One of the new streamlined coaches operated by the Maine Central and the Boston & Maine will appear in the Chicago Railroad Fair this summer and the 12-year-old girl who gave the super-deluxe coach its name will take it to the fair this month.

She is Bernadette Beatty, a Woburn, Mass., junior high school student, who will be the only youngster in the United States to take her own railroad coach to the big fair, which opens July 20 and continues through Labor Day.

The name "Bobolink," which was suggested by Bernadette, was one of 24 chosen from entries sent in a year ago by 200,000 New England school children to be carried on the nameplates on each of the new streamlined coaches. When a drawing was held recently to determine which of the car-naming contest winners would go to the fair, Bernadette's name came out of the hat.

During the fair, Bernadette's coach, "Bobolink," will be part of a composite train exhibiting the modern railroad equipment now in service on the nine Eastern railroads participating in the Eastern Railroads Exhibit at the giant fair.

At the entrance to the Eastern Railroads Exhibit, which is situated approximately in the center of the fair grounds, will appear the Pine Tree emblem and the Maine Central name on a giant replica of one of our new Diesel passenger locomotives.

In one section of the Eastern Railroads Exhibit will be a 20 by 50 foot model railroad unit, where miniature trains of the Eastern roads will be operated. In the center will be four giant picture books, the pages of which will be turned mechanically, showing scenic railroad photographs of the Maine Central and the other eight Eastern roads.

The entire fair, which will commemorate the 100th anniversary of the departure of the first steam locomotive west of Chicago, will cover more than 50 acres stretching over a mile-long section on Lake Michigan.
Author Cites Conductor As ‘Perfectionist’


In the chapter, which is entitled “The Biography of a Flagstop,” the author traces the history of the Columbia bridge stop from its inception with the coming of the railroad in 1888, when the tollhouse at the bridge was used by passengers waiting for the trains, and the construction in 1896 of the depot, which in those early days also housed the post office and a store.

In the last decade of the nineteenth century, the tiny Connecticut river flagstop was served by two daily passengers trains, each way, the year round and a third train during the summer months to carry vacationists to northern New Hampshire and Vermont.

Conductor Franklin P. Clark, whom the author describes as “one of the Maine Central’s glories,” comes in for considerable attention in another part of the chapter. Clark, who retired in 1937, is now 83 and lives in Lewiston, spending his winters in Houston, Tex., with his son, Franklin, Jr.

Of Clark, Holbrook writes: “A perfectionist, who tried always to stop his train just right so that his passengers to and from Columbia Bridge, and especially the ladies, could step down directly to the rather short platform and not in the mud. Conductor Clark rated his engineers high or low according to how near they came to stopping at what Clark held to be the right spot.”

On one occasion, Holbrook writes, “the engineer overshot the mark and the train did not come to a full stop until even the last car had passed the depot and the platform.” When a bumptious passenger refused to debar, exclaiming loudly, “I bought a ticket to Columbia Bridge and that’s where I want to get off—not out here in the back forty,” the author relates that “Conductor Clark, the perfectionist, backed up the Maine Central’s ‘Coo’s County Flyer’ fifty yards, and Mr. Jodrie (the passenger) stepped down to the platform in style.”

STILL BIG ATTRACTION

Railroad Stations, apparently, have always been a meeting point for those who love to watch the trains go by, for Holbrook penned this of Columbia Bridge: “The depot was a natural loafing place, and Agent Will Bailey liked loafers. To see the evening train pass, or stop, whichever the case might be, there was plenty sure to be a gathering of the regulars, come from nearby farms and logging camps.”

Clark’s first railroad job was with the Profile and Franconia Notch Railroad in the summer of 1881 and he later worked for the Upper Coos Railroad (on which the Columbia Bridge flagstop was originally established) before the road was leased to the Maine Central in 1890. For 20 years before his retirement he served as a tie inspector and also was assigned special duties in the engineering department.

Free Lung X-Rays Taken For 185 General Offices Workers

Free lung x-rays were taken of 185 Maine Central employees at the General Offices last month by the Maine division of tuberculosis control. The program was sponsored by the Cumberland County Public Health Association and the x-rays were taken at the rate of better than one a minute.

Three Weeks Left to Enter Essay Contest

The first compositions to be submitted for the Maine Central essay contest were received at the Magazine office last month.

With the closing date of the contest, July 31, little more than three weeks away, however, the number of entries received is expected to increase rapidly as the end of the month approaches.

The essays, which must be 500 words or less in length, are being written on the subject: “Why I Like to Work for My Railroad.” The contest started May 15 and is open to all Maine Central and Portland Terminal Company employees who have been regularly employed on the railroad since November 15, 1947, except those employed in the public relations department.

Six cash prizes totaling $100 will be awarded in the Maine Central contest, which is being run as a preliminary round for the national essay contest being sponsored by the American Railroad Magazine Editors Association.

