

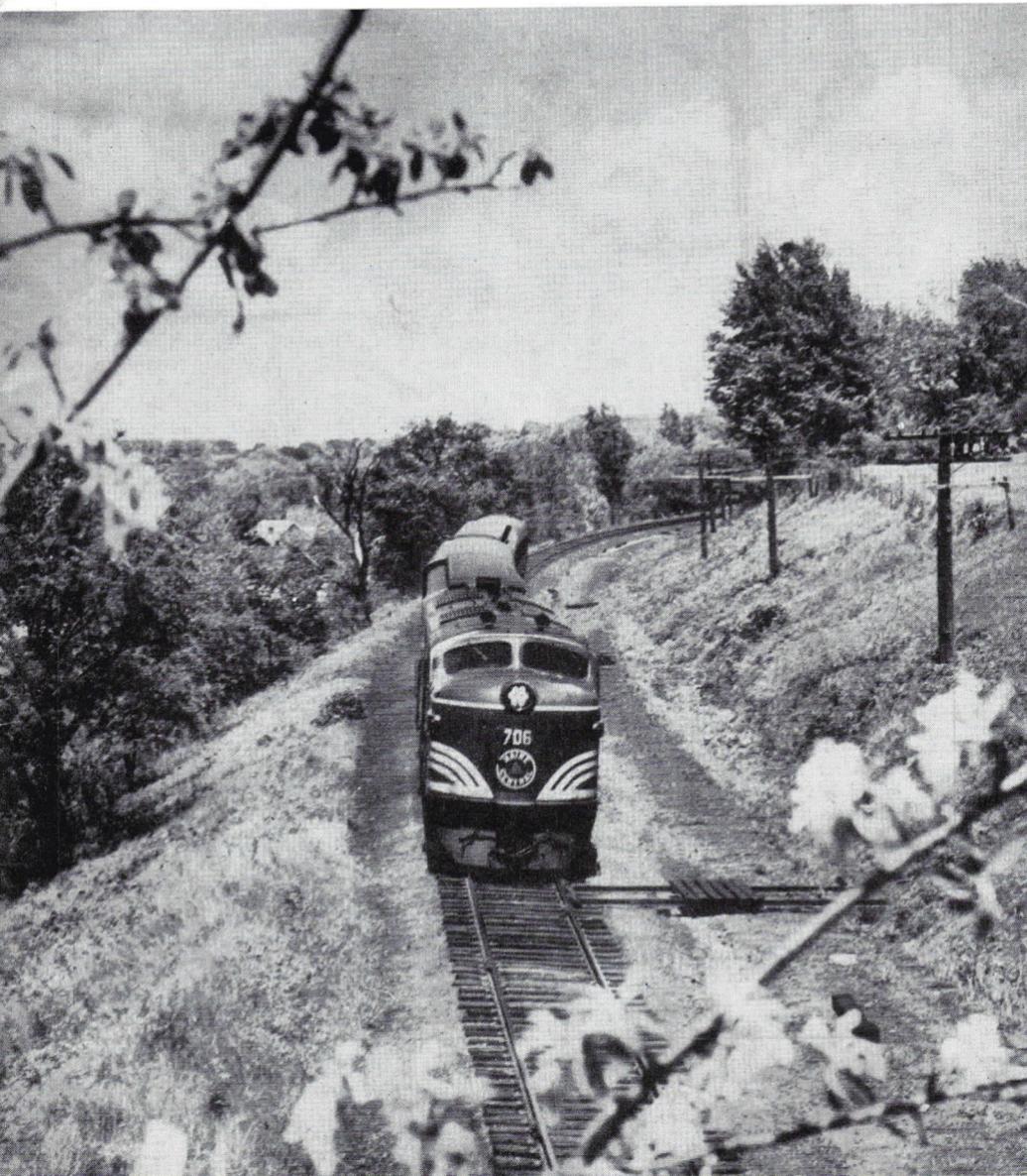


MAY  
1953

*B & M 402  
East of  
TROY, N.Y.*



# MAGAZINE



VICE PRESIDENT—ASSISTANT TO THE PRESIDENT



W. P. REEVES

The election of Walter P. Reeves to vice president—assistant to the president of the Maine Central Railroad and the Portland Terminal Company, was announced April 28 by E. Spencer Miller, President of the Maine Central Railroad.

Reeves started his service with the Maine Central in 1901 as a clerk in the freight auditor's office. After successive promotions he was appointed assistant to the Federal Auditor in 1918 and two years later was made Assistant to the Comptroller. In 1921 he was made assistant comptroller of the Maine Central Railroad and the Portland Terminal Company. Reeves was appointed assistant to the executive vice president in 1933 and was elected comptroller and treasurer in June 1940. He was appointed assistant to the president of the Maine Central Railroad in April 1952, the position he has held until his present promotion.

Reeves makes his home with his wife in Portland and has two grown sons. He is a member of the New England Railroad Club, the Portland Club and the Astronomical Society of Maine.



M2706 MEC 89.057  
**Maine Central  
 Railroad Magazine**

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FROM THE EDITOR

Our railroad lost one of its most colorful employes last month. Jim Chadbourne, he of the lodge-pin decorated lapel, vest-weighted massive watch chain, and magnificent handlebar mustache, sought retirement on his 65th birthday April 29, after 47 years of tale-punctuated service.

Extra Crew Foreman on the Mountain Subdivision, Jim began with the Maine Central on Dec. 24, 1906. He'd been section foreman at Canton and Chisholm and served in World War I with the 14th Engineers. Twenty-two years ago he went to the Mountains, and working out of, and living in, Bartlett, N. H., he bossed the hardest snowplow job on the system. No records show the long nights or hours spent bucking the elements to keep "the Notch" opened to traffic. He must have seen some howlers, when the run up to Crawfords and back just barely kept the road open.

Jim was a railroader in the old tradition. He'd strip to shorts and tough ankle boots in Summer, letting that old New Hampshire sun tan him to the color of a fine pine cone. In Spring and Fall his costume was a venerable bearskin coat, ankle length, draped over a lanky frame, with but dungarees beneath, and a three-cornered fedora above.

Jim didn't always agree with "the brass," his work car was an experience to behold. Jim's gone. But when the wind starts whistling in the Notch, the air gets blue with the cold, and the conductor says "Take 'er out," we'll bet Jim's spirit is up there like of old.

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George P. McCallum  
 Editor-in-Chief

William A. Wheeler  
 Associate Editor Emeritus



COVER

A long way from home in Maine Central locomotive 706 shown hauling Boston & Maine train 62 near Troy, N. Y. In addition to illustrating a typical New England Spring scene, it also shows how our joint operating agreement utilizes our motive power efficiently.

BOSTON & MAINE RAILROAD  
 HISTORICAL SOCIETY  
 ARCHIVES

# The Rains Came

By J. W. Wiggins  
Engineer, Maintenance of Way  
as told to the Editor

The rains came to the Maine Central this Spring and when an abnormal 10-inch rainfall had subsided, it had disrupted operations, caused washouts at 17 locations, and cost us \$145,000.

From March 26-April 2, the heavy rainfall saw roadbed banks become so saturated that slides began occurring. The famous watersheds of Maine and New Hampshire filled up and developed runoff rates at flood pitch.

Beginning at 7:30 a.m., March 26, the prediction of things to come originated between Charlotte and St. Croix Junction on the Calais Branch when five or six places washed out and required two cars of gravel to fill.

## THE SCORE

On March 27, due to washouts and water over the track, the Spring flood hit with a vengeance, closing the following lines to traffic:

1. Quebec Junction to Lancaster, N. H.
2. Fryeburg to Crawford Notch
3. Livermore Falls to Rumford

4. Brunswick to Lewiston Lower
5. Winthrop to Belgrade
6. Bath to Wiscasset
7. Norridgewock to Madison

Closing of other lines followed with the continuous rise of water in the Androscoggin and Saco River watersheds.

Worse points on the Maine Central system relative to disruption of service and damage to track were on the Mountain Subdivision between Hiram and Fryeburg, and Cornish to Hiram. Service was out three and four days respectively; Livermore Falls to Rumford, out of service four days; and the mainline between Augusta and Waterville. The latter, while out of service less than 48 hours, required 28 cars of riprap, 31 air dump cars and 3 coalcars full of gravel to repair a slide caused by high water in the Kennebec River.

