League Contest Winners Announced

Eight members of the Maine League of Railroad Men and Women are, collectively, $250 richer, as the result of having been named prize winners in the League's Suggestion Contest—“MY IDEA OF HOW RAILROADS CAN GET MORE TRAFFIC”.

Top winner, with a prize of $100, is Louis R. Agger of Portland, a clerk employed by the Railway Express Agency.

The contest was open to all members of the League, employed by the Bangor & Aroostook, Boston & Maine, Canadian National (Grand Trunk) Canadian Pacific and Maine Central railroads, who reside in the State of Maine.

The other prize winners are:
2d prize—$50—
Harrison W. Elliott, Freight Claims Office, Portland.

3d prize—$25—
Leonard H. Jaynes, Engineman, South Portland.

4th prize—$25—
Mrs. Bettina N. Conohan, Machine Accounting, Portland.

5th prize—$15—
F. G. Sturtevant, Section Foreman, Maintenance of Way Dept., Danville Junction.

6th prize—$15—
Harvey L. Clough, Locomotive Engineer, Boston & Maine RR.

7th prize—$10—

8th prize—$10—
Asa Worcester, Rigby Car Shops.

In announcing their selection of prize winners, the Contest Committee said:
“The many suggestions received from members of the Maine League
(Continued on page 4)
MeC Golfers Win
B & M YMCA Trophy

Maine Central golfers won permanent possession of the Boston and Maine YMCA trophy in the season's first railroad tournament late in May.
Dick Goodie and Bill Martin of the Maine Central teamed up to post low net and low gross respectively, with Joe DiMauro of the Maine Central and Mike Kusiak of the B&M following in second-place net and gross positions. The team score was 16½ to 8½.

The event was held at the Bauneg Beg Country Club in Sanford with a field of 47 railroad golfers on hand for the play and a banquet that followed. A highlight of the banquet was the presentation of the trophy to tournament chairman Joe DiMauro. Clayt Plummer of the B&M team made the presentation.

Each railroad team had won the YMCA trophy twice.

(Continued from page 3)

of Railroad Men and Women presented the Committee with a problem which necessitated delaying announcement of the awards until all entries could be carefully examined and thoroughly discussed.

"A considerable number of those submitted had to be eliminated by the judges under the acceptability clause of the Contest Rules, because it was evident that existing governmental regulations would prevent their being adopted at this time.

"Whether the winning suggestions will be adopted by the railroads is not for the League's Contest Committee to decide. All the suggestions have been transmitted to the various departments of the railroads which they are concerned.

"Naturally all of them will have to be studied further by management to decide whether actual acceptance is practical and something which would actually help the railroads in getting more traffic.

"Our congratulations to the prize winners. Our thanks to the other League members whose entries exhibited much thought and effort. It was evident from the content of the entries received that the majority of the members of the League are aware of the necessity of the closest cooperation between management and employees in matters of common interest, if the railroad industry is to be kept prosperous and in position to provide the maximum amount of employment under present-day conditions."

In Dad's Footsteps

Railroading is a Family Affair

It wasn't difficult for the four sons of Herman F. Dodge to decide what they wanted to be when they grew up...they just followed their father's footsteps.

The result is that the Maine Central boasts the father and four sons in train service, a mark that few, if any, of the nation's railroads can equal.

Here's the Dodge family line-up:
Herman P. Dodge, Sr., has been a Maine Central Engineer since 1909. He's been an engineer since 1920.
Herman F. Dodge, Jr., joined the Maine Central in 1938. He's been an engineer for nine years.

Forest Dodge is a conductor with 17 years MeC service.

Guy Dodge, and the youngest son, Norman, started railroad careers in 1956. They're both firemen.

And, to strengthen their claim even further, the Dodge family circle includes a railroading son-in-law, Arthur C. Thorne, a hostler at Rigby.

But the record set by the Dodge family is seriously threatened, depending on what the future holds for the Clyde E. Burnhams of 9 Dalton street, Portland.

Clyde, the father, is a PTCo. trackman, and at the end of each day's work, he's greeted by not five, but ten potential railroaders.

