



MAINE CENTRAL

JUNE 1957





Maine Central Railroad Magazine

Vol. XIII—No. 9

Richard M. Aylward
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus



THE COVER

A preview of things to come in the deep sea fishing department this summer: Emile Morin, Maine Central's trainman-fisherman, with his grandson Norman Cribby, displays a 28½ pound cod he hooked last summer off the coast near Portland.

FROM THE EDITOR

A colorful advertisement for our railroad and for the State of Maine are Maine Central's green and gold box cars, attention-getters wherever they travel across the country. The latest proof of this fact was received recently by F. A. Murphy, Executive Assistant, from A. M. Rung, Special Representative in Casper, Wyoming, for the Chicago, Burlington & Quincy and the Colorado and Southern Railroads.

Mr. Rung sent along a clipping from the Casper Morning Star of Tuesday, May 14th; it was from a column entitled "Along the Beat with Lou Musser" and read as follows:

"Parked on the side track at B Street west of the City-County building Monday, was a box car that attracted considerable attention. Painted in very dark green, the car bore the insignia of the Maine Central, with a large pine tree in the center, with the inscription 'Pine Tree Route'."

The item speaks for itself; it shows us that our box cars "stand out in a crowd" from coast to coast.

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Ball Signals

Three in Use a Fourth in a Museum



Receiving a proper indication on the ball signal east of Portland Union Station, Train No. 14 from Bangor proceeds to enter the station.

A railroad signal, which since back in 1881 had been used to guide trains in and out of Portland Union Station, and was located at the westerly end of the station, has become a museum piece in the Baltimore and Ohio Railroad's Transportation Museum at Baltimore, Maryland. A ball type signal, one of four along our lines still in existence, it has been presented to the museum by our Company.

Another signal, very similar to the museum piece, is still being used in the yards just east of Portland station, between the station and Park Avenue bridge. Outmoded by modern color-light automatic block signals which protect train movements on our main lines,

the still remaining ball signal has been relegated to the sole duty of advising engineers whether or not they may move trains into or out of Union Station area. It is, officials agree, still adequate for its purpose.

Back in the late 1880's the ball signal was widely used as one of the first type of "block" signals on the railroads. It was responsible for a term still commonly used on all railroads—"highball", meaning, in railroad parlance, a go-ahead signal, whether given by a conductor or indicated on a signal.

The old signal still in use in Portland is a hand-operated, three ball and three lantern device with a can or box at the base into which the balls are dropped when not in

use. Balls are used to transmit orders in daylight hours; lanterns are used at night.

There are a number of indications which may be shown by this ball signal; for example, two balls (or two lanterns) aloft means permission is given for a train on the passenger main line to enter the station from the east. One ball (or one lantern) gives permission for trains or engines to proceed from the station to Union Branch, etc.

Two other ball signals remain in use on our lines today—one at Whitefield and the other at Waumbek Junction, on our Mountain Sub-Division tracks in New Hampshire, areas of light train traffic. Here again their use is limited and train crews of the Maine Central and Boston and Maine, whose tracks cross at these points, use them only to warn crews on the other line that a crossing is about to be made.

W. E. Kingston Dies At Bangor

William Ernest Kingston, Asst. Superintendent, Eastern Division, at Bangor for 27 years, died in Bangor on May 25th.

First employed with the railroad as a telegraph operator at Tomah in 1891, Kingston covered similar jobs at Danforth and Waterville until 1898, at which time he became Train Dispatcher at Bangor. In 1917 he was promoted to Chief Train Dispatcher at Bangor and then, in 1925, to Asst. Superintendent under the then Eastern

Division Superintendent J. L. Moriarty. He held this position until his retirement on April 1, 1952.

Kingston had enjoyed good health until several months ago. He was known for always being very considerate of other employees and also for being loyal to his Railroad.

Kingston was perhaps best known for his knowledge of the Eastern Division. It was a rare instance for anyone to stump him on the subject; his was an almost complete source of information gained from his years of personal experience in the area.



Joseph P. Theriault, of 61 Spring St., Westbrook, Machinist at Rigby.

Robert A. Kinney, P.O. Box 102, Winn, Trackman at Winn.

Arthur C. Winslow, P.O. Box 82, West End Station, Portland, Portland Division Passenger Conductor.

Albert R. Genest, of 26 Pleasantdale Ave., Waterville, Yard Conductor at Waterville.

John J. Keating, of 14 Massachusetts Ave., Portland, Portland Division Conductor.

Joseph P. E. Beaudoin, of 102 Bedford St., Portland, Portland Division Passenger Conductor.

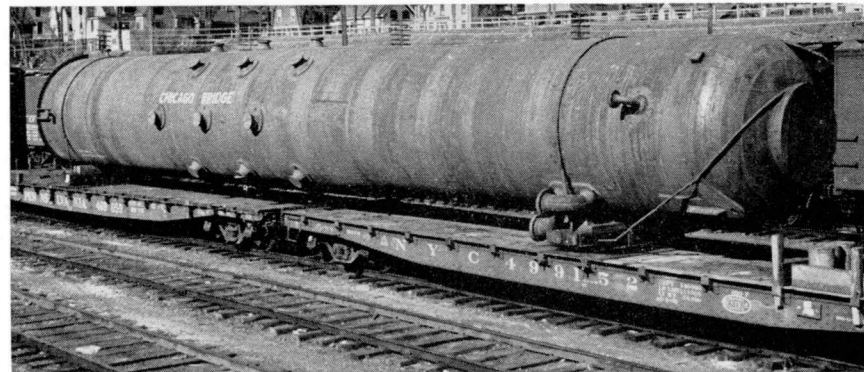
Frank B. Sonia, of 30 Spring St., Bangor, Freight Handler at Bangor.

DISABILITY ANNUITIES

Arnold O. Jones, of Dennysville, Section Foreman at Dennysville.

Leland A. Hunt, of 55 Water St., Randolph, Crossing Tender at Gardiner.

Huge New Digester For Eastern Corporation



At Bangor Yard, the digester waits to start the last leg of its trip to Lincoln.

SPECIAL orders and all possible precautions were taken by Maine Central crews during the recent move over our lines of a new, 80-ton continuous digester enroute to the Eastern Corporation's new plant at Lincoln.

Originating at the Chicago Bridge & Iron Co., Washington Heights, Illinois, the digester was turned over to Maine Central at Groveton, N.H. by the Canadian National Railway. From there it moved via Portland, Lewiston, Waterville and Bangor to Lincoln.

One of four digesters going into operation this year in this country, with only one in actual production to date, the huge unit measures 74 feet in length and has a diameter of 9 feet, 10 inches at the bottom, tapering to 9 feet, 4 inches at the top. It is designed to produce 150 tons of softwood pulp per day or 200 tons of hard-

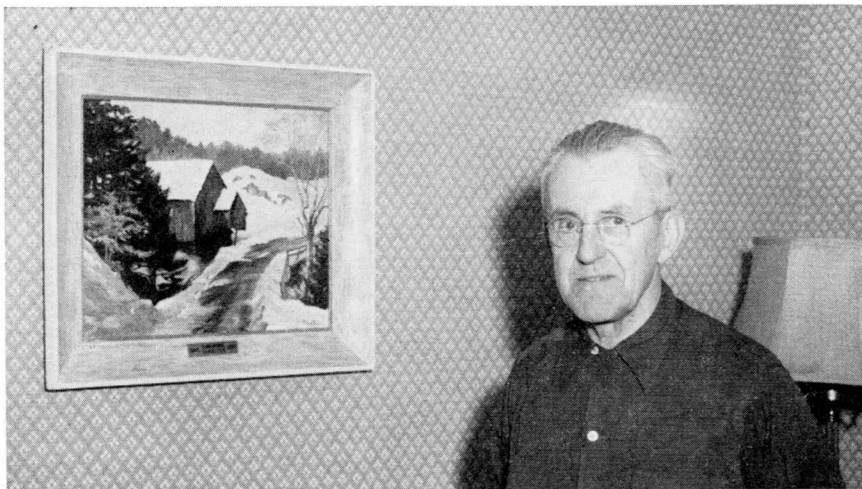
wood pulp and can withstand pressure of 175 pounds per square inch at a temperature of 350 degrees F.

