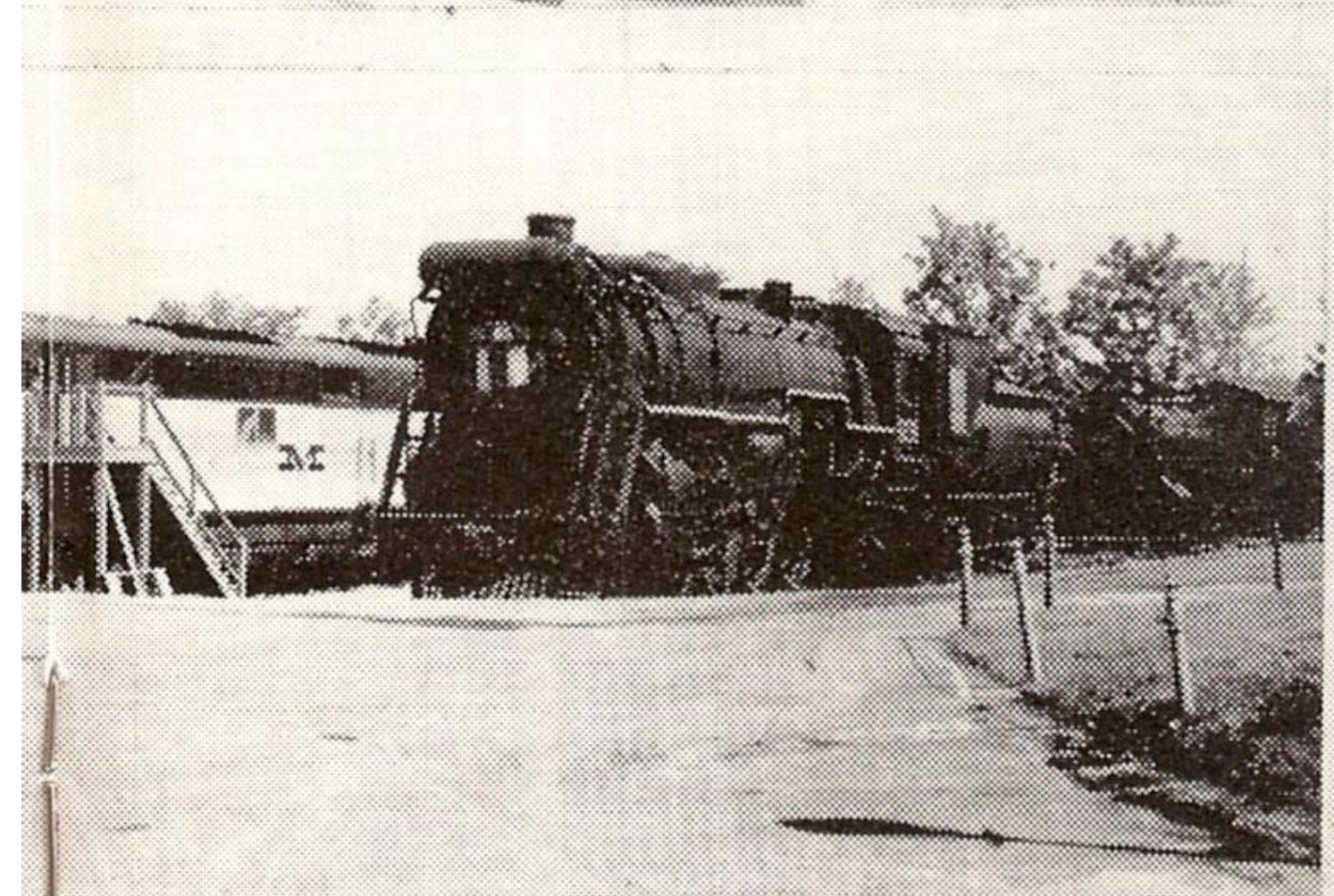
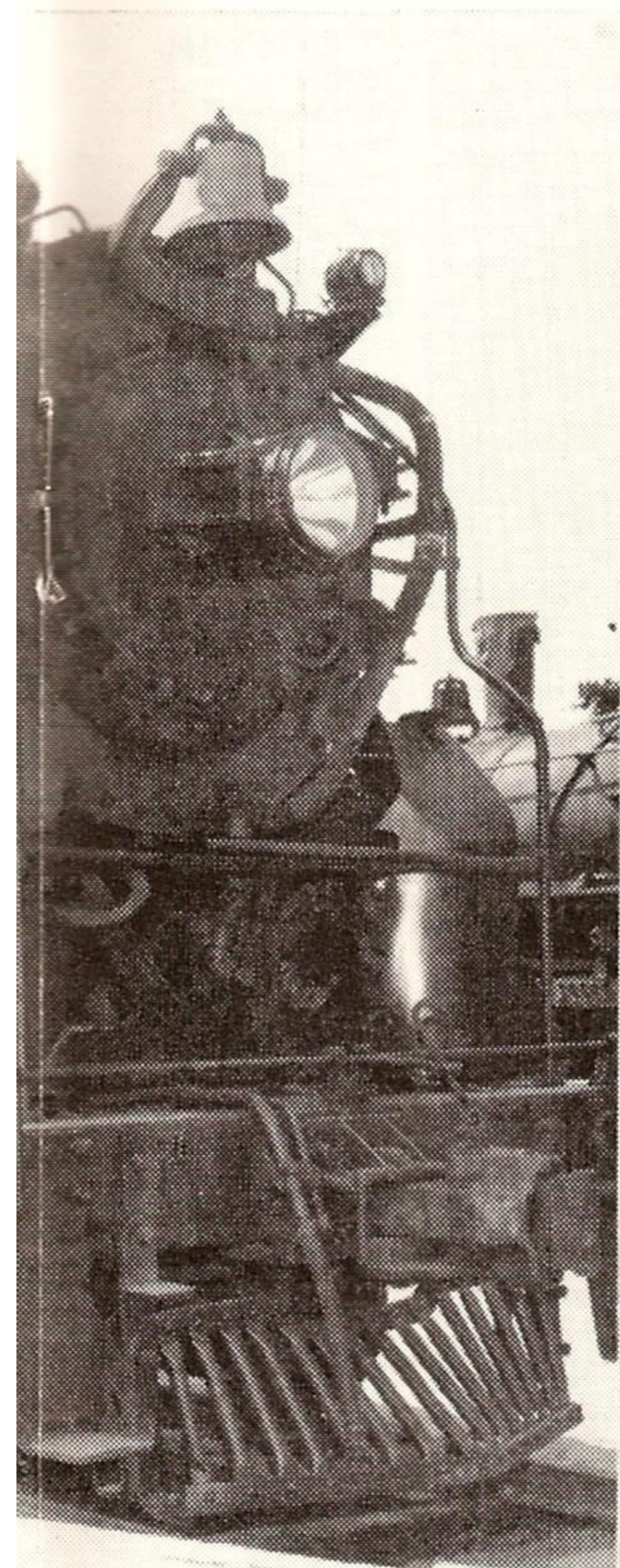


RETIRED Boston and Maine Equipment



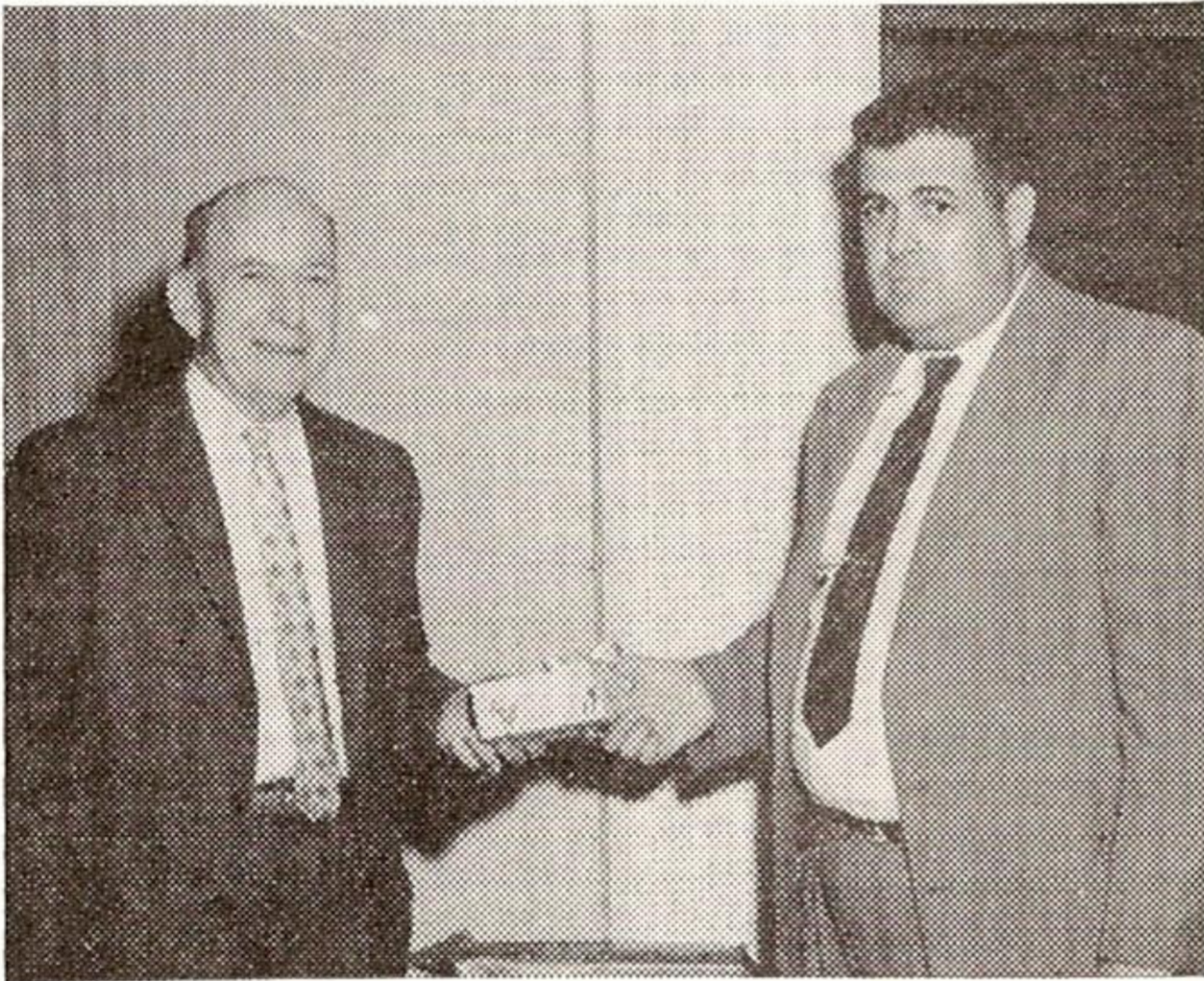
Our front cover picture and No. 4 above, show the No. 3713, last steam locomotive used on the B
 park at Wakefield, Mass. The lovely young lady adorning the head-end is Miss Patricia No
 Other pictures above are: (1) narrow gauge railroad, a top attraction at Pleasure Island. (2) steam lo
 in background. (3) former B. and M. dining car, the "Mountaineer", with old 3713. (5) diesel No. 38
 from a Louisiana sugar cane plantation. (7) the Boston and Maine's former Greenwood station :
 the most popular ride

ment on Exhibit at "Pleasure Island"



Boston and Maine Railroad, now on permanent exhibition in the new multi-million dollar amusement
ordley, of Lexington, "Miss Massachusetts of 1958" and official hostess at Pleasure Island.
locomotive from Ireland, in foreground, is dwarfed by retired B. and M. passenger diesel, the 3814,
3814 alongside a big Grand Trunk steam locomotive. (6) narrow gauge, 20-ton steam locomotive
at Wakefield is now a typical century-old depot in service again for the narrow gauge railroad,
le at Pleasure Island

Among those RETIRING

After 52 years service, Frank Hyland (left) of Bradford, retires as train dispatcher on the Western Route, Boston Division. Here he receives a gift and good wishes from Chief Dispatcher Brooks A. Cardwell

George S. Adams, Cambridge, Mass., assistant ticket agent, 59 years.

