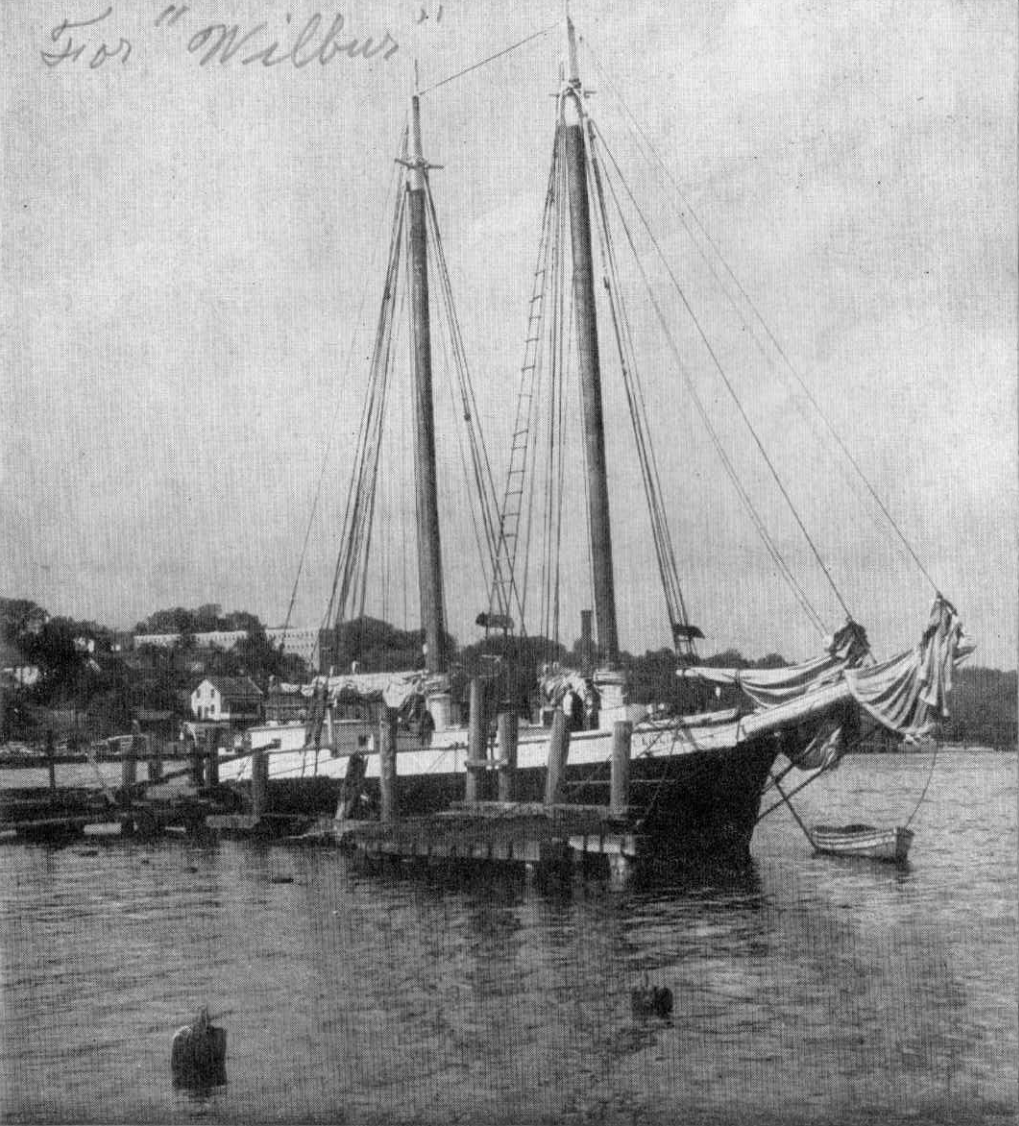


For "Wilbur"



VOL. VIII

JUNE, 1952

NUMBER 9



RAILROAD



MAGAZINE



GUARDIANS of Portland Division operations include (1) Superintendent Harris L. Strout. (2) Master Mechanic Harold G. Hook. (3) Trainmaster Willard E. Pierce. (4) Division General Car Foreman Joseph D. Rourke

THE PORTLAND DIVISION

Serving The Industrial Heart Of Maine

Second In A Series Showing How Our Divisions Combine
To Make The Maine Central Operate Successfully

The industrial heart of the Maine Central Railroad is the Portland Division. Not only is it literally the "heart" of the industries concentrated on our lines, but a glance at our map shows that into this mainline heart feed the important arteries of eight of our branch lines.

Over the 748 miles of track of the Portland Division operates our heaviest freight tonnage, our fastest streamline passenger trains. It permits the fastest speed limits—60 mph; has the longest bridges and the only operative drawbridges on the system; follows and spans Maine's two big rivers, the Androscoggin and Kennebec; and provides connections with the major railroads of Maine and Canada.

EARLY HISTORY

A history of the Maine Central Railroad by Retired General Representative William A. Wheeler shows us that the Portland Division of Maine Central as we know it today, originated from two early roads, the Androscoggin & Kennebec and the Penobscot & Kennebec. The first major railroad project in Maine was the Kennebec and Portland, between Augusta and Yarmouth Junction operated as far east as Brunswick in 1847. At about the same time, the Androscoggin & Kennebec Railroad was started from Danville eastward with both it, and the K&P, having Waterville as a proposed terminus. In 1849 then, there had been built two railroads westward from Waterville, each with connections to Portland via

the Atlantic & St. Lawrence (now the Grand Trunk). The A&K constituted what is known as the "Back Road" and the K&P the "Lower Road." Six years later the Penobscot & Kennebec was built from Waterville to Bangor. The corporate name Maine Central Railroad Company was first used in 1862 when the Androscoggin & Kennebec and the Penobscot & Kennebec consolidated under that title. Eight years later the Kennebec and Portland was acquired.

OPERATING AND TRAFFIC

It might be truthfully said that the Maine Central has the widest "double track" of any railroad in New England since the Back Road from Royal Junction to Waterville via Lewiston handles nearly all of our eastbound freight traffic and the Lower Road via Augusta, our westbound traffic.

The diesel electric locomotive has revolutionized the Operating Story on the Maine Central much as it has on other railroads. It is with real pride that Operating Department officials describe westbound B-12 as "a beautiful train." During the Winter months with two diesel units it hauls 5,500 tons (105-115 cars) non-stop from Northern Maine Junction to Rigby. B-12 is one of our great paper trains picking up at Northern Maine Junction six days weekly, paper delivered by the BAR from the Great Northern plant at Millinocket. BR-2 is a Bangor train operating seven days and BR-4 the cleanup job. In the busy Winter months a second and third



TRAIN 11 leaving Waterville eastbound

B-12 is set up because of the potato volume.

Eastbound over the Portland Division operate trains which may handle as many as 130 empty reefer cars for delivery to the Bangor & Aroostook which in turn will be filled with our important revenue producing commodity—potatoes—on the return trip. Freight B-11 connects with the Boston & Maine MP-2 from Mechanicville; P-2 from Worcester; RB-3 (Rigby-Bangor) takes the Portland work and the leftovers from B-11 while RB-1 handles the important connection with the B&M's "Bullet," MP-4. It also handles freight for Farmington and Wilton as far as Livermore Falls.

A double unit train RD-1 and DR-2 operates in and out of Rumford daily to handle the vitally important paper shipments from the Oxford Paper Company and the International Paper Company at Livermore Falls. DR-2 provides connection with the B&M's Bullet westbound.

The Rockland Branch is beginning to experience its annual Summer business with cement cars rolling out of the Dragon Cement Company, Inc. plant at Thomaston, four sardine plants and a lime plant. Trains RN-3 and NR-4 provide this service with a regular extra headed by a diesel unit.

The Rockland Branch trains also provide service to the Bath Iron Works and its Pennsylvania Crusher Division; Hyde Windlass, manufacturers of marine hardware and equipment and the Torrey Roller Bushing Works.

Unique in its importance as a point on the Portland Division is Newport Junction, the largest receiving and shipping point on the system for fluid milk and by-products.

Down from the Bingham Branch comes veneer from Allen Quimby Co., cable reels from North Anson Reel Co., and paper from the Great Northern and Hollingsworth and Whitney plants at Madison.

Waterville, self-styled "Hub" of the Maine Central system and site of our repair and maintenance shops, is also an important rail point serving the big Keyes Fibre Company, plastics manufacturers, the huge Hollingsworth and Whitney paper mills and Lockwood and Wyandotte textile mills.

Augusta, state capital, and nearby city of Gardiner keep a switcher crew busy servicing Kennebec Pulp & Paper, Edwards division of Bates Manufacturing Company and the many items necessary to the administration of state government.

At Brunswick are industries producing a feldspar used in manufacture of porcelain and enamelware, a paper mill, textile manufacturer, and the United States Naval Air Station now undergoing an expansion and construction program.

On the Back Road the vitally important Twin Cities of Lewiston and Auburn are headquarters for Maine's textile and shoe industry. They are heavy receivers of industrial fuels and petroleum products and on the Lewiston Lower Branch are manufacturers of commercial wall and fibre board and paper and floor covering from Bonafide Mills.