Preliminary correspondence on the move brought pertinent facts to the office of Car Service Superintendent E. D. Westcott, such as the weight, length of the unit on two flat cars, height and width. These were given to our Engineering Department personnel and were checked with existing clearances all along the route.

Thus, when the digester reached this area, the instructions were ready—there were certain yard tracks to be avoided, curves to be run slowly, clearances to be watched.

And, due to the precautions taken, the unwieldy shipment arrived at its destination in good condition after an uneventful trip over Maine Central tracks.

Bailey To Reap Rewards Of Hobby



Millard Bailey poses with the oil painting he had displayed at the 1957 Grand National Exhibition in New York.

WHAT started out several years ago as a hobby, will expand into a full time interest for Millard W. Bailey, chief clerk in the Engineering Department, Portland General Offices.

With his retirement from active railroad service coming along late this year, Bailey plans to put his past seven years of oil painting lessons to good use as a full time occupation. Proving that he has talent along this line is the fact that one of his paintings was exhibited in the 1957 Grand National Exhibition of the American Artists Professional League in New York City during April. And, he is Cumberland County membership chairman for the League.

Bailey also has had a painting in a recent exhibition for Maine

painters, professional and amateur, at the Farnsworth Museum in Rockland.

The actual beginning of his hobby came about ten years ago with his interest in the intricate, painstaking avocation of inlaid woodworking. It was while pursuing this art that his attention became focused on oil painting and he started taking lessons from Roger Deering in Portland.

Bailey is planning a complete studio for his painting in the cellar of his new home in Portland. When finished it will afford him a comfortable and convenient place in which to carry on his work.

He plans, and is looking forward to, a busy retirement. But, perhaps it isn't a retirement after all—merely a change of jobs!

Train Radio: Valuable - Expanding

(See centerspread for pictures)

OUR railroad's two-way train radio system, now one of the most complete radio and telephone communications system on any railroad in the East, is soon to be expanded to include most of the local freight trains on the line.

Current plans call for the acquisition of eight more locomotive radio units and eight handie talkie portable sets for use by conductors of the trains. Slated to receive the new radio coverage will be local freights on the Portland-Bangor main line as well as trains on our important freight branches.

Augmenting the familiar telegraph keys, long established as the basis of communications, Maine Central's radio network has brought passenger and through freight trains operating along either route of the Portland-Bangor main lines into constant verbal reach of the Train Dispatchers. A goodly portion of our branch lines are also covered by the system.

Train Dispatchers can talk back and forth to locomotive cabs. Freight locomotive crews can talk to conductors in cabooses—a mile or so back on their train. Any two—or more—trains can talk back and forth to crew members on the other, while moving or standing still. A freight train conductor, carrying his handie talkie, can talk to his engine crew while he sits in his caboose or stands on the ground beside his train. Passenger train crews can also broadcast or receive information through

radio equipment in locomotive cabs.

Special integrating equipment at such points as the Chief Dispatcher's office in Portland provides the means of direct communication with engine crews anywhere up and down the line via the local base station nearest to the train's location.

First studies for the system were started back in 1953 with engineers from the New England Telephone Company joining in the project. The present complete system of communications over the Maine Central's rail lines by radio and integrated special phone lines is the ultimate result.

Seven base broadcasting and receiving stations are located at Portland, Brunswick, Lewiston, Augusta, Waterville, Hermon (Tower MD) and Bangor. Each station has a range of from 10 to 35 miles of radio transmitting and receiving.

Sixty-four mobile units (handie talkies) are available and, as stated above, eight more units are to be added shortly. One of these is now standard equipment with Maine Central freight conductors while on duty. The cab of every Maine Central locomotive used in through service is equipped with a mobile station which can transmit to, or receive from, the base station nearest at the time.

Our train radios provide what might be called a "watchman in the night" for thousands of Maine residents who live within sight

of the railroad tracks. For now crews can instantly report a fire, a highway accident or anything else unusual they may see. They can quickly summon help through the locomotive microphone and from the base stations their alarm can be instantly relayed to state or local police, firemen or an ambulance station.

J. W. Wiggins, Maine Central's Chief Engineer, under whose direction the communications system was installed, has stated that "through its instantaneous and continuous availability we are now able to conduct operations at standards far higher than was ever before possible. Not only are operating forces able, at will, to talk back and forth with trains on the road, but, in case of accident or mechanical failure, train crews and headquarters all along the line, are able to be in verbal contact in a matter of seconds.

"In addition, in case of any accident, help can be started immediately. No longer does a member of a train crew have to trudge a mile or more to reach a telephone. He's as near to headquarters and help as his radio microphone."

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Discuss 250,000 Items!

Vice President H. M. Rainie, Maine Central's Purchases and Stores Department, played a prominent part in the annual meeting of the Purchases and Stores Division of the Association of American Railroads at the Palmer House in Chicago May 15-17th. He is a member of the organization's Advisory Committee.



H. M. Rainie

Improved methods for handling the railroads' requirements for nearly \$2 billion worth of fuels, materials and supplies in 1957 were discussed by more than 1,500 railroad officials and suppliers from the United States, Canada and Mexico attending the three-day session.

The A.A.R. Purchases and Stores Division deals primarily with problems involved in the purchase, storage and distribution of more than 250,000 different items of materials, supplies and fuel which railroads annually require in their operations.

"This is the garage," said an excited voice on the telephone. "Your wife just drove in here to have her car repaired and I want—"

"Okay, okay," interrupted the weary husband. "Just go ahead and fix the car and I'll pay for it."

"That isn't what I'm calling about," said the voice. "Who's going to pay to fix my garage?"

PLACE YOUR ORDER NOW! (See Details Below)

Permanent covers, to hold a year's supply of our Magazine, will be made available to *all* of our readers, *at cost*, if enough signify a desire to purchase them.

The covers, finished in Maine Central colors of green and gold, will provide an excellent way of keeping the 12 issues per year—sturdily and attractively bound and for only \$1.28 each, if we receive orders for at least 500 covers. Prices go slightly higher for smaller amounts.

However, please do *not* send any money now—just let us know if you are interested and *how many* covers, each holding 12 issues, you would like.

Don't miss this opportunity! Write *at once* to the Editor, Maine Central Magazine, 222 St. John Street, Portland, Maine. Watch coming editions of the Magazine as we will keep you posted on the plan through these columns.

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Can You Identify This Location?

Mystery Picture No. 27



Our "panel of experts" agreed, with perhaps a few exceptions here and there, that Mystery Photo No. 26 in our last issue, was taken at Deering Jct., in the Portland Terminal Company area.

The picture looks east from Portland.

Correct answers have been received to date from: H. A. Bucklin, of the F. H. Snow Canning Co., Pine Point; retired Conductor

Carl F. Johnson, No. New Portland; Alfred Alward of our Engineering Dept.; Howard E. Webber, Depositors Trust Co., Augusta, who says that he "was a telegrapher on the Maine Central quite some time ago and still likes to read about goings on"; S. R. Stillings, R.F.D. No. 2, North Berwick, who "started learning telegraphy there back in 1924";

and Leon W. Taylor of Boynton Beach, Florida.

No. 27 in our series of unknown locations appears above. We would be very interested in hearing from any of our readers who can name this station. It's located on the Portland Division and is now a freight-only station.

Who can name it?

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An Invitation To The "Red Wagon"



An ancient red wagon symbolizes the name of Karl Eckert's new venture in Yarmouth. The motel units, shown in the background, are part of the enterprise.

Karl Eckert, for seven years chef at the restaurant in Portland's Union Station, has now gone into the business at his own place—the "Red Wagon"—on Route 1 in Yarmouth.