## THE SACO RIVER

The Engineering Department timetable of events was classified according to the rivers causing the floods. For example, along the Mountain Subdivision, trouble was expected from the Saco, Israel, Moose, Con-



THE KENNEBEC RIVER did this to our main line near Kennebec siding

necticut and Mohawk Rivers. It was the Saco that did the damage.

In the early morning of March 27, washouts were reported on the Mountain Subdivision that took 41 cars of gravel to fill, the worst spot being at Glen, N. H., where for five rail lengths a three-foot deep gash occurred. Working to repair the track here were Perras' Extra Crew and ten men from Thompson's Extra Crew of the Portland Terminal under Assistant Track Supervisor Horace Ames.

The Saco also hit about one and a half miles east of Hiram where it reached a depth of four feet over the rail for a distance of three-quarters of a mile. West of Brownfield it went over to the same depth for about 900 feet. Washout varied from four feet

deep for one rail length to five or six rail lengths washed out, two or three feet deep.

The Israel River at Lancaster, N. H., washed out fill at a bridge abutment about 14 feet long and 14 feet deep closing the line from Quebec Junction to Lancaster. Sandbagging and five carloads of gravel prevented further damage.

## THE ANDROSCOGGIN RIVER

Maine's powerful Androscoggin River, a longtime havoc-wrecker when in flood, hit our Rumford Branch in the early hours of March 27 after five inches of rain had fallen. First reports were water over the wye at Canton and then at Worthley's between Peru and Gilbertville for about

12 rail lengths. Measuring point of the river's flow, Gulf Island at Lewiston, reported 57,000 cubic feet per second at that time. Telephone communications were knocked out, and thousands of people evacuated from the region during the flood period.

Damage between Canton and Dixfield saw 5,400 feet of track washed out requiring about 4,000 yards of rock and gravel to repair. Fifty-one carloads of gravel were loaded from Libby's Pit and rushed to the scene; Beaulieu's Extra Crew went out of Waterville to Livermore Falls with 20 cars of rock ballast, but the water backed up behind them in the Dead River east of Leeds Center and closed the line behind them. Week's Crew left Norridgewock where an eight foot deep washout had been repaired, and hit the Leeds Center trouble spot with 10 cars of rock ballast. Assistant Track Supervisor Eddie Davis reported the damage in the Canton-Rumford area as described.

#### LEWISTON LOWER

The Lewiston Branch from Lisbon Falls to Lewiston Lower was hit about the same time when water went over the track and washed out for a distance of 400 feet near the United States Gypsum Company plant. Precautions were taken with the Sabbatus Stream Bridge when a car of steel was placed on it until water receded. Thirty cars of gravel were used on

the Lewiston Branch.

#### LOGS LOOSE IN THE RIVER!

At the height of the flood peril in the State of Maine, the heavily industrialized city of Lewiston was threatened by the Androscoggin River. As the river reached a flow of 90,000 feet per second the morning of March 28, Maine Central crews moved 20 carloads of rock ballast out on its bridge on the main line Back Road there when it was reported that 3,000,000 feet of saw logs were loose in the river. Train service was not interrupted and the cars were removed when the danger subsided.

#### THE KENNEBEC RIVER

The Kennebec River added its fury to the flood damage when it began coming over the rail on the Lower Road main line between Vassalboro and Winslow at 4 a.m., March 28, but receded. At Farmingdale it covered the ties, necessitating slow orders and then receded, but caused a washout near South Gardiner that took three hours to repair.

After flexing its muscles the Kennebec showed its anger March 30 when it caused our embankment to slide into its rushing froth for about five rail lengths east of Kennebec siding. (See picture on Page 5.) Trains were cancelled between Augusta and Waterville and rirap and gravel rushed from Gardiner, Water-



HIGH WATER at Leeds Centre kept patrolmen watchful

ville and Portland. Unloaded at the point of slide, cars were shuttled back and forth between Gardiner and Waterville. In a 37-hour period, 28 carloads of rirap and 36 cars of gravel were unloaded at the slide and it was opened to traffic. Five more cars of rirap and eight cars of gravel were needed further before speed restrictions were lifted.

#### A LAKE, TOO

As if it weren't enough for the rivers to attack us, ordinarily peaceful Lake Maranacook, urged on by rising water, breaking ice, and high winds, started to wash out shoulders at 1:30 a.m., March 30. A work train and crew at Leeds Junction, who were waiting for the water to drop there, were sent to Winthrop with ten cars of rock. Waves continued to cause a bad washing action and a total of 19 cars of rock and five air dump cars of gravel were used to check the damage.

Last, but by no means least, was a slide on the Rockland Branch near Wiscasset about 20 feet deep and two rail lengths wide, and disabling of the Cobbosseecontee Branch (largely trestle track to industrial sidings.)

*(Editor's Note: This is a skeleton version of a month-long battle by men of the Maine Central Engineering Department throughout the system against the worst flood condition since 1936. For their sleepless nights, hectic days and Herculean efforts, a hearty "well-done" from all of us.)*

## LETTER OF CREDIT

Maine Central Railroad  
232 St. John Street  
Portland 4, Maine

Gentlemen:

Maine Central Railroad is doing something to offset the talk that the Railroads need vitalizing.

Upon boarding your train in Bangor on a Sunday afternoon at 2:20 P.M. for my first trip on your line, a very pleasant conductor entered our car with a statement, "Good afternoon, will you please have your tickets ready." This, I believe, impressed me more that Maine Central is interested in passenger reaction as much as your very clean and comfortable cars. It was more than a pleasure to see such actions on the part of your conductor and I should like in some way to have you thank him for me.

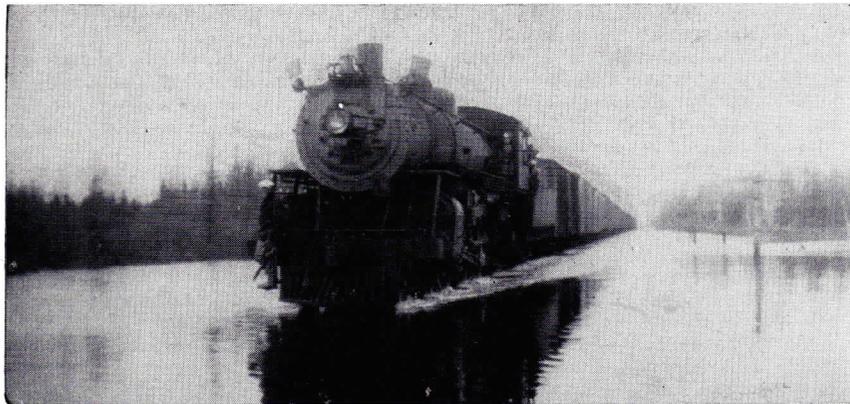
Sincerely,

H. F. ROBERTS

642 Willow Grove Avenue  
Glenside, Pennsylvania

In a certain business establishment signs were posted on every wall, bearing the single imperative word, "Think!"

Apparently the experiment in initiative didn't work out too well. A few weeks later they were replaced by new signs that read, "Don't think. Ask!"



'Twas always the same as witnessed here at Drew in 1934 with then Chief Engineer C. S. Robinson in cab

## 50-Year Pass To M of W Chairman



RECEIVING his 50-year pass from President E. S. Miller, is M. T. Simmons, Engineer. M of W J. W. Wiggins

A 50-Year Gold Pass was issued March 6 to Marston T. Simmons, Thomaston, general chairman of the Brotherhood of Maintenance of Way employes for the past 26 years.

The tall, dignified union representative began service with the Maine Central as a trackman at Thomaston in 1903 under then Section Foreman Charles Brackett. He recalls that he was transferred after several years to Rockland under Engineman Lowell Chapman's father.

Simmons was elected general chairman of his brotherhood in 1927 representing M of W employes of the northern Maine system federation on the Maine Central, Portland Terminal Company, St. Johnsbury and Lamoille County, Barre and Chelsea and Belfast & Moosehead Lake Railroads.

He became a brotherhood member 45 years ago and in 1910 was elected local chairman. In 1920 became vice-chairman of the joint protective board.

Simmons prides himself, in addi-

tion to his long and loyal railroad and brotherhood service, on his 54-year residency at Thomaston.

## SCHOOLS HIT CAPITAL MCT CO. PROVIDES

The nation's capital was the focal point for Maine Central Transportation Company's Spring exodus this year when pupils from more than 38 Maine schools made their annual pilgrimage to Washington, D. C.

