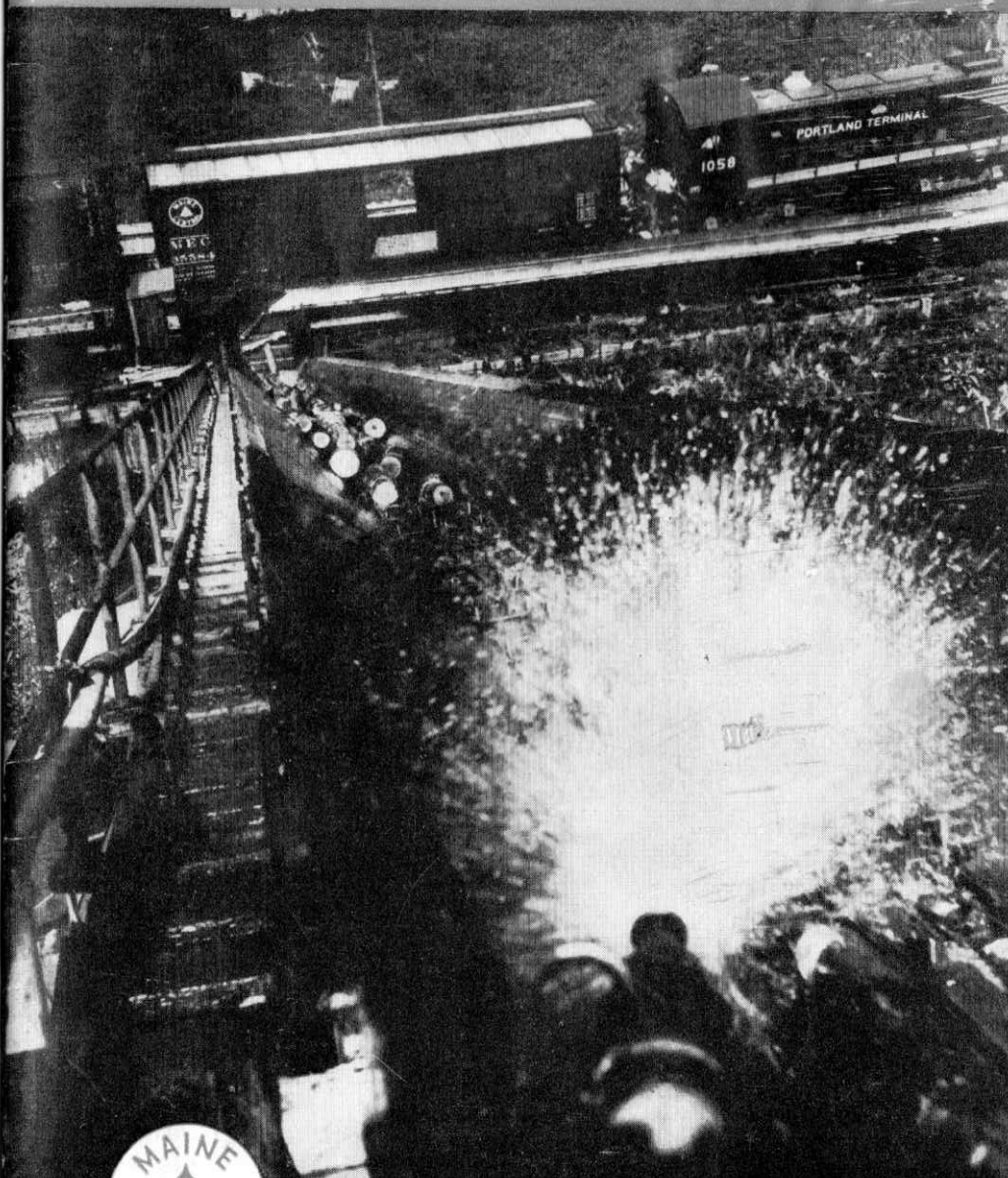


FINANCIAL REPORT ISSUE



MAGAZINE

APRIL 1953

the President's Page

To Members of the Maine Central Family:

It is a pleasure to share with you the pride of accomplishment in a successful year of railroading during 1952.

We are closely bound together in a common purpose, to make our railroad a moving force for the industrial prosperity of the territory we serve.

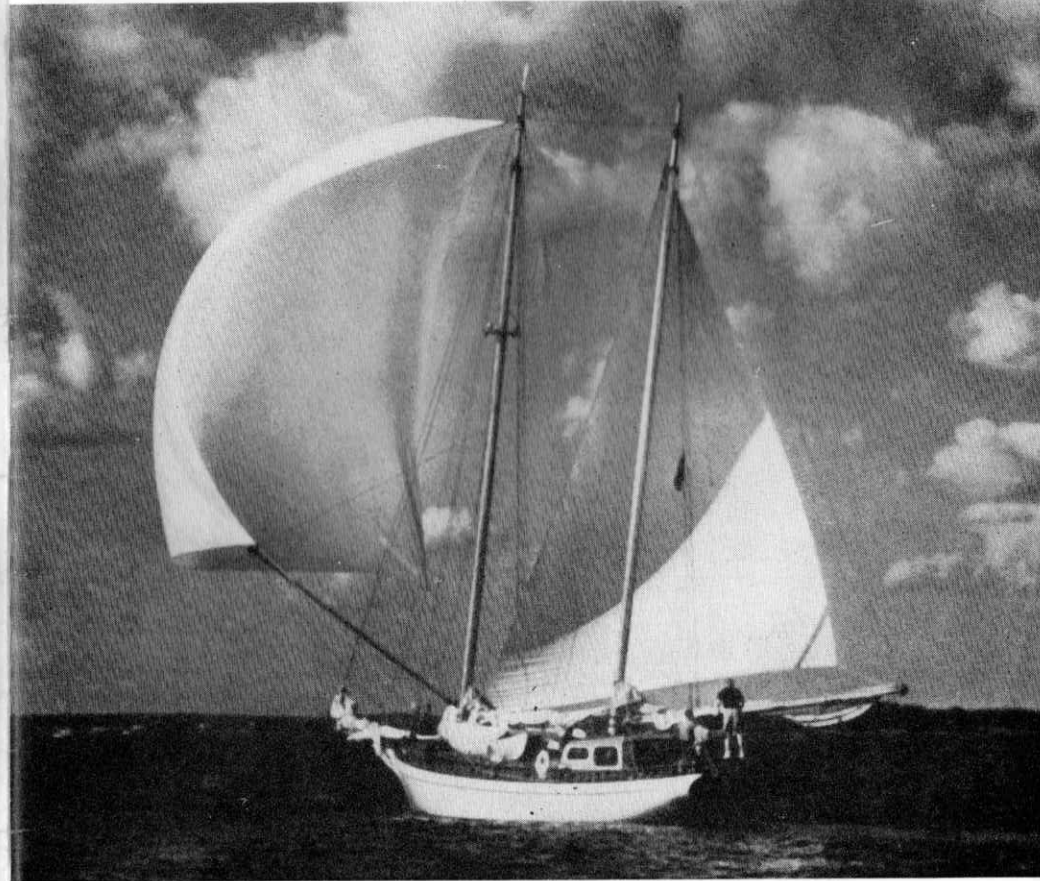
Just as it is true that no management is any stronger than the efforts and abilities of its employees, it also is true that the achievements of an aggressive and enlightened management reflect favorably on our railroad.