Since April 21 of this year Karl has been serving his bountiful and tempting culinary repasts to many of his former friends and to new friends at his new location. He has issued a welcome to all at the Red Wagon!



All ready to start another sizzling order of golden fried clams and french fries.



By KATHRYN McMULKIN

Hello! How are you this morning? Well, I hope, and happy.

This month of June is usually one of the nicest of the whole year. I think of it as the month of roses, sweet girl graduates and lovely brides, AND, lest we forget, it is our third "Us Girls" Birthday—so Happy Birthday to You and to You and to me too!

This is a "treasure" of a morning to me—I am on vacation, I feel lazy, so I have been sitting around reading and one article captioned "One Man's Opinion" gave me quite a chuckle. It had to do with female emotions vs. male. The writer (he did not dare to sign his name) thinks women are over-sensitive and thinks the following story sums it up.

A man goes to the store and buys a pound of hamburger. When he gets home somebody asks him "Where'd you get the hamburger?" He replies—"At Joe's Butcher Shop." A woman goes to the store and buys a pound of hamburger. When she gets home somebody asks her "Where'd you get the hamburger?" Dismayed, she immediately asks "Why? What's the matter with it?"

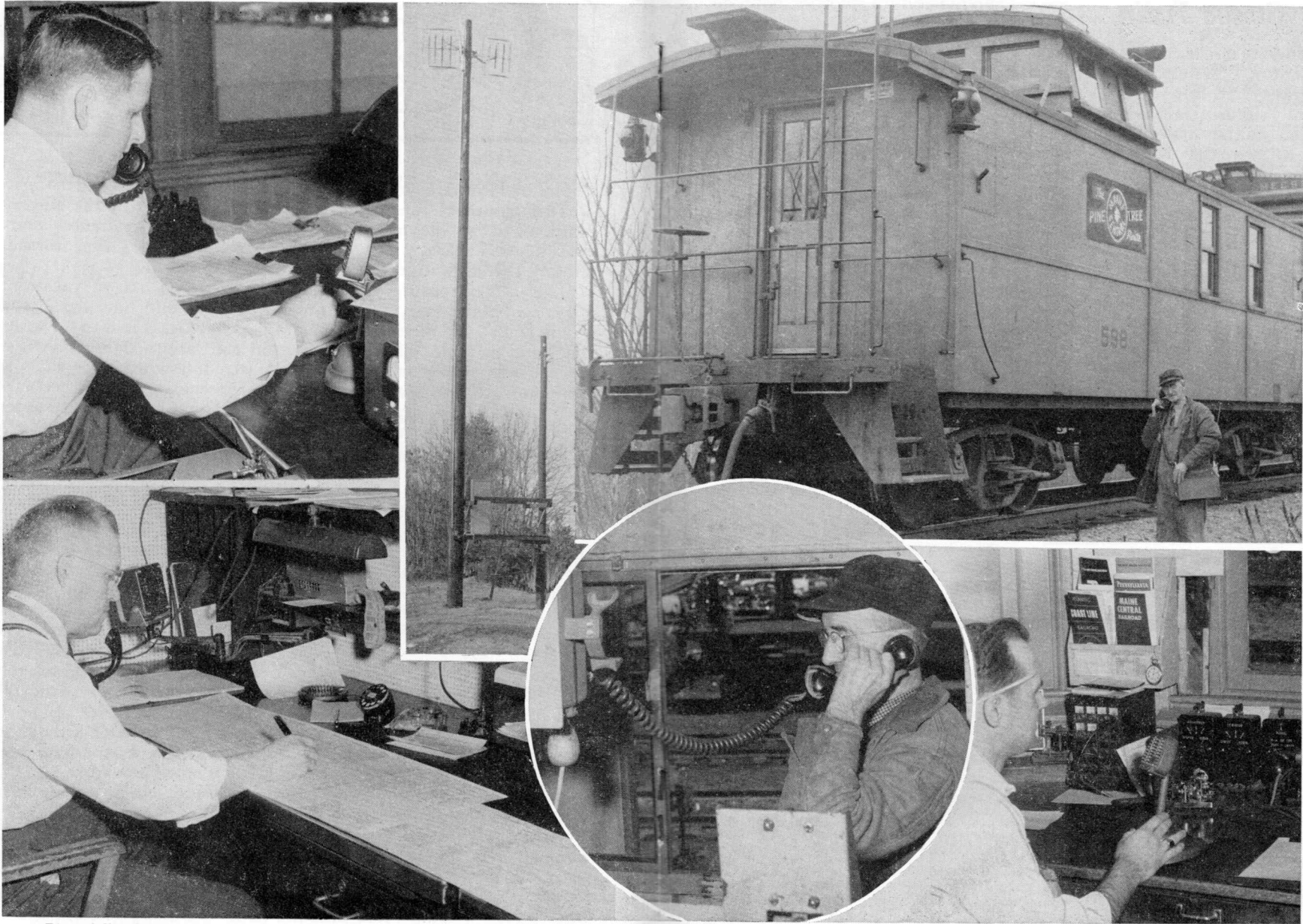
Now, I ask you, honestly, wasn't her reaction by far the better? Who cares where you buy hamburger if it is O.K.? The very fact they inquire would immediately bring up the logical question—"What's the matter with it?" Oh! well, Eve told us we would have our troubles with these men, but we have done a pretty good job thus far, so we'll keep at it. They *are* kind of sweet, you know.

Now, tell me, have you your summer wardrobe all ready and in order, so these lovely days ahead will be as free as possible from shopping and given to the pleasures of the season, which is all too short at the best? I am sure you have planned well and I hope, sincerely, this will be the happiest summer of all.

Yesterday I did a little gardening with the help of a neighborhood boy aged seven and named Gary. Everything was going fine when suddenly he said "Quick, get a jar." I jumped up, ran to the garage, grabbed an empty jar and hurried back. He scooped some earth into it and said "Quick, get the worms in before they get away." I said, weakly, "Worms?" He said "Yes, don't bother with the little ones, get the big ones." I found myself picking up the worms—the big ones—after which we punched two holes in the top of the jar, so they could breathe, you know. Who helped whom? I don't know because right now I get "wriggly" just thinking of it.

Time to say "by now", but we'll be visiting again very soon. Be good and be happy!

OUR TWO-WAY TRAIN RADIO AND TELEPHONE SYSTEM IN ACTION



Pictorially, here are some of the uses of our train radio. Left to right: (top) Chief Train Dispatcher Ralph J. Coffin talks from his desk in Portland with train crew on train near Northern Maine Jct. The base station (broadcasting and receiving) at Brunswick. Conductor C. G. Caswell uses his handie talkie to give instructions to locomotive crew a mile away. (bottom) Train Dispatcher Elden P. Otis records report of crew from moving train 100 miles away. Engineer J. J. Wilson talks from his seat in diesel locomotive cab. Clerk-Telegrapher L. F. Blanchette talks with train crew from Brunswick Railroad Station.

Circus Train

Over 680 circus fans from the Farmington, Wilton, Livermore Falls area had fun on a Maine Central circus train, Saturday, April 13, as they traveled to Lewiston to see the Kora Temple Shrine Circus. The trip was sponsored by members of Kora Temple who live in the area.



273 school children on the platform at Wilton station waiting for their special train to the circus in Lewiston.

Youngsters of all ages boarded the special train at Farmington at 8:00 a.m. and greeted more circus enthusiasts as the train stopped at Wilton and then Livermore Falls on its way to Lewiston. The return trip was made early in the afternoon.

Extend Furlough Fares Again

Maine Central, along with the nation's railroads, has once again extended reduced furlough fares for military personnel traveling in uniform at their own expense, this time to June 30, 1958, on the basis of approximately $2\frac{1}{4}$ cents per mile.

This action will provide round-trip fares for military personnel on furlough at a saving of as much as 1.4 cents per mile, and includes regular stopover and baggage privileges.

The reduced fares for members of the Armed Forces would have expired on June 30, 1957.