Portland, western terminus of Division originates and receives heavy traffic in petroleum and petroleum products; coal (some 3,000 cars a year); paper and many other items of industrial manufacture and distribution.

ENGINEERING

The Portland Division is double-tracked between Portland-Freepport, Gardiner-Augusta, Waterville-Clinton, Pittsfield-Hermon Pond and its smooth-riding, well-maintained road-

(Continued on Page 11)

A. M. Knowles Named General Counsel

Sumner Clark Succeeds As General Attorney

The appointment of Archibald M. Knowles as general counsel and Sumner S. Clark as general attorney of the Maine Central Railroad was announced last month by President E. Spencer Miller.



Knowles

Knowles started his railroad career as attorney for the Boston and Maine Railroad in December, 1942. In April, 1946 he was appointed general attorney of the Maine Central Railroad and moved to the general offices at Portland. In April, 1949 he was elected clerk of the corporation. He is a graduate of the public schools of Boston and the Northeastern University Law School. On graduating from the law school he started private practice in Boston and continued that practice until he started his railroad service. Knowles is president and director of the Portland Lions Club, a member of the Falmouth Club and an



Clark

institutional representative of the Boy Scouts of America. He is a member of the Massachusetts and Maine Bar, the New England Railroad Club, the Cumberland Bar Association and the Maine State Bar Association.

Clark was born in Portland, graduated from Thornton Academy, the University of Maine in 1940 A.B., Harvard Law School in 1943 L.L.B., and then went into the U. S. Navy in World War II as a lieutenant. He started his railroad career with the Maine Central Railroad in November, 1946 as attorney, the position which he has held until his present appointment. He is a member of the Portland Rotary Club, the Maine State Bar Association and the Cumberland Bar Association.

Bachelors have been defined as men who didn't have cars when they went to college.

Maine Centralebrities

Retired Foreman Praised By Citizens

By JOHN R. MINCHER
Bangor M. of W. Reporter

George W. Pinkerton, retired section foreman of Danforth, recently was honored by the selectmen, town manager, and citizens of the Town of Danforth by the following letter written personally to him and printed in the Bangor Daily News:

Mr. George Pinkerton
Danforth, Maine

Dear Sir:

The Town Officers and citizens of the Town of Danforth wish to show you that they appreciate your services for the last eleven years, and this letter is to convey to you the Town of Danforth's sincere appreciation for your services in the past years, and hope you will be as successful in the future as in the past.

Yours sincerely,
Willis Russell
Donald Golding
Delvin W. Smith
Selectmen of Danforth
Horace W. Hodnett
Town Manager

Pinkerton retired from Maine Central service in October 1940 after working as trackman at Danforth from 1914 to 1925, and as section foreman in Danforth since 1925 until his retirement.

In the spring of 1941 he was elected second selectman and the following Spring as first selectman and chairman of the Board of Selectmen, the latter two positions which he held for the last ten years. During that time, he and the other selectmen and town manager in faithful, cooperative service helped their town regain a sounder financial basis than had been the condition a decade before. This *Magazine* wishes to pay tribute to Mr. Pinkerton as a faithful employe during his service with us and to his co-

operative work in serving his home town during the last decade. He is still very active, although over 75 years of age, with his gardening around home and last year helped supervise the installation of a spur track for a local industry at Danforth.

DAVE CAMERON ISSUED LIFE SERVICE PASS

A popular Gardiner agent joined that group of outstanding employes in the 50-Year Pass fraternity last month. David L. Cameron, agent at Gardiner since 1946, was issued Life Service Pass No. 160 accompanied by a congratulatory letter from President E. S. French.

Cameron started railroadng as a clerk at Foxcroft in 1902. He became agent at Canton in 1920 and agent at Mechanic Falls in 1930. He is a summer resident of Harpswell.



Cameron

TRUTH

Seems just about every time we think we have finally succeeded in making both ends meet, someone moves the ends.

Safety Record Continues To Improve

How To Avoid Accidents That Did Happen

Maine Central employes may once more congratulate themselves on their consistently good safety record as evidenced in figures released for the first four months of 1952 by C. A. Quigley, safety and fire prevention agent.

The system-wide rating stood at 4.01 per million manhours worked as compared to 7.82 for the same period in 1951. The Engineering department leads with a figure below the system average, the Mechanical department is second and Operating department third. The latter two departments to date, however, have a rate this year nearly 50 per cent better than the first four months of 1951, a feather in their cap.

Those having perfect no-accident records for the period include: Operating department—J. L. Moriarty, eastern division. Mechanical department—J. D. Rourke, car and F. H. Bennett, Waterville locomotive repairs. Engineering department — Track Supervisors A. S. Dodge, W. M. Martin, L. F. Brean, E. B. Whitney, W. Lampson, B&B and L. M. Lentz, Signal. E. T. Ricker, Deering Junction and G. A. Stinchfield, Waterville have perfect records in their Stores department.



(1) A Waterville employe walking alongside a ladder track in the yard, stepped on a piece of coal and twisted his ankle. (Look before you step.)



(2) A Lewiston employe climbing a moving car to set hand brake, dislodged and fell to the ground when the car hit bunter. (Employes must guard themselves against sudden shock or impact.)
(3) A Bartlett employe stepping from brake platform to side ladder, hand slipped on ladder rung, lost balance and fell to ground. (Never take your everyday work for granted. Exercise caution.)



(4) A Washington Junction trackman driving spike in tie and when not hit squarely, spike flew and struck him in left leg. Infection set in. (Surface cuts and bruises should be treated immediately.)
Two of these accidents were "ICC reportable" meaning disability of more than 72 hours in the first ten days immediately following the accident.

Let's keep the Maine Central safety banner waving—If you have any plans for tomorrow, be careful today!

F. J. Murphy's Niece Wins Godfrey Talent Program

Marilyn Murphy, New York City, petite, blond, 17-year-old niece of F. J. Murphy, assistant to the vice president-Traffic, was heard on Maine radio stations last month as a winner of the Arthur Godfrey Talent Scouts program. The CBS star's practised ear immediately tabbed her as a "second Jenny Lind."

R. M. Edgar Named B&M Vice President- Asst. to President

Robert M. Edgar, former assistant to the president of the Maine Central Railroad and the Boston and Maine Railroad, became Vice President-Assistant to president of the Boston and Maine June 1. His election was announced by Timothy G. Sughrue, president of the B&M.

Edgar entered railroad service in 1929 and advanced steadily to become assistant to the executive vice president of the Maine Central in 1944. He has been assistant to the president since 1946.

CLASSES BEING HELD ON NEW RULES BOOK

Classes for operating department personnel will be held throughout the system this month to familiarize them with the first new book of rules printed in 28 years.

Maine Central Rules Examiner E. H. Winslow has been holding classes at points on the Eastern Division and Mountain Subdivision while C. F. Archer, B&M Rules Examiner from Concord, N. H., is holding classes at Portland, Rigby, Rumford and Rockland.

Obituary

Mrs. Eva K. Runey, 85, wife of Frank J. Runey, former Portland Division Superintendent of Lancaster, N. H., died suddenly March 10 at the home of her daughter, Mrs. Vivian R. Elliott. Mrs. Elliott is employed in the office of Superintendent Harris L. Strout. The Runeys have been married for 59 years and resided at Bartlett, and in Portland from 1917-1930 when he was superintendent.

NEVAH, SUH!

A Kentucky Colonel always closed his eyes when he took a drink. When questioned concerning his habit, he explained: "The sight of good likkah always makes mah mouth watah, and, I do not like to dilute my drink, suh."



Joseph McCarthy, section foreman, Bangor Yard, after 32 years of faithful service, has retired on account of disability. Joe was employed first as trackman in May 1919, was promoted to yard foreman here in July 1922, served as extra crew foreman summers on rail laying, ballasting, and other projects from 1936 to 1940, is very well known and is being missed by all.

William V. Gleason, 65, of 54 Cole Street, Portland, yard conductor after 42 years of service.

William J. Farrell, 65, of 90 Parris Street, Portland, loader and caller at the Portland freight house, after 42 years of service.

Clarence D. Shannon, 63, of 669 Essex Street, Bangor, station agent, after 44 years of service.

Frank A. Pitman, 67, of 201 West 18th Street, Sanford, Fla., conductor, after 45 years of service.

Frank A. Pitman, 67, of 163 Neal Street, Portland, Mountain Subdivision conductor, after 45 years of service. Pitman began railroading as a baggageman at North Conway, N. H., in 1907, served in the same capacity at Glen the next year, and in 1910 became a brakeman and later conductor.

William J. Farrell, 65, of Portland, loader and caller at the Portland freight house, after 41 years of service. He began his service as a freight handler at Portland in 1910 and became a loader and caller in 1919.

Charles D. Atherton, 72, of 590 Sawyer Street, South Portland, freight clerk at the Portland freight house, after 45 years of service.

Joseph E. McCarthy, 61, of 51 Otis Street, Bangor, trackman there, after 33 years of service.

