

# MAINE CENTRAL

## RAILROAD MAGAZINE ...

MAY — JUNE 1959

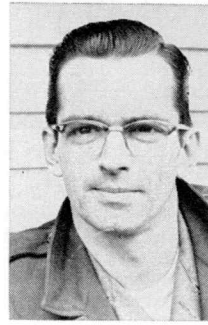


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# League Contest Winners Announced

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.



Agger



Elliott

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 contest Committee, appointed by the League's Executive Committee, consisted of Howard L. Cousins, Assistant to the President of the Bangor & Aroostook, Joseph H. Cobb, Director of Public Relations and Herbert L. Baldwin, Public Relations Consultant, of the Maine Central.

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—

Arthur T. Stearns, Auditor of Revenue Office, Portland.

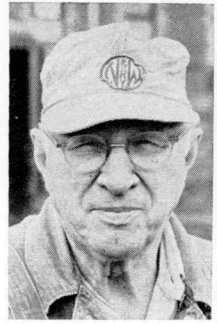
8th prize—\$10—

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)

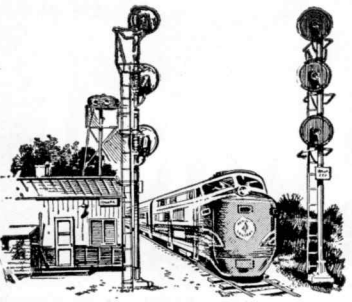


Clough



Conohan

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY ARCHIVES



# Maine Central Railroad Magazine

## FROM THE EDITOR

A few days ago, President E. Spencer Miller wrote "a letter to the editor." The editor was Leslie Moore of the Worcester Telegram-Gazette, and the letter was a brief, but complete, statement of what is undoubtedly the basic problem of the Maine Central and all the nation's railroads.

What he said, in effect, is that railroads—with real and rising costs—must compete with trucks and airlines whose costs are unreal, and whose competitive position is artificially guaranteed by huge expenditures of public funds.

One result, Mr. Miller wrote, is that "the shipping public has been unable to obtain the most favorable freight rates and the most favorable service."

Another result, he said, is to cut the railroads' volume, on which they depend to realize the full advantage of inherently low-cost methods.

Artificial competition—brought about by direct government subsidies, by construction of highways and airports with tax money—has, Mr. Miller wrote, "diminished inter-city freight movements by rail and prevented expansion of volume in a rapidly growing country."

That's our basic problem. The only answer is equal treatment for all means of transportation. . . . an even break for the railroads.

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Vol. XIV—No. 11

Joseph H. Cobb Editor

## THE COVER

There are nearly enough Dodges on the Maine Central to operate two trains, but just for the photographer, they boarded one at Rigby not long ago. Father and four sons, they are believed to be the nation's largest single family in train service. (See story, page 5).



## 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 41 railroad golfers on hand for the play and for 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



**PERMANENT MEC POSSESSION**—Joe DiMauro, left, and Dick Goodie, who respectively posted second net and low net scores as the Maine Central downed Boston and Maine Railroad golfers at Sanford, wear victory smiles. The B&M YMCA trophy became permanent property of the Maine Central team.

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 Railroad 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; Claudia V., 17; Nancy A., 15; Frederick J., 13; Rose M., 12; Dennis J. 10; John J., 5; Michael A., 3; and Gary E., 2.



# Shopsmen 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 from 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 cause 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.

