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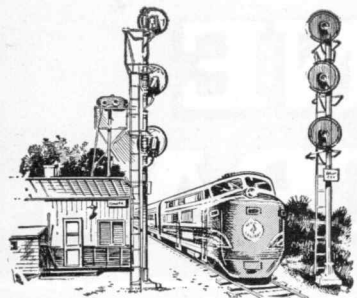


MAINE CENTRAL

MARCH-APRIL 1958



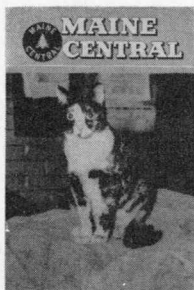
RUBY
A Feline Railroader
(see page 5)



Maine Central Railroad Magazine

Vol. XIV—No. 4

Joseph H. Cobb
Editor



THE COVER

There are those, when they see this issue's cover, who may say that the Maine Central Magazine has gone to the cats. Anyway, we're just as happy it's cats we've gone to, and not to the dogs. Don't miss what happened to Ruby, our cover girl, on page 5.

FROM THE EDITOR

The other day in New York City, President E. Spencer Miller called on a business acquaintance, President James F. Oates, Jr., of the Equitable Life Assurance Society of the United States. At the close of their talk, President Oates passed President Miller a booklet—a copy of Oates' report to his company's board of directors.

Like many large insurance firms, Equitable invests in railroads. Like us, and like railroad people across the nation, President Oates and his directors are following closely the progress of legislation that would remove some of the restrictions on railroads and give them a fairer shake in their competitive battle with other forms of transportation.

The halls of Congress and the editorial columns of the Nation's newspapers have been thick with words dealing with what has been called the "deteriorating railroad situation." The story has been told in high-flown oratory and bold-face type a hundred times, but not more clearly, nor as effectively, as President Oates has told it in his report. In the belief that what he says is important to you and me, we reproduce it in this issue. (See Page 9).

Published Bi-Monthly by

THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street Portland, Maine

2 BOSTON & MAINE RAILROAD
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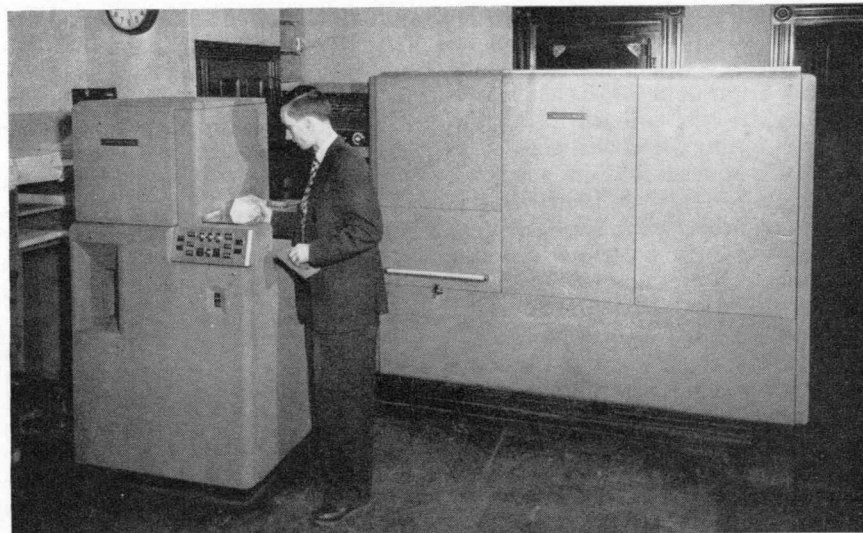
Report To Employees

By E. S. MILLER, *President*

There are several things in the Annual Report of our railroad for the year 1957 which, it seems to me, will be of particular interest to employees.

Early in last year it seemed we were on the way to a reasonably prosperous showing. However, after a satisfactory first quarter, as to what we took in for the handling of freight, passengers, and other transportation, there was a sharp change in the situation.

Our eastbound traffic was affected adversely by the nationwide reces-



UNIVAC GOES TO WORK—The Univac 120 electronic computer now works for the Maine Central. Top shows Charles Clark with the machine. Lower photo shows, left to right, key punch operators Ruth Watson, Sally Peasley, Germaine Deschenes, Mary Nugent, Barbara Gain and Marie O'Connell.

sion in business in general. Local car loadings declined severely as a result of lower production by paper mills located on our lines. This lower production was caused by abnormally low water, high inventories in the hands of consumers, lessened consumption of certain grades and products of paper, and other forest products, and increased productive capacity of forest products mills in other sections of the country.

Incidentally it may come as a surprise to some of our Maine Central people to learn that the forest products industry provided 39.4% of all the freight traffic handled on the Maine Central in 1957. Thus it is evident that the cutback in that industry, due to the conditions I outlined above, reflected in a loss of traffic more for the Maine Central than for other railroads which do not have so large a number of forest products concerns among their principal shippers and receivers of freight. Actual figures for 1957 showed that paper (newsprint, printing, wrapping, paper bags, paper and paper articles) provided 21% of our total freight revenue in 1957. Pulpwood provided 9.4% of this revenue. Woodpulp provided 7.3%, and Shingles, Lumber and Logs, 1.7%, thus making forest products concerns in total the principal source of our freight income.

Second in importance was the shipment of potatoes. These provided 9.5% of our total freight revenue. Close behind was feed, animal and poultry and mill products, with a total of 7.2% of our freight revenue. Incidentally you should know that the poultry and livestock industry is of increasingly great importance to the Maine Central, in that carloads, tonnage and revenue in

this category increased substantially in 1957 over a figure of 6.4% in 1956. Ten years ago this category provided only 2.5% of our freight income.

Two strikes, one of 29-days duration at the Thomaston cement plant during the peak loading season, and another on the Canadian Pacific Railway during 9 days of January resulted in our loss of a considerable tonnage which otherwise would have helped us towards making a better showing in 1957.

Reduction in the volume of freight tonnage was general throughout the country, reflecting a lower level of business activity and intense competition among various transportation agencies.

In 1957 our operating revenues totaled \$26,977,097. This was \$416,632 less than we took in during 1956. Our 1957 operating expenses totaled \$21,815,338, which was \$624,893 more than in 1956.

Despite the fact that in 1957, the average number of employees on the Maine Central and Portland Terminal Company was 3,643, as compared with 3,835 in 1956, the average yearly compensation per employee rose to \$5,073 in 1957, as compared with \$4,786 in 1956. The average increase per employee was \$287.

Our total wages bill on the Maine Central and for our share of the Portland Terminal Company for 1957 was \$15,041,325, as compared to \$14, 229,506 in 1956.

Railroad Unemployment Insurance taxes which our road had to pay in 1957 showed an increase of \$49,202, due principally to an increase in rate from 1½% to 2%,

(Continued on Page 22)

Ruby, Feline Railroader, Is In Dutch

Ruby, the Maine Central's meticulous mouser, whose home precincts are the Augusta Railroad Station, is in Dutch with her fellow railroaders at the State Capitol.