Every minute you are angry, you lose 60 seconds of happiness.



LEFT TO RIGHT, Warren Spires, Dick Harrington, W. P. Reeves, Paul Crawford, Tom Wiley. Herb Whitmore was absent

General Offices Receive Directors' Trophy

The Maine Central Directors' Trophy was presented to the championship bowling team from the Portland General Offices April 29 at a dinner honoring the members and their wives in the Lafayette Hotel, Portland.

The Officemen were being feted for the second time, having won a first leg on the Trophy in 1950. Two of the original team members, Warren Spires and Dick Harrington, received the Trophy from Walter P. Reeves, assistant to the president, who made the presentation.

Robert M. Edgar, assistant to the president of the Maine Central and Boston and Maine Railroads complimented the Portlanders on their victory and pointed out the continuously successful growth of the bowling tournament on the Maine Central system.

From the time in 1949 when the

Magazine first suggested sponsorship of the Tournament and Maine Central Directors personally contributed the money for purchase of the beautiful Trophy, Edgar said, the annual competition has become a highly anticipated event among both bowlers and supporters throughout the system.

In making the Trophy presentation, Reeves expressed interest in the future growth of the Tournament as well as citing its immediate and past accomplishments.

Individual awards of mechanical pencils topped by monogrammed bowling pins were presented to the team members by George P. McCallum, *Magazine* editor. Members and wives attending were Mr. and Mrs. Paul Crawford, Mr. and Mrs. Thomas Wiley, Mr. and Mrs. Merrill S. Harrington and Mr. and Mrs. Warren Spires.



JUST A "GOOD MORNING" WINS FRIENDS FOR US

Further proof of our editorial last month that we are all public relations representatives of our railroad was received in a letter forwarded by F. W. Rourke, vice president-Operations. Said Mr. Rourke, and we certainly agree, "it indicates to our people that even the slightest demonstration of friendliness and courtesy is noticed and appreciated." The letter follows:

22 Indian Hill Road
Arlmont Village
Arlington, Mass.

Dear Sir:

On Thursday, April 17, I was traveling northward on your train that leaves Boston at noon. I cannot remember exactly where it happened but believe it was the other side of Portland when the conductor entered the car and clearly said "Good afternoon. Will you have your tickets ready." It surprised me to find a train conductor appearing that friendly, and I remember discussing it with a couple of other passengers in the smoking car and they too commented on such an unusual incident. I thought you might be interested in the reaction of one of your passengers.

Yours very truly,

s/ Warren F. Donovan

MORE GOOD WORKS

More good works were added to the many performed by Portland Union Station Redcap Eddie Cummings recently as evidenced in a letter received from third grade pupils of the Gorham campus school and their teachers. Eddie conducted them on an informal tour of the station and even got them a little ride as they switched cars on Train 14 there.

"Written" in their own handwriting the letter said:

"Dear Mr. Cummings, we liked our trip. The little ride on the train was fun. Thank you for taking your time to show us the station. We were interested in so many things and hope that we may come again. Yours truly, Third Grade." Added were the signatures of Teachers Mary Barker, Ruth Groves and Ruth Learn.

DECALS POPULAR

Those Maine Central decals are being snapped up by enthusiastic employees from one end of the system to the other. Some are putting them on house trailers, others who don't have cars want them to display at home on a window or mirror.

The initial supply has been distributed to *Magazine* reporters from whom you may obtain them at any time. We have an ample supply. If we've missed you and you want one, write: Editor, *Magazine*, 222 St. John Street, Portland.

Shops Employee's Son Survives Hobson Disaster

Grateful prayers were offered by Waterville Shops employe and Mrs. Albert E. Nelson recently when they learned that their only son, 22-year-old Richard A. Nelson, had been among the few survivors of the *USS Hobson* when it was struck and sunk by the carrier *Wasp* April 29 in the worst collision in naval history.

Radio-seaman Nelson had been stationed on the ill-fated destroyer-minesweeper for more than a year. Of the 237 officers and crew only 61 were saved.

THE COVER

Scenic spots along the Maine coast, vie with the mountain beauty of New Hampshire as tourist attractions for those traveling over Maine Central lines. Increasingly popular in recent Summers are old time schooner cruises along the Maine coast. Our cover shows one of the smaller vessels of this type at Belfast, Me., converted for pleasure cruising on Penobscot Bay.

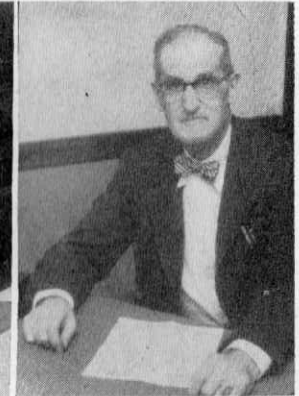
DIVISION TRACK SUPERVISORS



C. G. RIVERS



W. E. MARTIN



L. F. BREAN

THE PORTLAND DIVISION

(Continued from Page 4)

bed is a credit to our Engineering Department.

The mainline is equipped with 100, 112 and 115-pound rail and is completely signaled with automatic color-light, block signals. Many highway grade crossings are protected by the latest type automatic highway crossing protection flasher lights and bells. All mainline track is tested for rail defects by the Sperry car annually. The roadbed between Milepost Z and Royal Jet. and between Keyes Cross-over and Detroit permits 60 mph speed limits, fastest on the system.

The Division is divided into three track districts. District Two with headquarters at Brunswick is headed by Track Supervisor Wes Martin and Assistant Horace Ames. District Three with headquarters at Lewiston by Supervisor Lloyd F. Breaun and Assistant E. E. Davis. District Four with headquarters at Waterville is headed by Track Supervisor Charles G. Rivers. Ruling grades on the Division are 0.91 eastbound and 0.85 westbound with the hardest pull for the latter directly out of Bangor Yard and for the former out of Portland to Deering Junction. To provide and maintain this glistening steel highway of our own, as compared with

the publicly maintained highways of our big truck competitors, it cost the Engineering Department more than \$3,000,000 in wages alone in 1951.

CONNECTING ROUTES

The Portland Division's strategic importance is also evident in the connections it provides with other railroads. At Yarmouth and Danville Junction it connects with the Canadian National; at Burnham Junction the Belfast & Moosehead Lake, and at Northern Maine Junction and Dover-Foxcroft, the Bangor & Aroostook Railroad. At Portland with the B&M and CN.

If the Portland Division is the industrial heart of the Maine Central Railroad, then the condition of its economic health is vital to every railroad employe. The industries we serve on the Division will not continue to pump revenue producing commodities into our veins without the coordinated, efficient, courteous and safe cooperation of every employe.

An actress congratulated a woman author on her book: "I enjoyed it," she said, "who wrote it for you?" "Darling," purred back the other, "I'm glad you liked it. Who read it to you?"

ICC IS BUDGET NEGLECTED CHILD

By CLIFF SOMERVILLE

Editor-in-Chief

Out of a whopping billion dollar budget for various government transportation projects the Federal administration allots a niggardly one per cent for the Interstate Commerce Commission, an agency charged with regulating a major part of the whole United States transportation industry.

This fact, a truly astonishing disclosure when its full importance is realized, was brought to public attention by the Association of American Railroads in its Competitive Transportation Review.

It may go far toward explaining just why the railroads, the Nation's chief carriers of goods, have been subjected to lengthy and very costly delays in recent years in trying to get the Interstate Commerce Commission to adjust freight and passenger rates in keeping with prevailing economic conditions.

The Federal government, as shown by the budgets for 1952-53, has been extremely parsimonious in meeting requests of the I.C.C. for adequate funds to handle the great volume of work assigned to it, which includes regulation of the water carriers, highway carriers, pipe lines, as well as the railroad industry.

On the other hand the Federal administration has provided handsomely for the two Federal agencies which do most to provide competition for the railroads, the Army Corps of Engineers and the Bureau of Public Roads. These two agencies get 54.5 per cent of the total transportation budget for 1952 and are slated to receive 63.9 per cent of the total. But the I.C.C.'s share of the budget was held at one per cent for 1953 as in 1952.

The total transportation budget for fiscal 1952 was set at \$1,015,493,537

and for 1953 is increased to \$1,157,775,099.

In dollars the I.C.C. is allotted 12.4 per cent more for next year than for this year but the Army Engineers are to get 48.8 per cent more and the Bureau of Roads 25.5 per cent more!

The railroads already are seriously handicapped in that they are regulated as a monopoly while their competitors are either unregulated or much less stringently regulated. Now it would seem that they are under a double handicap, because the agency authorized to regulate them is not adequately staffed to handle the great volume of work involved in its regulatory tasks.

Costs of operation have increased far more rapidly than revenues in recent years and, despite high levels of traffic volume, most railroads are confronted with serious financial problems. These troubles have been aggravated, and to critical extent for such railroads as the Boston and Maine, by long and tremendously costly delays in obtaining rate relief from the Interstate Commerce Commission. Several times when rates or fares have been increased by the I.C.C. the decision has lagged so far behind the mounting costs for materials or wage increases that railroad reserves have been reduced to a point that it has been impossible to make up the ground lost. The railroads have been prone to criticize the I.C.C. for these costly delays while the Commission insists it handles rate matters as rapidly as its work load will permit.