Bangor Mechanical Department

By F. E. WARE

General Foreman Ralph O. McGarry is back on the job again following a sojourn at the

St. Joseph Hospital for medical treatment. Sometimes a juicy news item will escape the ever alert, "Snooping Eyes" of a grapevine reporter but I assure you that when this happens it is strictly accidental and not intentional.

Therefore I would like to apologize and make restitution in announcing that Machinist Earl R. (Dinky) Rideout and Electrician Norman, "Pres.", Harding were among the "AUTO-TRADERS" this spring.

Carman Arthur Johnston entered the Thayer Hospital at Waterville on May 15 for eye surgery.



Miss Bettye Ann Ware, daughter of Electrician and Mrs. Frank E. Ware, graduates this month from Bangor High School. Bettye has been prominent in athletics during her four years of High School. She holds an American Red Cross, Water Safety Instructor's Card. She is going to teach Swimming and Water Safety at Camp Natarswi, Girl Scout Camp at Millinocket, Maine this summer. She is planning on entering a Boston School of Practical Nursing this fall.



T/Sgt. Howard Furrow explains the latest tow reel assembly on the Martin B-57E Tow aircraft. Sgt. Furrow, son of Engine House foreman and Mrs. Irvin Furrow is presently stationed at Vincent A.F.B. at Yuma, Arizona.

On May 3rd the second Polio Shots were administered at the Union Station to over 250 employees and their families by Dr. Michael A. Longo and his assistants from the Bangor Osteopathic Hospital.

Fireman Jordon L. Rich returned to work on May 8th following surgical treatment at the Eastern Maine General Hospital.

Diesel Foreman George McCausland has been attending School at the American Locomotive factory at Schenectady, New York.

On Friday, May 3rd, a dinner party was held for Mr. A. W. Crocker, retiring Train Master and Route Foreman on the Eastern Division, at the Oronoka Restaurant at Orono.

Thirty-five fellow employees and their wives met to honor Mr. Crocker at the completion of forty-three years of Railroadng. Industrial Agent Ralph E. Graham was Toastmaster and Assistant-Superintendent John T. Robertson presented Mr. Crocker with a purse from his fellow workers.

Seated at the head table were Mr. and Mrs. Crocker; Asst. Supt. and Mrs. J. T. Robertson; General Agent and Mrs. L. D. Millett; Industrial Agent and Mrs. Ralph E. Graham and Trainmaster J. E. Bouchard.

Former Spare Crew Dispatcher John Fleming was married recently to Miss Barbara Kelley of Bangor, at Atlanta, Ga. John is a graduate from Bangor High School and the University of Maine. Miss Kelly graduated from John Bapst High School and was employed by the New England Telephone Company.

Mr. Fleming is employed by the Factory Insurance Company of Hartford, Conn. at their Atlanta Office. Mr. and Mrs. Fleming are now residing at Atlanta, Ga.

AUTO-TRADERS for this month are Machinist Lewis Snyder, Laborer Herbert "Gumpy" Robshaw and Engineer Gordon R. Adams.

Retired Engineer Harry W. Warren of Dover-Foxcroft celebrated his 80th birthday on April 22nd. at his home on East Main Street. Mr. Warren retired from the Portland Division in 1940. The last of his working he was running the Foxcroft Freight from Waterville to Dover-Foxcroft.

On May 9th., Engineer Edward C. Cahill and Fireman Maurice J. Nix counted 53 deer between Vanceboro and Bangor. The next day, Engineer Thomas Cahill and Fireman L. R. Grasse counted 42. I believe that this is a new record as the largest number that I have heard of over this same road is 50, this count having been made a number of years ago by Retired Engineer Walter Leavit and Fireman T. C. Cahill.

Former Train Master A. W. Crocker has returned to his former Engineer's Status and is now running the 7 a.m. to 3 p.m. switcher at the Bangor Yard.

Vanceboro

By H. D. DAVIS

On Monday, May 13th, at a Polio Clinic for adults held in school building, sponsored by Washington Temple No. 63, Pythian Sisters, in charge of Public Health Nurse Chrissie Beers with Drs. May and O'Keefe from McAdam, N. B., about 160 adults received the vaccine.

Vacations since our last issue were taken by Clerks M. O. Pine, B. C. Nason and your correspondent, H. D. Davis. Speaking for myself I took advantage of the opportunity to attend session of Masonic Grand Lodge held in Portland May 5th to 9th inclusive, under Most

Worshipful Grand Master Aubrey L. Burbank of Waterville—an occasion long to be remembered.

The condition of Yardman A. W. McIver is reported serious from Togus hospital where he was recently taken by ambulance for treatment.

I was talking with retired Switchman W. A. MacDonald just today and found him able to be up and about the house but remarking his wife was not so well and was being taken to Calais today to consult a physician.

Retired Car Inspector Peter O'Malley and Mrs. O'Malley are with their daughter Mrs. Bert Nelson, Frederickton, N. B., where Peter is being treated for a heart condition. We are happy to report he is improving and anxious to return home.

Operator A. M. Gray and Mrs. Gray are visiting with their children in Frankfort and Brewer where Alonzo is convalescing from a recent illness. He hoped to return to work by June 1st.

We welcome back to work today our friend and co-worker, Bertram E. Frost, United States Customs officer, who has been off account of illness for several weeks.

Following is a recently discovered letter dated at Bangor on April 27, 1889, and an interesting example of travel and fares back some years ago:

MAINE CENTRAL RAILROAD COMPANY
Bangor, Maine, Station
April 27th, 1889.

E. T. Holbrook Esq.,
Vanceboro, Maine.

Dear Sir:—

Yours of yesterday is at hand, replying to the same I will quote you the following rates to Denver, Col. from Vanceboro, Me. First class Via. Hoosac Tunnel \$57.65. Extra charge for Pullman berth Bangor to Denver \$13.50. The extra expense for a lay over at Orange, Mass. would be 2.25. Going thro as above it would make no difference what day you started from here as it is the regular first class Pullman passage regardless of excursions.

If you wish to make the passage cheaper I would recommend that you join one of our western excursion parties which leave here every Monday eve. at 8.P.M. The accommodations would be very good indeed but not as elegant as in first class Pullmans. From Vanceboro to Boston you would ride in the ordinary passenger coaches, at Boston we put on one of Pullmans Tourist Sleepers which runs right through to Denver without change, with conductors and porters in charge to see that all passengers are well taken care of. Passengers are assigned a berth which is made up nights in the ordinary manner, clean linen being used every night. Price of a ticket from Vanceboro to Denver for the excursion will be \$50.90 and \$2.50 extra for sleeping berth.

If you wished you could start a few days in advance, make your visit at Orange and join the excursion there as they pass Tuesday afternoon, your berth would be secured and every thing just the same as if you started from here with the party.

If you would like to have me send you a ticket I will do so on receipt of \$5.00 allowing you to pay balance due when you pass through.

If you decide to join one of the excursions please advise me a few days in advance that I may reserve you a good berth.

Yours truly,

A. W. BENSON.

Bangor Car Department

By C. A. JEFFERDS

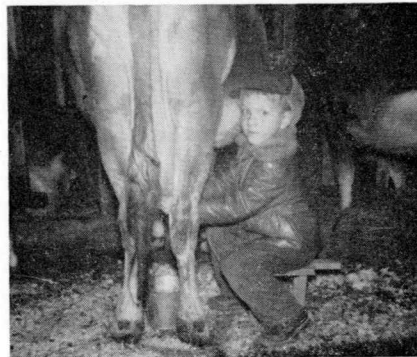
A new member of the Maine Central family has been added by the birth of Philip Dennis Conners, born April 29th to Carman and Mrs. Linwood J. Conners at the Eastern Maine General Hospital, weight 6 lbs. 3 oz. Both mother and child are doing fine.

Carman Roland Quimby, Bangor, has now returned to work after being off sick.