Twenty years of intensive effort by Maine Central management to restore the credit of Maine's largest railroad to its once high estate was consummated in 1952 through a bond refunding program. Its effect was to establish the desirability of our securities and in the first quarter of 1953, further strides were made that resulted in maintaining our company's unbroken record in meeting its obligations.

I extend my congratulations to you for a year of good railroading in 1952, and look forward to a continuing association for the mutual benefit of our Maine Central Railroad.

E. SPENCER MILLER
President

Our Heritage

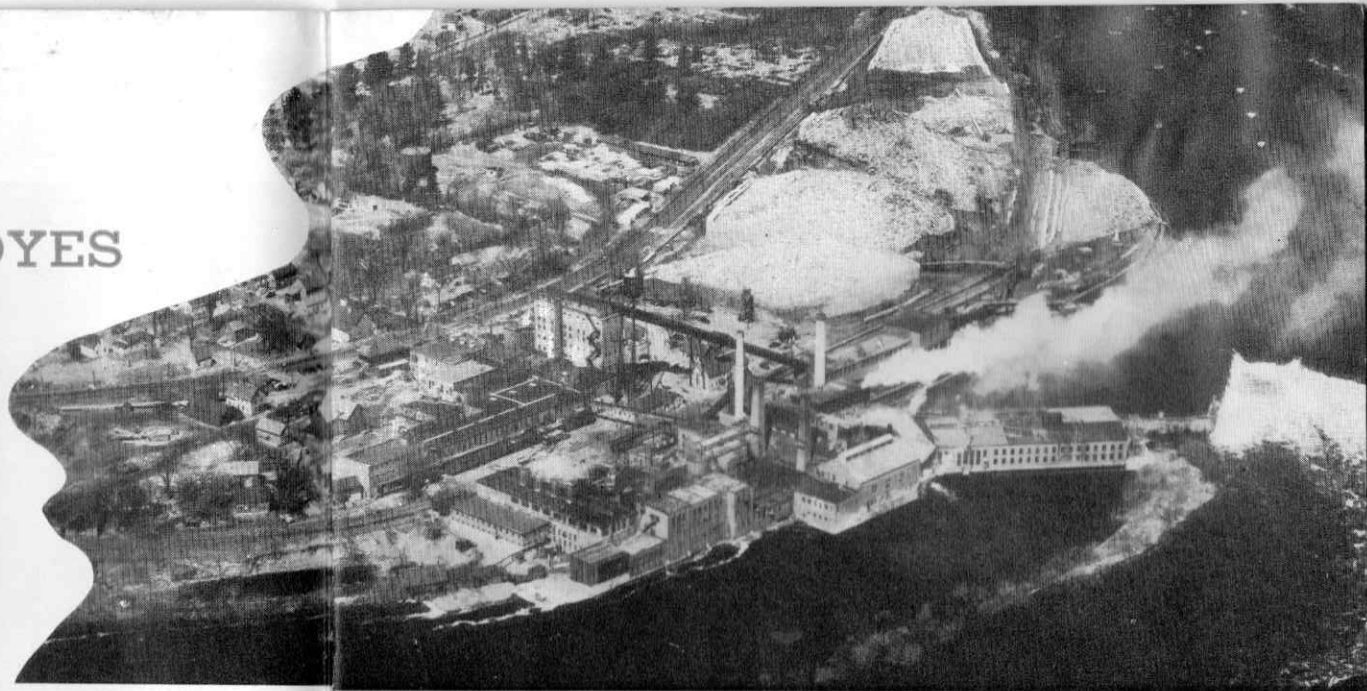


Maine Central people possess an invaluable heritage just by living in the three Northern New England states we serve: Maine, New Hampshire and Vermont. A land of beautiful untouched forests, sparkling lakes and streams, the sweep of rivers and hills, a majestic rock-bound coast.

We are proud hosts through the four seasons to thousands of visitors who come to enjoy the charm and hospitality of New England, those who travel hundreds of miles to seek the beauty and peace that is continually ours.

We are indeed fortunate to be privileged to live and work in this health-giving climate and atmosphere.

REPORT TO EMPLOYEES



AIR VIEW of the Penobscot Chemical Fibre Company at Great Works, Me., one of several Maine Central shippers that expanded its plant and production capacities in 1952

1952 was a historic year in the annals of the Maine Central Railroad. First, it saw the election of the first president of the Maine Central only since 1932. Second, the net income of the railroad was the best since 1942, and an increase of \$117,093 more than 1951.

In May of last year, our president called upon us to face the same general difficulties which caused concern to the entire railroad industry, along with the financial problems peculiar to the Maine Central. He asked for the "help, understanding, and cooperation" of all of us for the "trying" months of 1952.

How did we do? Hardly any of us are stock and bondholders, but in relationship to the security of our jobs, and their dependence upon the continued success of the railroad, it is important for us to note that great progress was made in solving the problem of refinancing the bonds that our railroad owed.

The effect of it was to establish the Maine Central's credit (just like we have to maintain our own individual credit with banks and stores) and insure the Company's unbroken record in meeting its obligations.

What else did we do in 1952? Bought six new 1,500 hp diesel road switchers that cost \$962,000. We pay for them just like you finance your automobile you know, so much down and . . . However, obtaining them enabled us to cover all regular freight and passenger runs with diesels, making us 100 per cent dieselized—except for the peak traffic season during the Winter months.

We improved our railroad with 115-pound rail on the Back Road, relaid some of the side tracks for diesel operation, re-ballasted important areas, and installed color light automatic block signals at major points.

Putting it simply, with everyone's cooperation, we had a good year of railroading. Factors which must be considered in our future are discussed in detail on the following pages. They are vitally important to all of us. We should think about them before the first flush of satisfaction clouds our reason.



UP 9,000 carloads in 1952 were the annual potato shipments moving in a free market and shown enroute here on revenue freight B-12 approaching Royal Junction

It's often been said that the face we present to the general public in our passenger trains is pretty, modern, and fast, but after all, it's those big, lumbering, thundering, freights that pay our way.

Our freight revenue in 1952 was the highest in the history of the Maine Central—\$23,261,203, an increase of two per cent over 1951. That isn't the whole story. The volume of traffic in revenue ton miles was nearly four per cent lower than 1951, which means that a generally higher level of freight rates accounted for our good showing.

It's no secret that although we haul more potatoes than any other Northeastern railroad, they account for only 10 per cent of our revenue (which incidentally is a 29 per cent increase over 1951). More than 40 per cent of our freight revenue is derived directly from the paper and pulp mills. The decline of this latter commodity is explained by the fact that the mills had heavy inventories on hand to start