Whether her latest escapade, which got her picture on the front page of the Kennebec Journal, was due to a desire to inspect the line with a view to enlarging her territory, or whether (as some persist) Ruby got a hot tip about a newly-arrived and attractive tom cat at Waterville, hasn't yet been determined.

Ruby, whose assigned duties are the 24-hour trick on the mouse-elimination job at Augusta, and making friends with passengers in the waiting room who like cats has, of late, assimilated a habit of taking off for other parts. She apparently likes traveling by train. Although she hasn't a card pass, Ruby's puss is accepted by conductors.

Her latest episode was a trip from Augusta to Waterville. She slips aboard, and like most deadheads, makes a bee line for a comfortable seat and goes to sleep. First intimation for her fellow workers at Augusta that Ruby was on the loose again was a wire from Waterville: "Ruby off No. 1. Returning on No. 12".

Newspapermen who met Ruby on her return failed to learn whether she was casing Waterville Station or whether she intends other inspection trips. Her guardians at Augusta are making sure she isn't around coach steps on the platform when trains arrive.

Maine Traffic Club Sponsors Scholarship

Frank A. Murphy, MEC executive assistant and president of the Maine Traffic Club, has announced club sponsorship of an annual 100-dollar scholarship for a student of transportation.

Murphy said the scholarship plan has been set up in cooperation with the Associated Traffic Clubs of America, now conducting a nationwide scholarship program to interest students in the transportation industry.

The Maine Central executive said applicants from throughout New England will be eligible for the Maine Traffic Club scholarship, but that residents of Maine will be given preference. Any Maine Traffic Club member, he said, may receive applications.

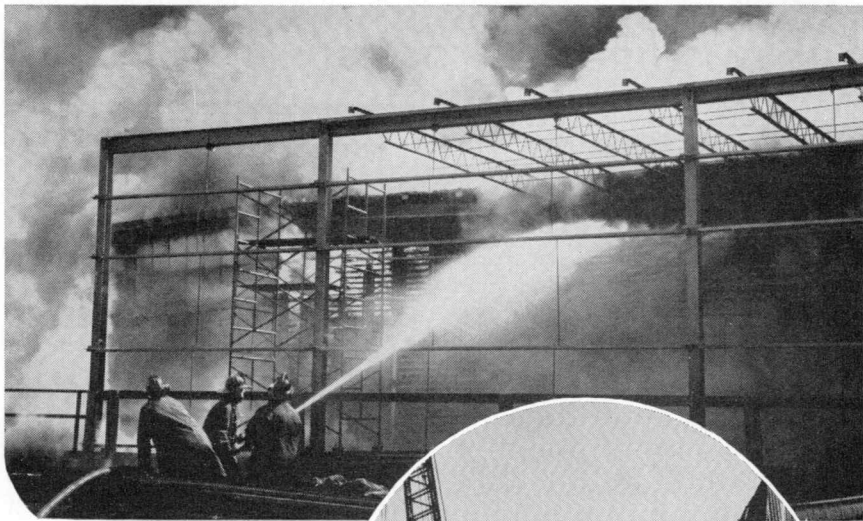
Heading the scholarship committee is Frank Keenan of Orono, an official of the Great Northern Paper Company.

The Maine Traffic Club is an organization of freight shippers and receivers as well as representatives of rail, air, water and highway transportation companies.

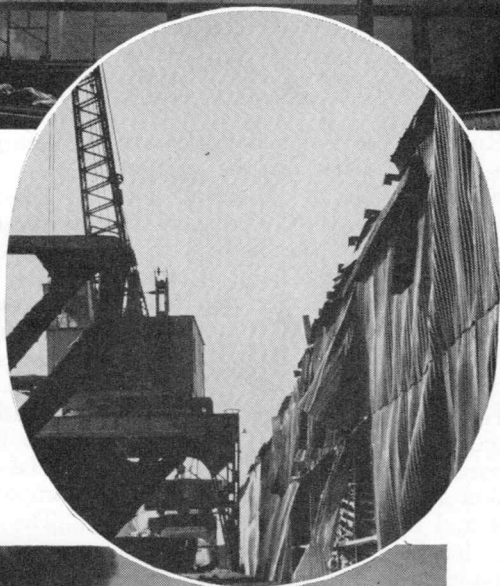
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WIN GOLD PASSES

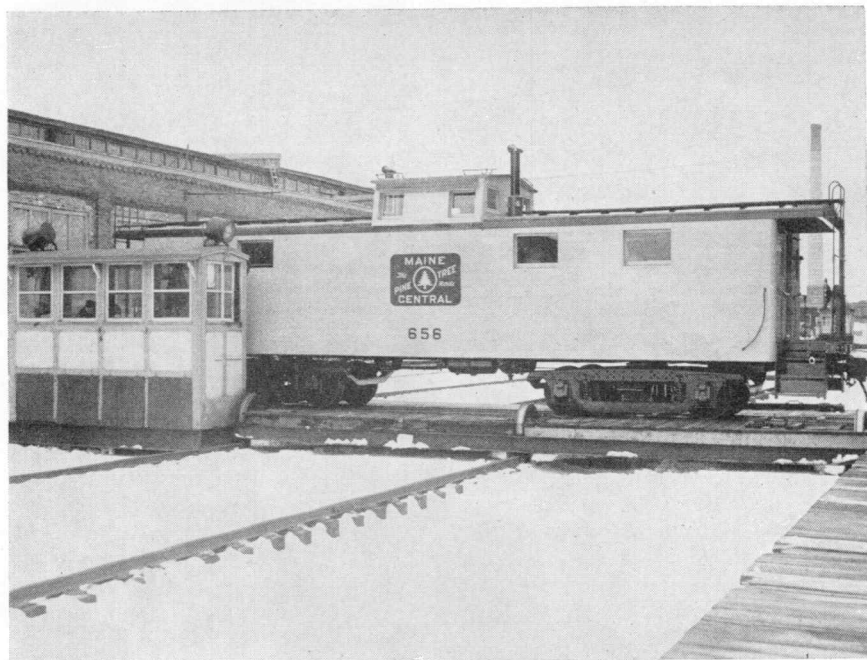
Gold passes — lifetime service passes for 50 years of service with the Maine Central — were awarded this month to Nicholas M. Foley, general foreman, Portland Terminal Company; and to George Diamond, trackman at Livermore Falls.



P. T. CLAY SHED BURNS
 —Flames swept through the east end of PT Wharf No. 3 early in March, causing a high loss and providing these pictures. **TOP PHOTO** shows firemen in action at the height of the blaze. **LOWER PHOTO**, made by Ken Brann of the engineering department, is a general view. **CENTER PHOTO** shows charred timbers and buckled siding afterwards.



Shops Build New Caboose



JOINS MCRR FREIGHT FLEET—A Custom-made caboose entered main-line service last month after last-minute touches had been made at the Waterville Shops. Designed according to specifications of engineering and train crews, the new caboose is the first unit to have been completely built at the Waterville shops for many years.