The many friends of Carman Leroy Jellison at Northern Maine Jct. will regret the passing of his son Capt. Roger Jellison of the Air Force who was killed in Arabia. He leaves a wife and three children. Our sympathy is extended to both his wife and parents, Mr. and Mrs. Leroy Jellison.

Coach Cleaner Arthur Holmes has returned to work after enjoying his annual vacation.

It must be close to summer as we had a call from our old Stenographer, Mrs. Adolph Friendman, nee Lena Golden who has now returned with her husband from Florida.



A picture of Benj. W. Caldwell, Jr., milking one of his Daddy's cows. He is the son of Carman and Mrs. B. W. Caldwell and our Mr. Caldwell has a fine home and stock on outer Union St., Bangor.



By JOHN J. KEATING

Conductor Howard Kennedy's father was a patient at the Veterans Hospital, Togus, for surgery.

Mrs. Jones, wife of Car Inspector Jones of Waterville, was a patient at the Thayer Hospital for surgery.

Engineman Fred Monahan was a patient at the Mercy Hospital for surgery. At this writing he was home and doing O.K.

Engineman C. G. Hutchinson of the Mountain Sub-Division was a patient at the Weeks Memorial Hospital at Lancaster for surgery. He is now home and feeling fine.

The Maine Association of Railroad Veterans held their annual dinner at the Grange hall,



Retired P. T. Conductor Fred Larkin and Philip Foley at Fred's home at Sarasota, Florida.

Winslow, Sunday, April 28. One hundred and seventy seven sat down to a turkey dinner.

Mrs. Edward Foley, wife of Canadian National Railroad clerk, Portland, was a patient at the Maine Medical Hospital for observation.

May 2, at the Columbia Hotel, a party was given to John J. Keating on his retirement from the Maine Central Railroad, by the Executive Committee of the Maine Association of Railroad Veterans. Among those attending were: President and Mrs. John J. Burke, Vice President and Mrs. Howard Burnham, Secy-Treas B. P. Lyden, President and Mrs. E. H. Winslow of the United Veterans, Past President and Mrs. James E. Fay, Statistician Fred Jordan, Mr. and Mrs. Joseph Meehan, Percy and Mrs. Sears and Mrs. John J. Keating. A travel clock was presented to the honored guest.

Retired Maine Central Electrician Arthur Martin and Mrs. Martin celebrated their Fifty-second wedding anniversary, June 3rd. To you, Bessie and Arthur many-many more, from Helen and me.

Retired Conductor Seekins is located at Cumberland Center as Manager of a grocery store. Call on "Cliff", Route 9.

Retired Conductor and Mrs. Carl Pierce have returned from St. Petersburg where they spent

the winter. They reside at Cumberland Center, Rt. 9.

Sympathy is extended to the family of Retired Conductor W. L. Cowley who died in St. Petersburg, May 4.

Trainman Gleason's son was a patient at the Maine Medical Center for surgery. Also, Trainman Daigle's daughter was a patient there for surgery.

The Chester Gould series of "Morin Plenty" and "B. O. Plenty" are no relation to Trainman Emile Morin; any similarity is purely coincidental.

Retired Conductor Gilbert Fournier, who resides in California, was back home for a visit at Waterville and Livermore Falls.



Rigby Engine House

By ALBERT B. WETMORE

The month of June is the period of the year when nature puts on her premiere of early summer, when she bursts forth in all her glory and splendor in the form of a floral display. In our poem for the month Arthur Thompson gives us an idea of that scene.

MY FLOWER GARDEN

If you visit my flower garden,
Where the choicest of flowers grow.
On the ground, it looks like snow-flakes,
Are petals fallen from the rose.
You will see the sweet Magnolia
On it's branch a robin's nest.
A seat there placed beneath it,
Where one may pause to rest.

By the road among the hedges,
A buzzing can be heard.
Ever busy collecting nectar,
The bees and the humming birds.
O'er the door of my cottage,
Where the morning-glory twines.
Along the path that leads to it,
Blooms the purple columbine.

Retired Sheet Metal Worker Archibald Pratt and Mrs. Pratt served on the entertainment committee of an event put on by the Eastern Star chapter of Westbrook.

Engine 1001, one of our Portland Terminal switchers, purchased in 1936, leaving the shop after a repair job was completed. This is the first of the Terminal engines using the new insignia. Painter Herbert Sampson accomplished this job and much credit is due him for his painstaking work on rather a fussy job.



Machinist Patrick Theriault and Mrs. Theriault visited relatives in Newton, Mass. "Pat's" fourth grand-child, Delora Louise, was born to his daughter Patricia. Last but not least, "Pat" has decided to retire. He has been out sick for over 6 months.

Painter "Herb" Sampson came to work one Monday morning recently looking like a boiled lobster, caused by the wind and sun while out on Sebago Lake. He had caught a nice 2 pound salmon to make up for the burn.

I understand that Carman "Bob" Mulhern has a new speed-boat and is looking for trouble in the form of taking on any competitors in his class.

Stationary Engineer Edward Hamlin died on April 29. A floral tribute was sent to the funeral.

Machinist Lucien Carignan was presented with his 8th grand-child, Anne Theresa born to his daughter Priscilla.

Richard Stratton, son of Machinist Martin Stratton, a senior at Colby College, was elected to the Phi Beta Kappa fraternity.

Electrician William Danforth underwent a throat operation which was a success.

Visitors at the shop during the month included Machinist Henry McGill, now with the Grand Trunk Railroad at Island Pond, and a retired employee, former Carman Tallis Michaud.

Scottish Zephra takes two second places on the Canadian race-ways and will be at Gorham for the opening races according to the information given me by Fred Emery, the owner of "Scottie."

All of our foremen were invited to attend the annual convention of the New England Railroad Club at Boston, at the Statler Hotel.

Laborer Edward Cribby returns to work after a long illness following an operation. He must, within a short time, go through the same procedure again before complete recovery can be assured.

Machinist Frank C. Bolton, retired, sends his best regards to all his friends at the engine house. This information was conveyed to me by Laborer Raymond Bailey who is "Cliff's" neighbor.

Our Safety Board now reads 330 days without a lost time accident.

Machinist James Brice, Jr. was recently visited by his cousin whose husband is a career man in the Air Force.

Plenty of comments on the earth tremor on May 26 at 6:39 A.M., followed by a slight one later.

Portland Freight Office And Freight House

By MARJORIE J. MULKERN and ALICE A. McLAUGHLIN

Last month, we stated that we hoped to have a picture for the magazine of Loader and Caller and Mrs. William J. Mizula's new grand-child, so here it is. This lovely big girl, Ann Margaret, the daughter of Mr. and Mrs. Edward P. Murray, Jr., was born in Bangor, Me., April 13, and this picture was taken of her the following day. The paternal grandparents are former Supreme Court Justice (now retired) and Mrs. Edward P. Murray, also of Bangor; of course, the maternal grandparents, Mr. and Mrs. William (Bill) J. Mizula, share the honors, and they can be well proud of this fine addition to their family. They drove to Bangor as soon as possible to see Ann Margaret, and although Bill said it was a long ride over and

back in one day, it was certainly worth every bit of it. Guess the boys in the shed thought so also, when they smoked those excellent cigars which Bill brought back with him.



Ann Margaret Murray

We all extend best wishes for a speedy recovery to Freight Clerk John R. Stanton, who is absent due to illness.

Among those from the Freight Office and Freight House who attended the splendid turkey dinner at Winslow Grange, sponsored by the Railroad Veterans' Club were Mr. and Mrs. Dennis J. Shea, Mr. and Mrs. George C. Purdy, Mr. and Mrs. Patrick A. Mulkern and Mrs. Alice A. McLaughlin. As usual, the dinner was excellent. Altogether nearly two hundred attended, which is certainly a record.