A fairer allotment of the Federal transportation budget might help the railroads in their efforts to get speedy relief from their financial troubles.



By JOHN J. KEATING

Mrs. James E. Fay, wife of Engineman Fay, was a patient at the Mercy Hospital at Portland.

Arthur Pressey, third trick crossing tender at Woodfords crossing, made a trip by auto to York County. He also, with his son-in-law Kenneth Lamb, visited at Bar Mills and had a motor boat trip on Sebago Lake.

Chief John D. MacIntyre of Waterville Police, was made an honorary member of the Maine Association of Railroad Veterans at their annual meeting held there Sunday, April 27. The chief is the son of our Engineman MacIntyre. Mrs. Ross Taylor of Belgrade entertained with piano music, accompanying John Parker on the bones.

Ticket Clerk Toby Rowe, stationed at Portland Union Station, has returned to duty. He was discharged after doing his part in the United States Army.

Mrs. Dennis Desmond, wife of Engineman Desmond of Waterville, met with a painful accident, falling off a three-step house ladder and breaking her ankle.

Engineman Earl Stevens of Bangor was a patient at the Eastern Maine General Hospital with pneumonia.

Sympathy is extended to Trainman Daigle on the death of his father at Lincoln, Me.

Mrs. Earl Drew, wife of Engineman Drew of Bangor, won the grand prize at the Bangor Commercial cooking school, a Glenwood gas range.

Conductor A. W. Caldwell of the Northern Maine switcher was a patient at the Eastern Maine Hospital at Bangor.

Some of the boys on vacation in the month of May: S. P. Libby, M. E. Johnson, K. W. Nutting, F. R. Dodge, J. W. McIntyre, G. J. Fournier, E. A. Mottram, T. C. Knowlton, A. L. Wakefield, C. W. Raymond, E. F. Gallagher, S. H. Karnes, K. W. Burnell, J. F. Reardon, S. E. Cloutier.



Beecher Falls, Vt.

By DON DECOSTER

Wesley E. Ladd, roundhouse laborer, is in Hanover for treatment of a hand injury. His condition is improving steadily. We hope he will be fully recovered and back in time to cover the vacations.

T/S R. G. Lang, son of Diesel Maintainer Walter Lang, is being returned from Alaska to the States for treatment of a back ailment.

Conductor Hub Hall took three days off to officially open the fishing season in Pittsburg, N. H. The fishing was good but the weather was not. It snowed all day Sunday, at times so hard Hub could hardly see when he got a strike.



THESE STRANGE CLAD LADS were the degree team of Lodge No. 82, BRT, attending what was then their 13th annual Banquet at the Falmouth Hotel, Portland, Sunday, April 25, 1909



30 YEARS of personal know-how accompanies Car Inspector Harold F. Carbee, Colebrook, on his rounds with a truck completely equipped for minor repairs to passenger and freight cars (Don DeCoster photo)

Merle Michaud of Colebrook reports fishing not really good yet, weather too cold. Merle and Mrs. Michaud went over the Notch to Maine on a recent week end. They stopped in to see Agent Sears of Corinna.

Maine Central short wave fans will welcome a new ham, Agent Michaud of Colebrook. Merle received his license in December but did not get on the air until January. His call is W1URB. He is using an Elmac Xmitter A54 with a maximum input of 50 watts with final 807, rigged up for 80 and 40 meter band CW. Receiver is Hallicrafter S40B. Working with an Electronic Mon-Key, he has made about fifty contacts so far. His QSL card shows a picture of one of our diesels tearing through a snow drift.

Arthur Herron of Fairfield and your scribe attended a meeting of the Northland Camp of Gideons, International which was held at West Stewartstown. Plain donuts and real Canadian maple syrup were enjoyed.

Bartlett, N. H.

By BUD BURDWOOD

Bartlett Stork Club active of late: three new arrivals among the railroad families. To Trainman and Mrs. C. I. Burke, a boy, named Jerry L. Burke; to Trackman-Cook and Mrs. Henry J. Nealley, a boy, named Stewart J. Nealley; to Enginehouseman and Mrs. George Marcou, a boy, named Roger W. Marcou.

The ice and slide patrol through the mountains has been taken off for this Spring season.

Spare Operator W. O. Burdwood has left to cover second trick at Leeds Junction for two weeks.

Engineer Earl Witcher is still off on the sick list, with Engineer Joe Aldridge covering the helpers.

Conductor Dolf Bergeron and Mrs. Bergeron are on a visit to their son Robert, in Louisville, Kentucky.

Sorry to report that Enginehouseman George Marcou is likely to be off for a

number of weeks. He is now in the Veterans' Hospital at White River Jet.

It looks as though a number of the local ball fans will take advantage of the baseball train to Boston, June 8, to take a look at the Red Sox and Detroit. The Sox may have recovered from their road trip by then.

Mrs. Marion Dinsmore, wife of Car Inspector Elwood Dinsmore of Bartlett, passed away recently after a long illness.

We recently received a nice letter from Pfc. Homer Greenwood in Korea. "Snuk" allows he had rather be back on the MeC switching box cars, and we would like to have him back, too.

Engineer Herb Amadon is covering the Gilman extra at present.

Retired Engineer Charles M. Lawlis has made his first fishing trip to Crawford Pond this season.

Gage W. Mersereau, 83, retired Mountain Division engineer; died May 13, 1952, at Sarasota, Fla. Funeral services were conducted in the Union Congregational Church at Bartlett, N. H., by the Rev. Kalman Sul yok, followed by Mt. Washington Lodge No. 87, F. & A. M., North Conway, N. H., of which he was a member for over 30 years. On July 12, 1890, he entered the employment of Maine Central R. R. Co. He retired from active duty on Dec. 31, 1937, after 48 years of faithful service. On his 80th birthday "Open House" was held at his home in Bartlett, N. H. His many friends and fellow-workers came from far and near to help him celebrate.



A HEALTHY 11 pounds, five ounces at ten weeks of age was Stephen Gordon Nealley, son of Trainman and Mrs. Gordon F. Nealley, Glen, N. H.



By ERNESTINE GRIMES, LILLIAN G. SMALL AND MARY MORSE

We are all mighty proud of the top promotions in the Accounting Department and of Virgil C. Hawkes, general accountant; Martin A. Holmes, general bookkeeper; Erroll L. Libby, chief clerk. Our very best wishes to all of you in your new positions!

Other changes in the same department: Stephen J. Conley, Jr. has transferred from the assistant treasurer's office, having bid the job of clerk, outside agencies, formerly held by Erroll Libby. A transfer from Mr. Strout's division, Gordon Williams, has replaced "Steve" in Mr. Budd's

office. Robert E. Lee has also returned to our midst.

We are sorry to report that Chief Clerk Leo R. Coyle is back in "sick bay," but we hope now that warm weather is coming along that Leo will gain in health all the time.



HERE'S Jeffrey Charles Rackliffe, at age five months. Dad is Russell Rackliffe, formerly of Freight Claims and now in the chief examiner's office

Bookkeeper Ernestine V. Grimes has returned to work after a month's absence, because of "old-fashioned grippe and a touch of pneumonia." (It seemed like more than a touch!)

Due to the illness of the reporter, this item is slightly late, however, we don't want to ignore any of our "gang"—so it is with regret that we list the resignation of Clerk Dell R. Hyssong on March 26. Dell left to accept a position in a Camden bank, and he is hoping to get a chicken business started on the side. Good luck to him in his new venture, and we know some of these days we'll be hearing a great deal of this "chicken and egg" man!

The Ladies' Auxiliary to the Brotherhood of Railroad Trainmen, Evangeline Lodge No. 146, celebrated the 53d anniversary of its organization at the Elks Club, Portland, May 3. A delicious banquet was served to the gals and their guests, with entertainment consisting of dancing, singing over a "mike" with the orchestra, and bridge games for those who preferred the quieter fun. Trainman George Larsen was the fortunate winner of a fine looking package of liquid refreshment during the evening, and we know the Elks were pleased at one of the visiting trainmen winning this prize. Everyone had a grand time at this annual gala affair, and many thanks should be given the hard-working committee in charge of arrangements—Mrs. Guida Howard, chairman; Mrs. Minnie Clark, Mrs. Elizabeth Madigan.

A rousing welcome is given to a new clerk in the Accounting Department, Guy B. Mason, Jr. of Cumberland Center. We're glad to have him as a member of the railroad family.

With the advent of spring, we hear a great deal of talk about possible softball teams this year among the Maine Central employes around the General Office Building, although some of the fellows are wondering if their aging and creaking bones will stand up under another season of this mild (?) exercise! Can it be that the boys are admitting that they aren't as young as they sometimes think?

Gertrude H. Whitehouse has returned from a pleasant vacation spent in New York, Millicent B. Stryker substituting.

A change of scenery for Maurice Thorne, assistant track supervisor, Portland Terminal Company, during the month of May, consisted of assisting in the supervision of the ballast job at Etna.