The three best essays in the Maine Central contest will automatically become eligible for the national contest, the winner of which will be awarded a cash prize of $1,000. Second prize in the national contest will be $250 and $100 will go to the third best essay.

DEADLINE JULY 31

Soon after the July 31 deadline, essays submitted for the Maine Central contest will be forwarded to the panel of judges, who will be given several weeks to appraise the compositions and select the six best essays.

SINCERITY COUNTS

Whether or not you are skilled in the art of composition will in no way affect your chances of winning the contest because judges in both the Maine Central and national contests have been instructed that “sincerity of thought” shall be the primary basis for picking the best essays.

The three best Maine Central essays, along with entries from nearly every other railroad in the country, will be submitted for the nationwide ARMEA contest before November 15.

If you haven’t started writing your essay by now, sharpen your pencil or dust off the typewriter and get started TODAY. Just set down on paper the reasons why you like to work for your railroad. You might stand to win as much as $1050.
Weather Vane Captures Railroaders’ Fancy

The railroad-type weather vane appearing recently in the Association of American Railroad’s magazine advertisement entitled “What Turn Will the Weather Take?” apparently caught the fancy of many railroaders. In fact, so many persons who saw the ad wrote in requesting information where similar weather vanes could be purchased, the A. A. R. was prompted to write leading manufacturers suggesting the possibility of producing and marketing them.

Before production gets underway, however, the manufacturers are attempting to determine the demand among railroad employees and enthusiasts for such a weather vane.

If you’re interested, drop a note or a penny post-card to the Maine Central Magazine Office. Affirmative replies will obligate you in no way but merely will express your interest as a possible purchaser.

Shops Workers Named New Legion Officials

Louis R. Baker, upholsterer at the Waterville Shops, was recently elected commander of the Grover-Hinckley Post of the American Legion in Fairfield.

The 28-year-old war veteran, who came to work for the Maine Central in 1942, served two years in the Marine Corps. After receiving basic training at Paris Island, S. C., he served at Guadalcanal and Tinian and was wounded in the battle of Okinawa. Before being discharged he was stationed with the occupation forces in China.

Another Maine Central worker, Car Helper Laurence “Gus” Campbell, was elected historian of the Fairfield post.

Maine Central Issues Locomotive Pictures

A set of eight pictures showing the various types of motive power in use on the Maine Central has been assembled by the publicity department for mailing to railroad enthusiasts and countless others who daily write to our railroad requesting photographs of our locomotives and trains.

Each of the pictures, which are 7” by 9” in size, has been reproduced on quality coated paper and is suitable for framing or display purposes. A short caption beneath each picture identifies the specific equipment.

In the case of steam locomotives, which appear in six of the eight pictures, identification is made by both type and class. Two of the set show our Diesel-electric locomotives, one being a passenger engine and the other a switcher.

A ninth picture, showing one of our new 3000-horsepower Diesel-electric freight locomotives, will be added to the set in the near future.

Numbers of the steam locomotives included in the set are 458, 469, 428, 625, 655 and 701. Diesel-electric locomotives shown are 765 and 1052.

Lash Gets New Car, Speedboat On Same Day

Whether by land or by sea, Agent Kelsey Lash of Winslow’s Mills will be going in style, super deluxe!

After waiting patiently for nearly two years, Lash recently received his new outfit, a new speed boat and a new automobile—both delivered on the same day.

Lash’s face beamed as he displayed his sleek new nineteen and one-half foot speed king, which is moored near his home in Waldoboro. Its 150 horsepower engine enables the craft to skim over the waves at a top speed of 44 miles per hour.

With his new sedan to commute to his newly-painted station at Winslow’s Mills, where he will complete 32 years as agent next month, Lash is ready to admit he “really hit the jackpot.”

Research to Develop Better Freight Cars

Railroad freight cars will be smoother riding, faster and safer as a result of a freight truck research program authorized recently by the board of directors of the Association of American Railroads.

The program, which will be carried on under the general direction of the AAR mechanical division in collaboration with freight car truck and snubber manufacturers, calls for laboratory and road tests of snubber devices and freight trucks designed for high-speed service.

The tests will be carried on this summer and will consist of comparing the operation, from a safety and riding standpoint, of existing types of freight car trucks and snubbers with new designs recently developed by the manufacturers.

Road tests of the new type freight car trucks will be conducted at speeds ranging from 65 to 90 miles an hour, with the new trucks carrying loads ranging from 90,000 to 169,000 pounds.

Itinerary of Summer Bus Tours Announced

Six bus tours throughout Maine and parts of New Hampshire, Vermont and Canada, lasting from two to five days, will be operated this summer by the Maine Central Transportation Company.

One of the five-day tours will operate over the Arnold highway to Quebec City and Montreal while the other will cover the Maine coast, the Central Lakes Region and the Rangeley Lakes. An overnight stay on the summit of Mt. Washington is a feature of one of the two-day trips. Another will take sightseers into southwestern Maine and the White Mountains with a ride on the Cannon Mountain aerial tramway.