In charter service, our bus company accommodated 15 high schools and in conjunction with the Boston and Maine Trailways and Trailways System of New England, five of Maine's biggest high schools were transported to the Capital.

Some 18 other schools utilized our through bus service to New York and availed themselves of connecting charter service to Washington. Trips were arranged under the supervision of Supervisor E. K. Goddard. More than 15 operators directly participated in the movement.

## SHOPS CAPTURE '53 TROPHY TOURNAMENT

### GALLANT RIGBY B'S RUNNERS-UP

(Pictures on Pages 12-13)

The most exciting tournament and do-or-die finish in the five-year history of the Maine Central Directors' Trophy Bowling Tournament culminated March 14 at Waterville when the Shops team emerged triumphant in the last of five strings to gain a second leg on the Trophy and become the 1953 champions of the Maine Central system.

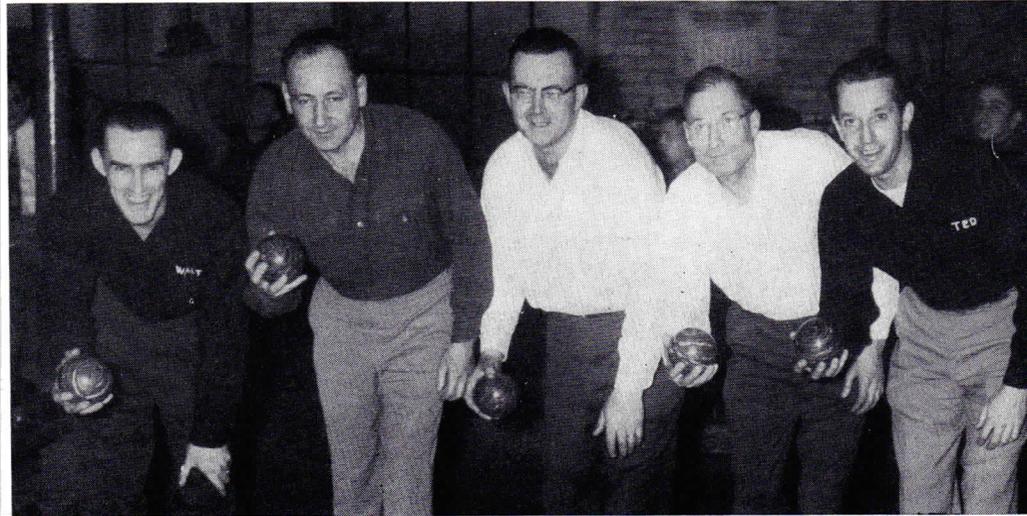
Rigby B's were second, General Office A's, third, and Bangor, fourth.

With eight teams participating, a record number for the second consecutive year, the Pine Tree State kegglers hung up new individual and team records in a donnybrook that had the most conservative competitors screaming down to the final pin-fall.

Unprecedented in the half-decade of competition for the beautiful Directors' Trophy was the position of the teams at the three-string mark bowled on the Metro Alleys at Waterville.

Determined to retire the Trophy after gaining a leg in 1950 and 1952, the General Offices "A" team led their fellow railroaders by 19 pins at the end of the third string on the strength of Warren Spires' first string of 131, Dick Harrington's 112, and 102's by Bill Brownell and Herb Whitmore.

But . . . FOUR teams were tied for second place after the first trio of strings were bowled! The General Office B's were in on a string of 106's by Rivers, Conley and Finley; Bangor



THE WINNERS of the 1953 Maine Central Directors' Trophy Bowling Tournament from Waterville Shops are, left to right: Walter Pearl, Red McCaslin, Don Priest, Charlie Whitney and Ted Jewett.

made it on retired but rugged Ben Whitney's 104, and 102's by Duke Snyder and Freight House Cashier John Shaughnessy.

Showing complete disregard for their placement as the Number Two team from the Portland Terminal, the Rigby B's matched their Number One brethren on strings of 114 and 117 by Butts, and a 108 by Joe McDonald.

The Rigby's A's were in for second tie with 102, 104 and 110 by Jerry Flaherty and a 102 and 106 string by Ernest MacVane.

In third place at the completion of three strings was the Shops quintet, bolstered by strings of 102 and 112 by Don Priest and a 102 string by Ted Jewett.

Bowling sweepstakes style, the Rigby B's swept into the lead at the end of the fourth string with a 503 team total. Sensational in overcoming the Officemen A's was Machinist Joe DeRoche who rolled the Tournament high individual string of 135, and a 104 by Joe McDonald, which enabled the Ligonias to pick up 19 pins and add seven more to take the lead.

The first-rated General Offices team needed this one win to retire the trophy but faltered in the fourth string despite individual rolls of 108 by Spires and 102 by Whitmore.

The Elm City five garnered a 494 team total aided by Walter Pearl's string of 112 and Don Priest's of 114, to pick up 17 pins on the Officemen A's and become third in the running.

Unexcelled for sportsmanship and conviviality, the Queen City five from Bangor were off 37 pins from first place but went on to pick it up over the General Offices B team.

In the final and deciding string, the fifth, it appeared to be a battle between the Officemen A's and the Rigby B's. Joe DeRoche continued his pace-setting kepling with a 110 string, while Dick Harrington of the Officemen bowled a herculean 119, but the team fell two pins short of making up the Rigby lead.

A non-partisan crowd of more than 100 Maine Central bowlers and spectators cheered the Rigby B's as the out-of-the-running teams completed their scores. The PT Company B's were a popular choice since no legs had been gained on the Trophy by any combination of Ligonias.

Bowling, quietly but victoriously, however, the Waterville Shops crew whittled away at the maples. Walt Pearl hung up an even 100, Priest a 108 and Red McCaslin a 96. With a 489 team total for the fifth string, the Shops bowlers sprung a shattering win of eight pins over the Rigby B's and a ten pin victory over the Officemen A's to gain their second leg on the Directors' Trophy since its origin at the first Tournament in Waterville in 1949.

Records went to Don Priest of the Waterville's with a high five-string total of 533. Second high to Warren Spires of the Officemen A's with 511, and third to Dick Harrington of the same team with 503.

High single honors were won by Joe DeRoche of the Rigby B's with 135. Spires took second with 131 and Jeff Wofford of the General Office "C" team with 121. Other high singles were registered by Butts, Rigby B's, 117; Harrington, 119; and Priest, 114.

No story of another popular Directors' Trophy Tournament would be complete without tribute to the Waterville Elks Club, that through the courtesy of Herman Rines, chief clerk at the Shops, extended the full use of their fine home including lounge, game room and delicious baked bean supper to all Maine Centralites participating in the tournament.

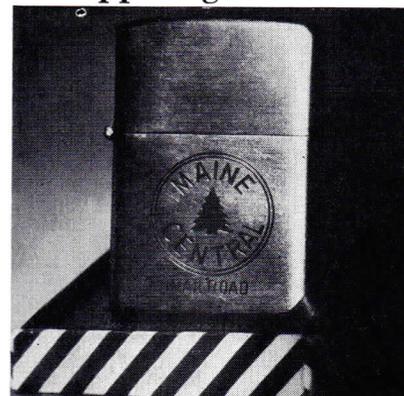
#### HUMMM?

The day after McWardlaw's wife presented him with offspring, the proud father was seen buying a baby bottle.

"Hoot, mon, that's scandalous extravagance," said a friend.

"No," sighed McWardlaw, "this time 'tis not—the woman's gone and had triplets."

## Railroad Insignia On Zippo Lighter



Maine Central employees who smoke, would like a valuable memento to give to a friend, or admire the best in the cigarette lighter field, now have an opportunity to obtain one of the famous Zippo windproof lighters bearing the Maine Central insignia at cost price.

Through an arrangement with the Publicity Department, the Zippo pictured above bears the railroad's insignia engraved in green enamel on the attractive brush-chrome finish of the lighter case.

When purchased in sufficiently large quantities, the lighter is made available at a price of \$2.55, considerably below the retail price and it is unconditionally guaranteed for life by factory replacement of parts.

If an employee should desire to have a "personalized" lighter, a replica of his or her signature will be engraved on the opposite side of the case for the additional charge of 60 cents.

A very limited supply is now available to those placing their orders on a first received basis. Subsequent orders will take about six weeks to fill. Cash, check or money order must accompany the order, and if a personalized lighter is desired at \$3.10 complete, a copy of your signature should also be included, plainly written on a piece of white paper.