George L. Bernard, Gloucester, Mass., agent, after 56 years service.

Francis A. Sullivan, Hudson, Mass., agent, 54 years.

Raymond H. Billings, Greenfield, Mass., chief clerk, 54 years, nine months.

Roger B. Ladd, Greenfield, Mass., chief clerk, 54 years, seven months.

John P. Seery, Conway, N. H., station agent, 52 years.

William F. Davitt, Hudson, Mass., clerk, 51 years.

Frank Hyland, Bradford, Mass., train dispatcher, 52 years.

Frederick W. Trombly, Melrose, Mass., freight claim clerk, 50 years.

Joseph B. Dupras, Plaistow, N. H., agent-operator, 51 years.

James M. Fleming, Springfield, Mass., locomotive engineer, 50 years.

Elmer F. Dixon, Danvers, chief clerk to passenger trainmaster, 50 years.

Cecil J. Nickerson, Malden, locomotive engineer, 49 years.

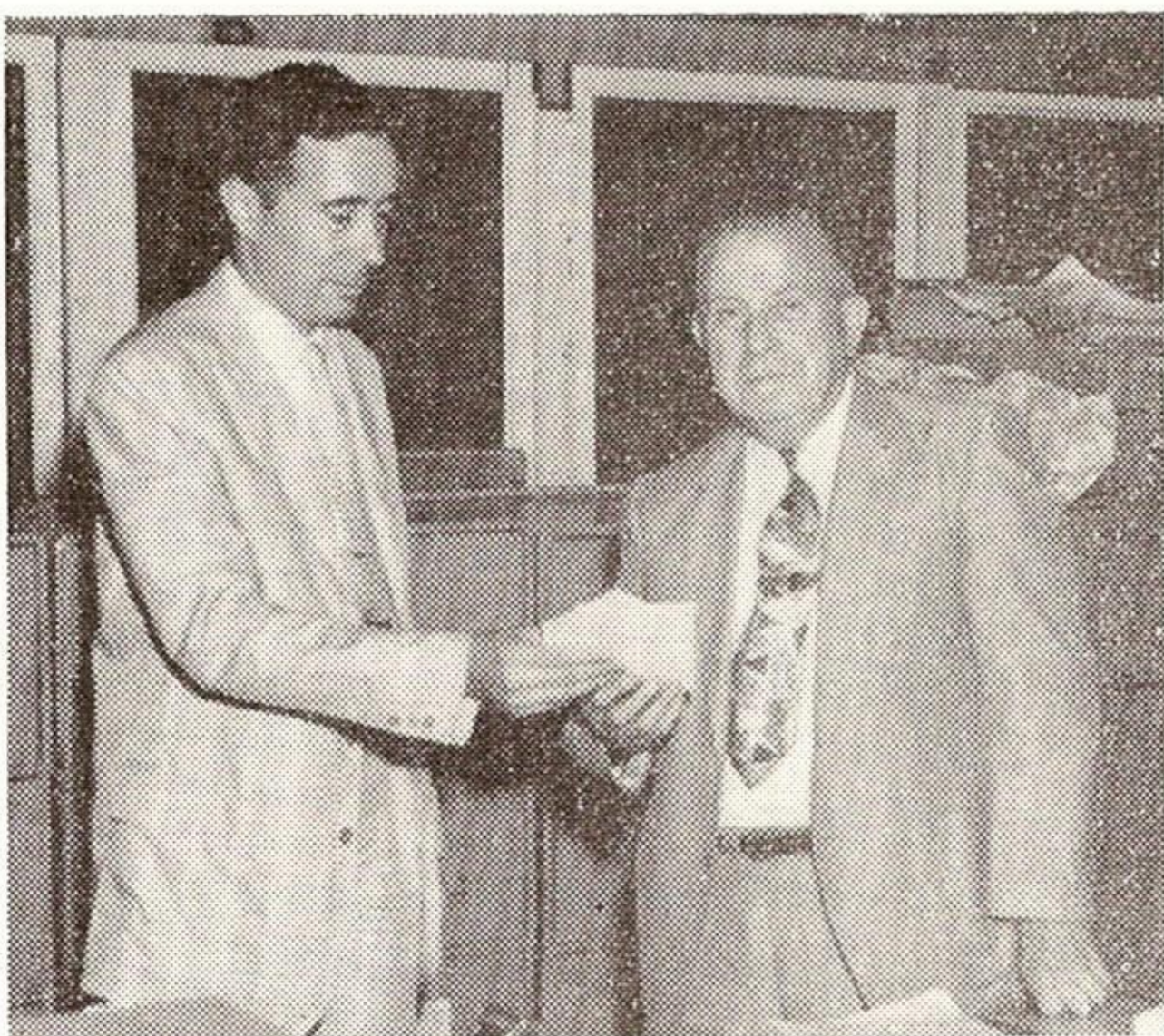
Joseph T. Eggleston, Danvers, clerk, 49 years.

Arthur E. Burgess, Springfield, Mass., crew dispatcher, 49 years, seven months.

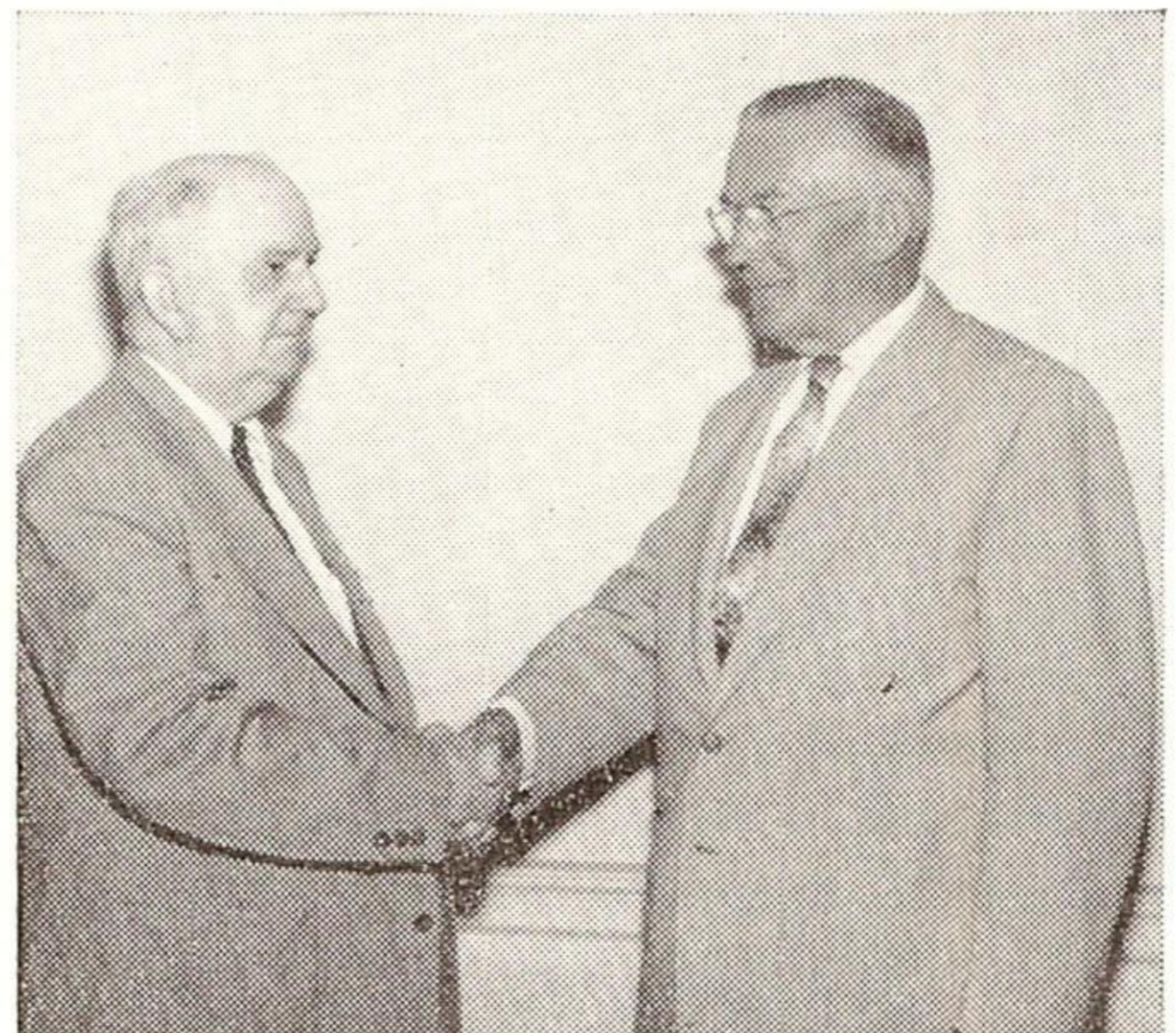
Morton D. Clark, Shirley, Mass., locomotive engineer, 49 years, nine months.

Albany A. Guyette, Concord, N. H., Department clerk, 48 years.