Any challengers?

LARGEST MEC FAMILY?—Maybe not, but certainly in the running are the ten youngsters of Clyde E. Burnham, Jr., MeC trackman, and his wife, Mildred. In order of age, the children are Clyde E. 3rd, 19; Lee B., 18; Clauda V., 17; Nancy A., 15; Frederick J., 13; Rose M., 12; Dennis J., 10; John J., 5; Michael A., 3; and Gary E., 2.
Shopmen to Aid MeC Family

About a month ago, the death of Car Inspector Walter Peavey, 49, saddened his fellow workers at the Waterville Shops. The cause was a heart attack, the last of several that had kept him away from his work for some time to time over the past few years.

Then, in the early hours of Thursday, May 28, the home of his widow and two young children was wrecked by fire. As Jim McClay, Waterville Sentinel columnist, put it: "They must have caused to wonder just how much more that's rough can happen to them."

But already, as the Maine Central Magazine goes to press, things are looking up for the Peaveys. Fellow workers, headed by Leo Fredette, "Buster" Tuttle and "Ern" Jones, are planning to build them a new house.

They'll provide the labor and know-how, that is, if others will put up the necessary cash to buy the materials. They've contacted a Waterville lumber firm that will furnish nearly everything they'll need at cost. Necessary gravel will be donated and delivered by the town of Winslow.

Right now, Mrs. Peavey, daughter Linda, 13, and son Walter, Jr., 3, are living in a portable camp that has been set up on their lot in Winslow. It's small, but better than nothing, and they're not complaining or asking for help.

But their friends are, believing that the Peaveys are worth helping, and a fund of contributions is growing steadily, to be used for the materials with which the Maine Central Shopmen will build a new house.

The Federal Trust Company of Waterville is serving as a collection point.

NEW FACILITIES AT GARDINER—No blacktop as this picture of the Gardiner station was made, but it came the next day, completing new facilities for both passenger and freight operations for the Maine Central at Gardiner, and replacing the old building, sold to the city.

New Station Opened at Gardiner

The Maine Central freight house at Gardiner has taken on a new look and is now a complete center for all railroad operations and service.

Renovations, which began soon after the sale of the old station to the City of Gardiner, were completed in mid-May, and the new facilities opened to the public.

The effect is to place MeC freight and passenger operations under one roof, with modern facilities for both.

A waiting room and office with a ticket window has been built, the platform improved, and new quarters have been supplied for the Railway Express Agency, Inc.

The new waiting room is complete with rest facilities, two shades of green paint, and a short flight of stairs leading directly to the new blacktopped platform. The passenger section of the rebuilt structure also contains a compact office for Agent Leslie E. Soule and Cashier F. Clyde Cooper.

A total of 100 feet of the freight house was removed, with the remaining 123 feet roughly divided between passenger and freight operations.

VICE PRESIDENT HONORED—Edward W. Wheeler, 33rd, Brunswick, vice president of the Maine Central Railroad and acting sovereign grand commander of the Supreme Council, Ancient Accepted Scottish Rite, was honored by fellow Masons last month. He was presented with a book containing his masonic record and an oil portrait. From the left, as the presentation was made, Mrs. Wheeler, Mr. Wheeler, and Clark D. Chapman, 33rd, master of ceremonies.

OLD JOB, NEW STAND—Cashier F. Clyde Cooper, with 37 years' service on the Maine Central, talks to John Littlefield, Kennebec Journal reporter, in the new ticket window at the Gardiner station.
History Recalled

Somerset Railroad in Miniature

OLD STATION AT BINGHAM—A table-top, working model of the old station at Bingham is part of still-growing miniature re-creation of the old Somerset Railroad in progress under the skilled hands of Walter MacDougall, Bingham, full-time teacher and part-time railroad historian.

Unless you’re a skin-diver, you’ll never see what’s left of parts of the Old Somerset Railroad, predecessor of the Maine Central in Somerset County. You’ll never see them, at least, unless you visit the Bingham home of a young teacher who has reconstructed the old Somerset line in miniature.