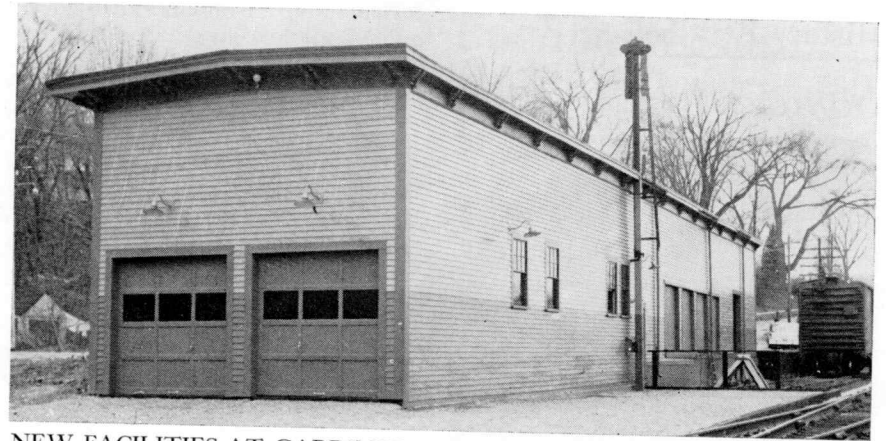
But their friends are, believing that the Peaveys are worth helping, and a fund of contributions is growing steadily, to be used for the materials with which the Maine Central Shopsmen will build a new house.

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



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.

*Gene Coombs  
B & M B & L  
1942*



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.

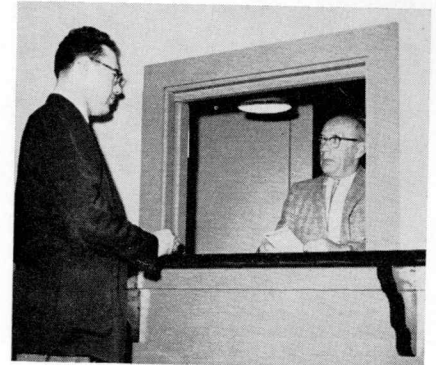
Renovations, which began soon after the sale of the old station to the City of Gardiner, were completed in mid-May, and the new facilities opened to the public.

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

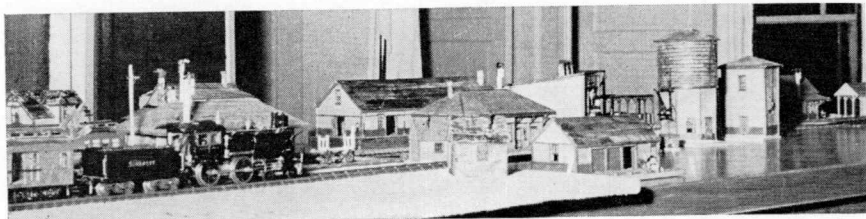
house was removed, with the remaining 123 feet roughly divided between passenger and freight operations.



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.



HISTORIAN AT WORK — Walter MacDougall puts the finishing touches on a model of the old Somerset Railroad station at Indian Pond as progress continues on his reconstruction of the old railroad, the Maine Central's Somerset County predecessor.

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 gauge trains, carefully gilt-lettered in the fashion of the Old Somerset, will run all the way to Kineo.



**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.

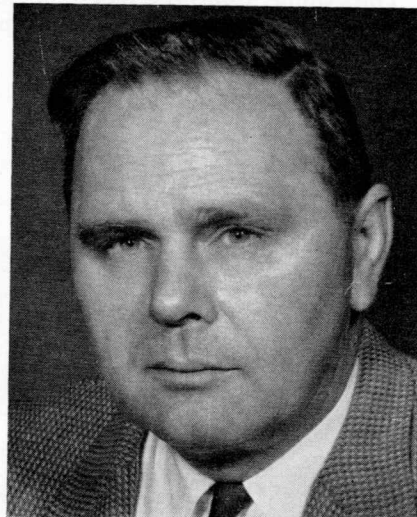
**Ariel W. Brown**, telegrapher, Pittsfield, 15 years.

**Austin V. Condon**, yardmaster, Portland, 41 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.



**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.

(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.

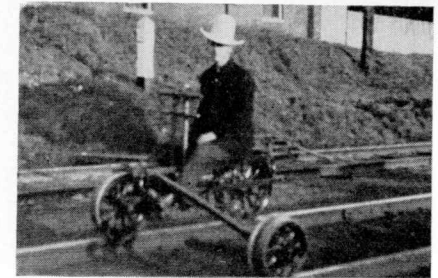
**Merl Ellsworth Bessey**, trackman, Oakland, 32 years.