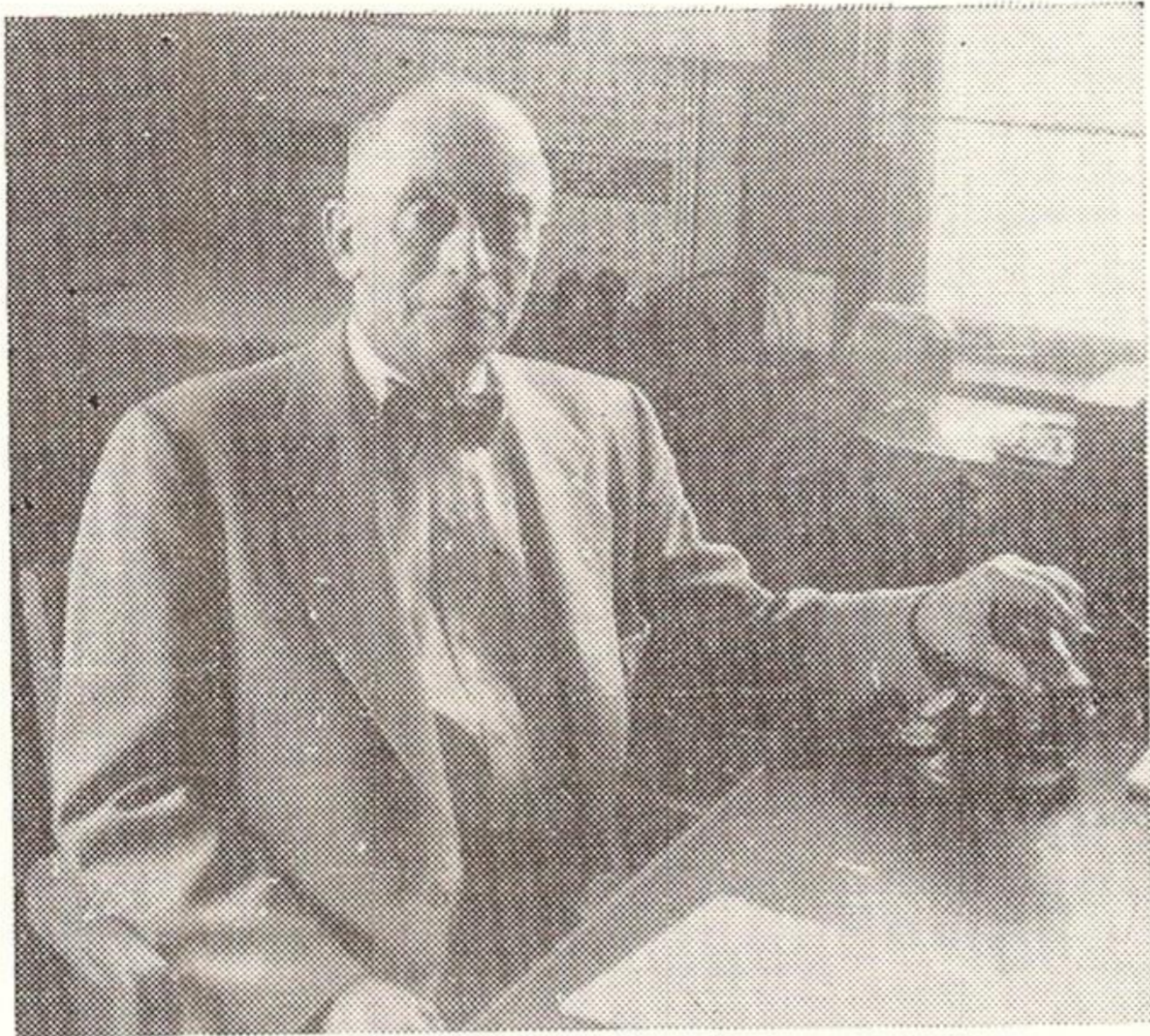
Harley E. Andrew, North Adams, Mass., chief clerk, 48 years.



Augustus A. Niewenhous (left), car accountant, presents a purse of money to his per diem clerk, William F. Davitt, of Hudson, who retired after 51 years service.



Charles E. Carroll (right), freight claim agent, extending good wishes to Frederick W. Trombly, of Melrose, chief OS & D clerk, upon his retirement after 50 years service



Arthur E. Burgess, of Springfield, veteran crew dispatcher on the "Conn River", who retired after 49 years and seven months service.

Charles H. Murphy, Northampton, Mass., locomotive engineer, 48 years.

Carl W. Hartford, Dover, N. H., locomotive engineer, 48 years.

James S. Cook, Worcester, fireman, 47 years.

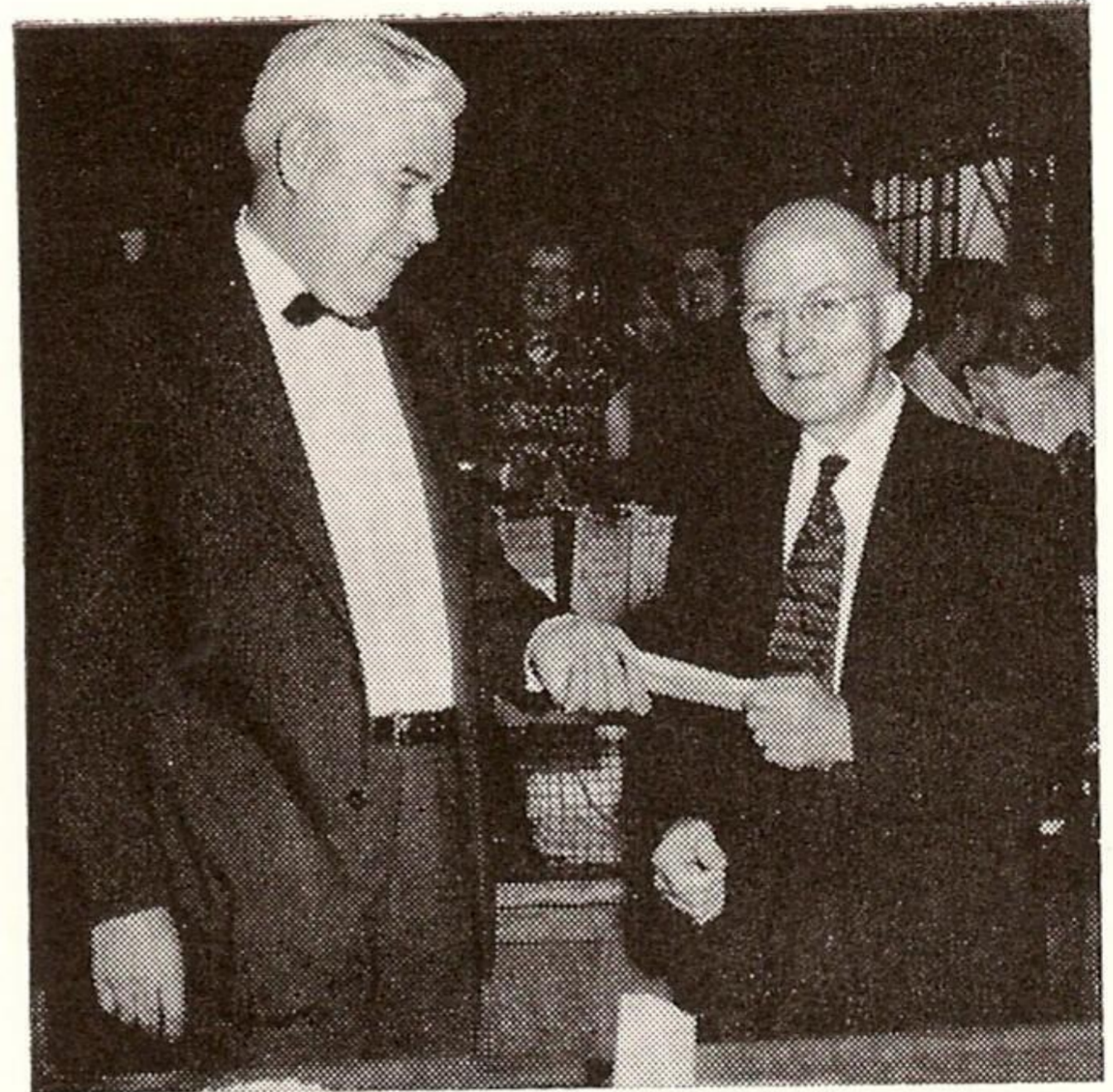
Francis W. Keller, Northampton, Mass., cashier, 48 years.

Harry L. Lamson, Putney, Vt., yard clerk, 47 years.

Daniel J. McCormack, Lawrence, Mass., passenger conductor, 46 years.

George W. Alther, now of Eugene, Ore., locomotive engineer, 48 years.

Valmor P. Theroux, Nashua, N. H., locomotive engineer, 46 years.



Hugh Conway (left), auditor of revenues, presents a purse of money and lifetime service pass to Joseph T. Eggleston, of Danvers, who retired as clerk in the Auditor Revenues Department after 49 years service.

Oscar J. Thibeault, Dorchester, yard helper, 45 years.

Joseph P. Lynch, Lawrence, Mass., yard clerk, 44 years.

Adelard I. Moquin, Nashua, N. H., locomotive engineer, 43 years.

Julia A. Donovan, Lynn, machine operator, 42 years.

Edward H. York, Penacook, N. H., signal supervisor, 43 years.

Joseph S. Baker, Lowell, first aid attendant, 42 years.

Francis M. Flynn, Fitchburg, freight house foreman, 41 years.



Forest A. Wells, of Beverly, assistant engineer, Insurance Department, was presented a substantial purse of money by his office friends on his retirement after 40 years service. Pictured here is the presentation group. Left to right: Mr. and Mrs. Wells, Miss Evelyn Fryers, supervisor of employees insurance; Mrs. Joyce Stolarski, Mrs. Cecelia Martin, Betty Gillespie, Mrs. Marion Flynn, Eddie Kerry, Mrs. Eleanor Blaney and Walter J. Nolan, assistant comptroller.



Joseph S. Baker (left), of Lowell, first aid attendant at Billerica Shops, receives a cigaret lighter and other gifts from Gordon W. Finney, general claim agent, as he retires from the Railroad after 42 years service.

Daniel F. Sylvester, Plaistow, N. H., agent-operator, 40 years.

Thomas P. Conroy, Somerville, carman, 37 years.

Ross L. Fielder, Lowell, electrician, 37 years.

Thomas F. Flynn, Oxford, Mass., yard conductor, 40 years.

Walter J. Marlborough, Everett, blacksmith, 37 years.

Chester A. Bradford, Boston, baggage-man, 38 years.

Edward Milliken, West Lebanon, N. H., passenger trainman, 36 years.

Theodore E. Lambert, Lawrence, crossing tender, 38 years.

David W. Ross, St. Petersburg, Fla., carman, 36 years.

Paul P. Sirois, Lawrence, carman, 36 years.

Warren W. Goodwin, Sarasota, Fla., electrician, 36 years.

Leroy E. Bicknell, Chelmsford, passenger carman, 35 years.

Amerigo Toronto, Jamaica Plain, Mass., painter, 35 years.

George J. Weafer, Medford, Mass., machinist, 36 years.

Daniel J. Harkness, Cambridge, carman, 36 years.

Malcolm Brown, Mechanicville, N. Y., freight handler, 30 years.