A fine group, sponsored by the "470 Club" motored to South Carver, Mass., Sunday, May 5; a trip on the Edaville narrow gauge railroad was enjoyed, as well as a tour of the museums displaying many fine mementoes of railroads of the past, as well as old style fire-fighting equipment, followed by an excellent barbecued chicken dinner. We also had the opportunity to see how the cranberries that are used for the famous "Ocean Spray" cranberry sauce, jelly and cocktail are grown, which was very interesting. Among those attending included your correspondent and her husband, Loader and Caller Patrick A. Mulkern, both of whom enjoyed it immensely.

We offer our congratulations and best wishes to Vaun Dole and her new husband, James Born, on their recent marriage.

Marine Clerk Mrs. Florence P. Cooper and relatives recently visited her niece and family, the former Catherine Donahue, now Mrs. Robert Hansbury, at Wakefield, Mass., the occasion being little Dorothy Hansbury's first communion. Also attending were her other aunt, former Stenographer Nan Z. Donahue, grandmother Mrs. Maude Donahue, and Mrs. Cooper's daughter, Miss Marjorie Cooper.

Among those who lost their cottages at Peaks Island during the recent fire were Loader and Caller and Mrs. Coleman J. Mulkern. We regret to state that the cottage and contents were a complete loss.

General Agent and Mrs. Leroy W. Matthews are enjoying a portion of his annual vacation, visiting their daughter and family in Virginia and other daughter and her husband in Massachusetts.

Former Head Clerk of the Inward Department (now retired) Harry L. Plummer was a recent visitor at the Freight Office; glad to see him looking so well.

Mrs. George C. Purdy, wife of Loader and Caller, was called to Waterville recently, due to the death of her cousin. We offer our condolences.

A very nice banquet was served to the members of Veterans of World War One of the United States of America and auxiliary of Cumberland Barracks No. 469 and guests at the Graymore Hotel, Thursday evening, May 16, at

which time former Head Clerk (now retired) of the Rigby Per Diem Bureau, "AL" C. Feury was installed as Commander for the ensuing year. Among those who attended included your correspondent and her husband, the latter being a member of the association. A very nice dinner was served, consisting of tomato juice, tossed salad, hot rolls, meat pie, vegetables, topped off by strawberry shortcake and coffee.

If we did so, believe us it was unintentional, but while mentioning all the pretty new cars which our employees are sporting we neglected to mention the one driven by Freight Clerk Cora L. Bisson. It is a beauty and do please forgive us, Cora. Also, Mrs. Ever H. Nelson has a lovely new car, which she drives very expertly. Happy driving, folks, to all of you.

Freight Checker Donald P. Whitney has returned to work after being absent due to illness. Glad to see you back again, Don.

Also, best wishes for a speedy recovery to Freight Clerk Patrick L. Halloran and Loader and Caller Perry K. Salter, who are still absent account of illness. Get well soon, boys, and hope to see you back with us soon.

Freight Clerk Patrick J. Flynn ("Joe") is planning at this writing to take his nephew and niece up to Boston Garden to see the circus which we know will be much enjoyed.



Beecher Falls, Vt.

By ROGER DROLET

After a series of bunting, bidding, etc., No. 377 has what we could call its standard crew again: 'Hub' Hall, Condr.; Syd Adams on the head end; Arthur Herron, who just bunted C. E. Lord, on the rear; Charles Bolduc, Engineer; and Georges Connors, Fireman.

Mrs. George Connors, who spent three days in town lately, had to go back to Portland. She has upwards of 500 African Violets to tend beside her regular work. Poor George may have to live the life of a hermit often this summer.

Sydney Adams is now sporting a 1953 Oldsmobile which is noticed quite often around the restaurant 'The Spa' at West Stewartstown.

Al Dodge, our Roadmaster, showing off with a new 1957 car. What make? We will give you one guess.

C. G. Hutchins had a little visit with our engine crew April 29th. He was reported to look and feel good. Go on back to work you lazybones!

'Hub' Hall to be off a day or so for the spring burial of his mother.

Mr. Cascadden, Agent at Pittsfield, paid us a short visit recently. Ten years ago we were starting in as operator for him at Richmond.

Any old chairs to fix? See the agent at Beecher Falls: he has gone into the business.

Spring fishing is here. 'Hub' Hall's catch of April 28th is said to have been over a foot long.

As we write these lines Harold Carbee, our Car Inspector, is enjoying his three weeks vacations—whereabouts unknown.

The Section Foreman at Lancaster caught two small bear cubs this spring. How? Well the way the story was told us when the old bear saw

him she took off like lightning forgetting all about her cubs. He must be using something besides salt.

We are grateful to George Connors for putting this branch back on the map.

Bartlett, N. H.

By O. R. BURDWOOD

Operator A. D. Oulton has had his vacation, his place being taken by M. H. Bowie. Danny made no long trips; just took it easy around home most of the time.

E. W. Tebbetts, clerk in Mr. Dodge's office, and Mrs. Tebbetts, took in the Armed Forces Show at Fort Devens recently. It was a most interesting thing to see, he says.



Pretty Cynthia Ann Peters, age 3, daughter of Student George and Mrs. Peters.

We are all sorry to learn of Conductor Mottram's illness. Hope to see him back on the night freights soon.

Well, your correspondent has gone and done it; we have shown up with a nice new Volkswagen. We like it very much already, and seem to become more attached to it each week.

Trainman H. S. Chandler is starting his vacation, also engine house man Alton Lane. 'Red' Marcoux is covering the job at the engine house.

Percy Chandler and Walter Loek are on the patrol this summer, Bartlett to Hiram and return.

Trackman Albert Henn had a narrow escape this spring while fishing from a boat. He fell in and shut the door. With his heavy clothing and boots and the fact that he is not a good swimmer he was most fortunate that Mrs. Henn was able to grab him on the way up and somehow they managed to get ashore. This proves that a good wife can be handy now and then.

Trainman C. I. Burke is back home, on the board. He is covering the Gilman job at present in place of H. S. Chandler.

Retired Conductor Charlie Boutwell called in the other day. We are all of us glad to see Charlie and wish more of the old-timers could arrange to call in now and then.

General Offices

By MARY E. MORSE, MARGARET LYNCH, ERNESTINE V. MILLER & DORIS THOMAS

A surprise shower was tendered Winnie Smith, formerly of the Portland Payroll Office, now with the Boston & Maine, at the Lafayette Hotel, May 11th. Many of her former office associates attended. Winnie is to be married June 15th to Robert Doolin at St. Patrick's Church, Dorchester, Mass.

The South Congregational Church at Kennebunkport was the scene, May 18th, of Miss Vaun Dole's marriage to James O. Born. Charles G. Rivers was Best Man and Miss Caroline Scheuchzer, Maid of Honor. A reception followed the wedding at the House on the Hill in Kennebunkport. Miss Dole resigned from the Executive Dept. on May 3rd. Mr. Born, formerly of Grand Jct., Colorado, is now Engineer of Structures with the Maine Central-Portland Terminal Co. at Portland. Best of wishes to both.



Miss Vaun Dole

Andy Blackwood, Clerk, Freight Claims has been doing a good job of housekeeping with his Dad after his Mother took off on Pan American Airways for an extended visit with her sister in Puerto Rico.

Percy Campbell of Car Acct. Statistics was in Damariscotta recently and while there visited with his relatives, Mr. and Mrs. John Pickin.

Although Bob Nurse of the same office recently caught two fish at Gloucester, he is at a loss to know just what kind of fish he hooked. So mention, eh, Bob?

We are glad to report that Margie Briggs of

the Auditor of Passenger Receipts office is improving rapidly. Best of Luck, Marge; also our good friend and associate, Jack Coyne, has returned to his desk after a four-month sick leave. Glad to see you around again, Jackie.

Mrs. George E. Phillips, wife of our Asst. General Freight Agent, has been a patient at the Maine Medical Center the past three weeks. At this writing she is well on the way to recovery and should be returning home soon.

Tom Donlan, Chief Clerk Freight Traffic and his wife, Alice, vacationed in New York over Patriot's Day week end and saw the wonderful play "My Fair Lady".

We are sorry to hear of the death of Mrs. Bertena Tibbetts, aunt of Bertena Bodge, who made her home with Bertena and mother in Portland.