A new caboose—pride of the Maine Central freight fleet and first unit to have been completely built at the Waterville Shops of the Maine Central Railroad in many years—entered main-line service in March.

To railroad men, it's a "buggy," and a good one. Half a hundred workers — from designers and draftsmen of the MEC engineering department to the freight crews whose rolling headquarters it will be—had an active part in its plans and construction.

The final touch of paint and the last fastening was applied last month, marking the end of a painstaking job that began last September.

From the outside, it's new and neat in the bright gold and green colors of the Maine Central. Inside, it's just as neat and just as new, with natural fir finished to a gloss that would be the envy of any Boothbay skipper.

Unlike most cabooses, which are freight cars below the floor, the new
 (Continued on Page 13)

7800 Dollars Worth of Tires



MONSTER FROM MICHIGAN—This piece of equipment—largest tractor shovel on rubber in the world—arrived in Portland last month after a rail journey from Michigan via the Maine Central's Mountain Division. A \$60,000 consignment to the J. R. Cianchette Company, Pittsfield, the tires alone are worth \$7,800. On hand to greet it were, left to right, MEC freight traffic manager Merrow, assistant to the president Clark, and Portland Tractor Company president Lawrence L. Murray, Sr.

The Case for the Railroads

(Reprinted, with permission, from the report of James F. Oates, Jr., president of the Equitable Life Assurance Society of the United States, to his company's board of directors.)

There has been a great deal of discussion of the "plight of the rails" and of the "railroad problem" but seldom are these phrases defined. In such a generalization there lies a serious mistake which does a disservice both to investors and to a very large part of the railroad industry. There are many variations among railroad companies, and the "problem" is not that the railroad industry as a whole is losing money or that it is "on the way out" but rather that it has not earned sufficient return on its investment to modernize its properties and build adequate reserves. It has been on a starvation diet, averaging only 3.6 percent return on property investment since 1920.

The industry has, however, reported net income in 64 of the last 68 years. Its freight traffic in terms of ton miles has shown substantial long term growth and the efficiency of railroad freight operations has shown steady improvement. The railroads are in fact our main source of low cost, volume transportation. Their average freight charges per ton mile are about 1.4c, compared with about 6.0c for trucks and 23c for airlines. Railroad charges as a percent of value of freight carried were 5.2% in 1956 as compared with 7.9% in 1929. The ability of the railroads to expand almost overnight was demonstrated during World War II. In 1942, the first year of our full participation in the war, the railroads absorbed the full amount of the tremendous increase in national freight traffic plus some of that which had to be dropped by trucks. It is these considerations that make the industry indispensable to our economy in both peace and war and make necessary the entire country's whole-hearted support.

Reasons for the industry's low return are numerous, but among the most important are huge passenger deficits, lack of freedom of the managements to price their own product in competitive markets and the excise tax on common carriers. The first two of these problems stem largely from out-moded laws and regulations of the 1800's when the railroads enjoyed a practical monopoly. Innumerable passenger trains carrying few passengers and showing substantial losses should be abandoned and, if the regulatory commissions would approve such abandonments, they would thereby contribute to better service at lower cost. The excise tax which presents the third problem originated during World War II and was designed to reduce unnecessary rail travel. It has never been repealed although the reasons for its existence have long since vanished.

Among the favorable factors it is noted, first, that there seems to be a growing awareness on the part of lawmakers and regulatory bodies that steps should be taken toward treating all forms of transportation more equitably. Furthermore, while the wide use of diesel engines has permitted

important operational savings, there are other possibilities for further significant savings. One of these is in track maintenance, which is being reorganized and increasingly mechanized on almost all roads. While this change is not so dramatic as dieselization, track maintenance consumes from 10% to 20% of gross revenues, and even small increases in efficiency at today's high wage rates produce large savings. Likewise savings from mechanization of clerical work are being realized, with much room for future improvement.

If, along with these developments, the railroads were given greater freedom to adjust their own rates to meet competition, and to set special rates on volume shipments of freight as they do in Canada and, if the excise tax on common carriers were repealed, earnings would increase and again substantial service and cost benefits would accrue to the public and benefit the country as a whole.

UP THE LADDER

The following promotions have been announced in the Accounting Department:

Martin A. Holmes, assistant to the Comptroller.

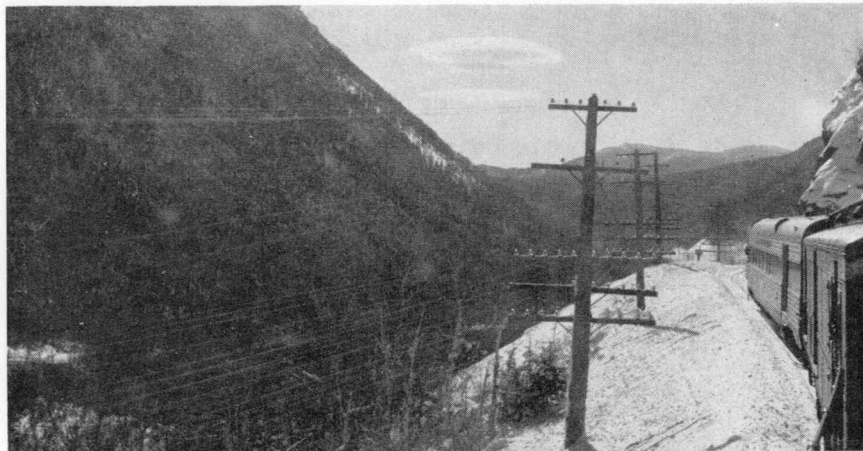
Stanley W. Watson, chief clerk to the Comptroller.

Clifford P. Hawkes, Jr., general statistician.

Paul Crawford, disbursements statistician.

Final Mystery Picture

The final Mystery photo (No. 32) in the January-February issue apparently was a real mystery. Only one reader wrote in to identify it as the main line and yard tracks at Beecher's Falls, Vermont. He was Preston S. Johnson, 34 Thorndike Street, Concord, N. H.



FLYING SAUCERS?—It could have been an invasion from Mars, or maybe a Martian research team checking the operation of Number 162 through Crawford Notch, but it turned out to be just two saucer-shaped clouds.

MEC Knights of the Rails



OFF TO BOSTON—WITH A HELPING HAND—Maine Central Engineer William Fisher of South Portland added the thrill of a close look at a Diesel to the thrill of a train trip for six-year-old John Jay Lindsey of Ellsworth Falls. The lad and his parents, Mr. and Mrs. John J. Lindsey, were bound for Boston and heart surgery for the boy.

Two Maine Central engineers won public recognition for acts of generosity this past month . . . in a time when such humankindness is just a little easier to find than a hen's tooth or a small needle in a large haystack.

Both incidents happened on the Eastern Division.

One began when six-year-old John Jay Lindsey and his folks boarded the train in Bangor, bound for Boston.

Engineer William Fisher of South Portland looked the lad over and decided the odds were good that he would be thrilled by a close look at the cab and controls of Diesel 707. Engineer Fisher was right, and up in the cab, the boy's eyes brightened with excitement.