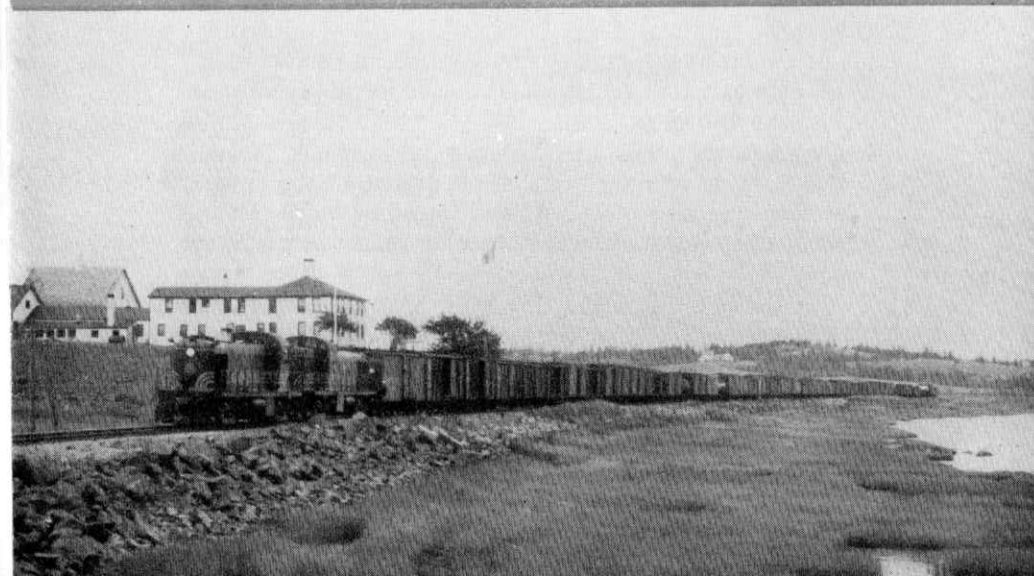
the year and, although working at continued high levels, their total carloads were about four per cent lower than in the peak year of 1951.

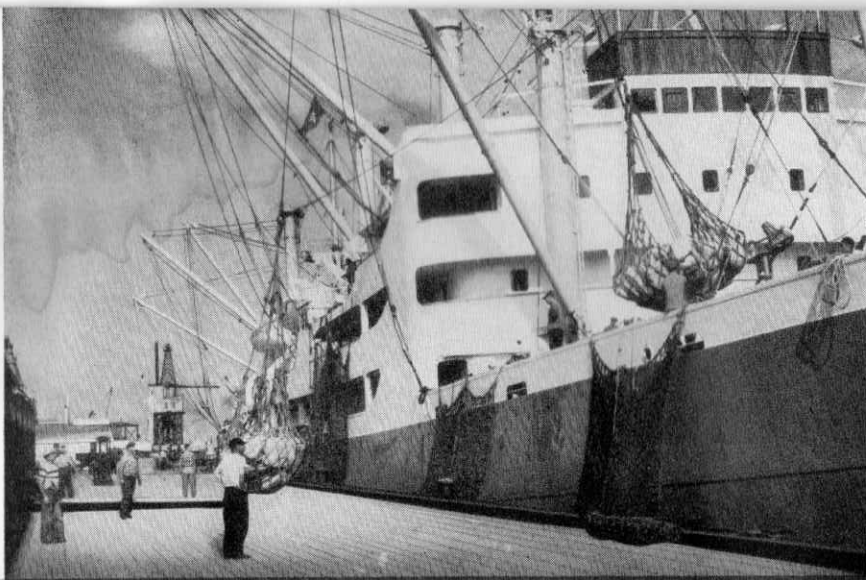
Moving in a free market, potatoes were up 9,000 cars over 1951 as already mentioned and Maine potatoes were shipped to all parts of the United States, as far as the Pacific Coast.

Our traffic picture is not complete without mention of the expanding poultry and livestock industry in Maine, which has increased our handling of feed and doubled our revenue from this commodity since 1947.

Too, the more than 5,400 carloads of cement handled by the Maine Central originate at a plant at Thomaston. During 1952, the plant expanded its capacity 50 per cent and planned additions will make its capacity two-thirds greater than it was a year ago this time. We met this increased tonnage with the purchase of 15, new 70-ton all steel, covered hopper cars for bulk movements, again indicating our desire to serve our shippers to the best of our ability.

EASTERN Division revenue freight CB-2 from Calais to Bangor shown at the height of the sardine packing season with more than 65 carloads on the causeway approaching Machias





THE CINGALESE PRINCE, trim cargo ship, unloads the first shipment of Indonesian rubber destined for Portland Terminal Wharf One

A profitable new era for the Port of Portland and a long-range contingent benefit to the Portland Terminal Company and Maine Central was inaugurated during 1952 with the stockpiling of rubber by the United States Government.

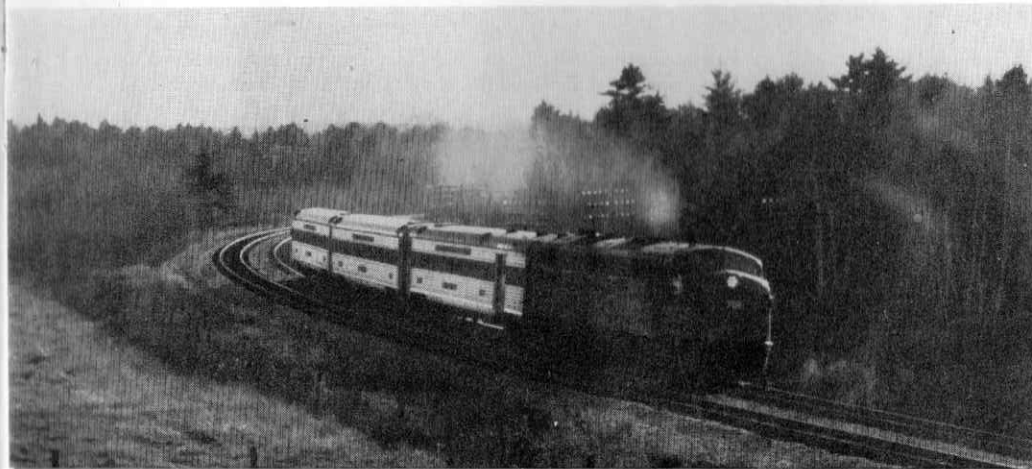
At the rate of four ships a month, the import rubber cargoes boomed the local port activity. Most of it was received and stored at Portland Terminal Wharf One. Its initiation and receipt was, in a large measure, attributable to the untiring efforts of our freight traffic department head, working as a member of a port committee to revitalize the Portland facilities.

Imports of china clay handled at Portland Terminal Wharf Three continued to show an increase last year over previous years, and this can be attributed to the new storage warehouse completed in 1950 (See the Magazine of December, 1950).

Imports of this commodity were up more than 16,000 carloads over the past two years and in 1952 the Maine Central carried 477 long haul carloads against 306 in 1950.

Passenger revenue for 1952 was \$1,564,956, still a decline (from the past three or four years). The actual number of passengers carried however has shown little change during the past two years. If it can be called encouraging, it shows that the severe declines since the close of World War II have leveled off. Some of the loss, of course, can be attributed to the curtailments of service made during the past few years, but the savings effected, our railroad feels, have been far greater than the revenue lost.

Other principal revenue producers for the Maine Central in 1952 were Mail . . . \$996,748 or \$68,731 less than 1951, due primarily to a change in the method of computing mail pay on a new basis.



PIONEER in name, the Maine Central's famous "Flying Yankee" rounds a curve headed down the Back Road to Lewiston and Bangor

Significant is the 105 per cent increase in revenue from handling express which netted us \$376,794 in 1952 as compared to \$183,660 in 1951. This, of course, was due in practically every instant from more efficient operation, increased rates, and most important, from new postal regulations, restricting the size of parcel post shipments.

Milk revenue for the year amounted to \$243,444, an increase of about 3 per cent, the result of the general expansion of the dairy industry in our territory. We have every hope that this vital industry will continue to prosper.

Expenses

As already pointed out in our introduction, we bought six new 1,500 hp diesel road switchers in 1952 and two 1,000 hp yard switchers. Their purchase enabled us, for all intents and purposes, to be a 100 per cent dieselized railroad. The only exceptions are occasional extra freight trains at the height of the traffic season and snowplow service.