Daniel F. Jelley, Concord, N. H., machinist, 33 years.

Leo J. Kelleher, Malden, tractor operator, 32 years.

Roy C. Titus, Concord, N. H., stores helper, 31 years.

Francis W. Lessard, Bellows Falls, Vt., crossing tender, 23 years.

Mrs. Vivian C. Macpherson, Lowell, clerk, 23 years and 10 months.



Mrs. Vivian C. Macpherson (center), of Lowell, who retired from the auditor disbursements office after 23 years service. Co-workers pictured with her, left to right, are: Martin Walsh, Madeline Antel, Lester Kennedy, Bessie Neidel, Pauline Beck, Chief Clerk John Morrissey, Moses Wilson, Helena Glennon, Henry Morrissette, Sadie Dooling and Mike Kusiak.

Promotions

LAW DEPARTMENT

Neal J. Holland, of Boston, acting general counsel since September, 1957, appointed general counsel, effective June 23.

ENGINEERING DEPT.

Robert F. Garner, of Melrose, formerly assistant to chief engineer, appointed valuation engineer, effective Sept. 1, to succeed Henry L. Restall, of Melrose, who has retired. Restall will continue to serve the Railroad as a consultant on special duties.

MRS Vets To Meet

The 14th annual reunion of the Military Railway Service Veterans will be held at the Leamington Hotel, in Minneapolis, Minn., Sept. 18 - 20, inclusive.

A varied program has been planned for this group of railway service veterans, who carried guns, ammunition and equipment to the fronts in World War II and the Korean War.

Boston and Maine members of the organization may obtain detailed information by writing Fred W. Okie, secretary-treasurer of the MRS, at P.O. Box 536, Pittsburgh 30, Pa.

George E. Brien, Watertown, carman, 22 years.

Leon G. Neff, Malden, conductor, 22 years.

Harold J. Breen, Malden, freight handler, 21 years.

John W. Farish, Malden, crossing tender, 21 years.

William L. Casey, Greenfield, Mass., machinist, 19 years.

Howard A. Corson, Concord, N. H., towerman, 17 years.

Willis K. Haire, Worcester, crossing tender, 16 years.

Don A. Rogers, Lowell, trainman, 15 years.

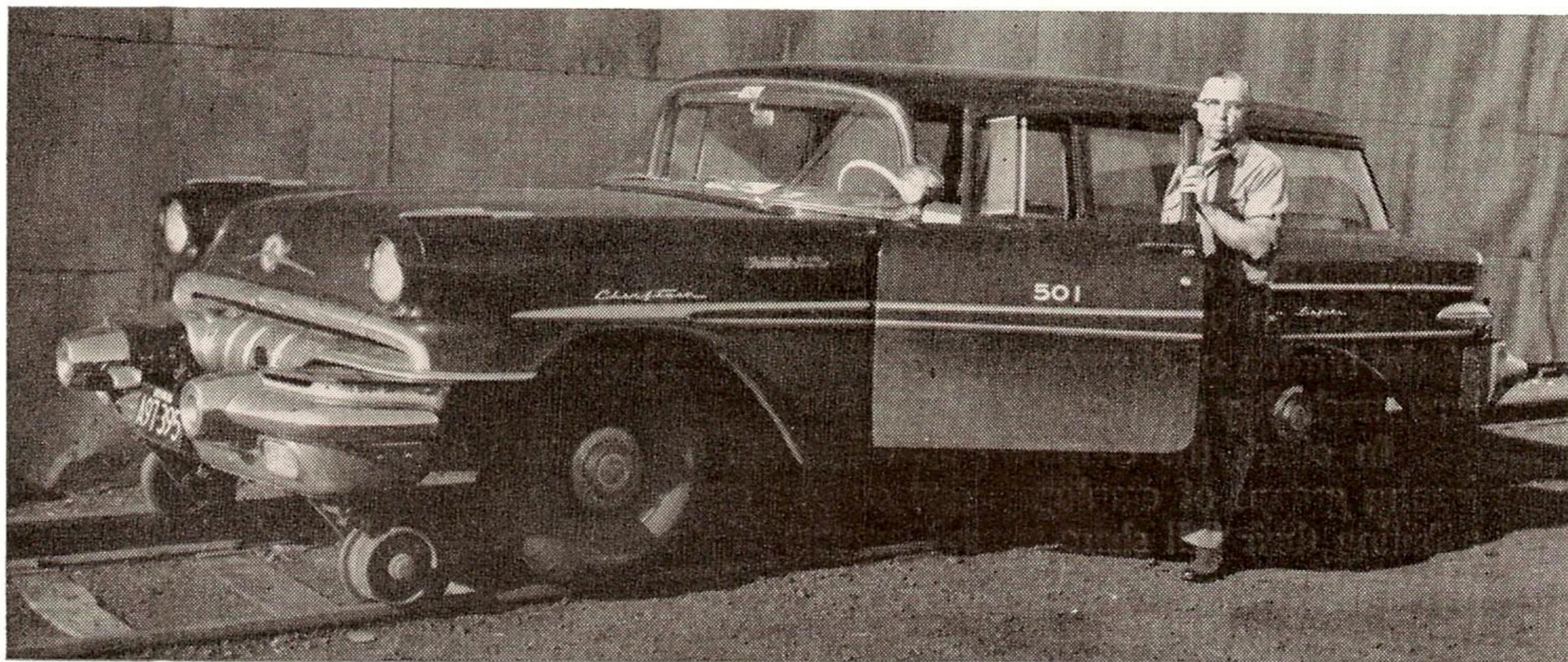
James J. Judge, Somerville, yard clerk, 15 years.

A Job Well Done

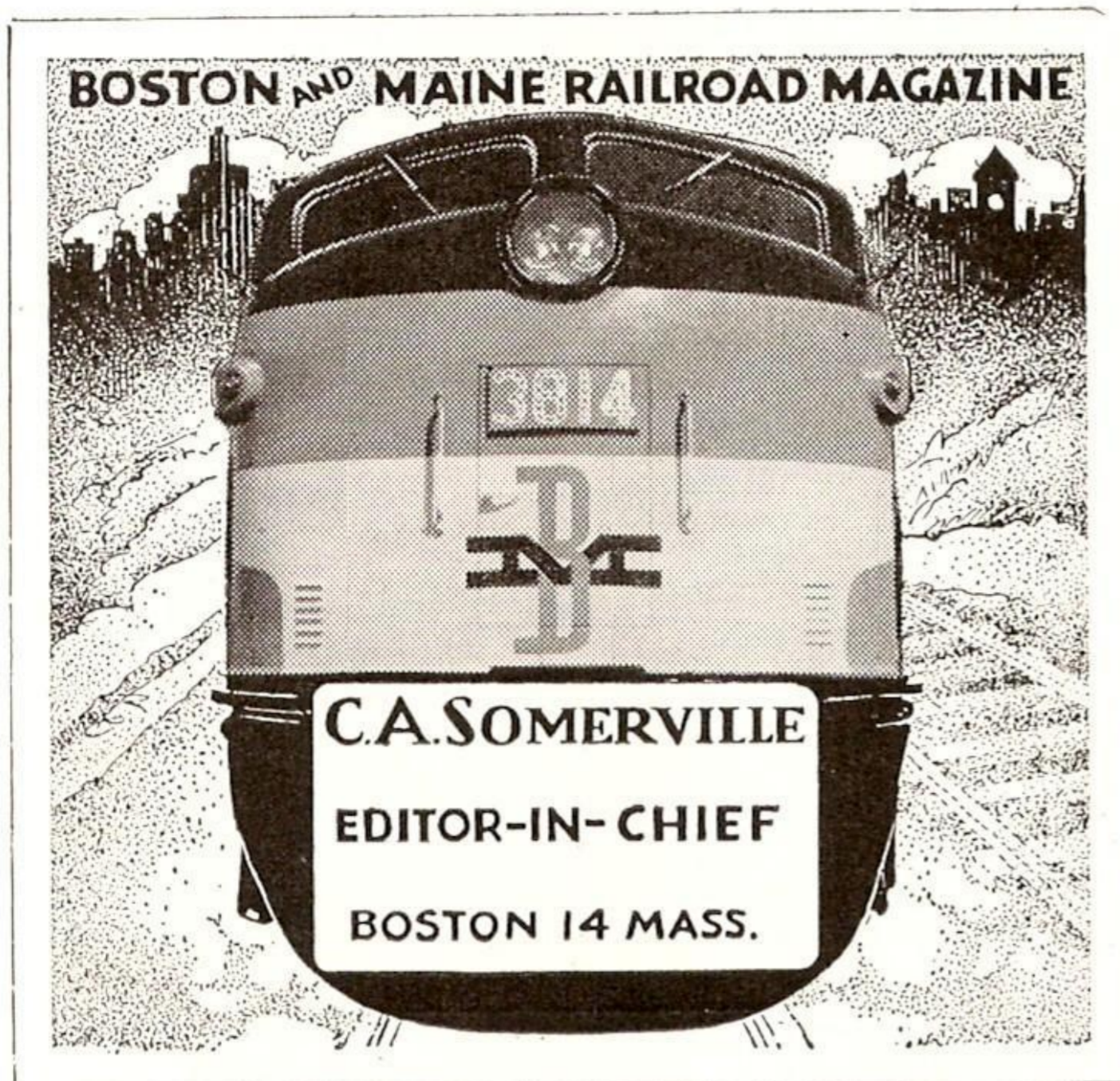
High praise for service rendered by North Station Baggage-master Leonard F. Hay and his men in handling baggage and equipment for 120 youngsters bound for summer camps in Vermont and New Hampshire, in June, was contained in a letter from Miss Gemma Potito, of North Bennett Street Industrial School, Boston.

"Please accept our sincere thanks for your most wonderful co-operation and that of your men," Miss Potito wrote. "We do appreciate it very much."

B. and M. Has Ambidextrous Rail Inspection Car



Roger F. Otis, repairman for the Work Equipment Shops, enters the Engineering Department's high rail inspection car. The car is a Pontiac, nine passenger station wagon, with a special Fairmont pneumatic attachment to lower wheels for use on track, and to raise them when the car moves from track to highway use. The Work Equipment Shop attached wire brushes back of the rail wheels to provide contact for setting track signals as the car moves on track.



United Fund's Year of Decision

The United Fund of Greater Boston faces a crucial test when it launches its third annual campaign next month.

In the first two years of its existence the United Fund has made very good progress in reducing the number of charitable campaigns that formerly plagued the people of Greater Boston. In fact, the coming cam-

campaign is for the support of 288 agencies and actually eliminates 146 separate campaigns which otherwise would be conducted by the different organizations involved.

But the United Fund has failed in some respects to fulfill the hopes of many people. It has not been able, thus far at least, to unite all charitable and health campaigns in a single drive. All major organizations have been invited to join, but some have declined on the ground that it is contrary to policies of their national headquarters, others because they fear they will raise less money if they submerge their identity in a partnership with other organizations.