Boat trips are included in the two three-day tours, one of which proceeds up the Main Coast to Bar Harbor with a trip through Acadia National Park. The second is centered in the Boothbay Harbor area and includes many scenic spots along the route to Portland, from which point all of the tours originate.
Newsman’s Youngsters Get Good Care on First Trip Alone

(Editor's Note: The following is a reprint of Richard G. Kendall's column "Journal of a Journeymen" which appeared recently in the Gannett newspapers. It is a fine tribute to our railroad's service and should be a source of pride to all our employees.)

My two eldest girls, Anne, 9, and Sue, 7, did some pioneering earlier this week. They came to Augusta from Bangor by train, unaccompanied. For Anne, it was her second ride on a train; for Sue, her first. Anne once went from Bangor by train, unaccompanied. (Editor’s Note: Anne was once reported to be a source of pride to all our employees.)

The train trip seemed like quite a feat to me until I read in one of the Boston papers that some younger five years of age stepped off a plane at Logan after flying from England. Then, in bragging around about the resourcefulness of my two lovely, I learned that such travel was quite common. Millie, the PBX operator in our shop, told me how one of her daughters used to make the trip from Augusta to New York City and return alone, from the time she was nine. One of my neighbors mentioned that her daughter was a veteran of many solo trips between Augusta and Boston from the time she was seven.

Transportation people are pretty nice about things like that. On train trips, you, or your agents, merely apologize to the conductor of the facts, and the conductor, fine old member of the brotherhood that he was, put their bags down and looked around the crowd to see if they were being met.

As I stepped forward to claim them, he smiled and nodded, and I said a silent thanks for all railroad men . . . those who used to wave to us from engine cabs when we were a kid, and those who take a fatherly concern over two little stragglers making their first extended trip by rail.

Engineman Leavitt Gets 50-Year Pass

Engineman Walter W. Leavitt of Bangor was recently awarded his gold-lettered Life Service Pass, the 124th to be issued by the Maine Central, after completing a half century of service with the railroad June 26. Leavitt, who started running a locomotive in his 21st year, now runs on Trains 92 and 93, the local passenger train between Bangor and Vanceboro. Now 67, he was one of the first enginemen to handle Diesel motor car 901 when it came to the Eastern division.

3800 Enroll For New Group Insurance Plan

The 87 per cent of our employees who signed up for the new group insurance plan constitutes what is probably a national record for participation in a hospitalization and sickness plan under which the entire amount of the premium is paid by the employees.

Enrollment for the insurance, which is underwritten by the Continental Casualty Company of Chicago, Ill., reached 3800 on June 1, the day the plan went into effect, exceeding by 300 the number of employees who participated in the former plan.

The total number participating, which also includes Portland Terminal and Maine Central Transportation Company employees, represents the greatest enrollment since group insurance was first inaugurated on the Maine Central in 1931.

Mailing of individual insurance certificates to all employees enrolled in the plan was started the first of July.

Employees enrolling for the plan now will be required to wait 90 days after the filing of their applications before the insurance becomes effective.

Elected Councilman

Fred H. Washburn of Bartlett, N. H., locomotive engineer on the Mountain subdivision, was re-elected town councilman at a meeting last month of the White Mountains Region Association. Washburn, who is 55, also served last spring as a delegate to the New Hampshire constitutional convention at Concord. He has been a Maine Central employee since 1916.

From Painter to Preacher Is Goal of Pandit Lawry

Painters Charles A. Lawry, versatile Methodist Church in his home town of Fairfield when the regular minister is on vacation, is able to conduct the Sunday services. A student and an ardent reader all his life, Lawry is well-versed in philosophy and many of the sciences and often is called in by other departments of the shops to help solve difficult mechanical problems.

Lawry, who continually awes his co-workers with his $5 words of wisdom, is married and has two married children.
Unique Device Finds Breaks

SEARCHING FOR FRAC­TURES in a locomotive driving rod with the aid of a Magnaflux machine at Rigby engine house are Foreman James H. Brice, (left), and Machinist Arthur J. Shaw, (right). Notice the insulated cable coiled about the driving rod to create the magnetic field.

This method of detection has enabled our mechanical crews to discover many fractures that normally would not have been found until a breakdown occurred on the road while the locomotive was in service.

A specific program has been established for testing vulnerable parts of our locomotives at frequent intervals in an effort to reduce road breakdowns due to fractures to a minimum.

RESULTS 100%

The procedure is simple and the results obtained are 100 per cent. After winding a rubber-insulated electric cable around the part to be tested, a special iron powder is sprinkled over the area and the current turned on at the proper voltage.

A spaghetti dinner was prepared by Yardmaster Charles Wilson, assisted by Conductor W. J. Cobb and Yardmaster P. L. Fernald. Birthday cakes were provided by Mrs. Cobb and Mrs. Fernald.