The Maine Central now owns 65 diesels, 35 steam engines (most on standby service); 4,545 freight cars, 42 passenger coaches; 68 caboose and 62 baggage and mail cars.

Interesting to us as employees is the comparison of the past with the present. In the banner year of 1929, the Maine Central operated a physical plant 19 per cent greater in size than our present one, and its freight car ownership was almost 150 per cent more than now, yet in 1952 we did a freight business of \$23,261,202 as against \$14,750,000 in 1929.



TURNING a 36" passenger wheel is Machinist Helper Lawrence King at the Maine Central's Waterville shops



PUTTING a "megger" on a diesel generator at Waterville is Electrician Forrest Hussy

The Maine Central had a \$3,180,449 tax bill last year. Railroad taxes are an important part of the finances of every city and town through which we operate. For example, your railroad paid the State of Maine in 1952, \$812,732, an increase of \$58,021 over 1951, due mostly to the sales tax in effect for the first full year.

We made a saving on Materials and Supplies during 1952. Locomotive fuel, cross ties and lumber cost us \$481,508 less than in 1951. However, lest we think that is a big saving, the general costs of materials, exclusive of fuel, were up four per cent over 1951 and our fuel bill was \$864,455.

Just take a glance at a few "insignificant" items purchased last year: 841,300 track spikes at six cents each cost \$50,478; 689 gross of fuses cost \$10,913; 31,718 electric light bulbs cost \$6,656 and 10,076 tons of ice cost \$57,160. We can help to cut down on the unnecessary waste of these items.

All the money we received from January 1 to July 16—197 days—or a total of \$14,772,536 went to pay for WAGES. In other words the money the Maine Central earned for six and one-half months of 1952 went to pay employees.

The money we took in from July 17 to September 2—48 days—a total of \$3,616,750 went to pay for MATERIALS AND SUPPLIES. These are the railroad's living expenses. They compare with the same items roughly, that you must pay to feed, clothe and house your family. The necessities of life.

JANUARY							FEBRUARY							MARCH							APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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MAY							JUNE							JULY							AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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27	28	29	30				25	26	27	28	29	30	31	29	30						27	28	29	30	31		

From December 4 to December 14—11½ days—a total of \$864,455, was spent for FUEL.

Important to us all is the realization that on December 15, 16 and a half day on December 17, we worked 2½ days to pay \$179,753 for CARELESSNESS. That is the figure for loss and damage on freight claims and personal injury claims during last year.

The money we earned from September 3 to October 21 and half of October 22—49½ days—a total of \$3,704,101 went for DEPRECIATION; EQUIPMENT AND JOINT FACILITY RENTS—use of other roads' cars and joint use of terminals; INTEREST—on the money the bank loaned to buy new equipment; LEASE RENTALS—of small railroad lines leased by the Maine Central, and SINKING FUNDS to pay off the principal on borrowed money.

All the money we received from that last half day on October 22 to half of December 3 — 42 days — a total of \$3,181,582, was paid out in TAXES.

And from December 17 until the end of the year—14½ days—the net income of \$1,081,382 we earned was retained by the Maine Central to have available for improvements and payments of dividends to stockholders.

Improvements

Very necessary to a railroad is the maintenance of its plant, roadway and fixtures. To maintain our standing as a well-equipped, modern, and progressive railroad, in 1952 we undertook a continuing program of desirable maintenance. For example, new 115-pound rail was laid between Maranacook and west of Belgrade; re-lay heavier rail went in on the Mountain Subdivision and on the Calais Branch. Side tracks were relaid to strengthen them for diesel operation. More than 14 miles of ballasting was accomplished; color light automatic block signals were installed for more than 10 miles. New tools, power machines and other modernized track equipment were purchased.

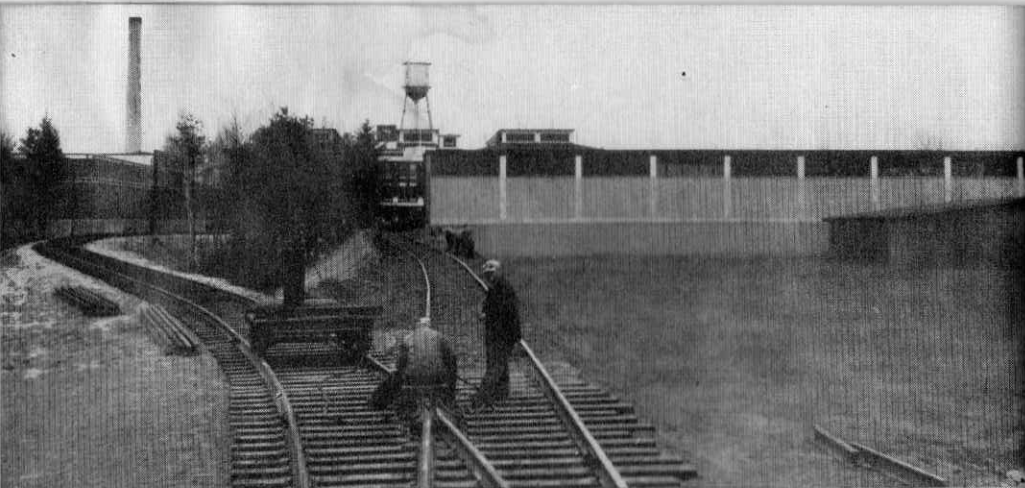
NEW APPROACH to the Mountain Subdivision mainline was necessitated by preliminary work on the new combination rail-highway bridge over Fore River at Portland. Work was completed and cutover made early in December



Perhaps most significant was the initial work and major completion of our railroad's share in the construction of the Fore River Bridge at Portland. Relocation of our Mountain Subdivision tracks, planning for new signaling, considerable grading, track alignment, cutovers, and all things coincident to our responsibility to do our share in the construction of a combination highway and railroad bridge across Fore River to replace the current wooden pile trestle moved ahead in 1952 under the combined aegis of good weather and competent Engineering Department coordination and planning.

Important to us in 1952 was a saving of \$67,000 recurring annually through operation and maintenance of 36 miles of track formerly of the Portland and Rumford Falls Railway for which permission to abandon was given.





TYPICAL of the many medium industries expanding on the Maine Central in 1952 for which industrial side tracks were provided is a new warehouse for the American Can Company, at right, at Deering Junction. Left, is a track provided for the Northeast Cold Storage Company.



AMONG the pulp and paper manufacturers on the Maine Central is the Eastern Corporation, producers of fine printing papers, whose plant at Brewer is shown here.

The Maine Central Railroad is **YOU**. Our 3,000 men and women working and living in this northernmost part of New England provide transportation for the industries, towns and cities of Maine, New Hampshire and a small section of Vermont.

The transportation that we represent is the primary motive of our existence as a people and a company. But too, we who are the Maine Central represent an important factor to the communities and states in which we live. Together with our families, we are 8,000 railroading Yankees, bigger than the population of many of our towns.

The \$12,673,741 in wages we earned in 1952, which does not include our share of the Portland Terminal Co. payroll, was spent in our own communities, among our neighbors and storekeepers, or for taxes to maintain the homes in which our 3,000 families reside.