Also, the United Fund, after a fine start in its first campaign, ran against a business recession in 1958 and fell nearly \$1,000,000 below its goal of \$10,000,000. In this, however, the Boston campaign suffered no worse than did similar drives throughout the country.

These are the reasons why the United Fund faces an acid test this year, and why it must recoup its financial setback of last year.

One of the chief hopes of the United Fund for a better showing is greater acceptance on the part of business firms of the chapter plan, to which the Boston and Maine Railroad has already subscribed. Under the chapter plan a company agrees to conduct only one campaign among its employees each year, to provide a payroll deduction plan to aid employees in making contributions, and to conduct a separate solicitation of all executives. The chapter plan has now been accepted by more than 550 business firms, compared with 385 in 1957.

Chief reason for the growth of the chapter plan in public acceptance is that employers and employees alike are finding that the chapter plan enables them to give in an orderly and convenient way, and relieves them, to some extent, of the burden of choosing which of many good causes they shall support and how much they shall give.

In effect, the chapter plan eliminates the nuisance of many campaigns among groups of employees and enables employees to feel that they are contributing their full share toward support of their community's major charitable organizations.

Continued growth of the chapter plan in business organizations may eventually persuade other major organizations to join in the United Fund plan, especially if more and more individual employees take the position that their gift to United Fund agencies adequately fulfills their community responsibilities to their fellow men.

“Old Timers Railroad Club Has Single Purpose --- A Good Time”

(From the Nashua Telegraph)



Members of the Old Timers Railroad Club in meeting at Nashua, N. H. The club is composed chiefly of former B. and M. employees, living as far distant as Worcester, Mass., and Dover, N. H. Albert A. Gagnon of Nashua is president.

“Former railroad workers from New England met at the Community building on Arlington st., to discuss their hobbies, see a travelogue film, drink coffee and eat cake, and reminisce.

The group is unusual. They don't discuss a budget, or formulate great plans or write resolutions.

For the most part they discuss the old days of the railroad in this area, find out what the other “young fellas” are doing with their time-filled days, and just generally have a good time. It's the purpose of the group, and it suits them just fine.

Organized in 1955 by Nashuan Albert A. Gagnon of Allds st., as the Oldtimers Railroad club, the group has grown in members and enthusiasm.

Mr. Gagnon's purpose in organizing the group was to try and prevent the retired railroad workers from growing old too fast, by getting them organized to help each other find hobbies and activities which would keep them young and active.

When the men get together they are all

happy, and very energetic. Their firm grip when they shake a welcoming hand, their hearty laughter, and their enthusiasm, would lead an observer to believe they were much younger; and in heart, many of them are.

Some of the men have part time jobs to supplement their pensions, others are representing their fellow citizens on city councils, county governments and state legislatures.

The men travel from as far away as Worcester, Mass., and Dover, to attend the monthly meetings of the group.

The great majority of the men have more than 50 years service with railroads, and for the most part they are former Boston and Maine men.

They represent every phase of the railroad: engineers, conductors, firemen, brakemen, and agents.

In the future, the men will hold their monthly meeting at the Lake st. school.

Albert Gagnon is president of the group, C. L. Davis of Hudson is the financial secretary and W. J. Fletcher of Worcester, secretary.”

With the Boston and Maine Family

General Offices

OPERATING-MECHANICAL DEPT.

By Helen J. Cullen

Gladys Jeffery and her husband, "Jim", toured the Scandinavian countries in June, returning via Holland, Germany and England. They had the very interesting experience of being very close to the King of Olso as he drove by them on his way to the castle from Parliament.

Congratulations are in order for C. H. Chamberlin, retired office assistant, on his recent marriage.

Robert Currier, of the Safety Bureau, and Mrs. Currier, are happy over the birth of a daughter, Cynthia Frances, weight 7 pounds, 15 ounces.

Our sympathy is extended to Grayce Louise Lowther, receptionist to the vice president-Operations, whose sister, Margaret, died recently.

We were pleased to see Alberta Davenport, who dropped in for a minute recently, with her adorable little daughter.

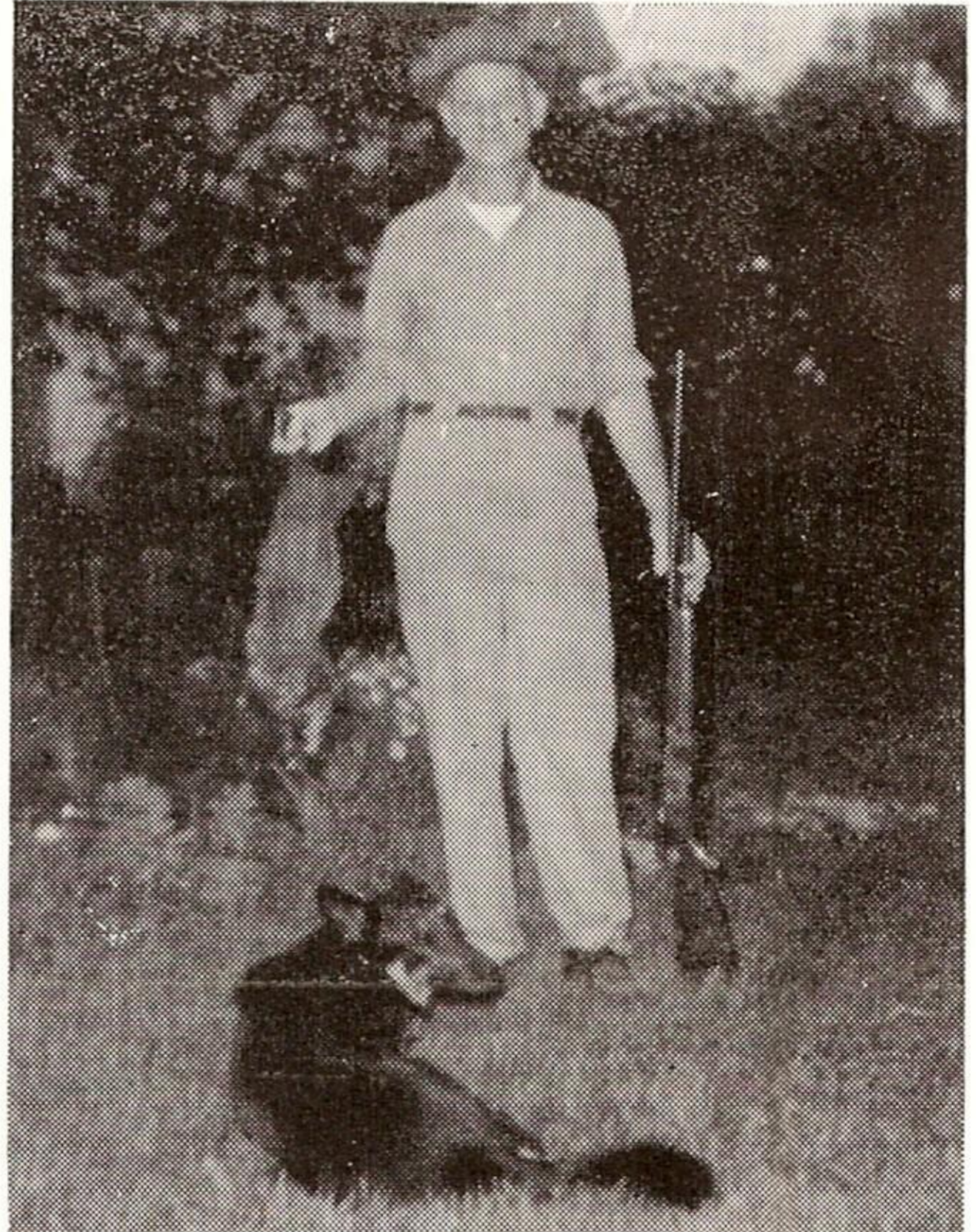
Recent vacationers included: Harold Kane, freight transportation inspector, and family, who spent their vacation at their newly acquired cottage at the Cape; Raymond S. MacDonald, superintendent freight transportation, and Mrs. MacDonald, who made a trip to Vancouver, B. C.; and H. V. McKittrick, budget manager, and his wife, who were at the Hotel Belmont in Harwich.

Robert F. Cowan, superintendent passenger transportation, spent his vacation entertaining his daughter and her husband, who were home on visit from Bogota, Colombia, for the first time in two years.

George S. Steele, of the Safety Bureau, and Mrs. Steele, attended the Elks convention in Chicago and made some interesting side trips.