He’s Walter MacDougall, who teaches math and science in Milo during the week, but who returns weekends to add a mile or two or a building or two to his growing recreation of Maine railroad history.

Mrs. Eva D. Bachelder, Bingham town clerk, newspaper correspondent and widow of Maine Central conductor Joseph L. Bachelder, made just such a visit a few days ago, and the pictures on this page are a result.

Mrs. Bachelder says MacDougall has been fascinated by railroads since his early days, when he stood on the platform at Bingham, watched the trains, and tried to imagine what the old line was like. His reconstruction, however, is not imaginary, but based on solid research and the recollections of his railroading neighbors in Bingham. They include the families of engineers, firemen and conductors who served before and after the Somerset Railroad became part of the Maine Central...the Garlands, the Gibersons, The Tuppers, Millers and Durrells.

MacDougall has completed his models of Bingham station, together with freight house, water tower and other assorted buildings, and the stations at Solon, Bingham Heights, and Deadwater.

He’s now completing reproduction of the facilities at Indian Pond, inundated six years ago by the power company flowage.

MacDougall also has included the section houses at several flag stops, and within a few weeks, his HO guage trains, carefully girt-lettered in the fashion of the Old Somerset, will run all the way to Kineo.

Among those RETIRING

Harold A. Libby, engine house foreman, Calais, 44 years.
Roy A. Ellis, yard brakeman, Bangor, 42 years.
Ballard L. Fuller, clerk-telegrapher, Augusta, 48 years.
Oliver E. Buckley, clerk-telegrapher, Pittsfield, 45 years.
Lowell A. Chapman, locomotive engineer, Rockland, 61 years.
Robert J. Mountain, locomotive engineer, Portland, 45 years.
Robert G. Forbes, locomotive engineer, Portland, 42 years.
Ariel W. Brown, telegrapher, Pittsfield, 15 years.
Austin V. Condon, yardmaster, Portland, 53 years.
Philip Louis Gardner, telegrapher, Portland, 53 years.

(Continued on page 11)

Buchheim Heads MeC Sales Staff

Herman E. Buchheim of Rutland, Vt., has been named sales manager of the Maine Central Railroad.

Former assistant sales manager of the Rutland, Buchheim joined the Maine Central June 1, with headquarters in Portland. Freight Traffic Manager R. C. Merrow said Buchheim will direct freight sales and shipper service over the entire Maine Central system.

A native of Michigan, Buchheim entered the service of the Rutland Railway Corp., in 1939 as traffic representative. He was named general agent in 1947, general freight agent in 1953, and assistant sales manager in 1956.

Before joining the Rutland, Buchheim served for 12 years as salesman and assistant sales manager for the Heywood-Wakefield Corp. in Boston.
OLDEST ENGINEER

Lowell Chapman Enters Retirement

The Maine Central's oldest engineer in point of service—81-year-old Lowell Chapman of Rockland—stepped into retirement last month after 61 years as a railroader.

He ended the job where he had started it—in the freight yards at Rockland, but between December 29, 1887, and May 20, 1959, Chapman operated locomotives over nearly every inch of the Maine Central system.

It was on December 27, 1897, that he began firing the yard switcher at Rockland, soon transferring to the passenger run to Woolwich, returning from the Kennebec ferry slip with the eastbound train.

After five years as a fireman, Chapman moved to the right side of the cab, and into main line service. A few weeks ago, as his retirement date neared, he returned to the Rockland yard switcher.

So...after 61 years service which to him seems "only a few days," Lowell Chapman has become a full-time fox-hunter and raiser of championship fox hounds, hobbies to which he has devoted his days off for the past dozen years.

Chapman, his cronies and their dogs have made the Owl's Head area a very unhealthy place for foxes during that time, and even the smartest ones haven't been foxy enough to live to dignified old age.

It's a matter of pride around Rockland that despite his years, Lowell Chapman still can cover more ground, and with less visible effort, than his hunting dogs.