Joseph Coombs, student supervisor, took charge of the Sperry car testing rails while operating over the Maine Central this month. With the coming of spring what could be nicer?

The New England Railroad Club annual banquet in the Statler Hotel, Boston, had a fine attendance on May 15, among those being J. W. Wiggins, R. A. Jackson, L. M. Lenz, L. B. Connary, H. W. Stetson, W. J. Henry, H. Iomans, W. M. Martin, and H. R. Cummings.

The welcome mat is out for Joseph M. Pelletier of Westbrook, recently employed as assistant inspector bridge and building to F. H. Pinkham and James M. Rosebush, assistant inspector to C. W. Beckwith.



By CHARLIE EARLEY, J. J. ASTLE, JACK HAYES AND ORSON A. ROUND

The scenic and popular Boston-Sydney-Glace Bay trips returned on a three-day week end basis last month and will be in full swing for the Summer.

Slim Wheeler, Edgar Conant and Carl Pierce shepherded the Edward Little High School musicians on a four-day trip to a music festival at Providence, R. I. last month.

Ray Briggs enjoyed a week's vacation.



PLEASANTLY STALLED five miles east of Madison during the Blizzard of '52 was Operator C. K. Bradstreet with passengers Joyce Watson, Anson, and Betty Tibbetts, Palermo

attending some ball games in Boston and will be pinch-hitting at the Portland dispatcher's booth while jovial Jack Hayes takes a well-earned rest. The Briggs and Leightons, Bob and Toddy, also attended the Braves-Cardinals night game in Boston last month.

Wedding bells rang May 30 in New Hampshire for Operator Chuck Foss and the former Elaine Roberts of Lewiston. Elaine was at one time employed in the ticket office there. The happy couple are residing on Turner Street, Auburn.

Operator Nick Carter will return this month from a six months sick leave.

Doc Edwards is up and about after an operation.

Among those on vacation last month were Arnold Brume, Ralph Rich, W. J. Donovan, Toots LeClair, C. K. Bradstreet and Einar Mason. Mason and Warren Libby also managed to get in a Spring fishing jaunt in the up-state wilds.

Sympathy of the boys is expressed to Operators Don Hill, Lewiston, on the death of his mother, and Ralph Harriman on the death of his brother.

By the time this is published Herb Harmon should be a proud pappy.

Operator Charlie Wetstein has a new car; Eddie Frank is back at his Duck Pond camp for the Summer; Ken Hilt dropped in on leave from the Navy. He's now stationed in Washington, D. C. Art Leeman will soon open his Summer estate at Wiscasset.



Calais

By P. D. ADAMS

Trainman Ralph J. Donovan is in the hospital for two weeks medical treatment. We wish for him a speedy recovery.

Fireman and Mrs. Earl Humphries recently returned from Boston and vicinity where they visited with their daughter.

Mrs. Howard Mingo, wife of fireman, made a recent visit to Boston and other Massachusetts points.

Staff Sergeant Robert J. Gillis, Jr., son of Conductor and Mrs. Gillis, spent a month's furlough home before going overseas for duty. His wife and two children will stay in Calais for some time.

Operator and Mrs. W. H. McKay and daughter Marjorie are visiting in Boston where they are attending the circus in the Boston Garden and doing shopping in the big stores.

Operator Roy Farren has purchased and moved into a new home in Cherryfield.

We have two new operators on the Calais Branch, Harry Rand, Jr., of Harrington and Clayton Fickett of Franklin.

Agent Waldo Bridgman of Machias after a hard day digging clams is convinced there is an easier way of earning a living.

Mrs. Burt Pullen, wife of agent, is visiting her mother, Mrs. Ethel Clark in East-

port, who is convalescing after a surgical operation in the Eastport hospital.

Operator Ben Wallace of Machias spent a few days fishing for the speckled beauties of the brooks.

Conductor Roscoe A. Constantine has purchased a new home in Eastport and has gone to work on the Eastport switcher.

Conductor Bernard F. O'Neill is now braking the Calais-Bangor passenger train with Conductor Haycock.

Trainman Harry Stanhope is working on the Woodland Switcher while Trainman Donovan is off.

Conductor Pat Crandlemire is back on the Calais local after working on the main line for a considerable time.

Trainman George Townsend is working on the Calais local after being on the Eastport switcher.

Conductor Francis Martin is on the Bangor-Calais passenger train with Conductor Taylor.

Vanceboro

By H. D. DAVIS

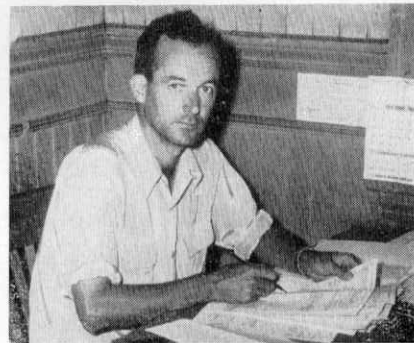
Congratulations to Clerk and Mrs. M. O. Pine on the birth of a son May 7 at Charlotte County Hospital, St. Stephen, N. B., named Allan Beryar.

General Agent W. L. Blanchard has just returned from a business trip to New Bedford, Mass., where he was called as a witness in the trial of another railroad.

Sympathy is being extended to Mrs. H. E. Beers, wife and family of retired Car Inspector H. E. Beers, who died suddenly at his home here April 23. Funeral April 25; burial in Vanceboro.

Irving Howland, veteran of World War I, brother of Baggage-master R. E. Howland, died at Togus Hospital April 27. Military services for him were held April 29 and burial at Vanceboro by Frederick S. Mills Post No. 172, American Legion.

Clerk R. E. Grant is much improved in health at this writing, gets down to see us at office about every day now and hopes to report for work soon.



ENTRY CLERK at Vanceboro is Murray E. Beers, a member of the office force previously featured in the Magazine

Eastport

By MARY HOLMES AND MERRILL BOWDEN

We are all ready for summer down here. "Sandy" has washed the windows 'n everything, but the warm weather is a bit slow putting in its appearance.

Our agent, T. S. Burns, has returned from his two weeks' visit in the Bangor hospital, and is on the job again.

James E. Andrews becomes a grandfather once again. A son, Ralph Stanley Andrews, was born to C. B. M. Stanley Andrews, Coast Guard at Southwest Harbor.

Vacation time is here once more, and at the present writing Clerk Burt Culligan is enjoying his by planting a vegetable garden for himself.

Howard Brown of Lincoln is substituting for Burt during his absence.

Freight Handler Gene Hampton is also out on vacation.

George Lank, maintenance man, has returned to work after a two weeks' vacation.

One of our "eligibles" found a "Just Married" sign on his front lawn one morning recently. We are all wondering just how significant that sign is.

Our bachelor freight handler at Sea St. has been more than casually interested in the manikins displayed at a certain clothing store window up town. For reasons of security we cannot divulge his identity (this being Leap Year). Clue: First initial, Bill.

For Sale or Trade—1950 Custom car—Freight Handler Harold Duplisea gives an honest explanation for desiring riddance of same. Says with needle valve on carburetor adjustment closed car will run on level but won't climb hills. Wreckers have been following him for two weeks.

Popular Sea St. Foreman John Craig went trout fishing recently. First time since he was 12 years old. Then he was a typical Huckleberry Finn: bare feet, alder pole, etc. Says he got a lot of bites—we could see 'em. Next morning he bought a big pollock at O'Hara's Fish Stand.

Sick Committee called on Brother Frank Andrews recently and found him much improved. The brothers at Sea St. sent a large basket of fruits, nuts, beverages (mostly Gansett) for which he expressed his appreciation. Speedy recovery to our Boom Man.

Freight Handler James Craig has a new car.

In the absence of a typewriter at Sea St. office, let's take this opportunity to thank Clerk-typist Alice Shaw at the P. F. & N. office for her help in preparing items. She helps herself while she helps us—manager Bob Nichols won't catch her reading magazines.

Green stuffs should be cheap this fall. Freight Handler Lawrence Parker has gone into the truck garden business. Billed dinners prepared with his vegetables will require no meat stock. He used hoof meal for fertilizer—general bovine atmosphere.

Bangor Motive Power

By C. H. LEARD

All old timers were saddened to learn of the death of Mrs. W. E. Bonner in Bangor on April 21. She was the widow of "Bill" Bonner who for a great many years was a most popular foreman of the extra crew working out of Bangor.



MARRIED recently was Bion B. Hatch, son of Bangor Foreman and Mrs. E. O. Hatch, to Miss Donna M. Hawks of Franklin. Bion was formerly a Maine Central fireman and later employed at the baggage room

George "Bud" Hudlin, who for years worked on coal in this department, died on April 14 at the age of 92.

On April 10, Philip, age 14, son of House Man and Mrs. George Newbury, while riding home from the Garland Street School on his bike was struck by an automobile and sustained multiple abrasions and head injuries. Young Newbury is a member of the baseball and basketball teams of his school.

The other Saturday the wife and myself were coming home on 116 from Ellsworth and nearing Bangor we overheard an elderly lady ask genial, old time Conductor Tom Taylor which end of the car she should get off of. "Either one lady, it stops at both ends," he replied.