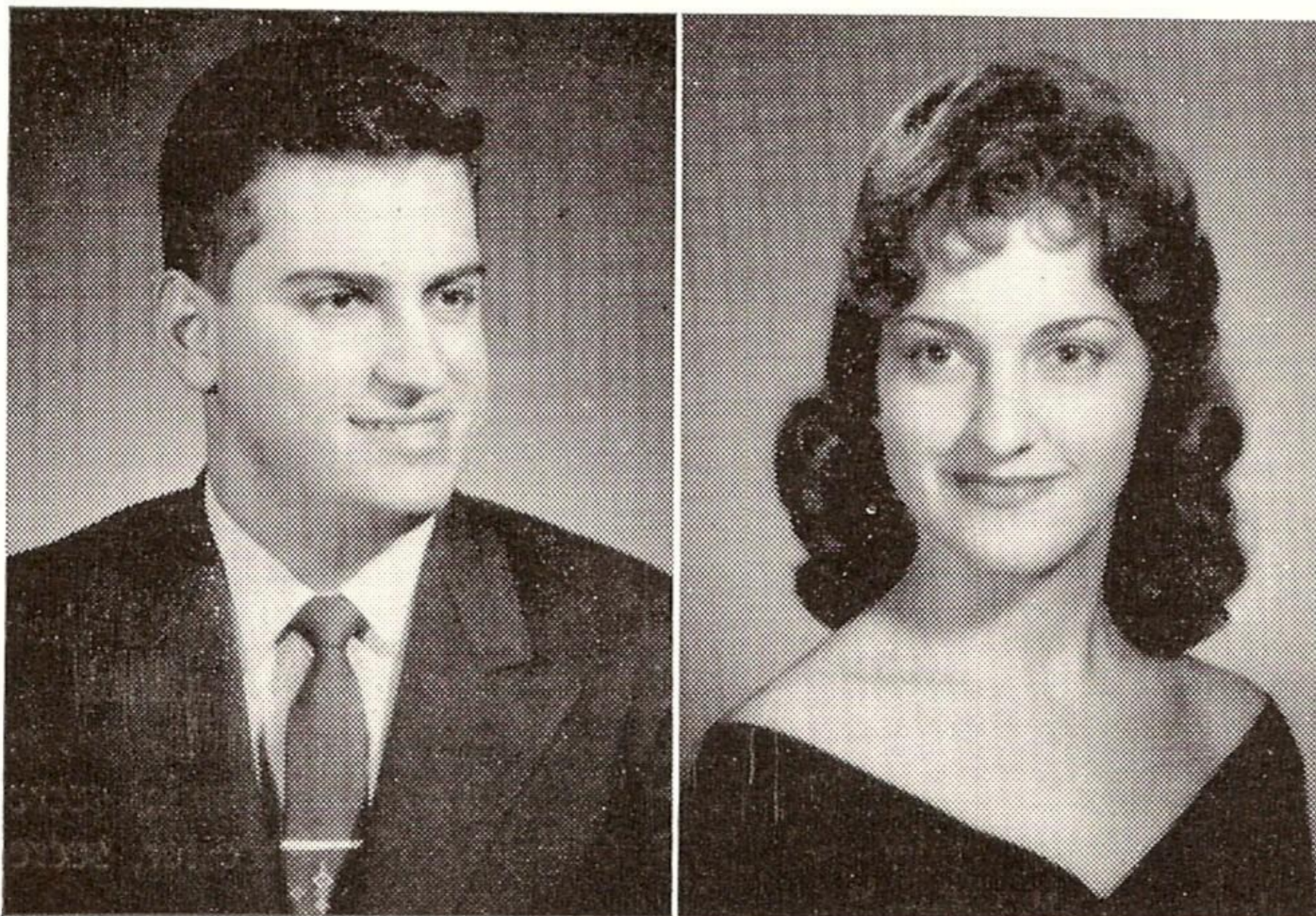
AUDITOR DISBURSEMENTS OFFICE

By Kathleen Conway



Charlie Johnson, of the Payroll Bureau, with a woodchuck he shot from his bedroom window in Plaistow, N. H. In foreground is "Butch", Charlie's pure-bred German shepherd

Emerson Fox, of the A. A. R. Bureau, and his family, enjoyed a very pleasant vacation at Sun Valley, Idaho.



June honor graduates were these young people, children of Police Lt. and Mrs. Charles D. Revelotis, of Lynn. Dennis, already a BS graduate of MIT, received his master's degree there in chemical engineering. His sister, Estelle, received an Associate in Science degree at Fisher Junior College

Henry Morrissette, of the Bureau of Roadway Accounts, spent his vacation at Atlantic City, N. J.

Our sympathy is extended to Ed Woodbury of the Voucher Bureau on the death of his brother; to John Dunn of Billerica Stores Bureau, on the death of his wife; and to Ralph Dyer of the Billerica Stores Bureau, whose wife passed away.

Gladys Barchard of the Voucher Bureau returned recently from an extended trip through Europe. She made the trip via Trans-World Air Lines, visiting Portugal, Spain, France, Italy and Switzerland.

Our sympathy to Julia Millar of the Billerica Stores Bureau whose sister passed away.

A party was held at Anthony's Hawthorne in Lynn on August 20 in honor of Julia Donovan of the A. A. R. Bureau who has retired. Julia was presented a gift of money and received the well wishes of her many friends for health and happiness in her retirement.

Boston Division

BOSTON BAGGAGE DEPT.

By John Brough

North Station Tractor Operator Frank J. Kelleher, brother of Boston Baggage man Thomas W. Kelleher and son of Retired Mail Shipper John J. "Big Jack" Kelleher, reports he enjoyed the most fascinating vacation of his life this past summer. He and Mrs. Kelleher followed a zig-zag course to the Pacific Coast and return in their new car. They were particularly impressed with the new highways that have spanned the country since their last tour of two

years ago. The contented couple are planning a Mediterranean cruise on the Holland-American Line next July.



Earl "Duke" Crocker, Boston Division reporter, says this is not a picture of "Pop-Eye the Sailor" but a well known retired chief train dispatcher, Arthur M. Osborn, leading a hard life at Lake Winnepesaukee

Heartiest congratulations and best wishes are extended to our venturesome Passenger Trainmaster and Mrs. Ray Tenney of Reading, Mass., on the occasion of their 30th wedding anniversary, celebrated on July 20.

Until a short time ago, George O. Nichols of Malden, Mass., 83-year-old retired member of Chief Baggage Master Leonard F. Hay's staff



Mechanical and Operating Department heads of the Boston Division. At left, Clarence W. McElroy (seated), master mechanic, and his chief clerk, Eddie Brogan. At right, Division Superintendent Fred L. Estey (seated), and his assistant superintendent, Warren K. Hale.

was a regular visitor every month to our Boston Passenger Terminal. Now comes news that his health is failing and he is no longer able to get outdoors. With almost a half century of rail-roading to his credit, he is held in highest esteem. We are sure his days will be made brighter by a card or note of good cheer from friends to George at 25 Bellvale Street, Malden, Mass.

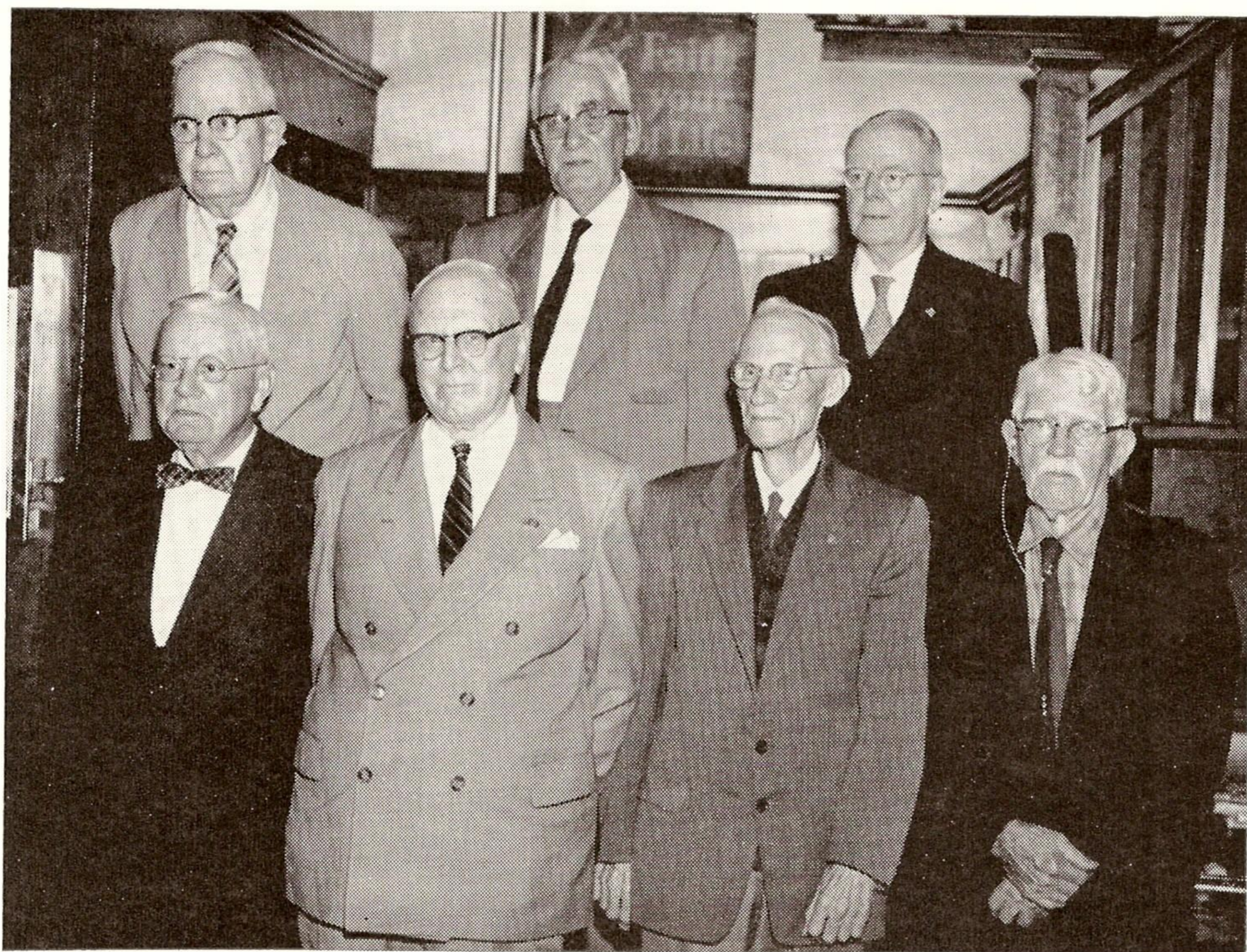
Chief Clerk Elmer F. Dixon of Trainmaster John F. McLaughlin's office, is soliciting orders from his friends for tame pet squirrels that have been raised by his office assistant, Dick Kelley. Pedigree stock all, Kel reports that he has a surplus of the lively little rodents which have multiplied by the hundreds at his New Hampshire summer home. Although Kel hates to part with them, necessity demands the action he is taking through Agent Dixon to reduce the squirrel population.

Struck by an auto on Broadway in Malden while on his way home from a theatre at midnight, Mail Shipper Donald E. Nichols was taken to Malden Hospital in a police ambulance suffering from a fractured knee, broken ankle, head and back injuries. The accident happened not far from his home. Don is recovering but will be in the hospital for a long time.



Brother Chester Cappucci, shown here, was formerly a clerk in Yard 8 Shops. Now he is studying for the Catholic priesthood at Pine Hills Seminary, Pass Christian, Miss. His father is Joseph Cappucci, of Medford, car inspector in Yard 8

While his twin-brother, Thomas W. Kelleher, assistant to Chief Baggage Master Leonard Hay,



Eighty-year youngsters at the annual dinner meeting of the Concord Railroad Y Old Timers in June were these seven retired employees. Left to right, front row: Fred P. Learned, George L. Hurd (at 87 the oldest man present); A. Pihl and William F. Carroll. Rear: Leon Clay, W. F. Bissonette and Charles Archer

enjoyed his 1959 vacation taking a refresher course in the study of financial investments, Frank J. Kelleher, baggage and mail handler, added 5100 miles to his speedometer touring the countryside. The Kellehers have been with the railroad since the twenties. They are sons of Pensioned Mail Shipper John J. Kelleher, of Somerville.

From Lynn Hospital comes the report that Mrs. Emma Cafferty, mother of Boston Station Master J. R. Cafferty, is staging a remarkable recovery from a heart attack suffered while alone at her Swampscott home. Mrs. Cafferty recently celebrated her 82nd birthday.

Fitchburg Division

FITCHBURG DIVISION TRAIN NEWS

By Marium E. Foster

Engene Colburn, retired freight conductor, is pleased over the birth of a granddaughter, Susan Jane, born to Mr. and Mrs. Raymond Dorval, in Winchendon, July 13.

Walter D. Bancroft, retired passenger conductor, is at a nursing home in Pepperell, Mass.