## Waterville Nurse Stationed In Japan



Machinist Welder and Mrs. Joe King, Waterville Shops, proudly bid their daughter, Alice, a fond goodbye recently as she left for a tour of duty in Yokohama, Japan. A graduate of Waterville High School and the Sisters' Hospital as a nurse in

1945. She now holds a commission as first lieutenant in the Army Nurse Corps.

Alice has previously served at a veterans hospital in Bronx, N. Y., and as a supervisor at the Sisters' after graduation. She was a staff nurse at the Togus veterans hospital in May, 1951. Lt. King has been stationed at Fort Meade, Md., and Valley Forge Army Hospital where she was head nurse in the tubercular ward. A dinner party in honor of her and her brother, Gary, who left for Italy aboard the USS Tripoli was held at the King home last month.

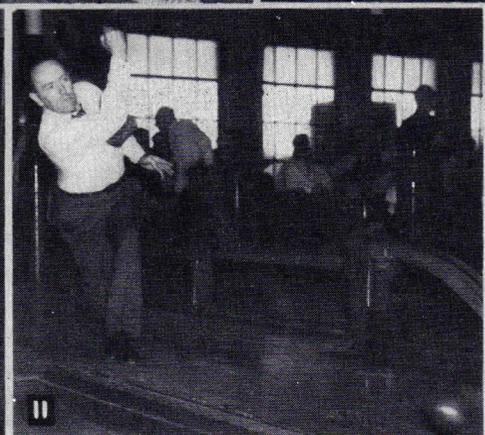
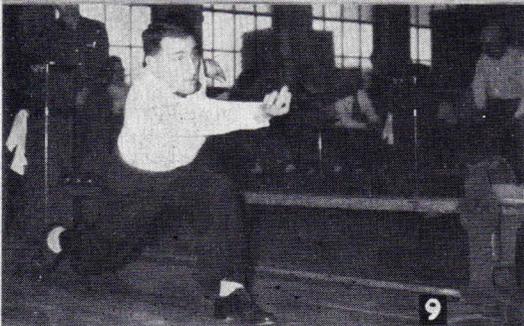
## Pittsfield Pupils Tour Bangor

A tour of our facilities at Bangor was held recently for pupils of the fifth grade at Pittsfield Grammar School under direction of Trainmaster R. W. Williams and Road Foreman of Engines A. W. Crocker.

The pupils were accompanied by their teachers—Miss Betsy Cooper, Miss Toothaker and Mrs. Tucker. Interest was high as they visited the ticket office, dispatcher's office and the engine house. An inspection of one of our deluxe passenger coaches was of special interest since a coach was named by a Pittsfield pupil when they were purchased in 1947.

# Bowling

# Tournament



**AT THE FIFTH ANNUAL DIRECTORS' TROPHY TOURNAMENT (1) Waterville's Ted Jewett shows form (2) Second place Rigby B's front, left to right, Joe McDonald, High Stringer Joe DeRoche, Herb Piston. Standing, Sam Butts and Bill Mizula (3) Bangor's John Shaughnessy rolls one (4) Extra-curricular harmonizing by Les Mills, Joe DeRoche, Shrebe McCullum (5) Rigby A's Brom Tatarczuk, Jerry Flaherty, Montgomery. Standing, Gerry Shea, Ernie MacVance (6) Bangor Ben Whitney checks progress (7) Officemen B's Lew Rines, Steve Conley, Frank Rivers, Windy McDowell, Jim Finley (8) Joe DeRoche goes for that 135 (9) Low Rines in action (10) Bangor team, Whitney, Snyder, Shaughnessy and Warren, rear, front, Frank Caruso (11) Lotsa form from Steve Conley and (12) Waterville Charlie Whitney heaves.**



### Bartlett, N. H.

By O. R. BURWOOD

April 15 marked the end of a railroad career for James F. Chadbourne, who has been for many years foreman of the spare crew out of Bartlett. Jim started his railroading as a trackman in Chisholm's yard in December 1905. In 1912 he went onto the Canton Branch as foreman and in December of that year he went, along with about 25 Italians, to the Kennebago line on new construction, for two years. Later on the U. S. Army claimed him for several years and upon returning he went to East Sumner later on in 1920, then in 1923 to the Canton branch once more, then back to Chisholm's yard. In 1931 he came to Bartlett as foreman of the spare crew. During the winter months he was leading man on the wing plow and he allows that he has seen plenty of rough times up the Hill. Jim tells us that it has been a great life, with never a dull moment. We shall miss the old boy around here. But 49 years is enough he figures.

Agent J. A. Boucher of Gilman is on the sick list.

Robert Gardner, who has been filling in as foreman on the Sawyers River section for many months, had the bad fortune to break a toe at home in his shop.

W. H. Burnell is back to work as agent at Intervale. Walter had three weeks of Florida sunshine along with a little deep sea fishing. We should have all been born down South and yet, we like the summer months up here mighty well.

And we wish to announce a new arrival in the family of trackman Donald Ainsworth and Mrs. Ainsworth. A boy, named Dennis Lee.

Red Marconi is off sick, the engine house will be empty without him around.

Conductor Dolf Bergeron who is off on account of his health, calls in once in a while for a visit.

Conductor David Dudley is back on the job after an eight weeks' layoff with a bad ankle.

Leslie "Tige" Huntington, section foreman at Lancaster, has been presented by Mrs. Huntington with a very small boy. "Tige" desires a girl, but there you are, he gets a boy.

### Beecher Falls, Vt.

By DON DeCOSTER

Mrs. Drolet, wife of Agent Roger Drolet, West Stewartstown, attended her grandfather's funeral in St. Alban, Quebec. His death at the

age of 86 was caused by a fall on the ice.

At a Chamber of Commerce meeting in Colebrook we saw a fine color film showing Brown Company pulpwood moving from stump to mill. Their buyer, Mr. Hawkins, has been storing wood all winter in the old gravel pit at Colebrook. Now it is beginning to move. Agent Michaud tells us he expects there will be about 100 cars.

Colebrook station and freight house should pass spring inspection. Reliable reports have it that Merle and Mrs. Michaud have been giving it a real dusting. And with a vacuum cleaner yet!

Flangerman Earl Bonnet has gone to Lunenburg and Helper Don Sterling has returned to Chadbourne's Spare Crew. The flanger has been put in mothballs for the summer.

The Beecher Falls station probably boasts the only indoor onion patch on the system. A Cincinnati Xmas tree dealer sent us a bunch of Mexican onion plants. We lack only a petunia to make it complete.

Art Herron is with us again, displacing Stanley Karnes who has returned to Waterville.



**TIMETABLE MABEL** is the name of Brenda Towle's kitty. She's from Pittsburg, N. H. and her Uncle Tom is chief of police at Colebrook. Brenda's ridden our 377 from Beecher Falls to Colebrook to visit.



### Waterville Station

By M. W. FLYNT

Through the courtesy of General Manager W. L. Bowen of The Belfast & Moosehead Lake R.R., Messrs. J. J. McClay, V. Boisvert and T. A. McDonald of Waterville Yard made a trip over that line from Burnham Jct. to Belfast and return. They were impressed with the evident enthusiasm and loyalty which employees showed for their line. At Belfast they met General Auditor W. I. Hall and his staff and report a most enjoyable trip.



**CHILDREN** of L. E. McIntosh, Waterville, are Cynthia, 2, with new brother, Lawrence E. the second, age four months

Death has again removed one of our older men in the person of Herschel T. Crock. Mr. Crock had been employed here for many years, most recently as assistant cashier. His death followed a long period of failing health.

N. S. Richardson of the SANTA FE was a recent caller.



**INSPECTING** our miniature train last Summer was Charles D. Sayward, retired foreman plumber who was 91 March 1

General Agent Hugh Travers is visiting his daughter in California for a few weeks.

Operator C. E. Dunn of Clinton has bid in swing job Tower "A."

Yard Conductor E. F. Traynor is hospitalized for surgery. All wish him a speedy recovery. Ticket Clerk Ruth Violette is sporting a new car.

Operators J. Begin, R. R. Bishop and your correspondent were in Portland to attend O. R. T. Meeting.

### Waterville Shops

By "STEVE"

Assistant Superintendent Dick Dole has been in Schenectady, N. Y., for two weeks attending diesel school.