Stationary Fireman Ernest D. Wheeler at Union Station, his wife and young son, spent their vacation in Albuquerque, N. M. with their son, Bruce, formerly a MeC fireman and who is now a First Lieutenant in the Air Force.

Crew Dispatcher L. P. Severance and wife recently attended a railroad ladies' night party. The Mrs. who is rather sedate and reserved told Larry during the evening she thought that some of the couples were indulging in terpsichorean ecstasies that had no place at a respectable party.

Machinist C. J. Wilson, Jr., was present at the annual Whing Ding of the Railroad Club and during the banquet accidentally spilled a nice lot of succulent, juicy gravy on his new summer suit. Told me Saturday he used a spoonful of tetraffikidoodle and suit looks like new. I can readily un-

derstand about the gravy but what I can't understand is the part about the chemical as it can only be purchased in Tibet.

Poor little Miss Sherry Hudson, daughter of Machinist and Mrs. R. G. Hudson, had her tonsils and adenoids removed at St. Joseph's Hospital Feb. 26. "Like the snowfalls on the river, they are lost and gone forever" but she appears to be glad of it.

Engineer C. E. Pettie was operated on for appendicitis at the E. M. G. Hospital April 15. He says that's another good thing discarded.

Seven pounds, two ounces was the exact weight of J. D. MacDonald, Jr. born to Machinist MacDonald and wife on April 2.

Bill Freese formerly fireman on Eastern Division was a recent visitor. He is now located at Jenkins Beach, Green Lake, and will be pleased to have all his old friends call on him. He is a brother of "N. G." who recently retired.



STATIONED IN KOREA with a Marine Division is Cpl. L. E. DeYoung, son of Machinist C. DeYoung, Bangor. He is within five miles of the front lines in the mail room of his company

John Bevan, diesel electrician, claims to be a wonderful entomologist and trapper. Says he captured 19 mice in two days in the lunch and locker room.

Laborer W. G. Martin returned to work recently following a long and serious illness.

Machinist Dick Moran tells me he is going to retire soon and going into business for himself. Says he is going around Winterport, where he lives, buying up all the old wells, saw them up and sell them for post holes. Good luck to him!

Dick Jordan, crane operator, recently went in a drug store down town and asked for six bottles of cough syrup. Clerk asked him if some of his family were sick. He replied "No, I like it on my pancakes."

Norman B. Harding, electrician and "Old Batch," told me this morning that now warm weather is here again he is starting to sleep-in-the-raw at his Hermon camp.

Portland Division Engineer E. H. Stevens, vice-president of the Bangor Chapter of the Trowel Club, has been confined in hospital on account of sickness.

All traveling to Boston lately, some on personal business, some on brotherhood business, others to visit relatives and part of them going just for the heck of it: Electrician M. R. Dorr, S. C. Allen, John Bevan and G. E. Bickford. Others, L. P. Severance, J. D. MacDonald, F. E. Caruso and son, N. W. Nichols, C. DeYoung. They all come home filled with culture. Fireman E. A. Farrell and wife visited relatives in Plainfield, N. J. and Engineer F. W. Estabrook to New York City to enjoy watching his son take a Masonic degree.

Bangor Car Department

By C. A. JEFFERDS

At the Eastern Maine General Hospital, April 30, a daughter, Patricia Dawn, was born to Coach Cleaner and Mrs. Ralph J. LaForge.

Mr. and Mrs. M. L. Jewett have returned home after visiting their son in Springfield, Mass.

Among those who have recently enjoyed their annual vacation are Carman H. E. Burnham and Coach Cleaner D. J. Smith, "Danny" Smith plans to work in his garden and, as in the past, no doubt will have a garden to be proud of.

Mrs. Hartley J. Bell, wife of Carman H. J. Bell, has returned home after receiving surgical treatment at the EMGH.

Carman H. E. Burnham, president of local Brotherhood BRC of A recently attended a meeting of the group in Boston.



DAUGHTER of Carman and Mrs. L. S. Stubbs, Bangor, is Juanita Lea photographed on her second birthday, Feb. 12



Rigby Engine House

By ALBERT E. WETMORE

Boilermaker John Geary and Machinist William Tatarczuk were quite active in the drive for funds for the Catholic organizations, John serving as a major and "Bill" as a captain.

Engineer Pete Neilson's daughter, who has been located in Alaska with her husband who is in the Army, has now returned to the United States.

Mrs. Albert E. Wetmore and her mother, Mrs. D. B. Bibber of Freeport, visited Mr. and Mrs. Everett Tibbetts, railroad clerk at Bartlett, N. H.

Machinist Leslie Drew has purchased a 1940 car which he has gone over and made quite an automobile of it.

Private Roy St. Peter, a former laborer at the engine house, is home on a 15-day leave. He is at Fort Hood, and likes it. He expects to finish his period of enlistment in about 9 months when he will resume his duties at this point.

There were only two births reported for this month: Stores Dept. Laborer Francis Haldane, a daughter, Cynthia Anne; and Laborer John Sullivan, a boy, Peter George, seven pounds, 15 ounces, on May 11.

Laborer Raymond Thompson, son of Arthur Thompson, turntable operator, has returned to work after a tour of duty in the service.

Foreman and Mrs. Fred Lombard took in the New England Folk Dance show at Boston. Fred describes it as a very colorful occasion.

Boilermaker Clair Libby returned to work after a sick leave.

I am sorry to announce the death of Foreman James B. Marcroft during the month. A floral tribute was sent to the funeral from the flower fund.

Carman William Hale is a little bashful in telling of this incident in which he was held up by one of the South Portland traffic police on account of speeding on the way to work, as "Bill" says, he was a very good friend of mine. He got away with a reprimand.

Machinist Arthur Shaw, furloughed for some time, now holds a regular job after taking the air and I. C. C. examinations.

Machinist Helper Fred Bustin, who has been suffering for some time with a sciatic condition, has at last had to give in and is undergoing treatment.

Hostler "Bill" Savage has at last completed his home-made barbecue fireplace for out door use and is mighty pleased with it.

A daughter, Barbara Jane, was born to Roberta Wessel, the daughter of James Marcroft. The baby was born shortly after "Jim's" death.

The report comes to me that former Machinist Fred "Cliff" Bolton, now retired, has had a slight shock.

Our former master mechanic, assistant superintendent of Waterville Shops, was a visitor last month. We were all pleased to see him and renew old memories of the steam engine era at the engine house.

The decal, representing our railroad, was presented to General Foreman Welch by your reporter at Rigby. All who received them thought it a wonderful idea.



STATIONED IN KOREA as an Army nurse is First Lieutenant Barbara V. Nally, daughter of Laborer Patrick Nally, Rigby

Portland Terminal Operators

By D. J. WILSON

Who says he can't swim? It seems that Coke Kane, engine crew dispatcher at Rigby, is starting a little early this year. While fishing up Standish way on Watchic Lake he fell overboard with a big splash. However the only one that got his feelings hurt was Wally Marshall, first trick operator at Tower One, he says he had been teaching Coke how to fish but had not got to the falling overboard lesson. Guess Coke kind of took it on himself.

Sorry to report that Harry Hubbard, car distributor at BX office, Portland, is off



DISCHARGED RECENTLY from the U. S. Marines after 18 months' active duty is Sgt. Leroy H. "Coke" Kane, Jr., son of Engine Crew Dispatcher Coke Kane, Rigby



A CUTE TRICK is Vicki Timberlake, 2, daughter of Second Trick Operator, Tower Three, Paul and Mrs. Timberlake, Portland

duty sick. We all wish him a quick recovery and hope to see him back to work soon. H. Scott, assistant car distributor, is covering for Harry while he is off, with Benny Benson from Tower One covering for Scotty.

Ed Gallant, swing operator between Rigby and Cumberland Mills, is quite a busy boy these days. Between fishing and gardening Ed seems to be on the move all the time. Understand that he took a trip to Rumford to see if his fishing ability was still good; brought the wife back 11 trout. Guess that will cut down on his meat bill.

Wally Marshall, first Tower One, has told me that his boat is now completed. However, one problem still hangs unsolved: It seems that his doors in the cellar are not quite big enough to get the boat out. If any one happens to think of a solution to the problem please get in touch with Wally.

Carroll Oakes, first trick operator Union Station, has just journeyed to California on vacation. Hope he remembers to bring a little of that California sunshine back here. With some of the weather we have been having we can use it. Joe Pouliot, second trick operator Tower Two, is covering for Carroll with Spare Operator Jim Austin covering for Joe.

Harold Q. Petrie, second trick Tower Five, had some very late callers just recently in the form of Ed Gallant and Miss Pauline Scribner, call girl at Rigby. Seems that Ed, while on his way to work, had a little car trouble quite near to Tower Five, so they stopped in to see Pete and he took them from Tower Five to Rigby, being the gentleman that he is.

Terminal Notes

By FRANCIS A. MORELLI

This being Leap Year, Dan Cupid will aim his bow and arrow at our happy-go-lucky Edward Regan's heart sometime this coming June. As Ed walks down the aisle to the altar and those wedding bells are ringing in his ears, he won't be thinking of way bills and box car numbers, or the electric typewriter bell at West Yard, Rigby, where he is employed as a clerk. His thoughts will be of his beautiful bride-to-be who is a nurse at a local hospital.