Chester Silver, passenger conductor, and his family, have been spending some time with his mother in Bellows Falls, on account of the sudden death of his father.

Our deepest sympathy is extended to Paul X. Malloy, whose brother, George Malloy, died in Fitchburg, Aug. 4.

Irving Fuller, trainman between Greenfield and Boston, has returned from three weeks vacation which was spent in Montreal and Quebec.

Mr. and Mrs. Ted Wallace announce the birth of a daughter, in Brattleboro, Aug. 1. Sandra Jean is a granddaughter of the late Hugh MacPhee, locomotive engineer on the Cheshire Branch.

The Keene Sentinel printed a picture of Paul Dubrial on the switcher in the Keene Yard, as he was looking over the new parking lot on the former Boston and Maine property where the deepot used to be located.

Jerry Fowler, conductor on the Keene switcher, is very busy with his team of Keene Little League All-Stars. Jerry's son, Bob, is a member of the team.

Kenneth Jeffery, son of the late W. W. Jeffery, Cheshire Branch, locomotive engineer was a member of the double quartet which sang at the "Old Homestead" play in Swanzey, in July.

Alphonse Russell, of the Keene switcher, has returned from a vacation spent in Montreal and Quebec.

Harlan Fuller of Sidney, N. Y., has been visiting his father, Irving Fuller, trainman, at his home in Bellows Falls.

William Smith, retired locomotive engineer,



B. and M. color light signal was used for special effects during Boston Symphony's playing of railroad selection at recent "Railroad Night at the Pops". Four B. and M. men are shown with it here, left to right: J. F. Ness, signals and communications assistant; H. W. Stillings, assistant general foreman-Budd cars; C. H. Moran, buyer; and C. W. McElroy, master mechanic

has been enjoying the summer at his camp at Sabago Lake, Me.

GARDNER

By Mary Dempsey

Congratulations to Mr. and Mrs. James E. MacDonald, Sr., who recently celebrated their 25th wedding anniversary at a family gathering held in their home. "Mac" is employed as a yard foreman at this station.

Mrs. Grover Telleson and son, Kyle, who now live in California, have been visiting in Baldwinville with Mrs. Telleson's mother. Mrs. Telleson is the former Pat Stone, who was a machine operator at Gardner.

MECHANICVILLE, N. Y.

By Anna Mae O'Neill

Mrs. William Wade, wife of retired freight conductor William Wade, is recuperating at their home, 124 So. Third Avenue. We wish her a speedy recovery.

John A. Anderson, electrician at Mechanicville, for a number of years has been transferred to Boston. Hope he will be happy with his new job and home. We will miss him.

Congratulations to Police Lieutenant and Mrs. Hawkes, who are proud grandparents of a daughter born recently to Mr. and Mrs. Robert Hawkes.



Mechanicville railroad folks, pictured on their vacation at Niagara Falls in July. Left to right are Mr. and Mrs. Irving Grey, he being conductor on MP-4 and PM-3, and Mr. and Mrs. Henry Wixted, he being trainman on the same trains.

On June 7, our retired General Agent, Lawrence A. Curran, passed away. We, and the host of friends he made while at Mechanicville were saddened by his death, as were, I am sure, the many friends he made at other stations where he worked before coming to Mechanicville, Gardner, Mass., Keene, and Manchester, N. H., and Greenfield, Mass. We extend our deepest sympathy to his widow, daughters and sisters, who survive.

GREENFIELD

By Marilla M. Benjamin
and Margaret L. Toomey



Passenger Conductor and Mrs. Robert A. Knox, of Gill, who observed their 25th wedding anniversary on July 8. More than 40 friends and relatives attended their open house observance. The Knox' have two sons

Proud fathers of new daughters are: Train Dispatcher D. J. Manson, Trainman R. A. Woitkeiwicz, and Trainman E. B. LaPlante, all of Greenfield.

Mrs. Lillian M. Fall, widow of Frederick R. Fall, former employee in the consolidated office here, died June 8 at the home of her daughter, Mrs. Wilfred Griffin, in Bennington, Vt.



The former Barbara Ann Shaw, daughter of Track Supervisor John J. Shaw, who was married to Fredrick D. Field, Jr., in Holy Trinity Church, Greenfield, on June 27. The bride is head nurse at Metropolitan State Hospital in Waltham and the groom is studying industrial engineering at Northeastern University. They are making their home at Lakeside Trailer Court in Billerica

Joseph LaFlame, leading signal testman, recently returned from vacation in Montreal, P. Q.

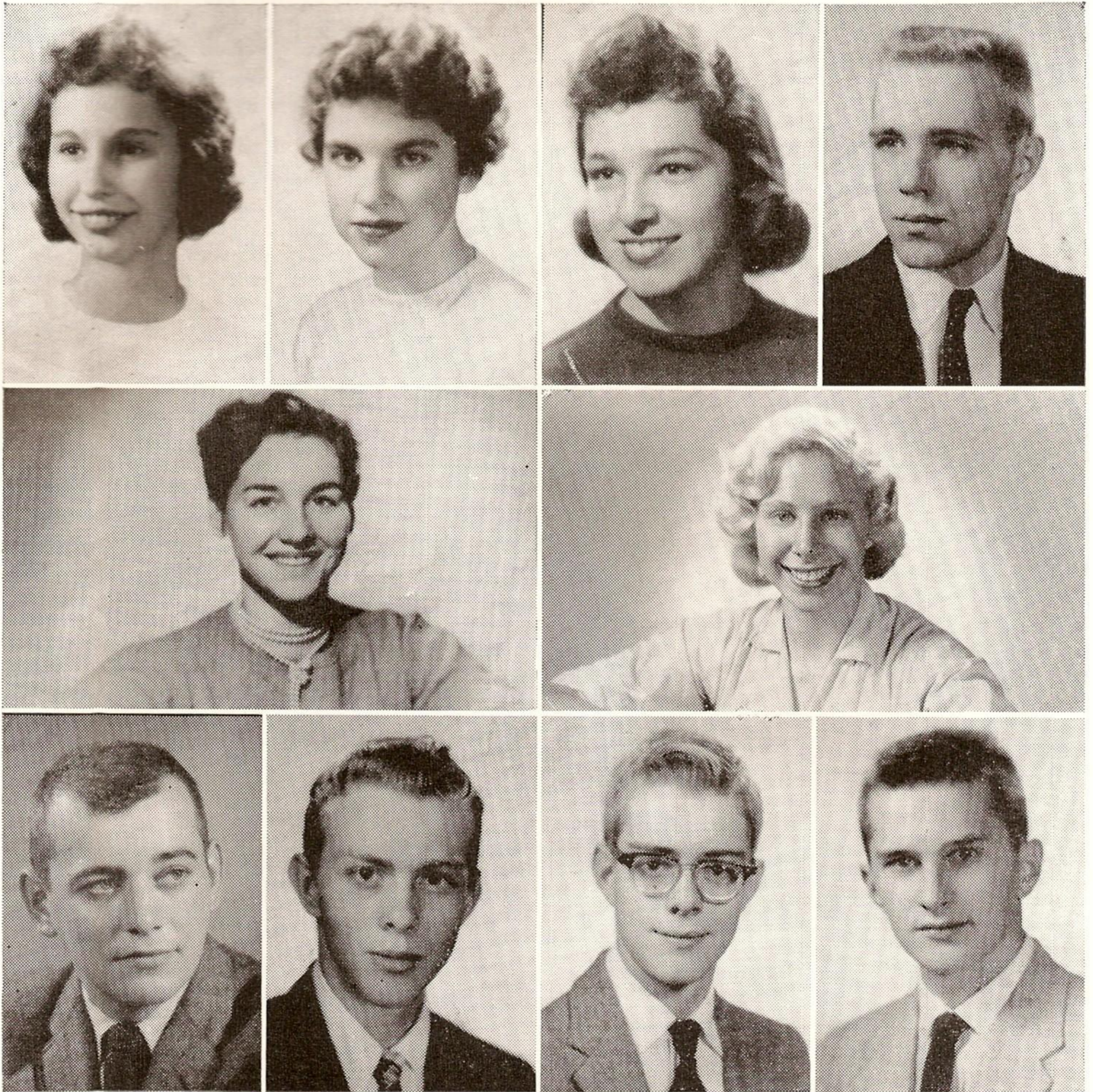
Mr. and Mrs. Roger B. Ladd were given a golden wedding anniversary party in the auditorium of the Franklin County Public Hospital June 30, by their neighbors and friends. Roger, head clerk in the Mechanical Department, fell and broke his hip and has been confined to the hospital for several weeks. The hospital turned over the use of the auditorium for the party. Punch and wedding cake were served. T. E. Kelleher gave a toast to the bride and groom.

Mrs. V. A. Williams, file clerk in the superintendent's office, spent a week's vacation at Pelham Lake.

Mrs. Julia Welenc, former stenographer in the Operating Department here, is back with us as spare clerk. We are all happy to have Julia with us again.

Clark Rogers, formerly of the Freight Claim Bureau in Boston, is the new chief clerk here, succeeding R. H. Billings, who retired August 1.

John E. Bond, supervisor of schedules, received a "by line" on a feature article he wrote



Some of our fine looking young members of the Railroad family in the Greenfield area. Top row, left to right: Marion A. Nadeau, daughter of Locomotive Fireman and Mrs. Charles E. Nadeau, entering Salem State Teachers College; Veronica J. Massey, daughter of Asst. Chief Dispatcher and Mrs. L. G. Massey, entering Jackson College; Judith A. Miner, daughter of Carpenter and Mrs. Chester Miner, who plans a career in dancing; Thomas E. Kirejczyk, son of Signal Helper and Mrs. Anthony Kirejczyk, who will enter the navy. Middle row: Diane Van Valkenburgh, daughter of Carmen and Mrs. Dana VanValkenburg, a stenographer; Jo-Ann C. Bond, daughter of Supervisor of Schedules and Mrs. John E. Bond, entering, Chandler School for Women in Boston. Bottom row: Maurice Quinlan, son of Trainmaster and Mrs. Maurice O. Quinlan, who graduated at Fitchburg State Teachers College and will teach electronics in Bristol, Conn., High School; David Richardson and Ernest F. Richardson, sons of Bridge Inspector and Mrs. Louis Richardson. David entered the navy a year ago and is studying fire control and radar in Bainbridge, Md. Ernest, also in the navy, will study lithography. Paul F. Slahetka, son of Mail Clerk and Mrs. Joseph Slahetka, a June high school graduate who plans to join the Air Force.

for the Greenfield Recorder-Gazette about the Old Home Day observance in his home town, Rowe, on July 18.

Sympathy has been extended to Miss Marguerite P. Moriarty, of the consolidated office, on the death of her sister, Miss Evelyn L. Moriarty, of Adams, which occurred August 6. Evelyn was formerly employed in the Greenfield office.