(Continued from page 9)

Raymond E. Gordon, crossing tender, Oakland, 50 years.
Ralph H. Moore, blacksmith, Waterville, 47 years.
Mederic A. Herbert, telegrapher, Cumberland Mills, 38 years.
Clifford W. York, boilermaker helper, Waterville, 36 years.
Everett M. Hamilton, coach cleaner, Portland, 48 years.

George J. Vigue, machinist, Waterville, 14 years.

Roscoe F. Woodrow, asst. supervisor B&B, Portland, 47 years.
Mrs. Mildred Constantine, clerk, Bangor Ticket Office, 14 years.
Melvin M. Taylor, section foreman, Pembroke, 42 years.
Laureat L. Michaud, sectionman, Lewiston, 34 years.
Merl Ellsworth Bessey, trackman, Oakland, 32 years.
John H. Libby, conductor, Bangor, 49 years.
A. J. Parent, conductor, Portland Division, 53 years.

FULL-TIME FOR FOXHOUNDS, NOW—Lowell Chapman, 81, who retired last month after 61 years of Maine Central service, shows "Red Polka Dot," a Walker fox hound which last fall won the "best in show" award at the Brunswick Fox Hound Club meeting in Rockland.

SERVICE PINS AND DECALS

Any employee of the Maine Central who has passed the 25-year mark in service is entitled to wear one of the gold service pins which the Management supplies for 25-year and 50-year employees. If you are a 25-year or a 50-year employee and haven't received your pin, just write to The Editor and one will be sent you.

Similarly the Public Relations Department has, for free distribution, window decals of the Maine Central insignia. These are suitable for the rear windows of automobiles or other places where decals can be used.

VETERAN RIGBY WORKER HONOURED—President Miller presented a 50-year pass to Fred P. Bustin, machinist's helper at Rigby, early in May. Bustin retired in January, after having entered his 50th year of railroad service. At right, a picture made nearly a half-century ago in 1910, when Fred Bustin, ten-gallon hat and all, was a section man on the Maine Central.
Maine Central track forces moved a step nearer complete mechanization last month with the acquisition of another Nordberg Trakliner, an ingenious, yet simple device that lines track by the mile, and in jigg-time.

Slightly more than 120 feet long, the Trakliner, the line indicators and spacer buggies resemble a train in themselves. Purpose of the length is to stretch 120 feet of piano wire parallel to the reference or line rail. As the Trakliner moves along, an indicator contacts the wire, and a pointer shows which way and how much the track must be moved to correct misalignment.

The trakliner itself then corrects the line until the pointer stands at zero. Hydraulic rams force lining shoes into the rock ballast between the ties, overcoming the weight of the track and the machine itself. Other shoes then exert 5,000 pounds of pressure against the rails themselves, moving them into line.

The machine easily corrects misalignment of as much as 2 1/2 inches or as little as one-thirty-second of an inch, lining track with accuracy that was not possible before.

It's fast, too, with a proficient operator lining a rail length in about two minutes.

The Trakliner, line indicators and spacer buggies began work at Hillside, just west of Brunswick, and if you haven't seen the rig as yet in your own part of the system, it will be there before fall.
Veteran Conductor
Ends MeC Service

John H. Libby, Maine Central conductor, celebrated his 70th birthday May 23, received his “gold” life service pass May 26, and retired from railroad service May 31.

Although his Maine Central record shows 50 years, his Service actually covers 52 years and four months. The difference was the two years and four months he spent in Yankee Division during World War One.

Those were, without question, the hardest years of his career, and when they were over, John Libby wore the battle stars of five campaigns on his Victory medal.

In the 40-odd years that have passed since his return from France, John Libby has covered every inch of the Maine Central, becoming well-known to thousands of travelers, from the commuter and the farmer to the wealthy Bar Harbor summer visitor of a quarter-century ago.

Within a few weeks, Conductor John Libby will become a passenger himself, using his new gold pass to visit his seven children and three step-children.

Group Insurance
Plan Continued

President E. Spencer Miller announced in May that the present group insurance program will be continued until May 31, 1960, without change in benefits or premiums.