Bill Fisher showed him the throttle and the whistle cord, the brake lever and the radio, the switches and valves . . . and when it was

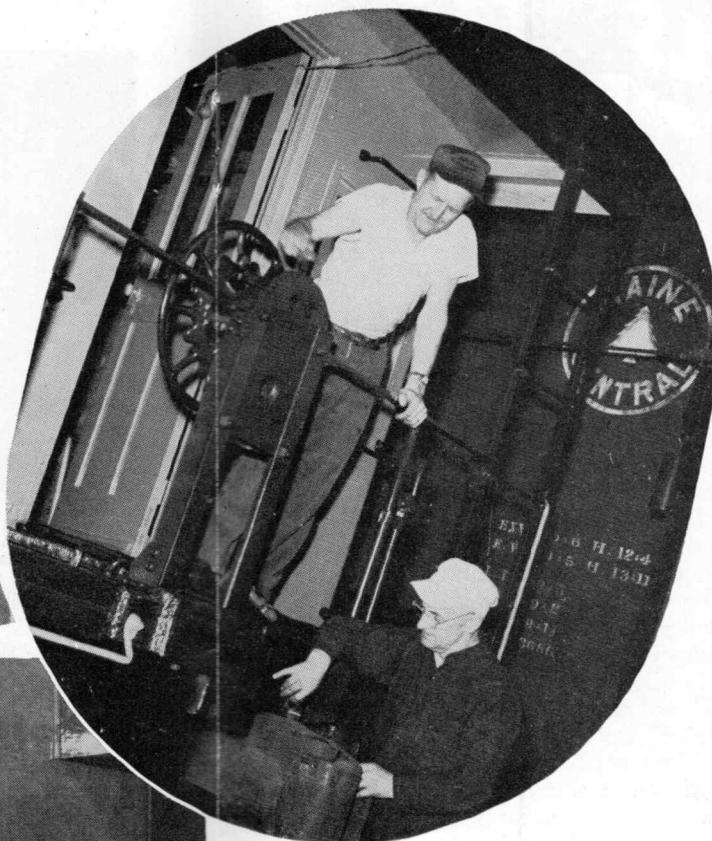
over, the lad was sure he could run the diesel himself.

Probably he could. He could, at least, if all it took was courage. John Jay Lindsey had plenty of that. He was headed for Boston and the Children's Medical Center for corrective surgery on his heart.

A few days later, Lowell A. Chapman of Rockland was at the controls of his locomotive headed from Portland to Rockland. As he neared the Birch Point road crossing in Wiscasset, engineer Chapman saw a car approaching the tracks.

The driver hit the brakes, but skidded on the snow-covered road, and the car slammed into the track-side signal post.

There was no collision, but engineer Chapman stopped the train, went over and helped Miss Carol Barker, shaken but unhurt, from her car.



CABOOSE

(Continued from Page 7)

Maine Central buggy rests on smooth-riding passenger trucks—with wheels and springs found under deluxe coaches. The jolt of coupling operations is diminished by the addition of shock-absorbing rubber draft gears, and the general comfort increased through use of a cast-steel underframe.

Interior finish, better furnishings and facilities make the new caboose something of a rarity in present-day railroading, and freight crews—men who work the trains through day and night in all kinds of weather—more than appreciate it.

Appearance of the spanking-new caboose has caused comment up and down the line, both from railroad people and from the general public.

Several miniature railroad fans have expressed interest, and one of them, J. E. Lancaster of the Maine Central Engineering Department, intends to duplicate the new caboose in miniature, adding it to his growing H-O layout.

To the men in Waterville, who built the new caboose from the ground up, the appearance of the trim and shining green and gold car at the end of a long freight is a lot of satisfaction.

FINAL TOUCHES ON NEW CABOOSE—Although many shops employees had a hand in it, the men in these pictures provided the finishing touches before the new caboose entered service on the main line. In **TOP LEFT**, Earl McCaslin paints the insignia, while Earl Burgess and Verne Belyea checked a coupling in **TOP RIGHT**. In **LOWER PHOTO**, Earl and Verne complete interior work.



By KATHRYN McMULKIN

SPRING! Beautiful Spring! I hope, as you read this, it is a lovely day, the sun high and warm and the smell of Spring everywhere. As I write, it is far from that — it is Sunday morning, about 10.30 A.M., and I am on the "State of Maine" enroute Portland, after a very brief trip to New York, where, on arrival (four hours late) I was greeted by a healthy blizzard, several inches of heavy wet snow having fallen, and the winds gale force. I was disappointed, of course — first, because I was not dressed for rugged weather, and second, the week previous New York had enjoyed temperatures in the upper forties, even lower fifties.

Well, I went directly from the station to my hotel, dropped my bag and started out, and I must tell you this, as I got a kick out of it. I caught a cab at the hotel door and told the driver to drop me at Lord & Taylor's, and rather thinking out loud said "I'll get a pair of overshoes and head covering and then I'll be able to cope with the weather." After a minute or so of silence the driver said — "Now, I'll tell you what we'll do — you don't want to go to Lord & Taylor's for overshoes, you want to go to Macy's, get 'em cheaper." I really wanted to go to Lord & Taylor's because I had some shopping to do there, but I said "OK" and off we went. Pretty soon he asked "Where you from?" I said "Maine" and I guess that did it. He drove up to Macy's, a side entrance, and he said "Now, you sit right there". I sat. He opened the door on the street side, I was busy getting my fare ready, and before I knew exactly what was happening, he lifted me out and set me down right at the door — never once did my feet touch the wet pavement. Now, wasn't that kind? Doubtless I looked like a lost soul to him, nevertheless I did so appreciate his kindness.

I was traveling solo, so could go where I wanted, and I did have fun— my main purpose, of course, shopping. It was difficult, against the wind, opening heavy store doors, but once inside you were greeted by Spring in all its glory — daffodils, pussywillows, Easter Bunnies, beautiful colorful displays everywhere — it was like stepping into another world.

Now I am homeward bound. The signals are out, we are proceeding very cautiously and they tell me will be about four hours late. However, I am most comfortable, have just had a nice breakfast of juice, toast and coffee served me, and of course, could not be happier as I am visiting with you.

Wish I could see you in your Easter finery — you will look so smart and beautiful, and that's for sure. Now, have happy thoughts and be good, especially to each other, and we will visit again real soon. 'By.

Fairfield Feed Plant Enlarged



FEED PLANT SIZE DOUBLED—The enlarged Wirthmore Feed Company bulk plant at Fairfield now receives and handles twice its old volume of poultry and dairy feeds for central Maine farmers.

Completion of a \$50,000 addition, said Manager Lloyd Moran this month, has doubled storage and handling capacity of the Wirthmore Feed Company bulk plant at Fairfield. And with the growth of the plant, he said, came a proportional increase in service to his poultry and dairy farming customers throughout Central Maine.

The construction — completed in early winter — about doubles the

size of Wirthmore's Fairfield operation, and makes possible a daily in-and-out handle of between 100 and 150 tons of feed.