**John H. Libby**, conductor, Bangor, 49 years.

**A. J. Parent**, conductor, Portland Division, 53 years.



**VETERAN RIGBY WORKER HONORED**—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.





# NEW "TRAIN" 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 jig-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 2½ 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.



Above, the entire length. Below, Track supervisor H. A. Ames and his assistant, W. G. Schloth, take a close look.



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Above, Operators A. M. Sturtevant and I. T. Racine check the machine as Ames watches. Below, the Trakliner goes to work.



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50-YEAR PASS FOR CONDUCTOR LIBBY—Assistant Superintendent J. T. Robertson, Bangor, recently presented a 50-year "gold" pass to John H. Libby, who has entered his 50th year of Maine Central service. Libby resides at 199 Pine street, Bangor.

## 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

James P. Jordan, retired asst. general agent, in Portland, May 16.

Arthur Joseph Jolin, retired trackman, April 3.

James Francis O'Brien, retired trainman, in Portland, May 18.

Oscar H. Johnson, retired asst. track foreman, March 29.

Sidney E. Mendall, retired trackman, March 17.

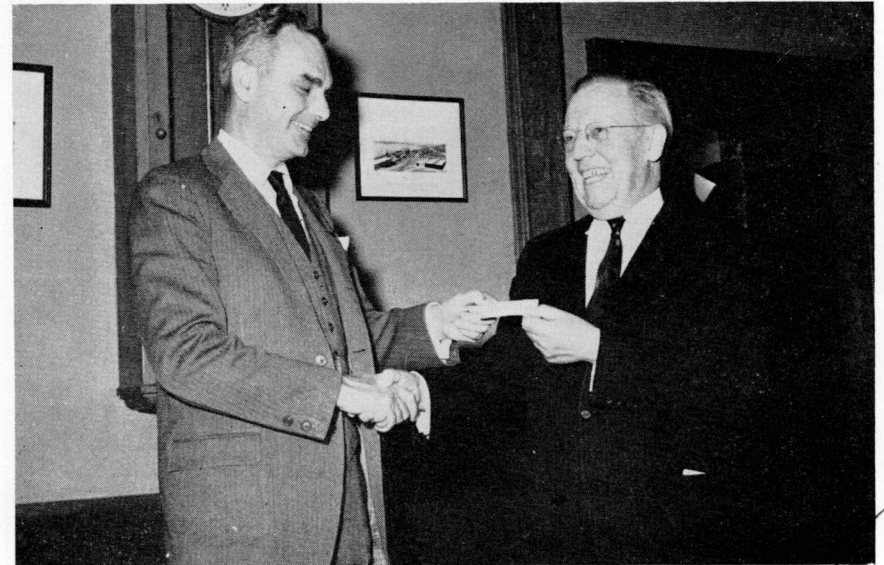
Charles H. Moss, retired stores dept. laborer.

Arthur L. Long, retired freight office clerk.

Alfred J. Charette, retired cook in Signal Dept., March 31.

Ivy F. Brackett, retired clerk, March 14.

(Continued on next page)



GOLD PASS FOR A VICE PRESIDENT—President Miller presented a 50-year "gold" pass to Harrison M. Rainie, Vice President, Purchasing, in May, expressing "not only satisfaction, but great gratitude" for Rainie's "fifty years of distinguished railroad service. With this pass," Miller said, "go my best personal wishes and the hope that many happy years will be enjoyed by you, and I know that you will never lose your keen and abiding interest in railroads, their problems and their fascination."



## 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, Quebec, April 2.

Edward Roundy, retired agent, in Florida, January 27.

Richard M. Kelley, retired yard conductor, February 23.

William H. Peace, retired machinist's helper, February 24.

George C. Waltman, retired blacksmith's helper, at Old Orchard Beach, April 23.

Andrew F. Larkin, retired yard conductor, in Sarasota, Fla., May 25.

Lena C. Stanley, retired cleaner, general offices, in Portland, May 1.

Henry T. Miles, retired agent, in Vassalboro, in May.

James L. Moriarty, retired superintendent, Bangor, in Bangor, in May.

Horace Malpass, PTCO. trackman, in Portland, May 28.