In a letter to all officers and employees, Mr. Miller said total hospital and surgical benefit payments for the 11 months ending April 30, 1959 amounted to $328,783. Total claims, he said, average 200 per month, ranging from $5 for a diagnostic X-ray to $1300 for hospital and surgical care.

New applications will not be required from presently enrolled employees.

Deaths

Arthur Joseph Jolin, retired trackman, April 3.
James Francis O’Brion, retired trainman, in Portland, May 18.
Oscar H. Johnson, retired asst. track foreman, March 29.
Sidney E. Mendall, retired trackman, March 17.
Charles H. Moss, retired stores dept. laborer.
Arthur L. Long, retired freight office clerk.
Ivy F. Brackett, retired clerk, March 14.

(Continued on next page)
Deaths
(Continued from page 15)
Albert B. Miller, retired car inspector, at Hermon, April 29.
William H. Quinn, retired machinist helper, in Portland, April 30.
Walter L. Peavy, carman inspector, at No. Vassalboro, April 30.
Nehemiah C. Pike, trainman, at Waterville, April 25.
Alfred Joseph Burke, retired watchman, in Portland, April 25.
George Gunn, retired machinist, at Lake Megantic, Québec, April 2.
Edward Roundy, retired agent, in Florida, January 27.
Richard M. Kelley, retired yard conductor, February 23.
George C. Waltman, retired blacksmith’s helper, at Old Orchard Beach, April 23.
Andrew F. Larkin, retired yard conductor, in Sarasota, Fla., May 25.
Henry T. Miles, retired agent, in Vassalboro, in May.
James L. Moriarty, retired superintendent, in Bangor, in Bangor, in May.
Eustache Martin, hostler at Rockland, 38 years.

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Railroad Retirement
Changes Outlined

Railroad workers will pay more, and their families will get higher benefits as a result of amendments to the Railroad Retirement and Unemployment Insurance Acts which were signed by the President May 19, 1959.

Retirement and survivor benefits were raised about 10 percent and unemployment and sickness benefits, about 20 percent. The amendments also provide for additional taxes to pay for the increases.

Major changes in the retirement and survivor programs are:
1. Monthly benefits will be 10 percent higher beginning with the month of June.
2. Women employees and spouses of retired employees can retire as early as age 62 on reduced benefits.
3. Railroad workers and their employers will each pay a tax of 6-3/4 percent on earnings up to $400 a month beginning June 1. The rate will rise to 7-1/4 percent in 1962, with further increases scheduled for the future. The old rate was 6-1/4 percent on earnings up to $350 a month.

Persons receiving a monthly benefit do not have to apply for the increase in their annuity; the July 1 or August 1 checks will reflect the increases in almost all benefits. The important changes in the unemployment and sickness programs are:
1. Railroad workers can receive from $22.50 up to $51 a week when unemployed or sick. The old law provided benefits ranging from $17.50 to $42.50 a week. The new rates are retroactive to July 1, 1958, and in some cases to January 1, 1958.
2. Employees with 15 years of service can receive unemployment benefits for 26 extra weeks after normal benefits are exhausted; those with 10-14 years of service can receive benefits for as many as 13 extra weeks. Temporary extended benefits were also provided for employees with less than 10 years of service who exhausted normal benefits after June 30, 1957.
3. Beginning June 1, railroad employers will pay a tax of up to 3-3/4 percent on earnings up to $400 a month. Employees do not contribute to this program. The old law provided for a maximum rate of 3 percent on earnings up to $350 a month.

The Railroad Retirement Board will notify employees who are eligible for retroactive benefit payments for unemployment or sickness. Beneficiaries are requested not to write in about these benefits, or about increases in retirement or survivor benefits, because it will delay the making of adjustments in their payments.
News of our traveling citizen in the Disbursements Office: Joseph "Red" Murray and Mrs. Murray attended the National Convention of Railway Clerks in Milwaukee, Wisconsin. "Bobby" Clarke went to Camp Belvoir, while Walter Powenscher attended camp in Kentucky. Fred Jordan is going to Portland, Oregon, in July to attend a union convention. Louise Scannell has been visiting friends in Altoona, Pennsylvania.