The plant receives an average of 25 cars weekly from Brattleboro, Vermont, via the Maine Central.

Besides the enlarged plant at Fairfield, Wirthmore operates three other Maine facilities — at Thomaston, Waterboro and Bangor.

THE FAMILY Grapevine

GENERAL Offices

By ERNESTINE V. MILLER, AL. KENNEDY and DORIS THOMAS

Members of Machine Accounting Office celebrated Valentine's Day with a party at the home of Virginia and Walter Lee. Entertainment was the 'Charleston', performed by ????. Charles Clark competed with Paul Bunyan, narrating hunting tales. How about a repeat, "Ginny," or do we need a special occasion? Virginia invited Lillian Grenier and Marion Adler over on February 11 to decorate her rumpus room with hearts and cupids everywhere.

A new member of Machine Accounting Freight Office is Tom Baldwin, a transfer from the third floor payroll department. Another new member in the payroll office is Clyde W. Luce, Jr., transferred from Waterville. Sally Peasley, formerly of the Freight Section of Machine Accounting, has also gone into the Payroll Office. Welcome aboard!

The Car Accounting Division of Machine Accounts has moved into its own offices, formerly occupied by Public Relations. The latter is now in Room 227.

Mr. and Mrs. John P. Flaherty are proud parents of a son, Patrick Michael, born February 17.

Grover Clukey and family spent a recent weekend at Lincoln, Maine.

Charles Clark spent one afternoon in the pouring rain, looking for his lost cat, and this was topped off by his home being burglarized. The culprit was eventually caught, and the stolen articles returned to Charlie.

The engagement of Marion L. (Perkie) Perkins to Charles Beaulieu of Livermore Falls is announced. A late spring wedding is planned.

Virginia Lee is the new Treasurer of the "Sunshine Club," succeeding Barbara Gain, who has done a very successful job of managing this club.

William Welch of the Disbursements Office is going to be 'Father of the Bride' again—his daughter, Joan, a student nurse at Deaconess Hospital, Boston, announced her engagement recently.

Richard Esty is sporting a new bronze and brown Ford Station Wagon.

Everyone was glad to hear Virginia Wallace's husband, John, came through his recent operation with flying colors.

Bob Clarke is passing out candy and cigars, announcing the birth of a boy on March 11 at the Maine Medical Center—his third boy. Welcome additions to the Disbursements Of-

fice, socially as well as personnel-wise, are those fellows from Waterville—Dick Esty, Dick Luce, Dick Greene (that's right—three Dicks), Reg Roy, Reg. Libby, and Bill Woods. Another newcomer to Disbursements is Rudy Currier, recently transferred from the Boston and Maine. Al Chapman has just returned from an early vacation, basking in the Florida sunshine.



Claiming title to this nine-point buck shot in Freeport last fall is David Garland, four-year old son of Frank E. Garland, Rigby Engine Dispatcher. Just because dad was along at the time, he is taking credit for the actual shooting, but Dave's aunt, Sally Peasley of Machine Accounting, is putting her bet on Dave. However, many venison meals have been and will be cooked by mother, Phyllis Garland.

Charles Duncan, Auditor Revenues Office, is working with much discomfort, due to a broken ankle.

Beryl Farrar, stenographer in the same department, was recently out of work for a few days, suffering with the mumps. Four of her children also had them.

Charles R. Anderson, formerly of Union Station Ticket Office, is now employed in the Auditor Revenues Department.

Ruth Provencher, accompanied by Phyllis Haley of the Boston & Maine Offices, recently spent a weekend skiing at Sugarloaf Mountain.

Barbara Airey drove to Washington with her sister who is employed there, and managed to escape all the snowstorms.

Several girls from the Auditor Revenues Department and others enjoyed supper at Carolyn's, with bowling afterward. Lame joints not so enjoyable the day after.

Eugene Miller is enjoying his newly purchased home on Edwards Street, Portland.

Paul Landry broke down under the hammering of his office pals and bought himself a new hat. Of course, the storms right after he purchased it made it look almost like the old one.

Everyone enjoyed seeing Phyllis Haley when she visited the General Offices while on her vacation.

Everyone marvels at the way John Snell goes up and down the stairs at his age—and he can't fib about it, because his associates presented him with a cake and cards on his 87th birthday in January.

Heartfelt sympathy to Walter and Ruth Provencher on the death of their father, Simeon, a retired railroader.

The Auditor Disbursements Office has lots of twins and triplets—name-wise, that is: HAROLD—Haines, Cummings; GORDON—Carter, Wilson; REGINALD—Roy, Libby; RICHARD—Greene, Luce, Esty; ROBERT—Rounds, Clarke, Innis; SAMUEL—Spires, DiPhilippo; JOHN—Coyno, Michaels, Snell; JOSEPH—Gallant, Murray; WILLIAM—Welch, Brownell, Woods; KATHERINE—Donahue, Wallace; PAUL—Landry, Crawford; DOROTHY—Holly, wood, Smith. "Confoosing but amooising, ain't it?"

We understand Earl Russell, Purchasing Department, while holding an important telephone conversation not long ago, had the phone fall completely apart in his hand!

Gordon Williams, cashier, finally moved into his new home near South Windham. It had a rough christening, one of the bigger blizzards of the year coming the day after he moved.

Anson B. Stewart, P. T. Co., B. & B. Dept. Foreman, died March 4, after a long illness. He was employed as a carpenter in 1926 and was made foreman in 1944.

Eleanor G. Conboy, retired Engineering Dept. clerk, has just returned from a 3 months visit to Bell, Calif., where she visited her niece.

Phil Farley was out sick a few days, and it's good to see him back.

Mrs. Grace Verrill, Matron has returned from a trip south where she spent her vacation visiting her sister in St. Petersburg, Florida.

Waterville Shops

By "STEVE"

Pint sized cars have room to grow, And lots of pep and hustle. They can push big Mercurys stuck in snow, For details ask Don Russell.

The flu bug and other ailments have raised hob with the personnel at the Shops recently. Among those laid low have been Charlie Lawry, Otho Crowell, Ike Walker, Wang Emery (hospitalized), Dana Hinkley (Lahey Clinic), Herman Rimes, Alfred Cunningham, Harmie Moreau, Eddie Gurski (hospital), Stanley Young, Cliff York, Dick Sturtevant, George Beesley, Joe Pellerin (hospital), Perry Morse, Charlie Sweet (hospital), Lorrie Oleson, Gid Gagnon, Ralph Hassan, Bill Chase, Jr., and Alton Cook.

Car Inspector Leigh Ramsdell had the misfortune to fall on the ice and break an arm. Attending recent New England Railroad



INSTRUMENTMAN RETIRES—Chief Engineer J. W. Wiggins presented gifts from fellow workers to H. A. "Hod" Hayward, who retired in March after 39 years in the Engineering Department. Looking on, left to right, Alice Eliason, Ken Brann, Edna Crimmins, Phil Farley, John Corcoran, Joe Pelletier, Larry Harding, and retired co-workers C. A. Plumley and E. C. Ryder.