DAUGHTER of Crossingtender and Mrs. F. A. Morelli, Portland, is Patti Frances, six, and a first grader at the McLellan School

Third Trick Ronnie Clark is learning to become a telegrapher-operator under the watchful eyes of Don Wilson and Eric Groulund. He recently bought a coupe car, and has been hot-rodding it around our fair city.

Rigby Car Department

By W. R. HALE

Carman Peter L. Griffin retired April 4 after 42 years' service in the Car Dept. His fellow workers at Rigby presented him with a pocketbook and a sum of money as a farewell gift.

The boys at Union Station took up a collection and presented Carman Jacobsen a sum of money during his sickness. Jake is back to work now and going strong.



ENGAGEMENT of their daughter Doris to Joseph R. Boucher is being announced by Carman and Mrs. Joseph U. Geoffroy, Portland. A Fall wedding is planned

Carman Wallace Jackson has returned to work following his vacation.

Foreman Jerome Berry has returned to work after being out sick several days.

Carman Edmund Landry who was off sick has returned to work.

Carman William Hale was in Rumford, Brunswick and Lewiston recently, visiting the boys and he also attended a meeting of Kennebec Lodge No. 923, B. R. C. of A. at Waterville together with General Chairman Taylor.

Clerk Hugh Flynn visited Brunswick and Lewiston recently.

The boys at Rigby took up a collection for Carman Robert Mulhern and presented him with a sum of money and their best wishes for a speedy recovery from his two serious operations.

Coach Cleaner Donald Butts has returned to work following his vacation during which he and his wife visited Washington, D. C.

Helper Raymond Lawrence has taken his vacation and Helper John Finney is covering Ray's job at Cumberland Mills.

The following coach cleaners have been furloughed at Union Station due to a reduction in force: Merle Cook, Jr., Richard Hamblet, Robert Malla, John Chetley, Donald Readon, Ralph Cary and Rex Yerxa.

Carman Tom Merrigan and Donald Oates have returned to Union Station as helpers and Harold Miller has returned to his former position as coach cleaner.

Sally Ann, daughter of Carman and Mrs. Isaac Jackson was married to Richard Flynn, son of Mr. and Mrs. Edward Flynn of the Stores Department, in St. John's Church at Thornton Heights on April 26. Richard enters the service in the U. S. Navy May 24.

Portland Freight Office and Freight House

By ALICE A. McLAUGHLIN AND MARJORIE J. QUIGLEY

Best wishes are extended by all to our Assistant General Agent James P. Jordan, who retired April 30, 1952, after nearly forty years' service with the Maine Central Railroad. A testimonial dinner, followed by a splendid entertainment and dancing was tendered Mr. Jordan, Monday evening, May 5, which was so successfully arranged by a committee consisting of Timekeeper Willard B. Cooney and Freight Clerks Mary E. Norton and Florence P. Cooper, at which time Mr. Jordan was presented with a one-hundred dollar United States Savings Bond, as well as being the recipient of many good wishes and also expressions of regret to lose such a splendid employe, co-worker and supervisor. A large group attended the dinner, including the following: General Agent William P. Kelley, General Foreman Nicholas M. Foley, General Passenger Agent Harold L. Foster, Foreman of Baggage and Mail Joseph D. Meehan, Assistant Freight Cashiers Mark P. Flaherty and James E. Malia, Receiving Clerk Patrick L. Halloran, Head Clerks Harry L. Plummer and James J. Hasson, former Stenographer Nan Z. Donahue, who is now retired after being associated with Mr. Jordan for so many years at the Freight Office, Stenographer Margaret K. Coyne and Freight Clerk Eleanor Frates, who were also formerly employed at the Freight Office and are now employed in the office of Assistant Auditor of Disbursements, Mr. F. H. Parker, Stenographer Katherine D. Norton of Assistant Superintendent Joseph L. Quincy's office, Rigby, Stenographer

Margaret M. Lynch of Real Estate Department, former Waybill Machine Operators Dorothy L. Tetreau, Olive M. Chadwick, Jean E. McCallum and Antoinette S. Tatarczuk, Timekeeper Willard B. Cooney, Loader and Caller Philip H. Robinson, Freight Clerks from Rigby Per Diem and Interchange Bureau, James A. Mulkern, Charles W. Talbot and wife, Howard E. Scott and wife, Margaret A. Flaherty, Telephone Operator Mollie Flaherty and friend, Freight Inspector Wendell M. MacDowell, Freight Office Freight Clerks Alice A. McLaughlin, Ever H. Nelson, Florence P. Cooper and husband, Patrick J. Flynn, Daniel H. Sullivan, Edwin C. Noyes and wife, Thomas E. Dillon, Francis L. Farrell, Paul V. Bourque, Mary E. Norton, Eleanor F. Norton and sister Mrs. Sally Hasson, Gerard W. Shea, James B. Keegan, Margaret T. O'Donnell, Catherine K. Sullivan and husband, Stenographer Marjorie J. Quigley and mother-in-law Mrs. Matilda R. Quigley, Mr. and Mrs. N. Burnham and the guests of honor, Mr. and Mrs. Jordan.

Head Clerk Harry L. Plummer, who was toastmaster, gave some very appropriate remarks and read a letter which Superintendent Harry L. Strout wrote to Mr. Jordan, expressing his best wishes and his regrets for being unable to attend the dinner; other speakers included Harold L. Foster and Nan Z. Donahue.

In addition to the regular entertainment, we were very fortunate to have Margaret (Peggy) A. Flaherty of the Per Diem Bureau sing three fine songs.

A most enjoyable time was spent by all, and we all wish Mr. Jordan many years of happiness and good health during his retirement.

Freight Clerk Joseph DiMauro of Rigby Revision Bureau, and wife are receiving congratulations on the recent birth of their first child, a daughter, at the Mercy Hospital, May 3.

This office was saddened to hear of the sudden death of Superannuated William J. Farrell, Wednesday, May 7, due to a heart attack. Mr. Farrell was formerly employed as loader and caller at the Freight House for more than thirty-three years prior to his retirement Dec. 31, 1951. We extend our sympathy to the widow and family in their bereavement. Clerk Francis L. Farrell, in the Freight House, is one of the surviving brothers.

Retired Watchman George H. Coffin was a visitor at the Freight Office and Freight House, Thursday, May 8. He was looking his usual splendid self. Nice to see you, George, and to hear how well you are feeling.

Freight Clerk Florence P. Cooper and husband spent the week end recently with Mr. Cooper's sister at Milford, N. H. They expect to open their camp for the summer, at Dryden, Saturday, May 10. Hope you have many pleasant sunny days, Florence, to enjoy your nice summer home.

We are glad to welcome back Freight Clerk Francis J. McFarland, who was absent after being a patient for some time at the Mercy Hospital.

We hear Bartley J. Reilly, former Freight Checker and now Freight Clerk, is planning to get a big salmon, if he is lucky, when he goes fishing this week end.



Lewiston

By LILLIAN G. WHITE

A son, Richard Paul, was born March 7 to Mrs. Eileen French, former clerk-stenographer in Engineering Department.

While on vacation Crossingtender Norman Purington and wife visited their daughter in Cheyenne, Wyo. According to reports they had a very pleasant trip.



GRADUATING this month from Lewiston High School is Leyon E. Traynor, Jr., son of Yardman and Mrs. Leyon Traynor, Sr. He is 18 years of age and is a member of the National Guard although he plans to enlist in the Navy next fall

Typist Patricia Perkins returned to work May 15 after a leave of absence of six months. Mrs. Deborah Keller, who substituted while Mrs. Perkins was away, is now working in place of Cashier Pete Myrand who is off sick.

Sympathy is extended to Crossingtender Raymond Flynn whose father died Sunday, May 18.



PROUD of that fine looking puppy is Alvar Jaivi, Jr., son of Section Foreman and Mrs. Alvar Jaivi, West Minot.

"Dutchy" Wight, conductor on Switcher No. 1, is off duty on account of sickness and his job has been bid off by Leo Bouffard.

Yard Brakeman Charles Laflamme, on Switcher No. 2 at the present time, is at St. Mary's Hospital for surgery. Best of luck, Charlie.

Second Trick Operator Gene Soyachak was in the office recently displaying a good sized salmon which he caught at Moose River. Gene, by the way, is one of our ardent fishermen.

Crossingtender Alfred Mercier and wife spent their vacation in Cleveland, Ohio, visiting their son and daughter.

Among those on recent vacations—Relief Baggage-master and Station Laborer Albert Olivier, Crossingtenders Dave Field and Bill Parker.

Hartland

By ANN NEWCOMB

Agent Estes, Pittsfield, started the fishing season off in fine style by catching the limit of brook trout the very first day of the season. He was also seen fishing in Hartland lately. Don't think the fish were biting that day.