Buzzell P. Neally, retired trackman, in Concord, N.H., May 22.

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.

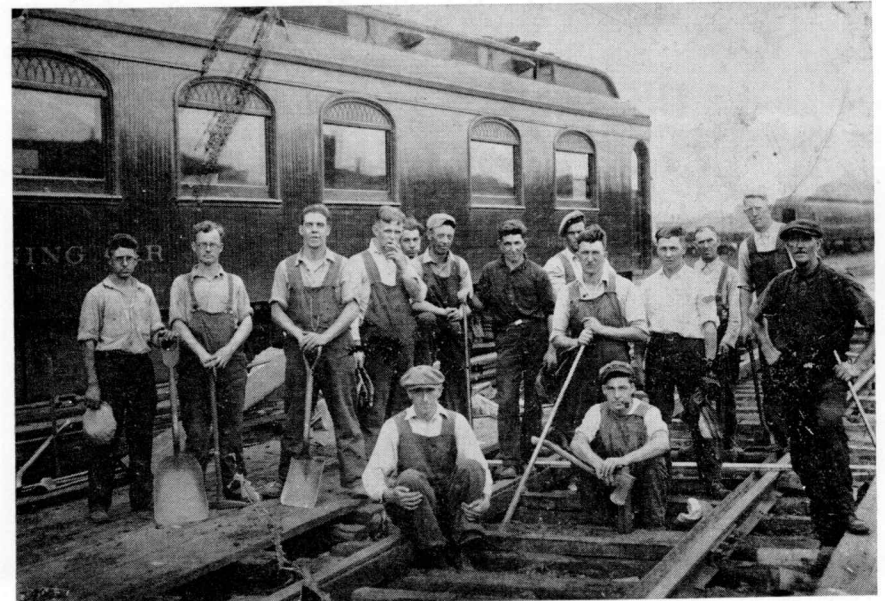
(2) Employees with 15 years of service can receive unemployment benefits for 26 extra weeks after

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.

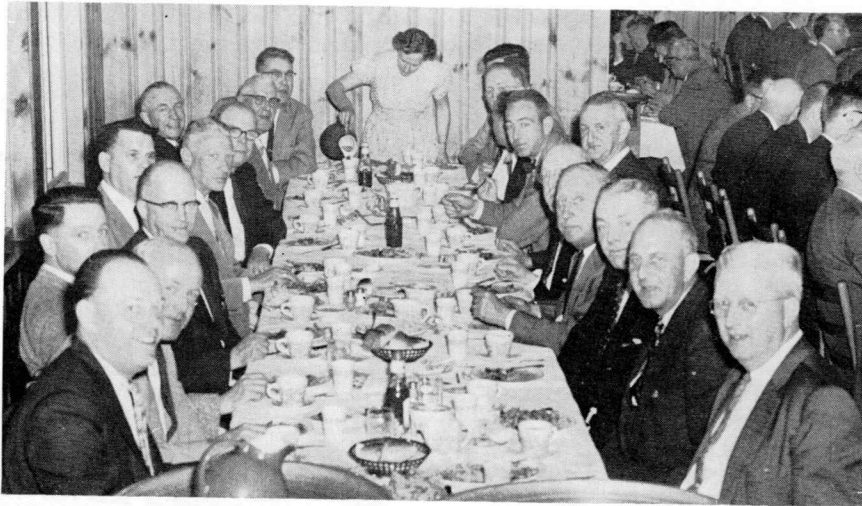
(3) Beginning June 1, railroad employers will pay a tax of up to 3-3/4 percent on earnings up to \$400 a month. Employees do not contribute to this program. The old

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.



OUT OF THE PAST—A section crew paused in their labors at Union Station in 1928 for the photographer, with the above results. Fifth from left is C. J. Greenwood, still a member of the Union Station section crew; 9th from left, H. P. Kusick, machine operator, PTCO.; and 10th from left, K. C. Murphy, assistant track supervisor, PTCO. Know any of the others?