Conductor Honored At Spaghetti Dinner

Conductor Gilbert Karnes, past president of Moosehead Lodge, BRT, was honored at a dinner meeting of the lodge last month. The veteran railroader, who has been running on the Bucksport extra for many years, completed 45 years of service with the Maine Central this year and has been a member of Moosehead lodge 44 years.

A spaghetti dinner was prepared by Yardmaster Charles Wilson, assisted by Conductor W. J. Cobb and Yardmaster P. L. Fernald. Birthday cakes were provided by Mrs. Cobb and Mrs. Fernald.


Among Those Retiring

Robert "Captain Bob" Sturgeon, senior engineman on the Portland division, retired recently after nearly 54 years of service on the Maine Central.

Sturgeon, whose boyhood ambition was to become a locomotive engineer, got his start in railroading in 1894 at Lancaster, N. H., where at the age of 19 he landed a job at the engine house. The following year he was made a fireman and in 1899 was set up as an engineer.

In World War I, he attained the rank of captain while serving with the 14th Engineers, an outfit made up of Maine Central and Boston and Maine employees. After the war, he held a reserve commission and later became a member of the honorary reserve.

Sturgeon has worked on the passenger runs between Bangor and Portland since 1905, having started then on Trains 29 and 102, and in recent years has been running on Trains 11 and 8.

A native of Quebec, Sturgeon and his wife live at 15 Crugmire avenue, South Portland, where the veteran engineman will spend much of his time this summer cultivating his vegetable garden and pursuing his hobby as an amateur carpenter.

James F. McCrum, 63, of Brunswick, locomotive engineer on the Rockland branch. He started railroading in 1906 and at the time of his retirement was running on Trains 55 and 54.

John A. Leonard, 67, of Portland, mail handler at Portland Union Station since August, 1916.

William E. Durgin, 1st trick telegrapher in the PA office, has retired after nearly 46 years' service. Born in Brunswick June 10, 1879, he started as a telegrapher in 1902 and served at Brunswick, Gardiner, Lewiston and Danville Junction. Transferred to the Portland Terminal in 1933, he first worked at Rigby and for the last 10 years has been at Portland Union Station.

Frederick M. Hurley, 65, station laborer at Bingham, retired Memorial Day after 30 years' service. A native of Quebec, Hurley entered the service as a coal handler at Bingham and later worked at the engine house. Upon his retirement, Agent Elizabeth Thomson presented Hurley a card and gift of money from his associates.

Fred E. Douglais, 66, of Lewiston, gateman at Auburn, after approximately 30 years' service.

Merrill C. Manning of Portland, freight claim agent for the past 24 years, retired June 30. Before his departure, Manning was presented an FM radio, a gift from his associates, by Vice President E. S. Miller, Comptroller and Treasurer W. P. Reeves and H. Newhall Tukey, assistant to the freight claim agent.

Born in Calais March 2, 1883, Manning started his railroad career as a clerk in the freight department in 1902. After serving as a clerk in the accounting and freight claim departments, he worked as travelling freight claim agent from 1919 to 1924, when he was appointed freight claim agent.
We need to start at home, in our own backyard. From there it will spread, like a crusade, until it infects the whole world and freedom reigns in all corners of the earth. If in this next 50 years we can infuse spiritual wealth with our material progress, the twentieth century will be truly the greatest in the history of humanity.

We need atomic energy. We need, perchance, the products of progress, we need, perhaps, the way to the grave. It provides a home. With all this avalanche of material wealth, however, something still rings 'easy come, easy go.' We have forgotten, perhaps, how to be our brother's keeper. We need it.

In the five decades now drawing to a close, mechanical and scientific progress has set a withering pace. In the twentieth century should be a rallying cry—a call to arms—for every thinking person the world over. The comforts of life, once reserved for a few, now are snared by many. The world over, for every thinking person today looks to America as the citadel of freedom and hope.

The comforts of life, once reserved for a few, now are shared by many. Every thinking person today looks to America as the citadel of freedom and hope.
WITH JUNIOR FISHERMEN 12-year-old Freddie Stubbett doesn't step aside for anyone and here's the proof! Presently, the youth is giving his father, Painter Charles Stubbett, a few pointers on how to catch fish.

Clerk Albert Ranceourt is driving a new car.

Machinist Bert Jewett is building a new home in Benton.

Piper Charlie Kent has been wetting a few lines in Moosehead Lake.

Machinists Andy Miles and Carroll Carey entered the Moosehead fishing derby.

The newest recruit among the apprentice ranks in the machine shop is Ernest Niles.

Ranks in the machine shop is Ernest Niles.

Ernie Cayford, fell about 25 feet recently while at play in the old pulp mill at Benton Falls, but received only a few minor bruises.