Today we receive wages that are three times as high as the wages our fathers and grandfathers received in 1850, measured by dollars of the same buying power. And for it we work 21.5 hours less. The average employe today is paid more than twice as much as the worker of 1900 for a week that is shorter by 12.6 hours. That's why we can own nearly new automobiles, television sets, modern appliances, send our children to college, and perhaps have enough left over for a couple of weeks in Florida.

What is our future? Pulp and paper are the lifeblood of the Maine Central. Twelve years ago our revenue from pulpwood was \$790,000. In 1952 it was \$3,451,412 . . . an increase of approximately 370 per cent. Six years ago the products of Maine's paper and pulp manufacturing industry accounted for \$4,095,000 in Maine Central revenue. Today, it represents \$8,952,711 . . . an increase of more than 50 per cent.

Each day on Maine Central lines, the production of just one of our newsprint shippers would stretch from Maine to Texas. We serve the largest mill under one roof in the United States that manufactures book paper. One of our mills manufactures 65 per cent of all the wallpaper used in the country.

One of our good customers is the largest industrial corporation in Maine and the biggest manufacturer of newsprint in our Country. It will shortly become the first newsprint manufacturer in North America to use hardwood pulp to make newsprint and it has announced a \$32,000,000 expansion program.

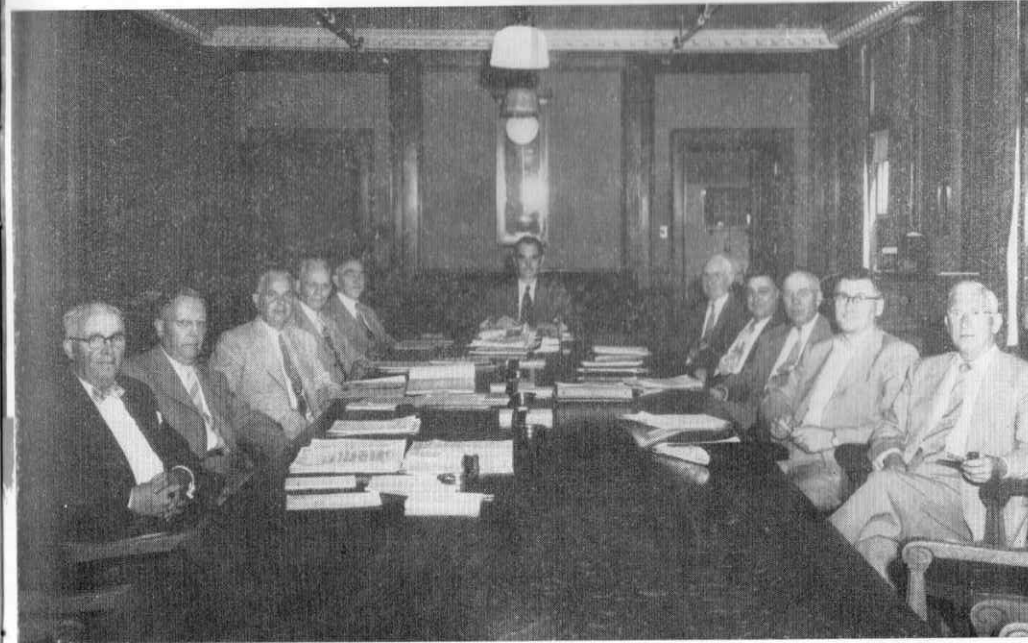
As Maine Central railroaders we have a grave, yet welcome, responsibility to serve those who believe in us, to the best of our ability in the year to come.



Active Gold Pass Veterans

Date Entered Service	Name	Position	Location
6/21/1886	Roscoe H. Haycock	Conductor	Calais
8/ 6/1892	Thomas Simpson	Foreman	Waterville
6/ /1893	P. E. Fuller	Gen. Agt.	Augusta
12/ 9/1894	Alfred F. Allen	Towerman	So. Portland
5/28/1895	William E. Bond	Engineer	Portland
7/11/1895	Theo. M. Saunders	Engineer	Rockland
6/15/1896	George H. Stetson	Agent	Monmouth
8/25/1897	Charles D. Wiggin	Gen. Agt.	Ellsworth
12/ /1897	Lowell A. Chapman	Engineer	Rockland
6/26/1898	Walter W. Leavitt	Engineer	Bangor
10/10/1898	Archie C. Towle	Engineer	Oakland
11/ /1898	Edwin J. Palmer	Sec. Foreman	Whitneyville
6/ /1898	Edmund F. Traynor	Yd. Brakeman	Waterville
6/ /1899	Fred Gray	Engineer	Milltown
2/ 3/1900	Joseph L. Quincy	Asst. Supt. PTCo.	Portland
5/ /1900	Harry B. Hubbard	Car. Distr.	Portland
5/21/1900	Lawrence P. Nielsen	Engineer	Portland
5/28/1900	Edward P. Hickson	Engineer	Bangor
8/ 1/1900	George A. Bucklin	Fireman	Portland
5/ 1/1901	Harry W. Stetson	Gen. Supvr. M/W	Portland
6/ 4/1901	Albert E. Pritchard	Engineer	Portland
7/ 1/1901	Walter P. Reeves	Asst. to Pres.	Portland
8/15/1901	Allan R. Batley	Conductor	Portland
8/31/1901	Rodney A. Lowell	Engineer	Bangor
12/ 1/1901	Herbert A. Prouty	Operator	O. Town
2/ 2/1902	John B. McCann	Sect. Fore.	Bartlett
3/30/1902	David L. Cameron	Agent	Gardiner
5/26/1902	Harry L. Plummer	Hd. Clerk, PTCo.	Portland
6/ 6/1902	Walter M. Farren	Xingtender	Oakland
7/14/1902	Clifton B. Rice	Yd. Clerk, PTCo.	Portland
4/15/1901	Charles Derocher	Machinist	Waterville
11/25/1902	Frank P. Stuart	Agent, PTCo.	Cumb. Mills
5/ 3/1902	John Robinson	Frnt. Foreman	Bangor
10/13/1901	Geo. S. Bradford	Engineer	Portland
2/26/1903	Chas. W. Raymond	Conductor	Portland

MAINE CENTRAL BUDGET COMMITTEE



OFFICIALS serving on the Maine Central Budget Committee during 1952 include, left to right: P. J. Mullaney, vice president—Traffic; H. M. Rainie, vice president—Purchasing and Stores; G. F. Glacey, vice president—Accounting; W. P. Reeves, assistant to the president; H. M. Harris, chief examiner; President E. S. Miller, center; F. W. Rourke, vice president—Operations; R. E. Baker, assistant general manager; S. G. Phillips, chief engineer; J. W. Wiggins, engineer, maintenance of way; F. A. Murphy, assistant to the vice president—Traffic.

Maine Central items



By MARY MORSE, ERNESTINE GRIMES,
DORIS THOMAS, JULIA ROPER,
LILLIAN SMALL

Ruth Hollywood substituted as stenographer in the Engineering Department during February.

The Engineering Department have been receiving cards from Mary Starbird (substitute stenographer) who has been motoring all thru the West, and Mexico, this winter.

"Mac" has been giving Edith (MacGibbon) driving lessons with the new green Chevrolet convertible she has recently purchased for her own use, while he is stationed in Boston.

For the information of the ladies who are rug-making "friends"—Mrs. Congdon of 62 Jackson Street has a great variety of braiding materials, and also white woolen for hooking. Materials can be obtained anytime during the day or evening.