Ronnie Newcomb, son of R. M. Newcomb, Livermore Falls, made a successful catch of two brown trout, each 17 inches long, in Hartland. Ronnie would rather fish than eat and is really a very good and successful fisherman.

Brownie, swing operator, Pittsfield, is off sick and is being relieved by Wakefield.

Two extra men have been added to Hartland's section crew to help put in ties.

The patrol crew is back on for the summer season.

Mrs. Burr is going to New York to visit friends and will return by car with relatives who will visit in Maine for a while.

Mr. and Mrs. R. M. Newcomb, Livermore Falls, and Mr. and Mrs. Earl Newcomb, Hartland, will visit Mrs. Earl Newcomb's relatives in Long Beach, New York this month.

Waterville Station and Yard

By M. W. FLYNT

Our passenger platform is getting a face-lift with some new curbing and relaying of brick surface.

This month we have had as visitors: Mr. N. S. Richardson of the Santa Fe, Mr. Jas. Wignot of The Northwestern and Mr. H. J. Hamilton of Norfolk & Western.

Trainman John McCommie is enjoying his annual vacation.

Assistant Cashier H. T. Crock has returned to his home after a long hospital siege and we understand that he is much improved in health. That is surely good news to his many friends.

Operator E. J. White spent a day in Boston taking in the sights.

Car Inspector and Mrs. A. H. Roderick have returned from an extended trip to San Diego. "Roddy" got over to Mexico and saw a real he-man bullfight. He says there were plenty thrills but it was too rough on the bulls.

Many friends of Pearl A. Woodard, formerly agent at Bingham, will be glad to know that he is recovering well after a long illness and is now able to get out of doors.

Conductor Eugene F. Cook of Oakland who has been in poor health for several months has taken his retirement after 46 years' service starting with Somerset Ry. in 1906.

RECENT FURLOUGH at home with Mom and Dad, Carman Helper and Mrs. P. G. Gooch, was enjoyed by their son Pfc. Philip C. Gooch now stationed at Sheppard Air Base, Texas. A graduate of Waterville High School in 1951, Phil took his basic at Geneva, N. Y. and is now studying an electrical course at the Base



Augusta

By ELLIS E. WALKER

Freight Handler Leland S. Hopkins vacationed recently, and in company with Mrs. Hopkins spent the time visiting their son, Rev. Richard Hopkins in Providence, R. I.

Second Trick Clerk Tel Verne Hutchinson is on vacation relieved by Spare Operator Anderson.

Spare Freight Handler Oliver Hall relieved Leland Hopkins during his vacation. Trainmen Marsh Pratt and Dick Green, master minds of the Tri-Corner A. C. baseball team, state their outfit has completed spring training and is "raring to go."

Retired Foreman Painter Peter J. McCourtney was a recent caller in the office looking no older than when he retired several years ago.

We are all glad to hear that Mrs. Shirley Driscoll, wife of Baggage and Mail Man Shirley Driscoll, has returned from the Central Maine General Hospital in Lewiston where she underwent surgery, much improved and we all hope for a quick and complete recovery.

Rockland

By F. L. CARSLEY

Conductor Frank Prescott, Mrs. Prescott, and General Clerk Stanley Prescott motored to St. Petersburg, Florida, returning May 12, then Stanley went to Chicago for a week's tour.

Car Inspector F. A. Anderson is on vacation. R. S. Dorval from Waterville is covering his job.

Edward J. Sullivan has joined the Maine Central family as spare clerk.

Waterville Shops

By G. K. STEVENS

That buzzin' and hummin' you hear around here is the Green Hornet, piloted by Supt. F. H. Bennett.

Clerk Bill Wood has been visiting in South Woods, S. C.; while there he also visited Ft. Bragg.

Clerk Don Berard is on annual vacation. Machine Shop Broom Clark Husus has returned to work after treatment at Togus.

Foreman Bill Chase is in the sick bay and Alden Finnemore is quarterbacking the air brake room.

Machinist Cecil Gray recently sacrificed a day's work to make a week-end trip to Boston. The boys in the airbrake room say that this is an extraordinary event and has never happened before.

Machinist Abbott McKenney has been a recent business visitor in Boston as an executive board member, attending the International Association of Machinists convention. Phil Severson attended as a local delegate.

Painter and Mrs. Bill Mingo have been visiting relatives in Portland recently.

Car Inspector Roland Dorval has been subbing in Rockland and Carman Maurice Thibodeau was been filling Roland's job here in the yard.

Carman Helper Eddie King, Jr., has completed a hitch in the Navy and has returned to the freight room.

Foreman Nubert Estabrook was attracted recently by the barking of his dog, one morning, and upon investigating found a large beaver in the henhouse.

Blacksmith Helper Roy Brackett, fishing from the bridge on China Lake, wound up and with a tremendous heave threw the hook, line and sinker at the water. There was a tremendous splash. The splash was Roy.

Mrs. Sadie Marston, wife of Tractor Driver Walter, died recently after a long illness.

Parson Charlie Lawry, painter first class, attended the Maine State Conference of the Methodist Church, held in Bangor, May 14-18.



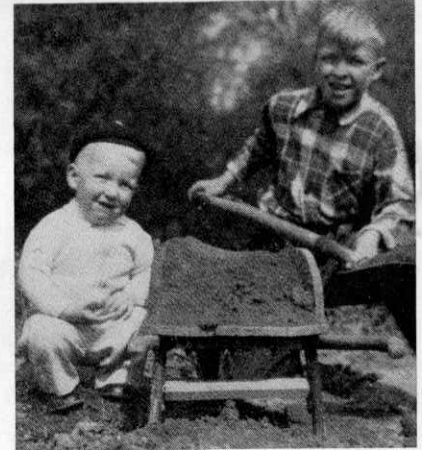
A LITTLE BEAUTY is Penny Lee Fletcher, one, daughter of Painter and Mrs. Bill Fletcher, Waterville Shops

Lawrence Moores, son of Roadrunner and Mrs. Moores, is at home on a 14-day furlough from the Navy.

Carman Bing Crosby has been tooting in Brunswick, "substituting, that is."

Transfer Table Operator and Mrs. Archie Smith have been visiting their son, Keith, at the Nazarene Seminary in Kansas City, Mo., where he is studying for his Master's Degree. The Smiths also visited Denver, Colo., and Waco, Texas.

Mill Helper Ray Libby is in the sick bay. Recently furloughed in the Paint Shop are helpers Clarence Stewart, Henry Butler, Harold Babb, Ralph Allen, Richard



HANDSOME LADS are Bruce, four, and Rodney, eleven, Pooler sons of Waterville Shops Foreman and Mrs. Chick Pooler. It's a bet they inherited their good looks from the Mrs. Let's hope their voices are as good (?) as Chick's

White, Bert Jewell, Albert Dudley and Real Grenier.

Blacksmith Clayton Johnston is back to work after hospitalization.

Machinists John Laracey and Bill Cote have new cars.

Machinist Don Rines has been appointed safety man for the air brake room as has Painter Roy Jackson for the paint shop.

Machine Helper Charlie Swett has bid off a job in the round house.

Blacksmith Helper Johnnie is vacationing.

Transfer Table Operator and Mrs. Tom Underwood have been visiting in Portland recently.

Maurice Orchard, son of Welder and Mrs. Curtis Orchard, has recently enlisted in the Army.

Carman Helper Roland Boulette has enlisted in the Marines.

Tractor Driver Ken Philbrick, fearless smoke eater and member of the Fairfield Fire Dept., while hauling a load of excelsior to the dump had the load catch fire. Ken was equal to the emergency and after some tall scrambling saved the wagon.

Carman Joe Pellerin has been a surgical patient at the Sisters'.

Carman Apprentice Roland Giroux has been confined to the hospital as the result of a burn on his leg which necessitated skin grafts.

Machine Apprentice Lauris Varney has been in Bainbridge, Md. for a training hitch with the Naval Reserve.

Mill Foreman Ernest Bickford is sporting around in a new car.

Painter Charlie Stubbart has taken the plunge into the sea of matrimony and has handed out—the cigars to the boys.

"Good For The Maine Central Railroad!"

"Because the Maine Central Railroad has deep roots in Brunswick, the improvement of the road's operation in recent years has been watched with especially keen interest here.

The annual report of the Maine Central for the year 1951 has just been made public. It tells the story of better earnings for the road's owners, — its stockholders, — and of increased efficiency. It reminds the people of the State of Maine of how much their livelihood depends upon the road's hauling of the things that they produce, use and consume. And it tells of the ways in which the railroad's equipment is being kept at top efficiency.

An important point to keep in mind is that the Maine Central pays all its own way. It is a substantial taxpayer in Brunswick and nearby towns. It asks for no subsidies and its vehicles put no heavy strain on our tax-supported highways. Its passenger trains and buses give us splendid, safe transportation service in all directions from Brunswick. Scores of its employes live here, supported by the railroad's payroll and working with a high spirit of morale.

Let's continue to think of the Maine Central as an old friend and neighbor and be proud of its increasingly fine record."

—FROM AN EDITORIAL IN THE BRUNSWICK, ME., RECORD
EDITED AND PUBLISHED BY PAUL K. NIVEN