AT "PERFECT SHIPPING" EVENT—Although the entire Maine Central delegation to last month's N. E. Shippers' Advisory Board meeting wasn't assigned to one Snowberry Inn table, this one had a large McC concentration. Nearly 300 railroad and shipping officials attended the event. Governor Clinton A. Clauson was a special guest.



### General Offices

By ERNESTINE V. MILLER, DORIS THOMAS and AL KENNEDY

John Dresser of the cashier's office tells us that his daughter, Delma, age 13, is making another trip to Europe this summer, sailing June 1, returning in time for fall term of school.

Sympathy is extended Horace Budd, assistant treasurer, on the death of his father.

On May 17, Sue Ellen Seabury made her appearance at Maine Medical Center, weighing 8 lbs. 1 oz. Sue Ellen is the daughter of "Brad" and Ann (McNally) Seabury—(Ann is employed in the Freight Traffic Department)—and the granddaughter of John McNally, Station Master at Portland Union Station.

Virginia Lee, Machine Accounting, attended a convention of the Letter Carriers and Auxiliary at Lewiston. Incidentally, Virginia and Walter are eagerly awaiting the arrival of their new, white Ford Fairlane.

Bettina Conohan and son, Reginald, spent a weekend in Boston, where they attended the Red-Sox-Cleveland Indians baseball game.

Marion Adler states that her sister, Gloria

Nan, a senior at the University of Maine, a member of Phi Kappa Phi and Phi Beta Kappa, has been granted a Fulbright Scholarship for a year's study at Everhard Karls University, Tübingen, Germany. She sails September 7 on the M. S. Berlin.

Dorothy Conley's sister and family, Captain and Mrs. Donald Miller, are spending a month with her, having returned from a three-year tour of duty in Paris.

Barbara Gain's sister, Patricia Bathras, has just returned to Portland with her two young sons. The Bathras' have been stationed in Germany for the past two and a half years, with the U. S. Army.

A surprise birthday party and family reunion was held April 5 at Cape Elizabeth Grange Hall in observance of Dennis 'Din' Maloney's 75th birthday. It was the second reunion for the Maloney family of 140. A turkey dinner was served to the 120 guests present. The honored guest was presented an adjustable lounge chair. Mr. Maloney is a retired mail clerk, an uncle of Rosemary McDonough of Machine Accounting, and lives with a daughter in South Portland summers and in Florida winters.

News of our traveling citizens 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 Provencher 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 Bowdoin, Myrtle Neilson, Margaret Lynch, Mary Donahue, Margie Briggs, Margaret Gagnon, Ernestine Miller.

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

Blair Walls, supervisor employees 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.Co 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 Volkswagen.

Ken Brann had an automobile accident recently causing considerable damage to his car and leaving Ken 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 Corcoran. 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, Jeanette 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 cheer by announcing that the progress of Machinist Eugene Annett is good after surgery.

A son, Shawn Randall, was born to Electrician and Mrs. Frank Blair. A good old Irish name, Begorra.

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" Brodie have returned from their Florida trips.

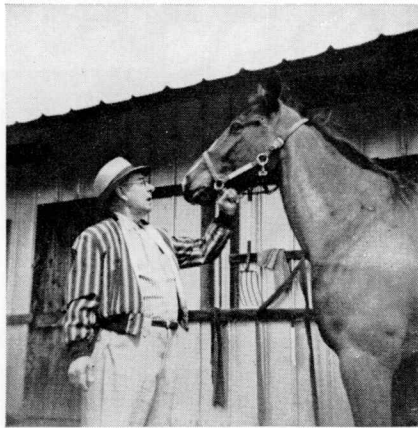
Former Machinist Helper William Quinn, retired, has died.

Machinist and Mrs. Theodore Cote recently served as hosts to some members of the Foxboro, Mass. 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, 97 years old, a former railroad worker, and father of Stores Keeper Didus 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 final tally was more than enough to do the job. Reverend Haldane, brother of Stores Department Laborer Francois Haldane, is pastor of this church. Electrician Albert B. Wetmore, Jr., was one of the end-men, as well as a committeeman for the program.