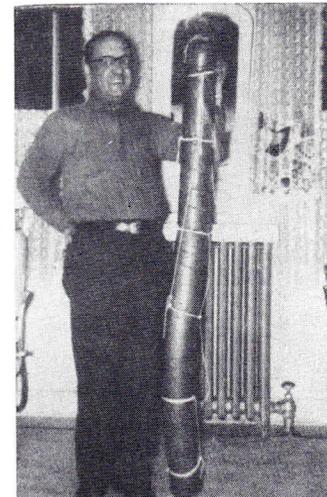
Clerk Zeri Begin has been awarded a life membership in the American Legion in Fairfield in recognition of his many years of valuable service to the Legion.

Cornelius Begin, U. S. Navy, has been spending a short furlough with his parents, Clerk and Mrs. Connie Begin.

Ted Morey has recently been promoted to Master Sergeant in the U. S. Army. He is the son of Machinist Ted.

Retired Machinist Hugh Marsh died at his home in Shawmut recently. He had worked for the Maine Central 31 years.

Paint Apprentice Phil Ware has a new car. Carrier Pigeon Dud Delaware comes up with an apt and appropriate title for three of our more distinguished gentlemen. Dud calls them the Three Blind Mice.



**A LOT OF BOLOGNA** is what Baggageman Leo Dutille won recently. In fact, five feet, three inches of it and weighing 36 pounds.

Conductor Ned Trainor has been a patient at the Sisters Hospital.

Former Laborer Bob Knights has been home on short furlough from the Army from Fort Knox, Ky.

Former Paint Apprentice Arthur Campbell has been spending a short furlough with his parents, Foreman and Mrs. L. H. Campbell, and has returned to Atlanta, Ga., where he will be an instructor in a body and fender repair school, U. S. Army.



**PASSENGER FOREMAN** and Mrs. W. D. Otis have fallen heir to this tribute from the **Painter Ken Stevens**:

**Lil' and Bill live back of a hill  
In Otis Park, An Eden.  
They've not a care since Bill fell heir  
To half the beer in Sweden.**

Painter Don Gerald has traded his old car for a new pickup.

Millman Chris Carstenson is building a saw table and is in the market for a suitable power plant.

Millman Abe Johnson has too much lawn to mow. Anyone interested may call at 16 Spruce St. for further particulars.

Mr. and Mrs. Kenneth Wentworth have returned to New York City after a short visit with his parents. Clerk and Mrs. Guy Wentworth.

Mill helper Phil Gooch has moved to the Garland Road for the Summer.

New Broom on the Rip Track is S. Everett Trask.

C. E. Dow, Jr., will take over as car inspector for Albert Roderick, who is on vacation. Leon Cookie Cookson has returned to the Mill after being hospitalized.

Yard Foreman Phil Sherrard has entered the Sisters for treatment. Charlie Nichols is acting foreman.

Carman A. J. Michaud has bid off a job in the Passenger Shop.



**HERE'S** Craig Norton Moore, born Dec. 4, 1952, to Mr. and Mrs. Fred A. Moore, Jr., Waterville. He's the grandson of L. V. Norton, retired, and Engineer F. A. Moore

Checker Dick Delano has been a recent weekend visitor in the White Mountains.

Foreman and Mrs. Eddie Johnston have been visiting their daughter in Melrose, Mass.

Blacksmith Helper George Gray has returned to work after being laid up in a convalescent home.

Sweeper Charlie Vigue is on his annual vacation. Rumor has it that he will apply for his pension after 47 years' service.

Checker Thomas Arthur Smith has retired after some 45 years' service with the Maine Central. He was presented with a purse of money by the carmen.

The Office Girls attended a baby shower for former Stenographer Marilyn Phelps Bird recently. The affair was directed by Clerk Beverly Cooke.

Clerk Yvette Guite has returned to work after a long leave because of illness.

Blacksmith Helper Roy Brackett has purchased a house on the China Road.

Machinist Abbott McKenney recently purchased a new car.

Machinist and Mrs. Andy Miles are the parents of a new daughter, born March 25, weighing 7 lbs. 4 oz. and named Elizabeth Ann.

Transfer Table Operator Archie Smith was elected delegate to attend System 18 convention in Boston the latter part of April, representing the Firemen and Oilers.

Machinist Blaine Ladd has returned to work after a long period of illness.

Clerk Arnold Dow has recently bid off a position in the Accounting Department. Likewise for Clerks Marjorie Armstrong and Norman Thynge.

Mrs. Lauriston Oleson and Mrs. Clayton Johnston, wives of Blacksmiths Lorrre and Clay, have been discharged from local hospitals.



**CHILDREN** of Laborer and Mrs. Vincent Vigue, Waterville Shops, are left to right, Varlene, Penny and David

## Rockland

F. L. CARSLLEY

Sympathy is extended to the family of Retired Watchman Joseph Cassidy who died March 31.

Billing Clerk I. F. Brackett is on vacation. He and Mrs. Brackett are spending a few days in Philadelphia.

Clerk Stanley Prescott and Miss Phyllis Bowers were married March 15 at the home of the bride's parents, Mr. and Mrs. Charles Bowers at Waldoboro. Their honeymoon trip took them to St. Petersburg, Fla.

## Brunswick

By H. O. PREBLE

Track Supervisor W. M. Martin has moved into his new offices at west end of passenger station.

Mail porter and Mrs. Eugene Donahue are the proud parents of a daughter, Mary Jean, born March 19 at the Brunswick Hospital.

The Western Union switchboard has been moved from the old telegraph at west end of station to its former location in ticket office. It was moved out in 1944 when ticket office was renovated.

Conductor Y. C. Neilson is on vacation.

Starting March 3 the track motor patrols were put back on for the summer.

The day baggage room crew has swapped positions. Same familiar faces but Arlo Parker now baggagemaster and Adelarde Lachance, mail porter.

Engineer Stacey Robbins has bid in a switcher at Rumford and Herman Dodge bid in Bath Switcher vacated by Stacey.

Yours truly may be rushing the season a bit but I have lettuce and radish coming up in the garden.

Assistant Track Supervisor Horace Ames is now driving around in an automobile.

Engineer H. P. Utecht was set up for a while and worked switcher in Rigby. He is now set back and has taken regular job as fireman on trains 21 and 48. How's the tomatoes coming, Bunny?

## Lewiston

By LILLIAN G. WHITE

Car Clerk Joe McMorrow, who has been out of work since February 27 on account of serious illness, is now out of the hospital and well on the road to recovery. We all hope Joe will be back on the job soon. Pat Ryle is substituting



**ENJOYING RETIREMENT** is Assistant Foreman Edward J. McGrath, Lewiston

in Joe's place and Arthur Tardiff in turn is on Ryle's job.

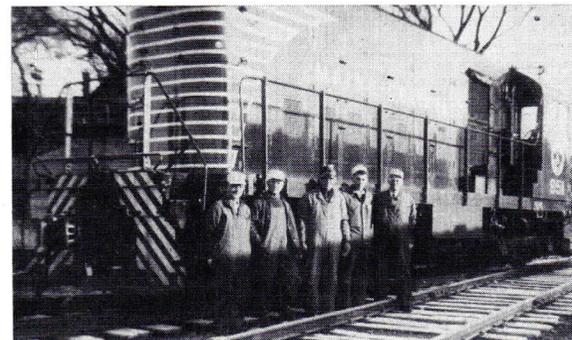
Crossingtender Arthur Parent, who has been ill for nearly three years, died on March 31. Our sympathy is extended to Mrs. Parent and family.

Telegrapher Charles St. Hilaire has gone to a Boston hospital for a check-up and Telegrapher E. E. Sampson is substituting.

Crossingtender Elmer A. Ranger retired on March 11 after nearly 36 years' service with the Maine Central. He was first employed as freight handler at Auburn on September 26, 1917, and worked in that capacity until December 1, 1943, when he transferred to a Crossingtender, position which he held at time of his retirement.



**GRANDCHILDREN** of Retired Trainman Val J. Morin, Lewiston, are Anne, age one and one-half left, and Michael, age seven, right.



**SWITCHING CREW** No. 2 at Lewiston are left to right, Brakeman M. A. Dutton, Brakeman Pativk St. Pierre, Conductor Charles Laflamme, Fireman J. C. Campbell and Engineer L. S. Bailey



**SHINED UP** for the special train running on the system last month were Trainmen E. Simmons and C. R. King, Portland, shown here as a stop was made at Livermore Falls

### Livermore Falls

By ANN NEWCOMB

Val Robinson was off sick and Merle Tuttle acted as foreman for the day.