Arthur L. Johnson has a second grandson, born to Mr. and Mrs. Lincoln Johnson of Candia. Lincoln was a former helper in the paint shop.

Bert Jewett has returned to the machine shop since the night foreman's job at the shop was abolished.

Machinist and Mrs. Abbott McKinney are planning a tour of the West this summer.

Jean Begin, daughter of Clerk and Mrs. Connie Begin, is a recent graduate from Lawrence.

Machinist Apprentice Elwood Gilchrist has returned after an operation at Togus.

Painter and Mrs. O. W. Gill have returned to work after a bout with pneumonia.

Painter Helper Bert Jewell has a battery-operated electric fence charger for sale.

Bill Broom Operator Paul Pooler has returned after an eight-week's illness.

Car Inspector Bob Harding and Clerk Dennis Chamberlain have new chewing corks.

Machinist Cecil Niles has moved his family to their cottage on Snow Pond in Sidney.

Paint Storekeeper Ralph Giroux and son, Roland, Carman Arnold Giroux and Millman A. L. Johnson were in the derby at Moosehead Lake.

Broomer Custom Cory Witham of the rip track has fresh meat for sale! Cory bought a bantam but before he could get her unloaded from his truck the animal jumped out and broke her neck.

Freight Room Clerk John St. Peter has been a recent visitor in Boston.

Clerk Albert Ranceourt is driving a new car.

Machinist John Faas has the opportunity to use his extensive and well-rounded vocabulary recently when some unruly motorist ran into the back end of his new car.

Church Hugo Small is still building at Waterville.

Freight Room Clerk John St. Peter has purchased a rabbit's foot. In two successive weeks, he won a pair of new shoes and a table lamp.

Machinist Helper Bob Fletcher has been serving on a jury in Augusta.

Arnold Giroux, on May 25; Vicki Valeda, at Lawrence.

Six-pounder by six-year-old Freddie Stubbett doesn't step aside for anyone and here's the proof! Presently, the youth is giving his father, Painter Charles Stubbett, a few pointers on how to catch fish.

Carman Clarence Garfield is looking for lawns to mow.

Carman Alphonse Desveaux has been in Montreal.

Carman Henry Emery has returned after a long spell in the hospital as the result of an automobile accident.

Lindon Abbott, grandson of Tractor Driver Ernest Cayford, fell about 20 feet recently while at play in the old pulp mill at Benton Falls, but received only a few minor bruises.

Laborer Cliff St. Pierre has returned after a long illness.

Carman Ervin Emery has returned after a long spell in the hospital as the result of an automobile accident.

Not having much success in trying to remove a wheel from an automobile, Carman Ervin Emery had four assistants, a four-foot Stillson wrench with a pipe extension and a wheel puller, discovered that the nut hadn't been removed from the shaft. All this happened to Machinist George Beachley.

Machinist Fred Gould has been installed as Commander of the DeMolay Commandery at Skowhegan.

Switchman Joe Rodrigue of the rip track has fresh meat for sale! Coney Witham of the rip track has fresh meat for sale! Coney bought a bantam but before he could get her unloaded from his truck the animal jumped out and broke her neck.

Broomer Custom Cory Witham of the rip track has fresh meat for sale! Coney bought a bantam but before he could get her unloaded from his truck the animal jumped out and broke her neck.

With Jimbo Operator Paul Pooler has returned after an eight-week's illness.

For the first time in six months, Carman Ervin Emery has returned to work after being laid up as the result of an automobile accident.

Lawrence has been visited after an eight-weeks' illness.

Switchman Joe Rodrigue has returned after an operation at Togus.

Clerk and Mrs. Joe Pellerin have been visiting their son in Pittsburgh, Pa., and Mrs. Pellerin's sister and husband in Kent, Ohio.

ON GUARD at the Court street grade crossing in Auburn is Crossing Tender Albert Dulac, 2nd relief. Who is getting some assistance here from his four-year-old daughter, Libbie.

Machinist Joe Hughes and Vic Willett have given Machinist Sid Hamlin an assist.

Carman Jimmy Lawrence has been ill with double pneumonia.

Machinist Bill Coke has purchased a cottage at Northport.

Electrician Kenneth Reid has moved to his cottage at Northport.

Machinist Cecil Gray will take your order for strawberries.

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It shouldn't be too hard to get Diesel Foreman Lou Hill's goat as he just bought one.

Have you noticed how rugged Blacksmith George Huestis has become since he started drinking goat's milk?

Machinist Ted Morey is painting his home.

Carman Alphonse Desveaux has been in Boston taking in the ball games.

Car Helper Beecher Ladd has taken a leave of absence.

Carman Clarence Garfield is looking for a second-hand milking machine for his operation. He is also looking for loans to put in a new foreman won Farrell has purchased a power lawn mower.

Car Helper E. C. Starks has returned to work. He was put out of work after being laid up as the result of an automobile accident.