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

A very interesting and educational film, from a safety standpoint, was shown recently by Mr. Quigley. It was a story depicting an accident on one of our Western railroads, showing that no matter how careful we are to follow safety rules, there is always a chance that we may forget for only a moment and do the wrong thing causing an accident, as was the case in this film.

Foreman Linwood Sweatt is convalescing after surgery.

Laborer Joseph Keough 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 Lombard recently visited their son and family in Philadelphia.

Machinist Maurice Weeks is subbing for Linwood Sweatt as foreman on the third track. Maurice has a new Chevrolet.

Machinist Ralph McKelvey has purchased a new Pontiac.

Laborer Arthur Thompson has a new Chevrolet.

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 convention of the National Association of Watch and Clock Collectors, Inc. at Swampscott, Mass.

Former Sheet Metal Worker, retired, Archie Pratt visited the shop. Along with Walter Bass machinist, retired. Both are well and apparently happy with retired life.



By NORM MASSENGALE

A dinner party was held April 9 at the Lafayette Hotel honoring Howard Burnham, retiring after 50 years as an engineer for the B&M. The affair was given by his many friends on the Maine Central and Railroad Veterans Association. He was presented an electric clock. Mrs. John Keating Sr. played the piano and all joined in group singing.

Among those attending were Mr. and Mrs. John J. Keating Sr., Mr. and Mrs. James Fay, Mr. and Mrs. William Walsh, Mr. and Mrs. William Quinn, Mrs. Mary Thompson, Mr. and Mrs. John Gurney, Mrs. Richard Clemens, Miss Virginia Burnham, Mr. and Mrs. George Bourne, Mr. and Mrs. Percy Sears, Mr. and Mrs. Robert Lewis and son, Mr. and Mrs. Melville Davis, Bart Lyden, Mr. and Mrs. Howard Burnham, Fred Jordan and Mr. and Mrs. E. H. Winslow.

Among the passengers making the last run on No. 55 and 56, April 4, were Brothers Bart Lyden, retired car inspector, and John J. Lyden, retired Assistant Superintendent.

We wish the speedy recovery of the wife of retired engineer Eddie Harlow from her recent illness.



"I figured it was time I dieselized."

Trainman Emile Morin received nice letters from Senator Margaret Chase Smith and Representative Coffin thanking him for sending them the Maine Central Magazine and calling attention to articles in 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 Farmington 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 Stimpson 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, and more recently in passenger service out of Portland. We extend sympathy to his family.

The wives of trainmen "Abe" Hall and "Don" Peterson have been hospitalized, and each husband took a week's vacation to try to keep things on an even keel at home. They both found it's quite a job.

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

Two of the tallest men on the system have purchased new Volkswagons, trainman "Harry" Mulhern and Engineer "Ben" 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 Janis and she's 11 years old.

Conductor Wesley Petrie has purchased a new rototiller.

Have you noticed the flashy stockings that Conductor Harold Card has been wearing? He claims they're gifts and must wear them to keep in the good graces of the giver. I think they're leftovers from son Harry's school days. Anyway—sharp.

Trainman "Joe" Meehan has been spending his spare time helping to build a chapel at

Camp Gregory, Crystal Lake, where Joe has a summer camp. He expects the chapel to be ready for the summer season.

Conductor James O'Brien died in the latter part of May. He has been retired several years and was one of the last few left of "The Mountain Men." Trainman "Al" Parent and "Eddie" Gallagher are now the only ones left working.

Trainman Earl McInnis is quite an amateur geologist. He has dug up about all of Oxford and Washington Counties and every time he sees a mound of earth, he looks for Indian relics. Between geology and relic hunting, his family is kept busy and all join in the fun.

Baggage-master James Kelly is off duty for several weeks on account of sickness.

Dropped in on Retired Track Supervisor Lloyd Breaun and wife at Ogunquit where they have purchased a home and have gone into the antique business. They have a wonderful collection of china and antique dolls. Mr. and Mrs. Breaun are well known to many of the employees. She acted as his chauffeur on his rounds of track inspection, and while Lloyd was inspecting track, Mrs. Breaun was inspecting antiques, picking up rare items in every nook and corner of Central Maine. Any of you people going down the coast this summer, drop in and say hello as they will be glad to see you. Only one thing. Be sure you have the correct time as that is what Lloyd misses the most, not being able to check his watch every morning as he has done for so many years.