Oliver Norris, Secretary in the Publicity Department, became the bride of George I. Turner of Providence, R. I., at an afternoon ceremony Saturday, March 14, in the Woodfords Congregational parish house. The Rev. Frederick H. Thompson officiated. The bride wore a white wool suit, flower hat and white accessories with a white orchid corsage.

The bride is the daughter of Mrs. Ruth S. Norris of St. John Street and Harry C. Norris of Monument Street. The bridegroom is the son of Mr. and Mrs. George R. Turner of Providence, R. I.

The bride's only attendant was her sister, Mrs. Robert E. Ross.

Miss Elizabeth Elliott was in charge of the guest book at the wedding reception which was held immediately following the ceremony at the home of the bride's mother.

The bride chose a pale blue tweed suit for their wedding trip to Washington, D. C.

Mrs. Turner was graduated from Deering High School and Gray's Business College. Mr. Turner is a graduate of Hope High School in Providence and served in the United States Navy. He is employed with the New England Telephone and Telegraph Company in Providence.

It is always nice to know our former office associates still think of us — it was a real treat to have Mrs. Grace Morrison Thompson, a one-time clerk in the Accounting Department, drop in one afternoon for a short visit before returning to Newton, Mass., where she now resides. Grace told us, however, that she will be back in her home State of Maine for the summer months at least.

Charles Hagar, clerk in the Accounting Department, has been in the hospital for a serious shoulder operation. At press time, Charles had returned to work, with his arm still in a cast.

Another brief sojourner in the hospital was Assistant Treasurer Horace M. Budd. Treasurer Ralph B. Lunt is a very busy man these days—with his frequent trips to Boston and New York on company business, he could almost be called a "commuter" between these points!

Telephone Operator Winnie Strout celebrated a birthday St. Patrick's Day, and we hear received an unexpected surprise during a coffee break in Armstrong's.

Sympathy is being extended to Gertrude Holbrook, secretary, Passenger Dept., on the recent death of her mother, Mrs. Catherine Gallant, of Waterville.



By IRENE ELWELL AND JACK HAYES

The following Maine Central employees attended the Ice Follies in Boston recently: Operator and Mrs. George Rollins, Mechanic and Mrs. Robert Cody, Clerk Irene Elwell.

Mechanic Powell Taylor has sold his home on Sawyer Street, South Portland, and has taken an apartment at 55 Hillside Ave. there.

Several of the fellows have heard from Jack Hayes, who is vacationing in Florida with Mrs. Hayes. Guess Jack is having a wonderful time by all the reports. We heard he was sending post cards provided at Trailways depots to a lucky few, including ye ed.

Mechanic Austin Packard has been on vacation for one week.

Kenneth Edgecomb, mechanic on the swing shift at Portland garage, was married March 14. Congratulations, Ken.

Wedding bells are in the air. We understand that Robert Hunter and Donald Sloat, both of Portland garage, plan to be married in the very near future.

Operator Bud Hall has been off a few days, moving his family from Bangor Street to Murray Street in Augusta, Maine.

Operator Charles Wetstein is taking the rest of his vacation. He and Mrs. Wetstein plan to motor to Boston. Mrs. Wetstein plans to attend the flower show and Charlie says he is going to take in some television.

Sympathy is extended to Louis Moore, garageman at Portland garage, on the recent death of his sister in Bangor.



Terminal Car Department

By HUGH F. FLYNN

Carman Millie Laberge's wife is now convalescing at home after being confined to the Mercy Hospital with a serious illness. Mrs. Laberge is the mother of Carmen Clarence and Raymond and Carman Helper Edward.

Carman Helper Joe Martell has moved and seems to be making progress toward a residence on the promenade.

One of our Portland Yard Inspectors, Carman Angus Peterson, is confined to the Maine General Hospital.

Carman Fred Robinson is now convalescing at home after major surgery at the Mercy Hospital. Fred is coming along nicely and

expects to return to work very soon.

The janitor's cats have come forth with two kittens. One has died, but the other is coming along fine. The names, "Little Elmer" or Joe have been proposed for the new arrival.

Former Wreckmaster Dick Curry was a recent visitor to the shop. Looks mighty fine. Dick is surely enjoying himself since his retirement.

Has Coach Cleaner Donald Butts gone in the trucking business?

The social event of the month was the marriage of Coach Cleaner Ralph E. Cary to Miss Pauline F. Shain on March 8 at Woodland, Me. After a honeymoon trip to Boston the couple will reside in Portland. Ralph is the son of Stores Department Clerk Albert Cary and the late Mrs. Cary.

General Foreman Tom Airey is progressing rapidly on remodeling his kitchen. A first-class workman this Tom, and of course he has excellent supervision.

With only five weeks of bowling remaining, first place in our league seems to have solved itself into a tight race between teams 7 and 10 with team 7 now leading only by two games. Teams 6, 5 and 8 in that order are the remaining teams who possibly could take the first-place position. Brown Tate has high average of 96.5 and team 5 with Capozza, Newton, Lanceault and Tate hold high-team single with 433. Team 10 with Piston, Steves, Landry and Perkins holds high three strings with 1194. High single of 132 is held jointly by Piston and Ackley.

Portland Terminal Operators

By BILL GRAHAM AND DON WILSON

Benny Benson, second trick operator Tower One, off a few days due to death in the family. We all offer our deepest sympathy to Mr. Benson and family.

Ernest Clark, student operator at Deering Jct., has been posting up on some of the Tower positions so he will be all set to relieve for vacations when he passes his wire test which we hope will not be too far off.

Understand Bill Fardy, agent at Deering Jct., put a few wrinkles in his auto recently account of the other fellow didn't know what they put the STOP signs at intersections for. Considerable damage done to both cars.

Mike Murphy, third trick Tower Three, has been off sick for a few weeks, his job being covered by spare operator Dick Boothby.

Ex-Terminal Operator Leo Campagna says he likes it as agent at Steep Falls. He has taken on a side line of raising chickens. Any of you fellows who want some strictly fresh eggs better get in touch with him while the supply lasts.

Joe Connelly, first Tower Three, is a little peeved at the bridge construction as it must have driven his pet seal Oscar away. He hasn't seen him since construction of the bridge started.

Vacation time arriving again with the coming of summer, Wally Marshall, Tower One, getting the furniture polish out to shine up his boat and many of the boys getting their camping gear ready for action. However, the coming of summer looks rather grim for operators working Rigby Yard and Union Station telegraph offices due to the lack of qualified men.

Frank Stuart, agent, Cumberland Mills, should be returning soon from his winter trip to Florida, only to start looking forward to next winter when again he will journey southward.

It must have been a darn good program to have Coke Kane, Engine House dispr., forget to turn off after leaving his car at work recently—seems he left his radio going for his eight-hour period at Rigby. However, he found to his dismay that it took more than a nickel, like in a juke box, to get it started again at quitting time.

Rigby Engine House

By ALBERT B. WETMORE

Richard Stratton, son of Machinist Helpe and Mrs. Martin Stratton, and also the grandson of former Machinist Helper George Stratton, made the headlines in our local newspaper when he took part in a high school debate, which was broadcast over radio station WGAN.

Machinist Helper William Quinn is on the sick list, and slated for retirement due to a complication of troubles. Asthma and high blood pressure are the chief offenders. "Bill" is nearly 65 years old. He was the recipient of one of our \$45.00 welfare checks.

Stores' Department Laborer Charles "Cupcake" Guptill is reported as being the best looking man in Rigby.

The new car epidemic has started in the stores department. Storekeeper Burke and his assistant "Al" Cary are proud owners of such vehicles.