Merle Tuttle was home with his mother for a day for she was quite ill.

Lawrence Stevens of Farmington section crew wishes to express his thanks to all his fellow workers for the purse they presented to him while he was home.

Ed Stone of Farmington section crew, bachelor days are over, he married a Rockland "Miss."

Agent Gene Walton's young daughter Sharon was operated on recently for tonsillectomy and is doing nicely.

The Waltons of West Farmington celebrated their wedding anniversary by going to Skowhegan for dinner and entertainment at the Milburn Hotel.

Sincere sympathy is extended from all to Ed Stone in the recent death of his mother.

Emile Nedeau, brakeman on the yard switcher Chishoim, is off duty due to an injured back.

Conductor Al Babbie has left us to bid off a job in the Waterville yard; Trainer from Lewiston is new conductor.

Agent E. E. Newcomb and wife and Clerk R. M. Newcomb and wife and son Clarence made a pleasant fivesome at the beautiful Flower Show in Boston on March 15.

Val Robinson, section foreman, North Jay, is recovering from an operation on his toe. Understand Val took a spinal before the knife hit him.

Section crews on the branch have been busy running out ties, which will be put in soon. Incidentally these ties are from the abandoned track on the Rumford branch.

### Augusta

By ELLIS E. WALKER

All members of the Augusta Chapter of the Amalgamated Shooting and Eating Club have polished up their knives and forks and are in

training for the Spring meeting to be held soon. Conductor George V. Green has bid in the Augusta Road Switcher.

Second Trick Clerk Telegrapher Verne Hutchinson is off sick relieved by Spare Operator E. S. Anderson.

The salesman finally caught up with Freight Checker Burreigh Foster and he is sporting a new (for him) Club Coupe.

Trainman Elmer "Stubby" Stetson has bid in flagman's job on the road switcher.

### Gardiner

By M. L. SANBORN

Station Agent David Cameron visited friends in Portland recently.

Operator Eben Lord purchased two puncture proof, shockproof, hand made tires for his new advanced designed car. Eben's car is the latest car to come out of Detroit and is attracting a lot of attention as he speeds by.

Operator R. F. Tracy has ordered a tide-water chart from the U. S. Weather Bureau in Washington which he plans to consult when the Kennebec River is in the flood stages. During this recent flood stage Operator Tracy almost got marooned as the flood water rose until there was only one exit from the station when he was ready to go home.

Baggageman Olin Gordon is the new Bowling City Champion of Augusta. Olin was the high man with a score of 1095 in a ten string match this month.

Freight Clerk Clyde Cooper expects to attend a Red Sox baseball game in Boston this month. Clyde claims that the Red Sox will finish in the first division this year and after a very prolonged heated discussion by the Winthrop Hot Stove Baseball forecaster, which, by the way, Clyde is the president of, they forecasted a pennant this year for their favorite team.

Signal Maintainer George Curtiss, our very able and honest political dopest, who seems to be well qualified to speak on any problem confronting us in our daily struggle for existence, now informs us that things are getting better all the time, and by July of this year most of our big problems will be solved in a satisfactory manner for all. This prediction made by George this month in answer to the many personal letters received on this subject from his ardent followers.

Crossing Tender Hiram Walker is sporting a new Easter hat.



**A GOOD PICKEREL CATCH** was made last month at Webber Pond by Laurence R. Ladd and Urban S. Rowe, of the Augusta Railway Express Agency



### Eastern Division Motive Power

By C. H. LEARD

Charles S. Ross, Jr., of the Transportation Department filled in as crew dispatcher during part of February and March on account of the illness of Paul Hatt. Ross comes from a railroad family, his grandfather was Section Foreman at North Bangor for years and his father was a trainman on the B&A for over 32 years. Ross, Jr., clerked at Northern Maine Junction for some time previous to coming to the Maine Central.

Another former B&A man, Olyn Darling of Bangor Ticket Office, recently purchased a home in Hampden which he and the Mrs. greatly enjoy. Before he came to Bangor Ticket Office about ten years ago he had worked for the B&A for over 12 years, being stationed at Oakfield, Houlton and Derby.

Machinist E. W. Rideout has been extended sympathy on account of the death of his sister, Mrs. Bradford Craig, of Hartland, N. B. Mrs. Craig had been a semi-invalid for over 10 years.

Former Yard Conductor John Hanson dropped into the office a few days ago to say "Hello." He was on a 28-day vacation from the Mer-



**7,000 TULIP BULBS** in the ground for Spring has Yard Conductor Virgil E. Nowell, right, who resigned Dec. 31 after 43 years of service. He and Mrs. Nowell spent some Winter months in Florida

chant Marines and had just returned from a trip to Japan. He has a 33-year service record with the Maine Central.

A tip of Leard's hat to Miss Patricia Wilson, daughter of Engineer and Mrs. J. B. Wilson, on account of her receiving the highest rank in a comprehensive examination of the Junior Class taking English at the University of Maine. The Wilsons evidently have an exceptionally smart daughter.

An enthusiastic meeting of the Railroad Club of Maine was held in Bangor on March 18. President I. A. Furrow presided. Members from the Maine Central, B&M and B&A and C.P. being present and a round table discussion was held under the leadership of Superintendent J. L. Moriarty. It was decided to hold the annual ladies' night some time in May. The annual election of officers will take place at the April meeting to be held at Brownville Junction and the committee to bring a slate of officers consists of R. Delano, Charles Lowery, K. P. Lamont, J. F. Abbott and A. Finnemore, all of Waterville; L. P. Severance and S. C. Allen, both of Bangor.

The many friends of Conductor Chester T. Angell of Bangor were saddened to learn of the death of his wife on March 18. Mrs. Angell was very active in church and club work in Bangor.

Electrician and Mrs. John F. Bevan now have three daughters, the last one, Holly, being born on March 11. When little Holly looked around and saw her two sisters she exclaimed, "Hurrah! when we have ten more sisters we can start competing with that now famous Brooks Family out in Pittsfield."

Burton A. Brackett, retired ticket agent at Bangor, was recently appointed assistant to the outer guard of Anah Temple Shrine and John Ryan of the Signal Department was named executive chairman of the patrol.

Rev. Timothy C. Maney of Bath celebrated his 52nd anniversary of ordination to priesthood February 10. He and his sister Alice left for a cruise to the West Indies February 19 and are at present vacationing in Florida. Father Tim comes from a Maine Central family, his father was an old time Engine House man during his entire life, his brother Bill is a retired Eastern Division Engineer with over 50 years' service and his brother Jack was



**THIS IS A GRAPEFRUIT?** yep, and grown by C. W. Bill Watson, retired Portland Division engineer, at his home at St. Petersburg, Fla. In addition to the huge grapefruit, he has lemon, orange and lime trees

formerly a fireman and still another brother, Tom, was an engineer.

Machinist E. P. (Bing) Crosby recently told his wife if a man steals, no matter what, he will live to regret it. The Mrs. replied rather coyly, "You used to steal kisses from me before we were married." Bing answered, "Well, you heard what I said."

Young Howard Furrow of the Air Force and son of Relief Foreman I. A. Furrow and wife, while home on a short furlough middle of April attended the Better Homes Show being held in Bangor at the time. He was the lucky winner of a back yard fireplace complete which will be built in the back yard of his dad's home. Everybody invited for hot dogs and hamburgers this Summer.

Miss Jo Ann Clukey was married to Lawrence E. DeYoung on Saturday, April 11. "Larry" is the son of Machinist Clifford DeYoung and is now with the U. S. Marine Corps. Mrs. DeYoung has been connected with the New England Telephone Company.

Recently Mrs. Arlene Haskell, wife of Portland Division Engineer L. A. Haskell, was appointed a member of the Budget Committee of the town of Hermon.

A while back I read, "You can never size up a man at first appearance," and I find this is especially true in selling safety first shoes.

The two infant children of Laborer H. N. Clark had a very narrow escape on March 21 when they were overcome by carbon monoxide fumes while in their family car. Mrs. Clark went into a market and "Herb" set in the auto, with the engine running. He began to feel dizzy and then noticed both children had passed out. Help was summoned and after artificial respiration and oxygen were applied, the children were rushed to the hospital but no lasting effects were suffered.

Mrs. C. E. Shaw of Brewer has announced the engagement of their daughter Lucille to John E. Wilson, son of Engineer J. B. Wilson and wife. The date of the wedding has not been set. Both of the young people are University of Maine graduates.