Carman and Mrs. Joe Pellerin have been visiting their son in Pittsburgh, Pa., and Mrs. Pellerin's sister and husband in Kent, Ohio.

Millman Eddie King is in the sack with some broken ribs.

Thanks to Foreman Archie Lemoine, Machinist Don Russell, Checker Richard Delpino, Machinist John Paus and Checker Stetabrook for their assistance with these new items.

Lewiston

By LILLIAN G. WHITE

Second Track Operator Oscar L. Johnson has bid off Poland Station for the summer and Operator DeCoster is replacing him at Lewiston.

Ticket Clerk Roger Praveau and wife have recently returned from a three-weeks trip to California.

Those recently on vacation include Rate Clerk John E. Rollins, Clerk Deborah M. Keller, Freight Handler Joseph Gosselin and Crossing Tender David A. Field, Alcohol Tax Officer, Alton R. Edwards and Julian F. Ellis.

Waterville Station and Yard

By M. W. FLINT and HELEN FRANCE

Switchman Joe Rodrigue is back on the job after a long illness.

Eddie Gallant has bid off Job as checker at the freight house.

Signalman H. W. Schoppe and Conductor A. V. McLain have returned from a week's fishing trip.

Conductor V. Boisvert has returned after an extended leave due to sickness.

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Trainman W. V. Bennett has taken the flagman's position on Trains 19 and 24. Trainman C. J. Meader has taken the middle trainman's position on Trains 12 and 19.

Conductors J. W. McLeod and W. E. Petrie, formerly of another "income tax exemption," a boy.

Flagmen on Trains 394 and KF-1. Conductor J. C. Cote of Trains 8 and 20 was off for a week visiting friends and relatives in Farmington.

Conductor F. S. Prescott of Trains 52 and 57 made a trip to Boston with his son recently.

GRADUATING last month from Notre Dame, where he has been for two years, is David M. Smith of Farmington. He is the son of the late P. A. Smith, who was for many years conductor on the Portland division, visited her sister at South Gardiner over Decoration Day.

Mrs. Philip Smith, wife of the late P. A. Smith, who was for many years conductor on the Portland division, visited her sister at South Gardiner over Decoration Day.

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Conductor F. S. Prescott of Trains 52 and 57 made a trip to Boston with his son recently.

GRADUATING last month from Notre Dame, where he has been for two years, is David M. Smith of Farmington. He is the son of the late P. A. Smith, who was for many years conductor on the Portland division, visited her sister at South Gardiner over Decoration Day.

Mrs. Philip Smith, wife of the late P. A. Smith, who was for many years conductor on the Portland division, visited her sister at South Gardiner over Decoration Day.

Trainman W. V. Bennett has taken the flagman's position on Trains 19 and 24. Trainman C. J. Meader has taken the middle trainman's position on Trains 12 and 19.

Conductors J. W. McLeod and W. E. Petrie, formerly of another "income tax exemption," a boy.
Freight Clerk Raymond F. Williams has resigned to accept a position with the Grand Trunk Railroad.

Billy Dillon, son of Rate Clerk Thomas F. Dillon, has been accepted for the fall term at Boston College.

Rate Clerk Edwin C. Noyes, freight office, took a few days off recently to plant his garden at Peaks Island.

James A. McDonough, student at Boston College and son of Freight Checker James McDonough, has returned home for the summer.

Former Freight Checker James O'Donnell was a recent visitor at the freight office.

Assistant Delivery Clerk Donald K. Giles and Louise Richio were married the latter part of June in St. Peter's Church, Portland.

James A. McDonough, has returned home for the summer.

Machinist Helper William Breme has quite a struggle with a five-headed carbuncle on his chin but with the aid of expert medical treatment conquered it without too much suffering.

Clerk-Typist Margaret H. Decelle has returned to work after being off sick.

Freight Clerk Wesley W. Starling has resigned and is expected to enter college in New York in the fall.

Clerk Roland F. Chiasson, marine department, and his mother visited relatives at their former home in Sanford recently.

Alice D. Mainwaring, former freight clerk in the cashier's office, was married last month.

Arting Janitor John H. Thompson visited his mother in West Enfield recently.

Freight Checker Clinton D. Kane, Sr., and his family were spend their vacation at Cape Porpoise.

Loader & Caller William J. Farrell, freight house, has returned to work after being off sick a month.

Stower Frederick A. Kane, freight house, has been absent account of illness.

Machinist and Mrs. Eugene Annett, recently were two-year-old twins.

Machinist Leslie Drew and Foreman James Marcroft celebrated their birthdays recently.

The flag was flown Memorial Day and seedlings were planted in the flower bed around the flagpole.

Laborer Stephen Kutcher has returned to work after being off sick.

Machinist Helper James Larrabee recently visited his father in Massachusetts.

The elder Larrabee formerly operated a lunch room at Rigby.