The women's bowling league came to a successful conclusion with a banquet at Rose and Virginia's on Spring street, Portland. Those receiving awards were: Beatrice Crawford (Paul's wife); Jan Clarke, (Bobby's wife); and Margaret Gagnon, high single string. Bea Crawford also won high three-string. The winning team for the first half was composed of Bea Crawford, Kay Donahue, Jan Clarke, Shirley Baldwin, Hazel Wallace. The winning team for the second half consisted of Hazel Varney, Kay Donahue, Marion Adler, Alice Eliason, Beryl Farrar. (They had to win by a roll-off).

Kay Donahue was honored by her office associates with a party at the Columbia Hotel. She was presented a purse of money, as well as a few jokes. Those attending were Dottie Smith, Edith Goodwin, Hazel Wallace, "Gin" Wallace, Hazel Varney, Mary Nugent, Margery Sterling, Marguerite Hollywood, Madeline Bowdish, Myrtle Neilson, Margaret Lynch, Mary Donahue, Margie Briss, Margaret Gagnon, Ernestine Miller.

A little bird reports that General Accountant Virgie Hawkes is thinking seriously of digging up his forsythia bushes.

Blair Wallace has employee group insurance, and "Kay," his wife, left on their annual vacation in the wee morning hours May 30. They planned to drive to Bar Harbor, taking the "Bluenose" from there to Nova Scotia.

Cpl. Eliason Weds

Miss Catherine R. Buchanan of Falmouth became the bride of Cpl. Philip L. Eliason, U.S.M.C., son of Mrs. Alice M. Eliason of the Engineering Department, in a recent ceremony at the Holy Martyrs Church, Falmouth.

The bride is the daughter of Mr. and Mrs. Edwin J. Buchanan of Ledgewood drive, Falmouth.

The couple will reside in San Francisco, California, where Cpl. Eliason is stationed.

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Engineering Department

Roscoe F. Woodrow, P.T.C.o Asst. Bridge and Building Supervisor, resigned April 30 after 48 years service. Roscoe first joined the railroad as a Carpenter in 1911.

C. E. Dixon is the proud owner of a Volks-wagon.

Ken Brann had an automobile accident recently causing considerable damage to his car and leaving him with a stiff neck.

An automobile belonging to someone in the drafting room seems to be spending more time in the repair shop than on the road.

We were all saddened by the recent death of Mrs. Thomas J. Foley, sister of John Cockeran. John Parker recently bought a home in Falmouth.

STRIKES AND SPARES—Members of the general offices ladies' bowling league pause for a breather between strings. From the left, Kay Donahue, Lillian Grenier, Janet LaPlante, Hazel Varney, Jeannette Calder, Hazel Wallace, Margaret Gagnon, Mary Donahue. Standing, ready to bowl, Theresa Slattery. Back row, Shirley Baldwin, Beryl Farrar and Marion Stevens. (Photo by Myrtle Neilson)
Rigby Engine House

By ALBERT B. WETMORE

I will start the news for this issue with a bit of good news, announcing that the progress of Machinist Eugene Annett is good after surgery.

A son, Shawn Randall, was born to Elec-
trician and Mrs. Frank Blair. A good old Irish name, Beegor. The death of the mother of Laborer Richard Adjutant occurred during the month. A floral tribute was sent.

Machinist Helper Walter Anderson and Hostler "Steve" Bordwell have returned from their Florida trips.

Former Machinist Helper William Quinn, re-
tired, has died.

Machinist and Mrs. Theodore Cote recently
renamed their Farmington home "Foxborough," high school band. They were guests of the Westbrook high school band, of which "Ted's" son is a member.

Retired Machinist Helper Fred Bustin visited relatives at Moncton, New Brunswick. Fred retired March 1st with a record for employment of just short of 50 years. He was awarded the 50 year Gold Pass by our president, Mr. Miller.

Alfred Burke, 57 years old, a former railroad worker, and father of Stores Keeper Dudus Burke, died recently. A floral tribute was sent.