Joseph Meehan, Sr., is pulling up stakes and moving to California where his children live. He is planning to keep working for a few more years. He was foreman at Union Station for many years, and we in train service wish him good luck.

Trainman "Smokey Joe" Wood won the first prize of a 14 ft. boat and motor in the Tri-Corner Rod and Gun Club drawing. Now he can take "Giant" Caswell fishing and not have to build a raft like they had to a few years ago.

Retired Engineer Henry Massengale and wife have moved to their camp at Ward's Cove, Sebago Lake for the summer.

Engineer Al Turcotte has returned home from the hospital after surgery.

Engineer Ralph Henry is off sick and is convalescing at home.

Fireman Lawrence Furbush is off sick. We wish him a speedy recovery.

Horace "Dutchy" Willette recently passed away. He was for many years Assistant Yard master for the P.T. Co. He was one of the charter members of Henry W. Longfellow Lodge, No. 82, B. of R.T.

Many old faces in different places with the change of time. Always the same old question on arriving or leaving home: "is that your time or my time?"

## Waterville Station

By ELAINE SNOW

We have some new car traders in the Engineering Department. Maurice Thorne has purchased a '57 Chevrolet and Ray Coulombre a '58 Chevrolet station wagon.

Ray Coulombre has been busy taking trips out to the Midwest to inspect the new machinery the Maine Central is purchasing this year. He has made one trip to Milwaukee, Wisconsin, two to Ludington, Michigan, and will travel to Fairmont, Minnesota in June. William Turner of Jackson Vibrators, Inc., and Edwin Tuchelle



from Nordberg Mfg. Company have been recent visitors here.

Dick Fecteau has been buying pumps and heaters for his camp. He has installed a continuous hot water heater in his camp. Gee, some people don't even have continuous hot water in their homes!

Ralph Snow, Ray Coulombre and Dave El-dridge attended the Annual Banquet of the New England Railroad Club in Boston in May. Ralph and Dave attended a Red Sox ball game.

Ruthie Brochu was hospitalized recently, but has returned to work.

We hear Bill Monroe is planning to get married. The date is set for June 27th and they plan to honeymoon in the Midwest. We hope they'll be very happy and wish to congratulate Bill.

Former Assistant Track Supervisor Fred Sautter visited us this spring. Fred is now with Fairmont Railway Motors, Inc., in New York City.

Maurice Flynt has been on vacation recently. It looks like Ralph Snow plans to do some fishing on China Lake this summer. He has purchased a secondhand 15' boat and a new tackle box.

Sympathy is extended to the families of Trainman N. C. Pike and Walter Peavey, Carman, who passed away quite suddenly.



By "STEVE"

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 day the clock would run on daylight time and during the night it would shift back to standard time. When Vede Bellows was asked if the 'gremlins' were fouling the clock up, he replied, "Yes, and we think its a square headed gremlin!"

The Freight Shop cat, Bruiser, has done quit 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 Kirksville, Mo., visiting his son Harold, who recently graduated from Kirksville College of Osteopathy. Young Kent will interne at Waterville Osteopathic Hospital.

Supt. George Silva 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 Alton 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.



Assistant Shops Superintendent and Mrs. Alden Finnimore announce the engagement of their daughter, Miss Barbara Ann Finnimore, to Wyman E. Closson of Vassalboro.

Miss Finnimore is employed as a medical secretary at the Thayer Hospital and Mr. Closson is serving with the Navy at Little Creek, Va.

Freight Shop Broom Al Dunton has swapped cars for a new Chevrolet station wagon.

Assistant Supt. Alden Finnimore and Paint Foreman Laurence Campbell have been visitors at the B & A Shops in Derby, inspecting their new shot blast facilities for preparation of freight cars for painting.

Heating Plant Engineer Ango Oliver is at home after surgery at a local hospital.