Second trick Foreman Fred Lombard has gone on a diet. He has taken off about 40 pounds. Fred is fasting in preparation for the opening of the local "Dairy Queen" ice cream parlor located a short distance from Rigby.

We were visited during the month by a group of school children from the Gorham Primary School, fifth graders, Campus School. General Foreman Welch received a letter signed by all the students that were on the trip thanking him for everything that was done for them to make the visit interesting. The letter contained drawings of their impressions of the trip and it was unbelievable that fifth graders could draw so well.

Former Laborer Antoni Grzyb died of a heart ailment while in church on the first day of the Lent period.

Sheetmetal Worker Archie T. Pratt received a visit from his sister and her husband, a retired army colonel, now located in Belfast, Me.

Oren Sweatt, a former machinist helper, father of Machinist Linwood Sweatt, was injured severely when an automobile struck him while crossing the street.

Machinist Eugene Annett suffered a heart attack while at his home and was told by his doctor a complete rest was necessary.

Laborer Philip Whitney is confined to the hospital for observation.

Engine Dispatcher "Coke" Kane says he'll be glad when the Wescostago Grange resumes its meetings again, so he can have a good feed.

Carpenter's Helper Ernest Beckwith underwent an operation at one of our local hospitals. He is coming along nicely.



Eastern Division M of W

By JOHN MINCHER

Delis Carlow, cook in Hamilton's Extra Crew, has been off duty account of an operation.

Sheldon Hersom, trackman in the same crew, was inducted into the U. S. Army the latter part of February.

Ernest Stover has returned to work as trackman at Lambert Lake following absence account of injury this winter.

Levi Tourtilotte, trackman at Passadumkeag, has returned to work following two years' service in the U. S. Army.

We are sorry to hear that Lyman Smith, section foreman at Waukeag, has entered the hospital in Bangor for an operation. Trackman Samuel Hudson is acting foreman at present during his absence.

Everyone is pleased to see Section Foreman Beryar Pine of Vanceboro back on the job after being off duty since last July when he was injured in a fall from his camp roof.

Edwin Hooper, former trackman at Franklin, has returned to work following two years' service in the army.

We are sorry to hear of the death of Samuel Hamilton Feb. 28 in Hampden. He was formerly assistant foreman and trackman on this division for nearly 20 years, until his retirement in 1940.

Bangor Car Department

By C. A. JEFFERDS

The regular meeting of the Bangor Unit of the Trowel Club was held at Pilot's Grill, March 11, 1953. Thirty-two attended and included High Priest Harold Bruce of Mt. Moriah Chapter; High Priest Lester Foss of Penobscot Chapter; W. M. Woodman McLaughlin of Ralph J. Pollard Lodge, Orrington; Bos. Charles McDonald, pensioned CP man; Frank Brown, mail clerk; B. and A. C. Clark. Moving pictures were shown by Brother Curtis Beatham of St. Andrew's Lodge of Bangor. It was voted at this time to hold a Lady's Night, April 18 at Hampden and the supper will be furnished by the Eastern Star Lodge of that town.

TV sets have been installed in the homes of the following and they all report good reception: C. A. Flewelling, A. R. King, L. S. Stubbs, W. G. Williams, B. C. Wheelden, R. A. Goiding, F. J. Stubbs, B. W. Caldwell, G. H. Beaton, J. H. Ifill and L. J. Conners. R. J. LaForge and R. E. Smith, Jr., on the pass side as well as our Assistant Foreman J. H. Ifill are sporting new cars.

New faces recently seen at the Locker Room at Union Station are W. J. Fyeldheim and John Parker of Waterville who are making much needed repairs to the roofing brick at Boiler Room.

Friends of Coach Cleaner W. R. Moore will be sorry to learn he is again confined to the Eastern Maine General Hospital.

A new addition to the Williams family arrived Feb. 5, to Coach Cleaner W. G. and Mrs. Williams.

Calais

By P. D. ADAMS

Agent Burt Pullen has been a medical patient in the Calais Regional Hospital, but is able to be back on his job again.

Conductor and Mrs. Roscoe A. Constantine have returned from Fort Lauderdale, Fla., where they enjoyed the winter away from the cold winds and snow.

Retired Engineer Cyrus Shaw is a medical patient in the Calais Regional Hospital.

Sympathy is extended to Clerk Grace P. Haycock on the occasion of the death of her mother, Mrs. Ernest Haycock, at the advanced age of ninety-six years.

Mrs. Frank S. Getchell, wife of carman, is a patient in the Calais Regional Hospital.

Mrs. Burt Pullen, Jr., daughter-in-law of Agent Burt Pullen, is visiting at the home of her parents, Mr. and Mrs. Archer Lambert, in Lambertville, Deer Island, N. B.

Operator Roy Faren of Cherryfield worked as agent here recently.

Mrs. R. J. Gillis, wife of conductor, has just returned from a visit with her sons, Colonel Charles in Washington, D. C., and Roy in Charlottesville, Va.

Agent Philip Holmes of Woodland was a recent weekend visitor with his son and family. Conductor Wilfred of the Boston and Maine Railroad.

Mrs. W. H. McKay visited Boston where daughter Marjorie is a student nurse at the Deaconess Hospital and she also attended the flower show.

Private First Class William Healy, son of Conductor and Mrs. W. N. Healey, has received his discharge from the U. S. Army. Private Healey served a considerable period in Korea, where he was wounded and received the Purple Heart. He is now at home.

Motive Power

By CHARLES H. LEARD

Following many dormant months the Railroad Club of Maine, formerly known as the Railroad Supervisors Club of Maine, is being rejuvenated and much interest is being shown by officials, former Club officers and members in reorganizing the Club. A meeting was held in Superintendent J. L. Moriarty's office and a supper meeting was held at the Pilots Grill in Bangor, March 18. This was designated as "Brimmgtharmecop Night" (Belfast Moosehead Lake Boston & Maine, Grand Trunk, Bangor & Aroostook, Maine Central and Canadian Pacific). Further reports of this Group will be reported in the next issue. It is hoped by the Committees that all interested will take an active part in the future welfare of the organization which should again become active as an educational, social and good-fellowship club of railroad men.

Pine Tree Masonic Lodge 172 of Mattawamkeag held a very impressive ceremony Feb. 19, when nine Eastern Division men were presented with 25-year membership buttons. A record was established by Engineer A. K. Rush with a total of 52 years as a Mason and retired Engineer N. G. Freese of over 50 years. Those receiving the 25-year emblem included F. Burke, Guy Travis and John Ryan of the Signal Department, Engineers E. E. Hathaway, J. A. Coombs, F. B. Lobley as well as Rush and Freese also Conductor "Gilley" Karnes, Harry D. Davis, chief clerk at Vanceboro, was the district deputy making the presentation of the buttons.

Beecher Falls, Vt.

By DON DeCOSTER

Wes Moody of Bartlett has been covering Walter Lang's job as diesel maintainer for a few days. He arrived just as a sub-zero cold snap came our way. Then the water stopped running from the reservoir. And the plumbers came. And Wes is mighty glad to be home again. It will look better to you next summer, Wes. Beecher Falls isn't such a bad place!

Trackman Franklin Bordeau has caught a bob-cat within a few feet of the right of way. Good work, Franklin. The plumbers from Waterville stirred up a buck and two does out back of the station. It has been a good winter for deer.