KEEPING THEM ROLLING—Manley Dixon inserts a new-type lubricating pad in a box in the car shop at Waterville.

Club Meetings in Boston were Supt. G. P. Silva, Foremen Chick Pooler and G. K. Stevens, Assistant Supt. Alden Finnimore and Foreman William A. Chase.

Laborer Sumner Holt has recently swapped cars and now has a '57 Plymouth.

There is an old saying to the effect that two people in constant association grow to look alike. We feel, doubtfully, that we should have been flattered when we were mistaken for our prominent Otis DeWilliam by the Canteen man. Had the "candy man" been a little more observant about head shapes he never could have made such an error. Anyway DeWilliam and the writer are mutually happy over the mistaken identity.

Machine Apprentice Wade Richardson, skiing at Sugarloaf, got his number 12s tangled up and fell on his ski pole. He had his glasses broken and received a severe cut over the eyelid.

Carman Helper Ot Ware has a snappy new Buick super hardtop.

Carman Helper Joe Banks has recently retired from his duties in the Freight Tool Room after some 15 years of service. Furloughed Helper Selden Bimpson has been recalled to fill the vacancy.

Machinist Helper Bill Peace slipped and fell on the ice necessitating hospitalization and X-rays.

Miss Mary R. Tilton, daughter of Electrician and Mrs. Lloyd Tilton, has made the Dean's List at the University of Maine.

Carman Frank Gravel had the misfortune to get a couple of fingers squeezed recently, breaking the bones.

Clerk Ken Snow, now at the Engine House, has a new Studebaker sedan.

Some of our Shop and Station employees were heard over WTVL during the recent "get out the vote" campaign before March 10. Speaking against the proposed tax increases were Machinist John Larracey, Clerk C. J. Begin, Laborer Archie Smith of the Shops, Clerk Gloria LaLiberty and Agent Maurice Flynt of the Station.

Shops employees were shocked by the announcement of the sudden death of Ernest Bickford March 13. 'Bick' had been retired since last April and had worked here for 50 years of which some 30 years were as Mill and Cabinet Shop Foreman. He had been interested in civic affairs, having served in the city government and in the police force. He had also been a deputy sheriff for Kennebec County.

Pretty Jane McCaslin, 15, daughter of la-

borer and Mrs. Don McCaslin, won second prize in an Erskine Academy beauty contest a few days ago.



Rigby Engine House

By ALBERT B. WETMORE

David Miller, a machinist of the early Rigby Engine House days, died February 28 after a brief illness.

Stores Department Clerk Arthur Mills was elected and installed as president of the Railway Clerks in this area. The ceremony took place at the Eastland hotel.

An epidemic of colds appeared at the engine house in February. Roy Haines, foreman on the first trick, had a relapse after coming back from a two or three day lay-off. He ended up a hospital case, with over three weeks of further convalescence.

Retired machinist Leslie D. H. Drew was a visitor at the shop. He tells us he is going to New Mexico to visit his daughter.

We have a new face among us, Electrician James Madjerec, who works the third trick.

Fireman Rankins Anderson, brother of Machinist Helper Walter Anderson has died. Walter Anderson was on sick leave at the time with a sprained ankle.

A nine pound boy, Michael Scott, was born to the wife of Machinist Helper Raymond Holmes February 11.

Machinist Kenneth Fletcher of the Waterville Shops assisted in boring the main bearings on Switcher 1001.

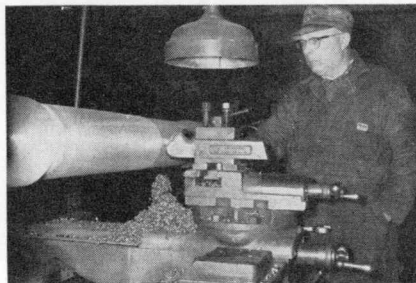
Foreman Frederick Lombard has a new Buick. There's one feature that delights his wife—the speed indicator warning buzzer.

Machinist Eugene Annett and Mrs. Annett started for Florida the day before our February blizzard, and were forced to get under cover near New York City.

Hostler Jimmy Ashley was in New York during that same storm while on a visit.

Machinist Helper Fred Bustin wrenched his back and had quite a painful week.

Mrs. Gladys Woodis, wife of Chester Woodis, a former Machinist Helper at the engine house, died February 22.



DOWN TO SIZE—Machinist Leslie Ward turns a journal in a lathe in the machine shop at Waterville.



LIFE SERVICE PASS—Nicholas M. Foley, center, general foreman, Portland Terminal Company, was presented his Gold Pass this month on entering his 50th year of service. Superintendent R. W. Williams, left, made the presentation, while Roy W. Matthews, general freight agent, looked on.

Mrs. George Beckwith, wife of Carpenter Beckwith of the B. and B. crew died February 25.

A request for blood donors has been posted on the shop bulletin board for former Machinist Ray Killinger.

The death of Foreman Anson Stewart, of the B. and B. crew occurred after a short illness.

The death of Walter Miller, brother of Machinist George Miller occurred in early March.

An innovation has been adopted on the Terminal. They are equipping the "Chore Boy" Tractors, which we maintain, for use of bottled gas instead of gasoline. This is to eliminate fire hazard around the freight sheds. Machinist Clyde Burnham is our maintainer.

Machinist Fred "Mike" Emery has acquired an addition to his racing stable, a 4 year old gelding, out of Canada. "Mikes" Scottish Zephr's record on Canadian, and United States tracks is well known.

The Safety Board reading at this writing is 28 days due to an accident to Machinist Helper Walter Anderson.

We received a visit from a former employee—one of our electricians—John Bevan. He is now located at the Bangor Engine House, where he is 3rd Trick Foreman.

Foreman Charles Tetreault, 2nd Trick, is out with a bad cold.

Former employee Eli Roma, blacksmith, visited the shop. While there he reported the birth of a great grand-child, David Willette, to his grand-daughter Alice Willette.

The engagement of Marion Ryder, daughter of Electrician Raymond Ryder, to James Mains has been announced.

Since this time yesterday, American railroads paid more than \$3,500,000 in taxes.



By JOHN J. KEATING

Conductor Petrie has purchased a new car and your correspondent was first guest to have a ride.

Retired Conductor, W. J. Monahan recently made a trip by auto to Canada, and plans to make another trip soon.

Engineer C. E. Reynolds has been confined at home by pneumonia.

Engineer Pitt Moores was a surgical patient at Maine Medical Center.

Engineer M. A. Lawrence also was a patient at Maine Medical Center, with pneumonia.

Hostler Guy Dinsmore has returned to duty. Fireman Domenic Maietta, has purchased a new home on Strathmore avenue, So. Portland.

Engineer Walter Stanton has returned home after a stay at Mercy Hospital. Sympathy is extended to the family of Engineer Rankin Anderson, who died February 23.

Mrs. Emile Morin has been a patient at the Maine Medical Center.

Retired P. T. clerk John Gurney and Mrs. Gurney attended a birthday party, honoring his sister, February 22 in Boston.

Conductor Ernest Biladeau has returned to duty after a long illness.