Machinist Raymond Killinger's daughter is recovering from a leg operation.

Several of the boys have moved to their camps for the summer.

Rigby Yard

By GEORGE MARCROFT

Yard Clerks T. P. Blanchard and Lester York have returned to work after enjoying their annual vacations.

General Yardmaster Fred W. Grimmer and Englemaker Grant of the Rolling Mills switcher have returned after a very successful trip to Rangeley. Rollie McMullan of the Bancroft and Martin Mills accompanied them.

The report is they had their usual good luck.

Englemaker Robert Forbes will make his twelfth trip to the West Coast around the middle of July, taking in California, British Columbia and other points of interest, and making a stay with his brother, who is a large orchard owner in California.

William C. Smith of South Portland, recently retired from active service, visited the engineering department, and is purchasing department, recently returned from a week's vacation. His place was taken by Ethel G. Perron.

Charles L. Sherman, road foreman of the engineering department, has returned to work after an emergency operation for appendicitis.

Stenographer Gertrude H. Whitehouse, purchasing department, recently returned from a week's vacation. Her place was taken by Ethel G. Perron.

Former Superintendent and Mrs. Frank H. Brooks were with their parents, Machinist and Mrs. Vivian R. Elliot, and her husband during the week of June 14.

Those out account of sickness in the engineering department during the past month were Alice Ellison, Mary Morse and "Lin" Lamson.

Clerk Charles E. McCarthy, foreman of the general office department, recently returned after being ill for some time.

Bollermaker George Rankin's daughter, Pauline, graduated from South Portland High School with honors last month, barring an average grade of 92.8 per cent for the four years.

Electrician Walter Emery had his usual good luck fishing May 27, when he caught two salmon, one four-pounder and the other two, of Akron, 0., who were accompanied by their mother, Mrs. Helen Heacock.

VISITING their grandparents, Machinists and Mrs. Eugene Annett, recently were two-year-old twins.

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A daughter, Lynn Marie, was born to John and Mary Bevan.

Bollermaker Leroy Barney is purchasing a small farm, completely equipped with livestock and machinery.

General Foreman Welhe made a trip to LaGrange, III., to attend the Diesel school.

Bollermaker Edmund Gallop is on a three-month leave of absence.

Machinist Leslie Drew and Foreman James Marcroft celebrated their birthdays June 3.

Carman Helper Peter J. Griffin was married to Patricia Kane June 19 at Portland.

Machinist Helper "Bob" Wadsworth attended the Veterans of Foreign Wars convention in Lewiston while on his vacation.

Miss Roberta Marcroft, daughter of Foreman James Marcroft, was married June 12 to Wesley Mingo of Old Orchard.

Assistant Freight Traffic Manager Gilbert W. Miller, left, and Stenographer Gertrude H. Whitehouse, passenger traffic department, assist Yard Clerk P. J. Kilmartin, who was off duty account of injuries received by his wife and daughter.

Yard Clerk P. J. Kilmartin, who was off duty account of injuries received by his wife and daughter, has returned to work. They are both improving rapidly.

Assistant Yardmaster Charles Keniston, Sr., has returned after being off two months account of illness.
Sympathy is extended to Supt. H. L. Shirley on the death of his sister, Mrs. A. O. Copertaiz.
Yard Conductor B. B. Scott has returned to work after being off duty for illness. Taking their vacations recently were Operator E. F. Treadwell, superintendent's office; Operator A. L. Hitchens, Yard Conductor W. J. Hickey, Trainman R. E. Burnham, and Conductors E. L. Newcomb and H. M. White.

Bangor M. of W.

By John Mixner

Floyd Gordon, section foreman at Mattawa-keag, returned to work last month after being off sick since the first of the year. Carlton Ayers, former trackman on Ayers Junction section, recently bid off position as assistant foreman in Perkins' crew.

Hudson Gray, trackman at Brewer Junction, returned to work recently after an operation.

Retired Trackman Charles Lodge, formerly on the Eastport section, now lives in Glendale, Cal. He and his wife plan a trip to Maine in the near future.

Wilfred Kaine, trackman at Vanceboro, has been off duty several weeks on account of sickness.

Retired Trackman Robert Leighton died June 12. He was last employed on Hamilton's crew.

Fred Pelkey, trackman at Kingman, took his vacation last month during a period of sickness.

Edgar Leon Burgin of East Dixmont, former assistant track foreman at Bangor, who retired in February, 1946, died May 18 at the age of 65.

Bangor Car Department

By C. A. Jeffers

Stenographer Lena Golden, general car foreman's office, has returned from Florida after a leave of absence.

Coach Cleaner Roger W. Jellison has enlisted in the Air Cadet Aviation Service. Carman Helper W. E. Butechelder was married June 20 to Madeline Ethel Whitney of Chestertown.