Trackman Curly Congdon played forward in a benefit basketball game between the "Octogenarians" and the "Centenarians" held at Canaan Memorial High School.

Bartlett, N. H.

By BUD BURDWOOD

W. H. Burnell, agent at Intervale, is taking off for Florida soon for several weeks. Glad to see him get to a warmer place than this neck of the woods.

Operator Outton, swing job here, has had his vacation and allows that he had a nice time.

Operator R. C. Burdwood is now at Fort Dix, taking up radio work.

Percy Chandler, patrolman, is getting the old sucker spear ready for the Spring run in Sucker Brook near his home. Salted down, they are good eating states Percy, but they get rather tiresome by the next Spring.

Eddie Ainsworth, section man at Bartlett, is mighty proud to own a new motor powered bench saw.

W. P. Moody, engine house man, went to Beecher Falls for two weeks to take Walter Lang's place.

H. D. Greenwood, "Snucker," has shown up with a new car. This proves that it pays to put in two years in the U. S. Army.



Rockland

By F. L. CARSLEY

Section Foreman Earl I. Miller of Rockland, Trackman Stanley E. Young of Warren and Track Patrolman Helper Vernon Mank attended the brotherhood meeting at Waterville, March 14.

Signalman Helper H. E. Johnson has returned to work after several weeks off duty account surgical operation.

Mr. and Mrs. Charles C. Bowers of Waldoboro are announcing the engagement of their daughter, Miss Phyllis Adelle Bowers, to Stanley A. Prescott, son of Mr. and Mrs. Frank Prescott of Rockland. Miss Bowers is a graduate of Waldoboro High School and Maine General Hospital of Nursing. Mr. Prescott is a graduate of Rockland High School, a veteran of World War II and is employed as clerk at the Rockland Freight Office.

Waterville Shops

By G. K. STEVENS

On words of wisdom from the Bard of Guppyville: Tinnocker Ray Simpson has been laid up with bruises and contusions resulting from an automobile smash up on the Oakland Road. Ray's car was demolished.

Former Electrician Helper George Lemoine, now in the Marines, has been visiting with his parents, Foreman and Mrs. A. G. Lemoine, during a 10-day furlough. He has recently returned from an extensive tour of duty in Europe and Africa. Pappy Archie presented George with a new car prior to his return to Camp Lejeune, N. C.

Welder Curtis Orchard had a hot time at his home in Shawmut recently when his house caught fire from burning grass. Damage was minor.

Carman Wang Emery is confined to a local hospital for an operation.

Carman Earl Burgess has bid a job in the mill, probably to get more wood butchering experience so he can finish that boat.

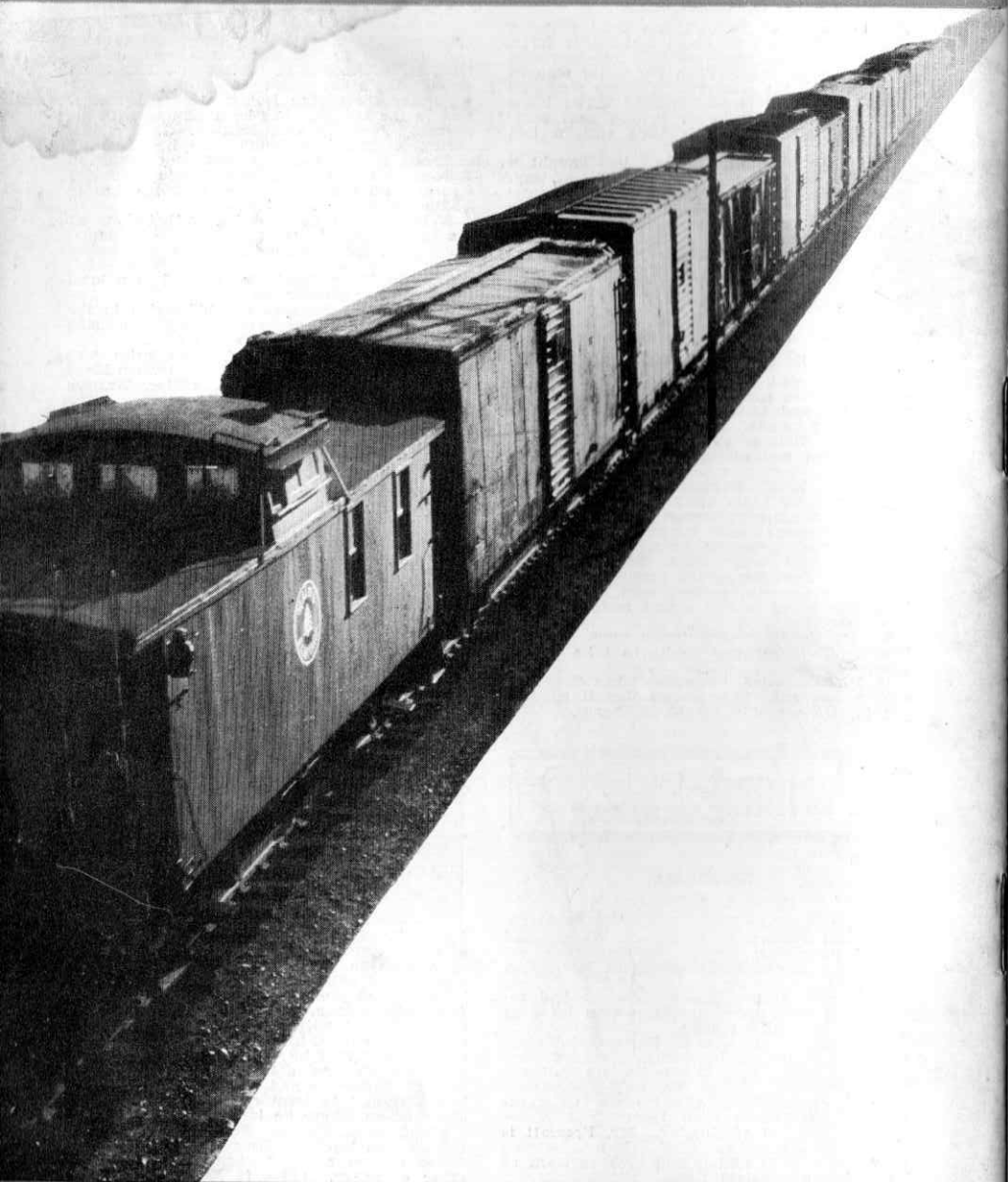
A long-awaited pearl of great price was added to the string of little Jewells when Mary Jane was born to Checker and Mrs. Wallace Jewell recently.

March 17 marked another milestone in the life of Superintendent Frank H. Bennett. He was appropriately remembered by the supervisors with a gift of Eau de Panther Fizz. F. H. was 39.

The Maine Association of Railroad Veterans will meet in Waterville Sunday, April 26.



March 3, 1953 was a notable day in the life of Clerk Guy Wentworth of the Stores Dept. at Waterville Shops as it marked his 40th anniversary with the Maine Central. . . . At birth he was placed in an incubator filled with locomotive smoke, was nurtured on Carnation liberally laced with ink, and, being a precocious child cut all his teeth on a pencil, it was only natural that he become a Railroad Clerk. His first job was night call boy in the Yard here at Waterville and thru progressive stages has advanced to head clerk in the Passenger Store Room where he is calm, courteous and efficient, typifying the finest type of Maine Central employe. Railroadng has been his entire career, never having worked for any other employer. (This is NOT an obituary)



at Home

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