Mrs. Alice Eliason spent a week's vacation journeying to Parris Island, South Carolina, and return, by automobile to visit her son Phillip who finished his Boot Training in the Marine Corp. Alice, and her sister Florence, also stopped in Washington, D.C. and other cities enroute to view the sights.

Many of the men in the Engineering Dept. accepted the invitation to the Annual New England Railroad Club Dinner at the Statler Hotel on May 9th, journeying to Boston by train and automobile, the day of the Kennebunk fire.

The three children of Mr. and Mrs. Earl W. Hodgkins, Jr., Earl 13, Linda 9, and Lorraine 4, appeared in a dance recital at the Civic Theatre on the evening of May 20th, given by the Dorothy Mason School of the Dance, which they attend. All three did a tap dance.

Emmons Lancaster, Jr. is leaving for Fort Belvoir, Virginia, June 1st. to take 6 months active duty in the Army Corp. of Engineers for his Officer's Basic Course. Mrs. Lancaster and children will remain in Falmouth, Maine during his absence.

Mr. and Mrs. Vincent F. Morse, accompanied by her mother, Mrs. Alice Maddocks, and his mother and step-father, Mr. and Mrs. Monte R. Hurd, journeyed to Washington, D.C. on a week's trip, via New York City and Baltimore.

Charles G. Rivers, Jr. who graduates from Cape Elizabeth High School in June, has been granted a four year Scholarship at M.I.T. where he intends to study Chemical Engineering. Bon Voyage, Charles, Jr!

"Bill" Welch, clerk Auditor Disbursements, spent a spring vacation with his family in New York. Bill is again coaching a Little League team.

Fred Wilson, clerk Auditor Disbursements, and Mrs. Wilson motored to historic Williamsburg and Annapolis while on vacation recently.

Look Alikes: "Kippy" Hawkes, Disbursements Statistician, and Mike Wallace, quiz master of ceremonies.

"Tug" Wilson is certainly burning up the roads and rails this past month. He has been seen at Waterville, Bangor, Albany, New York, and up north in Montreal.

John Gerity attended the Railway Systems and Procedures meeting in New York City recently.

The girls in the Disbursements office honored Florence Hume on her forthcoming marriage with dinner at the Marshview Inn on Route 1. A corsage and gift were presented Florence, along with best wishes from the "gang." Those present were Louise Scannell, Margaret Coyne, Edith Goodwin, Dotty Hollywood, Margery Sterling, Madeline Bowdoin, Myrtle Neilson, Ginny Wallace, Kay Donahue, Dottie Smith, Elta



Holy Cross Church in South Portland was the scene of the wedding of Margaret Minott, Stenographer Freight Traffic, to Eugene Minott on April 27th. They enjoyed a lovely honeymoon in New York City and vicinity.

Benner. Florence will be married to Ralph Walker in the Christ Church at Kennebunk on Saturday, June 1. —Incidentally, Florence took over Jean Toothaker's job when she left to get married—looks like a lucky seat for the single girls—put your name on the waiting list.

Sid Foster just loves all this rain we have been getting lately. It makes his garden grow—put your orders in now for fresh vegetables about August 1. His back tells him he has a large garden!

Wedding bells rang again this month in the Machine Accounting Department, when Barbara Wagner became the bride of Leo W. Gain on May 24. The couple are now residing on West Street. Leo is a student at Portland Junior College, and is in the employ of the Eastland Hotel.

Marie O'Connell, Machine Accounting, gave birth to an 8 lb. 5 oz. boy at Maine Medical Center on April 24, 1957. The baby is very cute and Marie claims he looks just like his daddy. The baby's name, of course, is Robert Eugene, Jr.

"Charlie" Hagar of the Mechanical Department, and Mrs. Hagar are very proud of their new son, William Joseph, born April 16 at Mercy Hospital. This is their third child.

John Dresser, Assistant Cashier, reports that his daughter is touring Europe with her grandparents, and word has been received that they landed in France on May 13—the lucky people!

Sometimes it just doesn't pay to work too hard doing spring cleaning—Marion Faibisy, stenographer in the group insurance office, fell off a step stool while preparing to wash windows, and pulled the ligaments in her left wrist, necessitating emergency treatment at the hospital. Dorothy Ohl of the Real Estate Department also backed off a step stool, but luckily she escaped injury.

Margaret Shapazian of the Executive Department skidded on the office floor, spraining her ankle. Irene Daigneault of the Auditor Revenues Department was in an automobile accident and is recuperating, although wearing a neck collar. Margaret Briggs of the same department is in

the hospital for an operation, but is coming along well. Madeline Deering of Mr. Pierce's office is in the hospital at Farmington, but her mother writes that she is sitting up in bed at this time.

Shirley Wilson, stenographer in the Assistant Treasurer's Office, has been taking driving lessons, and now has her driver's license. She and Bill have a beautiful new blue Oldsmobile. Shirley also went to Boston recently shopping.

Gordon Williams, Cashier, is getting ready to build a new home.

Mary Tabbutt, stenographer in Car Accounting and Statistics, is taking a vacation to do her house-cleaning.

Russ Rackliffe of the Chief Statistician's office has learned that it doesn't always pay to be a good pal,—he and Blair Walls, Group Insurance Supervisor, were teamed up in the general office golf league, and Russ figured he would help Blair by lending him his favorite club. Blair swung with Russ' club—powie!—and away went the ball on one of those long distance trips you dream about, but seldom hit. So, from now on, we understand it's every man for himself in the golf league! Incidentally, both boys give a good account for themselves on the game.

Portland Division

Danville Jct.

By PAUL N. FARRELL



These cute little Misses, Madeleine 9 and Susanne 6, are the daughters of George A. Beaudin, Section Foreman.

We extend our sincere sympathy to Ralph Ames, Sectionman, who lost his mother Mrs. Eunice Ames.

Op'r. William Dudley finally got his upper plate. Bill says it will be a long while before he eats soup again.

Waterville Shops

By "STEVE"

As a gatherer of news items and one who strictly adheres to writing facts and truth (as we see it) in this column, we are naturally concerned with the welfare of our fellow foremen; especially one who is making a gallant effort to stay with us (because he likes us) for 87 more months. We are understandably upset when we hear that his personal physician, after reading an item in our previous column, made an unsolicited call on our friend to check his physical condition. (We always suspected that there was something wrong but didn't know that it was physical.)

Carman Francis White is a patient at a local hospital for an eye operation.

The Boys in the Blacksmith Shop have chipped together and have purchased a second-hand electric refrigerator for keeping their lunches during the hot weather.

Efforts are being made to provide a couple of our Supervisors with adequate road and direction maps that when they drive to Portland they can find their way back. Their story is that they had to see some one in Westbrook.

Former Supt. Frank Bennett has been in a local hospital for minor surgery.

One of our local playboys, in a gay and hilarious mood, visited with Machinist Eldon Fish to watch a TV championship fight. He fell asleep and never saw the fight and never left Fish's house till 4:30 the next morning, when he awoke.

Ode to a Speeder

He was hauled into court for driving too fast
And when fined, came back with a muttered
retort.

He slapped his check-book down, on Hizzoners
bench

Paid the fine and \$5 more for contempt of court.

Welder Harold Varney has been a surgical patient at a local hospital for a hernia operation and is progressing OK.

Mill helper Ray Libby is on vacation and we hear on an extended sick leave.

The Laborers job in the Mill, held by Elisha St. Peter has been abolished. 'Pete' has bunted a Yard Job held by Irving Knights.

As a result of various bunts, Roland Dorval is the new Checker in the Steel Room replacing Dick Delano who is checking the Rip Track. Ern Jones bunted Clarence Garfield as Scrapper, while Garfield has gone to the Hollingsworth. Many other personnel changes also resulted from the recent curtailment but as of now all birds seem to have found a permanent roost.