A minstrel show was presented by members of the North Deering Community Church to pay off the mortgage covering a building fund. The big hit of the evening was "I'm going to do this job." Reverend Haldane, brother of Stores Depar-
tment Manager and a long-time member of this church. Electrician Albert B. Wetmore, Jr., was our emceer, as well as a committiee member for the program.

AT CUMBERLAND—"Loki-Ben" and his owner, Fred Emerg, Rigby machinist, talk things over after the racer's win during the recent harness meet at Cumber-
land fair grounds.

A very interesting and educational film, from a safety standpoint, was shown recently by Mr. M. Newton. It was a recording on one of our Western railroads, showing that by following the several safety rules, there is always a chance that we may forget for only a moment and do the wrong thing causing a accident, as in the case in this film.

Foreman Linwood Sweit is convalescing after surgery.

Laborer Joseph Kurth is ill.

Hugh Flynn, Car Department Clerk, and Vice Chairman of Railway Clerks, attended the Grand Lodge convention of Clerks held at Milwaukee, Wis.

Foreman and Mrs. Frederick Lohnard recently visited their son and family in Philadelphia.

Machinist Maurice Weeks is subbing for Lin-
wood Sweit. He has been on vacation in the south col-
Maurice has a new Chevrolet.

Machinist Ralph McKelvey has purchased a new Pontiac.

Laborer Arthur Thompson has a new Chevero-
let.

Carmen Ivan and Donald Perkins recently visited their sister in North Dakota.

Former Machinist, retired, Leslie D. H, Drew recently died in California.

Machinist Martin Stratton was the winner of a set of 4 new tires in a contest.

Electrician Walter Brown attended the con-
vention of the National Association of Watch and Clock Collectors, Inc. at Swampscott, Mass.

Forest Service Workers, Al and Gladys Pratt visited the shop. Along with Walter Bass and Max Roselle, our non-military members are well and apparently happy with retired life.

Trainman Emile Morin received nice letters from Senator Margaret Chase Smith and Rep-
resentative Coffin thanking him for sending them the Maine Central Magazine and calling attention to articles to which they might be interested.

Retired Conductor "Sky" Tardy was down to the station at Farmington recently when the Shriners' train took 600 children from the Farm-
ington area to Lewiston for the annual circus. He is feeling fine, but his wife is not well. We all wish her a speedy improvement.

The wife of retired Conductor Walter Stimp-
on passed away recently. We all offer our condolences.

Trainman N. C. Pike of Waterville died April 25 after a short stay at Thayer Hospital. He worked mostly on the locals out of his home town. He is survived by his widow, who lives out of Portland. We extend sympathy to his family.

The wives of trainmen "Ace," "Bill" and "Don," Petersen have been hospitalized, and each has had to go to the hospital to try to keep things on an even keel at home. They both found it quite a job.

Conductor "Ted" Knowlton is off duty due to an accident. We all wish him a speedy recovery.

The tallest of the men on the system have purchased a new Volkswagen, trainman "Harry" Mulhern and Engineer "Bert" Berry. I wonder if they have holes cut in the floor so they can get in them. And one of the smallest men, trainman Maurice Wilson, has purchased a Volkswagen truck.

Conductor Richard Green and wife are in the process of adopting a daughter. Her name is Janice and is in a different place with the change of time. Always the same old question comes up: "Is that your time or my time?"

Waverly Station

By ELAINE SNOW

We have some new car traders in the Engineer-
ing Department. Maurice Thorne has purchased a new 27 Chevrolet and Ray Coulombre a 28 Ford. Ray Coulombre has been busy taking trips out to the Midwest to inspect the new machine at the Maine Central is purchasing this year. He has made an excursion to Milwaukee, Wisconsin, two to Ludington, Michigan, and will travel to Fairmount, Minnesota in June.

William Turner of Jackson Vibrators, Inc., and Edwin Tuchelle
Freight Foreman A. L. Johnson, figering to do some fishing, proudly displays the type of utility shiner that he uses for live bait. We assume that it came from Laurence Campbell's bait pond.