Mrs. Emma H. Harnett, 72, of Greenfield,

wife of Retired Locomotive Engineer George Harnett, died July 21.

I. W. Clifford, Fitchburg Division superintendent, and Ralph L. Harris, general agent at North Adams, were among the guests at a dinner party tendered to Harley E. Andrew, chief clerk and cashier at North Adams on the occasion of his retirement, August 6, at the Mountain View Restaurant in Clarksburg. Harold Mutart, leading signal maintainer at

North Adams, was principal speaker, and Donald Belleau, who succeeded to Andrew's job, was master of ceremonies. Andrew received a purse of money and a watch from his fellow employees.

KEENE, N. H.

By Marium E. Foster

Miss Sylvia Ann Simoneau, daughter of N. G. Simoneau, agent in Keene, became the bride of Ronald William Bachiochi, at a 10 o'clock wedding in St. Mary's Church in Winchendon, June 20. Mr. and Mrs. Bachiochi will live in El Paso, Texas.

George D. Converse, signal maintainer, is pleased over the birth of a grandson, Scott Douglas, born to Mr. and Mrs. George D. Wilson, of Fitzwilliam, N. H., June 19.

Clovis Dupres is working in the Keene freight house, and George Coddling is working in Holyoke.

Martin F. Crosby, son of the late Fred M. Crosby, freight house employee, graduated from Keene High School, June 12.

Mr. and Mrs. Richard F. Simoneau of Winchendon, announce the birth of a son, Scott Jean, on July 9. Scott is the 13th grandchild of N. G. Simoneau, agent in Keene.

Lawrence A. Howard, son of the late George A. Howard, for many years yard clerk in Winchendon, is teaching science in the East Boston High School.

Michael A. Cahalane, retired chief clerk of the old Keene Railroad Shops is enjoying good health and is an enthusiastic baseball fan. He wishes to be remembered to all of his friends.

Mr. and Mrs. Carroll J. Eno announce the birth of a son, Carroll J. Eno, Jr., on July 22 in Durham, N. H. Carroll is a grandson of the late Lewis H. Eno, of the old railroad shops.

Arthur D. Henderson, retired machinist of the old railroad shops, celebrated his 84th birthday, July 27, at a family dinner in his home.

Rev. Cornelius Goggin, son of Michael J. Goggin, crossing tender, president of his Keene High School class of 1949, attended the 10th reunion held in Keene, July 22.

Ralph E. Boynton, crossing tender, has returned from two weeks vacation in Newfoundland.

Angelo W. Baldasaro, section foreman in Bellows Falls, and Mrs. Baldasaro announce the marriage of their daughter, Angela, to Maurice J. Barry, in St. Peter's church, North Walpole, N. H., Aug. 8.

Paul D. King retired section employee of Westmoreland, is spending the summer at Pleasure Island, Wakefield, Mass., where he boils sap and explains the operation to the visitors. He goes under the name of the "Modern Johnny Appleseed."

Timothy J. Sheahan, formerly of the old Keene Railroad Shops, and transferred to Billerica, and Mrs. Sheahan, celebrated their 48th wedding anniversary with a family dinner at

their home in Lowell. Mr. Sheahan will be remembered as a well-known "Old Timer" baseball player.

Joseph H. Jobin, section department is pleased over the birth of a grandson, born to Mr. and Mrs. Gerard J. Jobin, in Keene, Aug. 4.

Mr. and Mrs. Gale Shelley are the parents of a son, born May 24 in Bellows Falls. Brian Kent is the grandson of Hugh Shelley, Sr., retired section foreman, of Westmoreland, N. H.

Our sympathy is extended to Albert J. Lafebvre, in the Gardner freight house, whose mother, Mrs. Clara Lefebvre, died in Winchendon, July 5.

New 50-Year Men

Our roster of veteran employees who have started or completed their 50th year of service has acquired new members and President Patrick B. McGinnis has presented diamond lapel pins and personal letters of appreciation to each.

The new additions are:

Frederick W. Trombly, Melrose, Mass., over, short and damage clerk, who entered service June 1, 1909; George J. Osgood, Mechanicville, N. Y., crew dispatcher, entered service June 1, 1908.



- AHERN, Joseph J., 68, Tyngsboro, Mass., machinist, died Aug. 24.
- BABCOCK, Robert A., 59, Greenfield, Mass., clerk, died Aug. 21.
- BAILEY, Fred A., 71, Boscawen, N. H., retired employee, died July 18.
- BATCHELDER, Benjamin F., 87, Pittsfield, N. H., former employee, died Aug. 21.
- BOURNE, John F., 58, South Waterboro, Me., extra crew foreman, died Aug. 19.
- BOISVERT, Albany, 56, Lowell, mason, died July 22.
- BOUTHOT, Emile J., 69, Biddeford, Me., retired employee, died July 13.
- BROWN, Wallace W., 73, Billerica, Mass., retired assistant shop superintendent, died June 30.
- CADIGAN, John J., Holyoke, retired brakeman, died Aug. 15.
- CAPOBIANCO, James, 94, Framingham, former maintenance man, died July 5.
- CARR, Ernest F., 79, Hebron, N. H., retired clerk, died July 3.
- COSGROVE, James F., 61, Fitchburg, telegraph operator, died June 11.

CROSBY, Frederick E., 55, Keene, N. H., freight house clerk, died Aug. 13.

CURRAN, Lawrence A., Mechanicville, N. Y., retired general agent, died June 8.

DAMIEN, Albert T., 73, White River Jct., Vt., retired employee, died July 31.

DAY, Leon E., 74, Somerville, Mass., retired locomotive engineer, died July 3.

DEVINS, Nelson M., 65, West Lebanon, N. H., crew dispatcher, died July 5.

DORE, Charles E., 80, Wolfeboro, N. H., retired employee, died May 28.

D'ORVILLIERS, Alphone J., Billerica, retired employee, died July 6.

FARWELL, Harris F., 63, Concord, N. H., former Engineering Dept., employee, died May 5.

FAULKNER, Philip H., 76, Keene, N. H., former attorney, died May 30.

FLANAGAN, William J., 88, Keene, N. H., retired employee, died July 9.

FLANDERS, Maurice W., 67, Clinton, Mass., signal maintainer, died July 25.

FONTAINE, Louis J., 67, Leominster, Mass., retired carpenter, died Aug. 5.

GAGE, Charles C., 80, Lowell, retired ticket agent, died May 29.

GAGNE, Francis X., 54, Concord, N. H., former carman, died Aug. 22.

GAULIN, Oziel P., Lowell, Mass., retired machinist, died July 16.

GOULDING, Henry A., 75, Lyndonville, Vt., former machinist, died May 30.

HAMM, Frank C., 63, Billerica, Mass., yard helper, died June 1.

HATFIELD, Edward H., 75, Waltham, Mass., retired locomotive engineer, died July 11.

HATTON, William F., 89, Keene, N. H., machinist, died March 4.

HAWKINSON, Arthur, 68, St. Johnsbury, Vt., former employee, died July 18.

HEARNE, Edward J., 73, North Walpole, N. H., retired yard foreman, died July 10.

HEFFERNAN, Joseph M., 74, West Roxbury, retired yardmaster, died June 30.

HOOKE, George W., 93, West Medford, retired agent, died July 26.

JOHNSON, Daniel, 83, Somersworth, N. H., retired employee, died June 9.

JOHNSON, George N., 72, Newton, Mass., retired assistant car foreman, died July 6.

KENERSON, Carleton E., 72, Marblehead, Mass., conductor, died June 13.

LACHAPPELLE, George, Sr., Lowell, Mass., machinist, died June 9.

LAMOTTA, Joseph G., Hartford, Conn., former boilermaker, died June 12.

LEMAY, Herbert, Sr., Lowell, maintenance foreman, died June 11.

LYDSTON, Albert W., 84, Swampscott, retired maintenance man, died July 9.

LYNA, George B., 70, North Billerica, retired clerk, died July 17.

MACLEAN, Charles E., Lowell, retired trainman, died July 20.

MAHONEY, Arthur D., 80, Malden, retired gate tender, died Aug. 6.

MASTERSON, Edmund F., 70, Springfield, Mass., retired locomotive engineer, died Aug. 22.

MCCELLAN, Lawrence, Cambridge, retired employee, died July 31.

MCCRILLIS, Frank H., 72, North Berwick, Me., retired baggageman, died June 22.

MCCONAGLE, William J., 66, Brentwood, N. H., retired employee, died July 21.

MINER, Raymond H., 81, Haddam, Conn., former baggageman, died June 10.

MULRONEY, Harry W., 67, Greenfield, Mass., crossing tender, died June 24.

PARKER, Harry S., Dover, N. H., former machinist, died July 12.

PARTRIDGE, Albert M., 51, White River Junction, Vt., carman, died June 15.

PHILBRICK, Charles E., 88, Dover, N. H., retired locomotive engineer, died July 10.

POTTER, Henry A., Stillwater, N. Y., retired locomotive engineer, died June 2.

QUIMBY, Emon D., 87, Lancaster, N. H., retired locomotive engineer, died July 13.

RHOADES, Frank B., 72, Wakefield, Mass., retired crossing tender, died June 11.

SACCHETTI, John F., 64, Lexington, foreman-cashier, died June 18.

SANDFORD, Burton O., 81, Dorchester, Mass., retired employee, died May 31.

SCHERMERHORN, William H., 57, North Adams, Mass., former lineman, died July 18.

SILVER, Lewis L., 72, Bellows Falls, Vt., hostler, died Aug. 10.

SLACK, Harry I., 81, Lowell, retired conductor, died July 23.

STEVENS, Melvin E., 56, Middleton, N. H., retired locomotive engineer, died Aug. 7.

STONE, George T., 70, Lowell, retired machinist helper, died Aug. 6.

THOMPSON, Albert W., 64, Norwood, Mass., former civil engineer, died July 5.

TORREY, Fred J., 67, Rockport, Mass., retired fuel clerk, died June 21.

TRASK, John F., 53, Tyngsboro, Mass., gate tender, died Aug. 3.

TRUMBULL, Daniel J., 92, Melrose, Mass., former locomotive fireman, died Aug. 15.

VIGER, Dorval E., 65, Hampden, Mass., former clerk, died July 20.

WAITT, Chester M., 75, Beverly, Mass., retired brakeman, died July 16.

WARD, Florence H., North Billerica, Mass., retired Stores Bureau clerk, died Aug. 13.

WATSON, Fredrick C., Revere, Mass., retired electrical draftsman, died Aug. 17.

WATSON, Lawrence A., 72, St. Johnsbury, Vt., former telegrapher, died June 7.

WELCH, Felix M., 78, Greenfield, Mass., retired trainman, died June 22.

WILLIAMS, Don W., 67, Greenfield, retired telegraph operator, died Aug. 5.

LET HIM OFFER THIS SERVICE