The newly-organized Maine Central baseball team at Bangor has entered the Twilight League and in its first game June 12 defeated the Collegians. Car Inspector D. K. Bridgham is captain of the team, which is managed by C. A. Jeffers, assisted by C. F. Lambert.

Carman and Mrs. B. W. Caldwell visited friends in Washington, D. C., recently while working Caldwell's vacation.

Others taking their vacations recently include Carman R. E. Blaisdell, Car Inspector D. K. Bridgham, Carman Helper George A. Kellhecy and Carman L. E. Jellison, Northern Maine Junction.

Bangor Motive Power

By C. H. Leard


Hugh Robinson, former carpenter with the R&B department and for many years a member of the wrecking crew in the motive power department, died June 8 at the age of 66.

Retired Portland Division Engineerman Lou Philpot, who is living at Washoagai, Wash., writes that he and his wife were not endangered by the recent floods because their home was situated on high land.

SEPTEMBER WEDDING is planned for Miss Jane Hope Bailey of Maine Central Railroad, who will marry John A. Elliott of Bangor, and Miss Margaret Ferry, daughter of Retired Engineerman and Mrs. J. J. Ferry, was recently appointed school nurse for the West side of Bangor. Miss Ferry graduated from the Eastern Maine General Hospital in 1931 and from Simmons College in 1942 and was supervisor of the Visiting Nurses' Association of Boston for some time.

The Bangor delegation from Penobscot Lodge, B. of L. F. & E., was awarded the attendance banner at the New England annual convention at Bangor June 8.

By H. D. Davis

Congratulations to Vardmen A. W. McVey and P. G. McVey on the stork's recent trip with a son of each family.


Trackman W. C. Kaine, while on relief account of illness, has managed to get a good start on construction of his new bungalow style home on Shaw Street.

Ninety-six years of marriage of Mrs. Margaret and John Bailey, June 12, to Mr. and Mrs. William J. Bailey Jr., was celebrated by a family dinner at their home in Maine as well as on their recent trip to Costa Rica, via West St. John's, N. B., passed through here June 17 en route to the United States.

Yard Conductor and Mrs. D. P. McVey were delegates to the recent American Legion convention in Bangor.

Clerk Villa T. Wescott attended a meeting and demonstration of work of Rainbow girls June 17 at Masonic Temple, Calais, and returned through here June 19 to take care of his brother, George, on his return to Boston June 12 and remained several days visiting in the Hub.

Your correspondent recently noted the interchange to U. S. Postal Service.

Don't see cars that number every day.

By C. A. Jeffers

Florence Funfrock, a member of the Bangor Lodge, B. of L. F. & E., was awarded the attendance banner at the New England annual convention at Bangor June 8.

The Bangor delegation from Penobscot Lodge, B. of L. F. & E., was awarded the attendance banner at the New England annual convention at Bangor June 8.

By P. D. Adams

Retired Section Foreman George W. Allen is convalescing at the Calais Hospital after surgical treatment.

Miss Vera Libby, an art teacher in the secondary schools at Woodstock, Vt., and the daughter of Engine House Man and Mrs. James E. Blake, who received her diploma at the John Bapst Institute, who will enter Colby College next fall, has worked in the car department at Bangor for the past few summers.

JUNE GRADUATES included Miss Joyce Blake, (left), daughter of Engine House Man and Mrs. James E. Blake, who received her diploma at the John Bapst High School commencement, June 13, and John R. Blockey Hicken, (right), who was graduated last month from the Academy course at Hingham Classical Institute, Nickson, who will enter Colby College next fall, has worked in the car department at Bangor for the past few summers.

FLOWER GIRL — Betty Jean Seward, granddaughter of Chief Clerk H. D. Davis, at the recent wedding of William J. Bailey Jr., daughter of Chief Clerk H. D. Davis, at the recent wedding of Davis' daughter, Harriet.

Calais

By P. D. Adams

Retired Operator F. Crandlemire was married at Togus June 26 to Leora Ruth McCarty.

Mrs. Marianne Spinney, wife of Railway Express Agent Charles H. Spinney, was a delegate from the Second Baptist Church at the United Baptists' convention in Maine at Ocean Park June 14 to 16.

Vanceboro

By P. D. Adams

Congratulations to Vardmen A. W. McVey and P. G. McVey on the stork's recent trip with a son of each family.
To Finish Writing Your Essay on the Subject:

"Why I Like to Work For My Railroad"

REMEMBER: Sincerity of thought—not literary genius—will be the basis for making all awards.

DON'T DELAY . . . . WRITE YOURS TODAY

Maine Central Contest

1st Prize — $50
2nd Prize — $25
3rd Prize — $10
3 Honorable Mention Awards $5 Each

LOOK!
$1450 IN CASH PRIZES

National Contest

1st Prize — $1000
2nd Prize — $250
3rd Prize — $100
15 Honorable Mention Certificates

REMEMBER THE DEADLINE . . . JULY 31

(For Details See Story on Page 5)