I think that Dick Emery is a better engineer, fisherman and hunter than he is a farmer. Asked him yesterday if the new disease, Vesicular Exanthema, had struck his pigs yet. "Heck no," he said, "the only livestock I have is one bobtailed tomat, two old geeses and one lame duck."

Machinist A. Hutchinson, Jr., has purchased a new double tenement house on Parkview Ave. in Bangor.

Mrs. Milton J. Hartery, wife of Stores Department Clerk Hartery and daughter of General Foreman R. O. McGarry, is confined in the Eastern Maine General Hospital following a serious operation.

Machinist V. L. Cunningham was elected as a delegate to represent Machinists Local 1462 of Bangor at the coming convention of the Machinists Lodge, District 42, to be held in Boston. J. E. Blake and Bob Ericson are to represent their Local, 471, of the Brother-

hood of Firemen and Oilers, Bangor, which is also to be held in Boston in the near future.

I learn that Superintendent J. L. Moriarty, General Agent Walter Blanchard of Vanceboro, Yard Master Percy Fernald, Train Master R. W. Williams and L. W. Matthews, Freight Agent, both of Bangor, as well as Foreman I. A. Furrow and Fuel Supervisor Harvey Crosby of the Motive Power Department, attended a large safety meeting in Boston, April 14.

Four-year-old Barry, son of Fireman and Mrs. L. J. Higgins, and Stephen, 1½-year-old son of Stationary Fireman R. C. Ericson and wife, are now running around without any tonsils.

### Calais

By P. D. ADAMS

Foreman Carpenter Chester Brown and crew are stationed in Calais making repairs on the Baring Bridge which was burned some time ago. They are also making needed repairs on the Station and on the transfer bridge at Milltown Jet, and the cattle pass above the Baring Bridge.

Trackman Lawrence Kelley had the misfortune to fall off the roof of his house and break his wrist.

Conductor Ralph Hall is taking his annual vacation of two weeks.

Conductor R. J. Gillis as President of the Calais Rod and Gun Club announced the annual meeting of the club was held April 30 at the Clubhouse at Round Pond. Supper was served by the ladies. The feature of the evening was an address by Lew Colony, President of the Maine Fish and Game Association, who is an authority on conservation programs.

Mrs. William McKay, wife of Operator McKay, attended the capping ceremony of their daughter Marjorie, who is a student nurse in the Deaconess Hospital in Boston.

### Eastport

By MARY HOLMES

Our Rate Clerk Bert Culligan drove to work one morning recently in a brand new car he had bought for himself. Shortly after that, Brakeman George Townsend appeared in a new-to-him car.

Conductor Rutherford is back on duty again after spending a few days in Boston.

Freight Handler and Mrs. Stan Mills are being congratulated on the birth of a daughter in the Eastport Hospital last month.

Freight Handler James Andrews is still on the sick list. He is able to get around on crutches now after his fall on the ice last February.

### Bangor Car Dept.

By C. A. JEFFERDS

Final summary of the Dartball League, Bangor-Brewer Churches. Team B of the First

Methodist Church, Brewer, was the winner of the American League and St. John's Episcopal Church team was the winner of the National League. At the playoff of these two teams March 23, 1953, for the pennant and the trophy, Team B of the Brewer Methodist Church won. Preceding the game a banquet was held at the Brewer Congo Church at which time about 270 men attended. The trophy properly inscribed will be cased and given a place of honor in the vestry of the Brewer Methodist Church. On the winning team was C. A. Jefferds, Captain, and L. E. Mathews of the Car Department, and last, but not least, genial Allan R. "Dick" Miles, Brakeman on the Yard Shifter, representing the M.E.C.R.R.



By IRENE ELWELL and JACK HAYES

Glad to welcome back the following: Mary Tabot, stenographer in Mr. Westcott's office, who has recently been hospitalized; George Brackett, painter in the Portland garage, ill for three weeks; Operator Joseph Smart long-time on the sick list; Operator Slim Wheeler who had a leave of absence and was hospitalized; Operator Ken Hill who has been on leave and Conrad Mason, returned from California.

Remember Ralph Webster? He's just out of the Maine General Hospital after having had two fingers removed on right hand. We all wish him speedy recovery.

Operator Bert Gay is a proud father of an eight-pound baby girl.

Wilbur Bryant has taken sick leave and Nick Carter has bid off the Yarmouth run.

Dispatcher and Mrs. Jack Hayes spent two weeks in Miami this Winter and being the big wheel he is, Jack was able to visit practically every hotel and night spot in fabulous Dade County. Only complaint to date were the post cards he sent back, picked up in Trailways stations. No one could tell where he actually was.

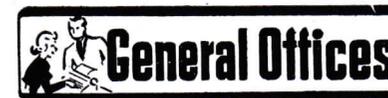
Mary Mason, ticket seller at the Lewiston Terminal, has been off on vacation in New York.



HAVING wonderful time in Florida this winter were Helen and Jack Hayes. He's dispatcher at Portland.



PORTLANDERS are Jancie, 9 and Carol, 10, daughters of Mechanic and Mrs. George Fanton, MCICo. Portland garage



By MARY MORSE, ERNESTINE GRIMES, LILLIAN G. SMALL

The Engineering Department employees were very pleased with a recent letter from 2nd Lt. Burton Pease and his wife, stationed in the Air Force. Burton's address is 104 Pryor Drive, Scott A.F.B., Illinois, and informed us they are proud parents of a baby girl, named Deborah Jean, born November 26. Would love to hear from everyone.

Harold W. Shepard (Sheppie) and Mrs. Shepard returned from Florida this Spring after spending the Winter there.

"Night and Day" was the theme song for the Engineering Dept. forces during the Spring washouts. We certainly had enough of this liquid dampness to last for a while.

James E. Mills, Traveling Storekeeper, has returned from a business trip to Chicago, Ill.

Greatly missed in the assistant treasurer's office has been the cheery smile of Cashier Leo Jackson. "Jack" has been absent from his duties because of an injured back, but at this point is convalescing rapidly.

Clerk Charles Hagar's small son caught his hand and arm in a washing machine wringer, and while it was at first thought he was seriously hurt, it later proved not to be so bad as it had seemed. At press time he was getting along well. Charlie himself still has his left arm in a heavy cast,—so it never rains but it pours.

Special Assistant to the Comptroller Edward



FAMILIAR FACES around Calais include left to right, Grover Carter, section foreman; Ralph J. Donovan, trainman; and Fred McConvey, trainman



**THIS UNUSUAL** pen and ink drawing by Joseph Pelletier, chairman in the Engineering Department, Portland, will be used as a picture frame illuminated by fluorescent lights. He attended the Portland School of Fine and Applied Arts

Paine and Clerk Blair Walls wandered around like homeless vagabonds while their office was being redecorated. For a while they were located in Mr. Quigley's office, later were found in Erroll Libby's quarters.

Clerk Guy Mason, Jr., reports that his little boy is another on the sick list, being in a Portland hospital for a tonsillectomy.



**"AMERICAN BEAUTY"** goes double for this beautiful youngster, Cindy Lee Beckwith, age 15 months, daughter of Inspector and Mrs. Clarence Beckwith, Portland B&B Department



### Portland Freight Office and Freight House

By MARJORIE QUIGLEY and ALICE McLAUGHLIN

We all extend our sympathy to former Freight Clerk Bill Glen in the recent death of his mother. Bill is now employed in the Per Diem Bureau, Rigby.

Loader and Caller James Petersen has resumed his duties at the Freight House after being absent for several weeks on account of broken ribs.

We are pleased to hear that Mrs. John T. Curran, Jr., wife of loader and caller, who was recently a patient at the Mercy Hospital, has returned home and is recuperating nicely.

Cadet Midshipman Frank H. Nelson, son of Freight Clerk Mrs. Ever H. Nelson, cashier's office, has returned to resume his duties at U. S. Merchant Marine Academy, Kings Point, N. Y., after a year's training at sea. He spent his leave with his parents in Portland.

We regret to report that Loader and Caller Donald P. Whitney is still absent due to his fractured ankle. Best wishes to you for a speedy recovery, Don, from all of us.

Mrs. Marjorie C. Jones, daughter of Marine Clerk Mrs. Florence P. Cooper, enjoyed an extended tour of Europe, including France, Switzerland, Germany, Italy and various other points. She left Portland by plane, March 6, and returned home on the SS Independence on March 31.