Shop employees will miss Miss Dorothy M. Lord, whose employment with the Company has recently been terminated. She has been our First Aid Nurse for the past twelve years. Mill helper Ike Walker has recently been hospitalized.

Carman Helpers Phil Gooch and Joe Bouchard have been recently assigned to the Mill as Helpers.

Carman George Cates is on sick leave and has been hospitalized for check-ups.

Electrician Helper Albert Charron has for sale a cottage lot, 100' frontage and 500' deep on Sheepscot lake.

Attending the Annual meeting of the New England Railroad Club in Boston were Supt. George Silva, Foremen Bill Chase, Lou Ifill, Don Russell, Ralph Patterson and the Warden

of the Passenger Room. The distaff side of each of the above mentioned accompanied them to Boston for a holiday. For Mrs. Lillian Otis, it was an opportunity to visit with her grandchildren in Watertown, Mass. The children also saw their grandfather.

Welder Warren Johnston has a new '57 Chevvie; Foreman Karl Lamont, a new Rambler 4 door; Supt. George Silva a new Rambler Station Wagon; Apprentice Paul Gatchell a new convertible.

Blacksmith Helper George Gray is touring the mid-west for some 5 weeks and Laborer Red McCaslin is filling in on the sledge hammer.

Dick Dole's bird, the Sparrow, is awaiting delivery on a new V8 Chev with overdrive. The Sparrow expects to fly to Butler, Penna. for a two weeks roost on new cement cars.

Watchman Bob Mallar is visiting friends and relatives in Missouri.

Machinist Don Rines is on the Air Brake Test Rack newly set up second shift.

Machinist John Eames is jacking his house, in Benton, and is running a new cement wall.

Machinist Vic Willette is an ardent Gene Fulmer fight fan. Before the recent Fulmer-Robinson fight the Air Brake boys formed a pool on the fight. Vic pulled out a Robinson ticket, and bemoaned his luck and pestered John Eames to swap tickets, as John had a Robinson ticket that he didn't particularly care for. They made the swap and the ticket that John got from Vic won the pool, \$8.50! Vic has recently been fishing and brought in two nice fish to Machinist Sid Hamlin. Sid states "It's gonna take more than two fish, if Vic is trying to bribe me to keep quiet so his relatives won't find out that he swapped his ticket and lost" (Of course, Sid, being the quiet type wouldn't say anything about it anyway.)

Gardiner

By F. CLYDE COOPER

Sympathy is extended to Agent Leslie Soule on the sudden death of his wife on April 27th.

Signal foreman George Curtis is quite elated these days as he won out in his fight at State Legislature and got his bills passed. Now he says he can buckle down to work once again.

Signal helper Fred Pickens is adding a couple of rooms onto his house. He says that his family is growing faster than his house.

Freight Handler Olin Gordon is also putting an addition onto his house and installing a bathroom. He claims that with the coming of the washing machine and the going of the wash tub, he no longer has a place to take a bath.

Section foreman Albert Allarie and his crew have been installing new ties on the main line this past month.

Your reporter and wife accompanied by his wife's mother and step father, motored to Meriden, Conn., over the past week end to visit Mrs. Cooper's brother who is on the sick list.

A new look has been given to Main Avenue this past year, beginning at Depot Square and going East by the Passenger station. Trees have been cut down, and the road entirely rebuilt and widened with curb stones and new sidewalk. The Bennett Chevrolet Co. have built a new modern garage and sales rooms. The Eastern States Farmers Exchange have built a new modern Grain Store and we understand that a new super market is to be built there shortly, all on the Avenue.

Rockland

By F. L. CARSLLEY

We extend our sympathy to Mrs. Stanley Young in the death of her husband, Sectionman Stanley Young of Section 160, Warren, Mrs. Young wants to thank those who contributed the money and flowers; it was greatly appreciated.

Billing Clerk and Mrs. Stanley Prescott are vacationing in Washington, D. C.

Coach-cleaner Fred LaBranche has been off sick several days.

Waterville Station

By ELAINE KERVIN and M. W. FLYNT

We have quite a few fishermen around the Station. We heard that Beverly Cook, Leo St. Pierre and Ansel Tupper were seen fishing in the Belgrade Lakes Derby but we haven't heard how many fish each caught!!

Another fisherman is Bill Monroe. He's been several times in the Moosehead area and has caught quite a few trout.

Ralph Snow, Ray Coulombre and Maurice Thorne attended the New England Railroad Club Annual Banquet held in Boston May 9th.

Maurice and Mrs. Thorne spent a weekend in Boston visiting their son Donald and shopping. They had hoped to see a ball game, but the rains came and cancelled the game!

Basil Higgins attended a Shippers' Meeting in Portland recently.

Bill Monroe dozed on the wheel one morning when he was returning home and woke to find his car had crossed the road and was going up an embankment. There wasn't much damage to either Bill or the car. The event occurred about 4 a.m. and he claims he had been smelting up river and was on his way home. Sounds like a fish story, doesn't it!!

Ralph Snow's new car was hit in the rear one night after work when Ralph was driving home. Not too much damage.

The men have been having quite a few accidents lately. Guess this proves that women are the better drivers after all!!

Freight House Stenog. Dorothy Fortin was honored at a bridal shower at the home of Beverly Cook in honor of her approaching marriage May 25th to Cornelius Begin of Fairfield. Ellie Beech was assisting hostess. Dotty received many lovely gifts and a very good time was had by all. Those attending were Ola Prentiss, Fabiola Tardiff, Gloria LaLiberty, Margery Armstrong, Shirley Barton, Ruth Brochu, Elaine Kervin, Connie Bouchard, Lil Poulin and Jeanette Perro.

Mr. and Mrs. H. Adelbert Wright have returned from a trip to Texas and California.

Engineer and Mrs. Thurl Severy will shortly leave for vacation trip to England, Norway and Sweden.

Very best wishes to Yard Condr. A. R. Genest on his retirement.

Opr. H. L. Dart is hospitalized with pneumonia. We all wish a prompt recovery for Harold.

Retired Condr. and Mrs. Gilbert J. Fournier of Santa Barbara, California were recently in town calling on friends.

Opr. Clair Grandlemire has returned from two weeks vacation.

Welcome to Patricia Finnemore who has recently joined Freight Office force.

Ruth and Earl Brochu are sporting a new Dodge Hardtop convertible.

Farmington Branch

By ANN NEWCOMB

L. P. Butler and helper Fernald Hammond, welders, have completed work on the Farmington branch and are now working out of Livermore Falls.

Passenger trains No. 7 and 707 running daily from Portland to Farmington and return made their last run on April 28. Since the discontinuing of the passenger a freight train, WF 1 and FW 2, runs daily Waterville to Farmington and return.

Agent Gordon Sears of Farmington and wife are enjoying their vacation in New York, N.Y.

Agent E. E. Newcomb and yours truly are spending their vacation in Long Island, New York.

R. S. Bonney, Relief Agent Livermore Falls on Mondays, is now off on his annual vacation; Roland's job is being covered by relief operator E. S. Andersen of Augusta.

C. E. Richardson, Agent at Livermore Falls, is now touring the country on his annual vacation.

Lewiston

By LILLIAN G. WHITE

Roy Haines, retired Engine House Machinist, died April 8 at the Central Maine General Hospital following an illness of 4 weeks. He was 75 years of age. Sympathy is extended to all members of his family.

1st Trick Telegrapher Robert E. Curran died May 16 after several months illness. He had worked for the Maine Central Railroad here at Lewiston since 1906. We extend our sympathy to all members of his family.



These two veteran yardmen worked together on Lewiston & Auburn Yard Switchers for 35 years—left, A. C. Morrill who retired Nov. 20, 1942—right, E. M. Kelly who retired Feb. 6, 1945. Mr. Morrill will be 80 years of age June 25 and Mr. Kelly was 77 years on April 23. Everyone enjoyed their recent visit.

PARTING THOUGHT: Just about the time a woman thinks her work is all done she becomes a grandmother.

THE WAY TO VACATIONLAND