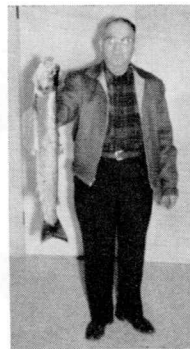
Carman George Colford has recently been elected Commander of Bourque-Lannigan Post of the American Legion, Waterville.

Painter Harvey Dusty recently fell while removing storm windows at his home, breaking several bones in his left wing. He will be grounded for six weeks. Paint helper Bill Fletcher has been recalled to the Paint Shop filling the vacancy.

Furloughed Paint Helper Walter Lee has sold his home in Oakland to retired Carman Harry Patterson. Lee has recently purchased a new Chevrolet sedan and reportedly will seek greener pastures out of state.

Our handsome General Freight Foreman Major Estabrook has been a patient at the Sisters for plastic surgery on that patrician nose. (We hope the alteration will enable some of the boys to tell which is who from now on, as we havent been flattered).

Freight Foreman A. L. Johnson, figuring to do some fishin', proudly displays the type of 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 Nut 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 Wollaston, 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. Bet the ear-plug business will pick up in Lewiston.

Cashier Horace Rodrique had a successful fishing trip "over-East" recently.

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

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

1st Trick Clerk-Telegrapher, Raymond Bishop is on vacation, but his plans are not known at this date. He is being relieved by Spare Operator Phil 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 Buzzell P. Nealley, retired section man, who died recently. He first went to work for the MeC in June, 1907, retiring December 1, 1951.

Retired Conductors Batley and Boutwell called in a while ago, and we were all glad to see them.

Bill Smearer is working around his camp on Lake McKiel 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 way 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 Pen-broke Section. George Hall was acting section foreman at Eastport awaiting bidding on permanent position.

George Lank, 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.

Merrill Bowden, Freight Handler, who has been hospitalized, is recuperating slowly.

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

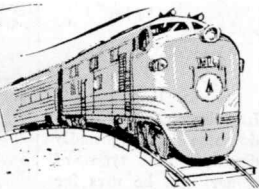
Bill Childs, freight handler, who was hospitalized with pneumonia, is now much improved.

Mrs. Ivan Murphy died suddenly a few days ago.

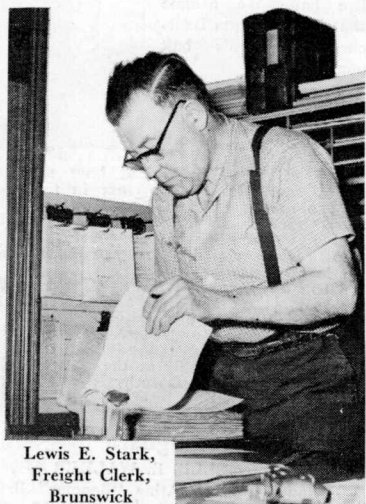


EASTPORT RABBIT—This past Easter was marked in Eastport by the appearance of Christopher Wadsworth Brown, grandson of general agent V. R. Brown, in appropriate costume.

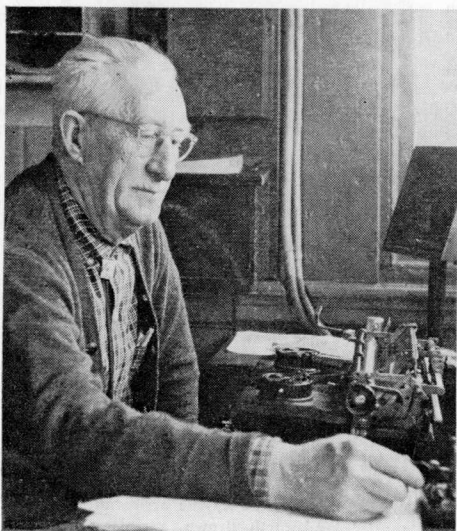
# ALONG THE LINE



Olive Comeau, Stenographer, Augusta



Lewis E. Stark,  
Freight Clerk,  
Brunswick



Cecil A. Poor, agent, Winthrop



Forrest M. Dearborn,  
Crossing Tender,  
Lewiston