Retired Loader and Caller William H. Tierney is a patient at City Hospital.

William, son of Car Clerk Thomas E. Dillon, has accepted a position with the U. S. Government, in Washington, D. C. We extend him our best wishes in his new undertaking.

Freight Clerk Earl H. McFarland attended the Ice Follies in Boston recently.

Waybill Machine Operator Margaret T. O'Donnell was called to Norwood, Mass., recently, on account of the death of her cousin, John Foley. Her sister, Mrs. Mary McCann, accompanied her.

Robert, son of Head Clerk James J. Hasson, spent his mid-term vacation at his home. Robert is teacher and coach at South Paris High School.

Janitor and Mrs. Michael R. Chisholm are receiving congratulations on the birth of their second son recently.

### Terminal Car Department

By HUGH F. FLYNN

The proud parents of William Francis, Jr., born March 15 at the Mercy Hospital are Carman and Mrs. William F. Harrigan.

Carman Ed Montgomery has resigned his position as Local Chairman for the local Carmen's union. Carman Howard Thurlow has taken over pending an election to determine a permanent local chairman.

Glad to hear that our former General Foreman Joe Rourke is out of the hospital and recovering nicely after a serious illness. He was real comfortable the night I visited him in the hospital. No one else could sleep. The noise you know!



**GETTING TOGETHER** in Sarasota, Florida, were F. P. Stuart, agent, Cumberland Mills, R. M. Kelley, Bill O'Neil and Bill Rollins

Our sympathy to the widow and relatives of retired Carman Bernard Hoyt who died March 29, 1953. Mr. Hoyt had been retired for seven years.

Carman Raymond Laburges' young son, Robert, has been confined to the Mercy Hospital with pneumonia.

Our fishing enthusiasts, Henry Grimmer, Henry Gavett and Joe Berry, are away to an early start. Messrs. Gavett and Berry caught some fish. Mr. Grimmer caught cold!

Glad to see Carman Everett Burnham back on the job after being out sick for many months.

Understand Carman Fred Robinson is out around and slowly but surely recovering from surgery.

Carman Helper Alton Bonney's wife is confined to the Maine General Hospital. We wish her a speedy recovery.

The bowling league closed its season with 37 members attending a banquet at the Roma Cafe. Prizes were awarded to first place team No. 7 of Mizula, MacVane, Murphy and Manning; second place team No. 10 with Piston, Steves, Perkins, and third place was a tie between teams five and six.

Team 10 had high three strings with 1194; team five had the high single with 433. High average was held by Browny Tatarczuk with 96.6 and high three strings went to Jerry Shea with a fine 340. High single for one string was Piston, Ackley, and DeRoche each with 132.

It was voted to bowl 36 weeks in the next season. Officers elected were Jere Shea, Treasurer; Arthur Stack, Statistician, and Bill Mizula, President. A rules committee of McDonald, Thorne, DeRoche, Malloy and Flynn were appointed as well as a team committee of Mulhern, Casey and Pooler. Now that is over the talk will center around baseball.

Our janitor, Mr. Worcester, is now busily engaged in building a new front porch.

### Rigby Engine House

By ALBERT B. WETMORE

Machinist Maurice Weeks and Machinist Helper Joseph Ashley acted as hosts during

the month. They were visited by people from the state of Oregon who are relatives of Maurice's whom he and Joe visited three years ago. These people are making a 9,000 mile tour of the country entirely by bus.

Electrician Walter Emery was taken sick on the job, and has since been confined to his home undergoing treatment for a severe blood condition.

Machinist Thurlow Poland has taken up the pastime of taming raccoons, and has been quite successful. It has reached the point where he has actually decoyed the coon by feeding it doughnuts to come into his house, and have its daily meal.

Retired Machinist Eugene Pollard was found dead at his cottage in Steep Falls. It was due to a heart failure. A floral tribute was sent. The pall bearers were William Reagan, Archie Pratt, Thomas Caverly and Thomas Brown, all fellow workers at one time.

Mrs. Colman Welch, wife of our General Foreman, underwent an operation. She is now convalescing after a successful surgery.

There were three births recorded during the month; a boy was born to Machinist Helper and Mrs. Albert McCann, Peter Gregorie.

A boy to Laborer and Mrs. Edward Cribby, Edward, Junior, who by the way makes Laborer Joseph Cribby a granddad for the eleventh time.

A daughter to Electrician and Mrs. Albert Wetmore, Jr., Marjorie May. The baby was named after her grandmother, Mrs. Albert Wetmore, Senior.

Mrs. Samuel Austin died March 29. She was supposedly recovering and had gone to her home when she suffered a relapse.

Laborer Leroy Saint Peter, who was recently discharged from the army, is now working temporarily at a filling station.

Fireman and Mrs. Sherwin Forbus celebrated their 18th wedding anniversary April 14. The worst storm of the Winter occurred on that day, which can be remembered by them in the future years.

Laborer Francis Haldane injured his foot, but luckily no serious results were involved.

Laborer James Ashley and Machinist William Tartaczuk were prominent in the recent drive for funds in the Catholic Societies.

Machinist Helper Maurice Weeks has purchased a riding type garden tractor of popular make.

The annual banquet of the Terminal Bowling League took place at the Roma Cafe. Thirty-seven were in attendance, and prizes were awarded for the various high scores viz:—Bromulas Tartaczuk attained high average. Joseph and two others tied for high singles at 132 pins. Ernest MacVane was on the winning team.

The safety board now reads 272 days without lost time accidents. Although it has never been reported through this magazine, but actually the figure as given should be multiplied by 24 as we have three shifts to be included in this report. Therefore our standing at this point is 6,528 work hours.

Machinist Helpers Joseph and Maurice Weeks go shopping for beef critters. They saw some very good Hereford and Black Angus stock.

Ralph Cary, son of "Al" Cary, Stores Department, was married to Pauline Shain at Woodland, Me. They honeymooned in Boston.

Stationary Engineer James Allen was recently appointed as a State Boiler Inspector.

Former Machinist Helper Howard Shaw, the "Doughnut King," and Mrs. Shaw, celebrated their 50th wedding anniversary at a party given by her son, Vincent.



BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

Three railroaders—a Westerner, a Yankee and a Southerner—were discussing their respective regions. “Out in Idaho,” said the Westerner, “you can board a train and, without changing cars, travel from Cornell to Vassar, Stanford, Yale, Harvard, Princeton and Wellesley in a distance of thirty-five miles.”

“Well,” drawled the Yankee, “back in Maine, where I came from, with a few changes of cars, you can travel by rail from Calais to Dover, from Peru to Stockholm, from Paris to Lisbon and from Poland to Norway.”

“Aw, shucks!” drawled the Southerner, “that’s nothing to brag about. Why, when I was a lad in Florida one could travel by railroad from Venus to Mars and Jupiter—all within a single county!”

And they all spoke the truth.

\* \* \*

The railroads, on the average, have to haul a ton of freight 2.1 miles to get money enough to buy a 3 cent postage stamp to mail a letter. Out of that kind of return for the service which they perform they must pay their employes, buy materials, supplies and fuel, pay rents, taxes, and interest on their funded debts, and otherwise make ends meet.

\* \* \*

First all-rail route between Boston and New York was completed December 29, 1848. It was by way of Worcester, Springfield, Hartford and New Haven over lines now belonging to the New York Central and New York, New Haven & Hartford railroads.

\* \* \*

Diesel-electric locomotives accounted for 65.5 per cent of all road freight service performed in 1952, compared with only 9.7 per cent in 1946.

\* \* \*

A new freight car—for use on the railroads of the United States—came off the assembly line every 7 minutes in January, 1953.

\* \* \*

Approximately 4,100 trains are operated daily to and from the city of Chicago. Of these, 1,700 are passenger trains and 2,400 are freight trains.

\* \* \*

During the nearly eight years that Harry S. Truman was President of the United States, he traveled 77,170 miles by railroad. This was equivalent to about 24 trips from New York to San Francisco.

\* \* \*

Average revenue per passenger-mile received by the railroads in 1952 was 2.53 cents for coach travel and 3.35 cents for travel in parlor and sleeping cars. These figures compared with 2.47 cents and 3.27 cents, respectively, in 1951.

\* \* \*

It is estimated that the cost of eliminating all railway-highway grade crossings in the United States would involve expenditures of \$45,400,000,000, which is greatly in excess of the total present railway investment.