The Maine Association of Railroad Veterans met March 23 at Ednas Restaurant, Thompson's Point. Peter Garland, Mayor of Saco, spoke on current events, and M. Linwood Royal, president of the Maine Fish and Game Association, gave a talk on conservation and showed movies of wild life.

George Miles, of Belmont, Mass., former Maine Central trainman, was a visitor in Portland in March.



Retired conductor Carl Pierce found his overcoat to be a handy item in St. Petersburg, Florida, February 10.



Vanceboro

By HARRY D. DAVIS

Yardman Arlington R. Tracy continues to show improvement at his home. Clerk Cecil W. Beers has been at Charlotte County Hospital, St. Stephen, N. B., with a gripe infection.

Second Trick Operator L. M. Gray recently returned from Charlotte County Hospital. Retired Trackman H. B. Conrad was taken to Charlotte County Hospital March 11.

Waterville Station

By ELAINE KIRVIN and M. W. FLYNT

Spare Stenographer Marjorie Armstrong has been substituting at the Freight Office.

Bill Monroe has traded his Ford for a 1956 Mercury nine-passenger station wagon. Looks like we're going camping and fishing this summer!

Ray Coulombre traveled through one of our worst snowstorms to spend the weekend in

Massachusetts recently.

Maurice and Mrs. Thorne and family attended the wedding of his son Donald to Miss Edna Dyson of Allston, Mass., on Washington's Birthday.

Bill Monroe saw a hockey game in Boston recently between the Boston Bruins and the Montreal Canadiens.

Gid Veilleux, Track Repairman, has returned from sick leave. Section Foreman Bill Cowan of Clinton has also returned after being off sick.

Among those on the sick list are: Foreman A. M. Fletcher of Hermon Pond, Foreman P. P. Colson of Etna, Foreman Bill Varney of Winslow and Foreman F. L. Cowan of Newport.

E. P. Veilleux is Temporary Foreman at Hermon Pond while R. A. Beaulieu is Temporary Foreman at Newport Jct. Acting as Foremen are Guy Ellms on Corinna section and Ken Philbrick at Etna. W. Leroy Haskell has been assigned as Foreman on Foxcroft.

Edward C. Sweet died October 30th in Newport. He was a former B & B Assistant Foreman, retired several years ago. He was the brother of Elmer B. Sweet, Carpenter Foreman.

Ray Coulombre attended the A.R.E.A. convention held in Chicago in March and visited factories in Wisconsin and Michigan.

We wish to express our sympathy to the following: to the family of Charles J. Cowan, Trackman, who died February 13th; to the family of Donald R. Kneeland, Section Foreman, Foxcroft, who died February 1st, and to Mrs. Marie Paradis of the Armstrong Restaurant on the death of her husband, Romeo.

The many friends of Yard Condr. Harry Aldrich and Engineer Warren Noyes were saddened by their death. Sympathy is offered the families.

Condr. Lames L. Plummer is hospitalized for surgery.

Condr. H. E. Gibbs has returned to duty after a vacation trip to Florida with Mrs. Gibbs.

Agent B. J. Sirois and his wife of Clinton are spending few weeks in Florida.

Augusta

By E. E. WALKER

First Trick Clerk-Telegrapher R. R. Bishop has returned from a vacation spent at various Florida resorts. He reports a wonderful trip.

Spare Operator A. L. Reed relieved in the ticket office while Bishop was on vacation.

Retired bag-mailman Melvin Frost called in the office recently. "Mel" says he is enjoying his retirement and certainly looks it.

Gardiner

By F. CLYDE COOPER

Agent Leslie Soule has returned to work after spending his vacation in Washington, D.C., with his daughter, and in Florida with friends.

Signalman George Curtis was a recent visitor. George is looking good.

Freight handler Olin Gordon has had another new fender and grill installed on his car, after getting hit and smashing the front end of his car up.

The section men have been busy this past month keeping the switches and tracks clear of snow. A lot of snow piled up last month, but with the past few days of warm sunny weather, the ice has left the river and the snow has melted a lot, and the threat of high water is diminishing fast, for which we are all thankful.

P. D. Gross Extra crew has been here since the first of January working on the upper trestle on the Cobbossee branch.

Lewiston

By LILLIAN G. WHITE and STANLEY R. LIBBY

Former General Agent Bart Kirkpatrick has returned from Central Maine General Hospital where he underwent surgery. Our best wishes are extended for a speedy recovery.

Crossingtender Edmond Ouellette was off sick several days with an attack of the flu.

Trackman Wm. M. Goldrup, 27, died March 17 after a long illness. Bill had worked for the Railroad for 9 years at Leeds Jct. Sympathy is extended to all members of his family.

Truck Driver Aime Roy and Extra Crew Foreman Willard Weeks have the flu.

Leading Carman Gorham Gatchell has returned to work after a heart attack.

Checker Arthur Tardiff has been off duty a few days because of sickness.

Crossingtender Dave Field is on sick leave following a heart attack.

Crossingtender Ernest Malenfant, twice Mayor of Lewiston, lost his most recent political battle. Ernest was defeated after a vigorous campaign. Better luck next year, Ernest.

Our best wishes for a speedy recovery to Carroll C. Dodge, Foreman of Section 35 at Leeds Jct. hospitalized by a sudden illness. Floyd Towle, Asst. Foreman at Lewiston, has been filling in.

Trackman Furnel I. Hammon of Livermore Falls died Dec. 21, 1957. Deepest sympathy to all his family.

Joseph L. Bolduc has submitted his resignation after more than 30 years service as a Trackman at Lewiston.

Hector Jones, Foreman at Lewiston Lower, spent a snow-covered week-end in Boston. He took in the latest Cinerama there and also attended a Bruins vs. Montreal Canadians hockey game.

Plowman-Trackman Allen Bullock has returned from sunny Florida. We trust that Allen had 6 weeks of fun.



TRAINMEN'S AUXILIARY INSTALLS—New officers of the Portland lodge, Ladies' Auxiliary to the Brotherhood of Railroad Trainmen. Seated, left to right, Mrs. Harold C. Clark, Treasurer; Mrs. James A. Hayes, past president; Mrs. Matthew Kilmartin, president; Mrs. Daniel Kennedy, vice-president; and Mrs. Ernest Biladeau, secretary. Standing, Mrs. Norman Massingale, conductor; Mrs. Lester Libby, warden; Mrs. Leonard King, pianist; Mrs. Henry Coty, inner guard; Mrs. Arthur Rolis, outer guard; and Mrs. George Larsen, chaplain.

Mountain Subdivision

Bartlett, N. H.

Operator A. D. Oulton has enjoyed a three week vacation. He and Mrs. Oulton visited friends in Kansas City among other trips.

We all extend sympathy to Agent W. H. Burnell of Intervale, whose wife died recently. Walter now plans on a vacation and Operator Peters is expected to cover.

Car inspector H. E. Mackay is covering carman Leon Sanborn's job. Leon is ill.

Because of the illness of Section Foreman O. J. Beaudry at St. Johnsbury, Robert Lane is taking over temporarily.