One of the Fair Haired boys on the Rip Track snuck up on a stream in the northern part of the state and cast his net upon the waters for smelts. An alert game warden tapped him and said "See you in court tomorrow, as this brook is closed." The respondent paid $10 for four smelts.

Carman Jimmy Walker, Carman Francis White and Not and Bolt Man Ralph Eddy are on the sick list at this writing.

Table Operator and Mrs. Archie Smith have recently attended the graduation exercises of their daughter Dorothy at the Nazarene College in Wolfstown, Mass. Dorothy is Valedictorian of the Class of '59.

Augusta

By ELLIS E. WALKER

Furloughed Clerk Athie "Boomer" Bryant is currently employed at Lewiston on vacation relief. The business will pick up in Lewiston.

Wife Horace Rodrigue had a successful fishing trip "over-East" recently.

Your Scribe and Mrs. Walker were recent visitors in Philadelphia Pa. Our daughter, Maritia, a student at Eastern Baptist Seminary, accompanied us home.

Mrs. Ralph Tracy, wife of Agent Ralph Tracy at Hallowell, has returned home after minor surgery at a Boston Hospital. She is reported as making a satisfactory recovery.

1st Truck Clerk-Telegrapher, Raymond Bishop is on vacation, but his place is not known at this date. He is being relieved by Spare Operator Phl Tracy.

Bartlett, N. H.

By O. R. BURDWOOD

Peters' spare crew has gone on the road, first going to Lancaster and now at Steep Falls. Expect to move to South Windham before long.

We all extend sympathy to the family of Buzell P. Neally, retired section man, who died recently. He first went to work for the MeCo in June, 1907, retiring December 1, 1951. Retired Conductors Batley and Bouthwell called in a while ago, and we were all glad to see them.

Bill Smearer is working around his camp on Lake Michael this spring. He has more work to finish before he moves in. A great spot, up there.

The State highway department is making many changes in Crawford Notch, widening the highway.

The Western Union has been busy up this war lately, changing poles and running new circuits here and there.

An idle thought, perhaps, but who knows the origin of the old State of Maine expression, "As pleasant as a basket of chips?"

Not long ago we learned of the death of retired trainman Jimmy O'Brien of Portland.

Eastport

By K. O. CLINE

Oscar Brown, section foreman, has transferred from Eastport and is now working the Penobscot Section. George Hall was acting section foreman at Eastport awaiting bidding on permanent position.

George Zank, former machinist, who recently retired on account of disability, died suddenly at his home May 10.

John Collins, freight handler at Sea Street is absent due to disability.

Brakeman Carl Smith's daughter, Rebecca, who graduated from high school this June, has announced her engagement and will soon be Mrs. Stanhope.

Bill Childs, freight handler, who was hospitalized with pneumonia, is now much improved. Mrs. Ivan Murphy died suddenly a few days ago.

By "STEVIE"

The change from standard time to daylight time raised hob with an employee who purchased an electric clock in one department. It seems that during the daylight time the clock would run on daylight time and during the night it would shift back to standard time. When Vede Bellow was asked if the 'grims' were fouling the clock up, he replied, "No, ma'am, and we think its a square headed grimm!"

The Freight Shop car, Bruiser, has done quite his job here and left. Bruiser disappeared shortly after we had his picture in the previous issue of the magazine. He left no forwarding address.

Machinist Bryant Kent has been in Kirkville, Me., visiting his son Harold, who recently graduated from Yorkville College of Osteopathy. Young Kent will intern at Waterville Osteopathic Hospital.

Supt. George Smith and Machine Foreman Don Russell attended the annual meeting of the New England Railroad Club in Boston recently.

Tractor driver Tiny Gibbs is a surgical patient at the Sisters Hospital.

Machinist Atton Cook has been a recent patient at a local hospital for eye surgery.

Forty years ago it took only 100 horsepower to keep a military combat plane in the air. Today it takes 250 horsepower to carry a 117-pound female to the supermarket.
Olive Comeau, Stenographer, Augusta
Lewis E. Stark, Freight Clerk, Brunswick
Cecil A. Poor, agent, Winthrop
Forrest M. Dearborn, Crossing Tender, Lewiston