Section Foreman E. O. Brill of Twin Mountain has retired. He was foreman at Fabyan and then at Twin Mountain for about 36 years. He started in 1888, was set up as foreman in April, 1921.

Operator A. E. Garon is enjoying the visit of daughter and husband, from Hawaii. Mr. Flynn is a technical sergeant in the Marine Corps. A baby son, Michael, is also keeping Granpa Albert busy and happy.



Grandson Mike



Retirement gifts are presented to Millard W. Bailey, at right, by Chief Engineer J. W. Wiggins. (Bailey's hobby of painting was the subject of an article in the June 1957 issue of the Magazine.)

Report to Employees

(Continued from Page 4)

effective January 1, 1957 on employees' wages up to a maximum of \$350 per month.

At the same time as employees were receiving a larger portion of our revenues the weighted average of prices for all materials we had to buy, exclusive of fuel, increased 1.4% over their costs during 1956.

Our total expenditures for materials and supplies in 1957 for Maine Central and Portland Terminal, including fuel, cross ties and lumber, but excluding new equipment, were \$4,356,518, compared with \$5,041,510 in 1956. Our ability to reduce our costs of materials during 1957 was helped immeasurably by the cooperation of those in all departments who understood the need for temporary austerity in purchases because of the lowered revenues.

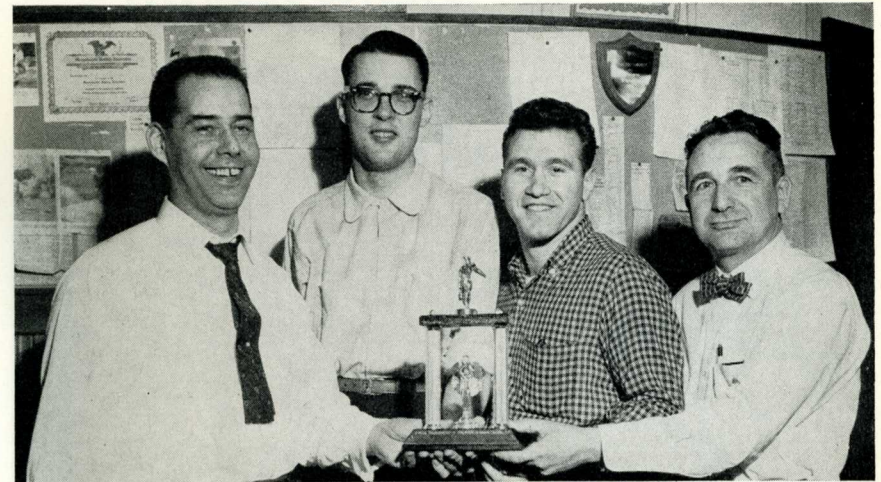
Two hundred new 40-foot, 50-ton capacity box cars were delivered to us in September and October of 1957. In addition 20 new covered hopper cars of 70-ton capacity were acquired in June, rounding out a fleet of 100 cars designed to meet the shipping requirements of the cement industry.

These are the highlights of "how we did" during 1957, as shown in the 36-page report to stockholders, which has just been sent to them.

I would like to repeat the closing lines in the text of that report:

"The Directors express their gratitude and appreciation to the many scores of railroad men and women who worked loyally and diligently in the Company's interest in 1957."

Top Railroad Bowlers



The Maine Central General Office bowling teams lost to B&M by 36 pins at Big 20 Alleys March 1 in a six string match.

Ronnie K. Jordan (left) had second high three, 319; and Cymbrid H. Fogg (second left) had high three, 342; and high single of 129. MeC bowlers Sam DiPhillippo, Aud. Disbursements Department (third left) had high three strings of 307; and Ed. E. Davis, Engr. Department (right) high single, 113.

The Maine Central teams blew a 96 pin lead on the last string when the B&M 40-man team bowled 3725 to 3591 for MeC. Over the 6 strings match, Blair Walls was high for total pinfall with 593. At Portland Ralph Gordon had high single 124; and Lennie Forest had high three of 329. Other high MeC bowlers at Portland were H. Maloy, 297; Stewart, 292; Gerry Shea, 291; P. Crawford, 291; and S. Spires, 290.

Among those RETIRING ...

Fred E. Grant of Hancock, ticket clerk, Bangor.

Joseph M. Banks of China, carman's helper, Waterville.

Horatio L. Clark of 7 Pillsbury street, South Portland, coach cleaner, Portland.

Clarence A. Jeffers of 62 Parker street, Brewer, chief clerk, Bangor.

William Maloon of Bowdoinham, District Two trackman.

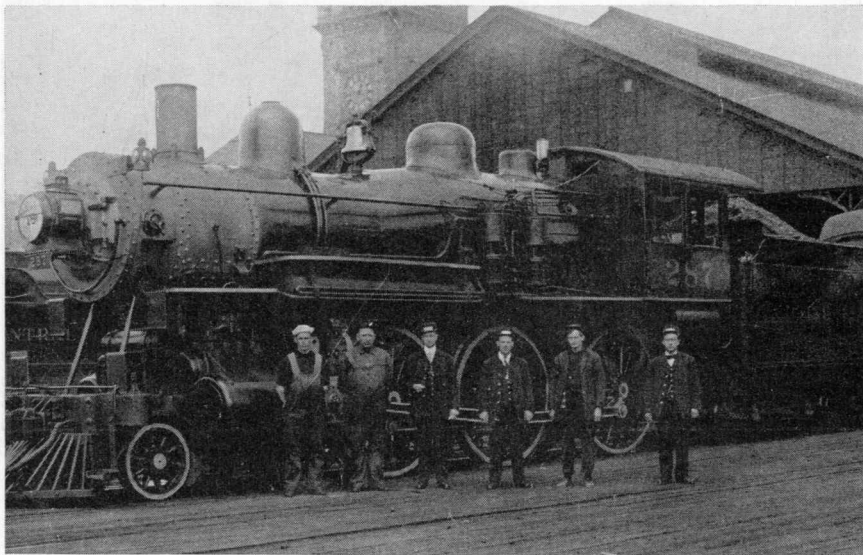
Anna M. Barnes, 88 Holm avenue, Portland, cleaner at the general offices.

Leroy R. Jellison, Amherst, a carman at Northern Maine Junction.

Horace A. Hayward, 92 Hamblet Ave., instrumentman, engineering department, Portland.



RAILROAD *Memories...*



IN THE GOOD OLD DAYS—Two Locomotives—said to be the largest and the smallest in use on the Maine Central in 1901—are shown at the Augusta Yard in top photo. Aboard the largest, Engineer Charles Barton, and sitting on pilot, Conductor A. W. Crosby. The smallest locomotive was switcher No. 1, with Engineer White and an unidentified fireman. H. Adelbert Wright, head brakeman on the freight, submitted the picture. TOP PHOTO shows a train crew at Portland Union Station 15 years later. Left to right, Fireman Leon Boynton, who supplied the picture; Engineer Tim Cowan and Conductor Gene Vaughn. Others unidentified.