In our financial report issue a year ago this month, each of the Maine Central's 3,046 employees was asked to assume the individual responsibility his job represented in running the railroad.

You ran your Third-of-a-Mile Railroad (your actual fractional share of the Maine Central's 981 miles of road) and found that when realized in terms of your own pocketbook, profits from operating a railroad were small.

You faced certain known problems in 1951. Despite the fact that from what little money you made, you had to continue to improve your railroad, you also knew you'd have to find the money for wage increases. And it happened. Early in the year a basic wage increase was granted and later there were cost of living increases. You also knew you'd probably have to pay more for materials and supplies to keep the Third-of-a-Mile going.

Increased Federal income taxes really hit you last year, but for your railroad, that tiny fraction of a mile, they jumped more than $185 over what you had to pay in 1950.

How then, did you do as operator of your Third-of-a-Mile Railroad in 1951? Despite the increased cost of doing business you have a right to be proud of your railroad's record, you increased your net income over the previous year.

How did you do it? Two things were responsible.

(1) You were able to do better in '51 because you had a greater volume of traffic and an increase in freight rates. It meant that your revenue sources, the industrial and manufacturing plants on your lines, were working hard and producing goods at a comfortable rate.

(2) You participated in the savings effected by complete dieselization of the Maine Central's Mountain Subdivision. It was this move that held your actual increase in operating expenses to $4,364. Just multiply your share to make the Maine Central's figure and you'll see that their operating expenses increased more than $1,392,000 in 1951.

Actually, as railroads go, your Third-of-a-Mile and the parent Maine Central earned a 4.11 per cent return on property investment, better than average for the industry. It's still however, below the six per cent recommended as a fair return for railroads, and doesn't make up for all those years you were lucky to earn as much as three per cent.

Keeping the facts we've already learned in mind, let's see how, and from what sources, the Third-of-a-Mile Railroad—your railroad—earned its living in 1951.

Your railroad's principal revenue producer dollarwise in 1951 was paper—newsprint and printing paper and other paper articles. The Maine Central handled 42,996 carloads of paper last year for which it received a gross revenue of $3,859,374. The Third-of-a-Mile's share was almost 14 carloads.

Your second largest revenue producer was pulpwood. It's biggest in tonnage and a close second in dollar value to you. On your proportionate basis you were up six carloads over 1950 and the Maine Central hauled some 20,776 more carloads of pulpwood in 1951.

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Completing the Three P's were potatoes. The Third-of-a-Mile hauled about 10 carloads and the Maine Central 30,623, which was 1,008 less than 1950.
TOTAL INCOME

Now let's take the money your railroad earned from other revenue sources. Carrying passengers comes next, then mail, milk and express in that order. There's also incidental revenue; rentals from buildings and other properties, demurrage charges, station and train concessions.

What did these bring you in dollars and cents, and from what you received let's see how much you had to spend to run your railroad in 1951.

The Third-of-a-Mile Railroad received $7,488 in freight revenue last year. Passenger revenue brought you in $519. Here you discover an interesting item. Your passenger train service has been operating at a loss since the end of World War II. It's been a headache, because it's an actual fact that on the basis of all the income you receive from passenger service and expenses charged against it, it has been costing you $1.77 to produce $1.00 in revenue!

But there is a glimmer of light. Between 1949 and 1950 you saw your passenger business drop 13 per cent. You took the bit in your teeth. While the cost of every other single item in the Nation's economy was going up, you cut the price of what you were selling — transportation — back to two cents a mile for Five Ride tickets. Your faith in them appeared to pay off because between 1950-1951 your passenger revenue fell off only 1.5 per cent.

Mail revenue for 1951 was $310, a decrease of $102 for your railroad. The Interstate Commerce Commission gave your road, and other railroads, an increased rate for handling the mails but the volume of mail decreased.

Carrying express brought in $60 and transporting milk another $77. These items plus the $330 you received from all the other sources previously mentioned, accounts for the $8,784 of total income your railroad earned in 1951.

"EVERYTHING'S GOING UP!"

But here you go again. Most of what comes in must go out. Money paid out in wages took nearly half your income in 1951. You paid your employees $3,933. It cost the Maine Central $11,979,631 for wages and salaries in 1951, not including the share of the Portland Terminal Company payroll.

As an individual you've felt the pinch of the increasingly high cost of living. Despite so-called controls by Government, prices for everything inched higher and higher. This is one of your railroad's serious problems, because although it has to pay more for what it buys, it cannot get more for what it sells.

Materials and Supplies—the hundreds and thousands of items needed to run a railroad—went up last year. Take a common railroad tie. On your little Third-of-a-Mile Railroad you paid $133 for ties last year, $19 more than in 1950. The Maine Central paid out $405,089 or an increase of $57,922. The cost of a single treated tie has jumped from $1.90 in 1941 to $4.02 in 1951! One hundred and fifteen-pound rail has increased $9.14 a ton in three years. Spikes have gone up $1.00 a hundred. A single switch stand costs $12.50 more! A 15-foot switch $73.60 more apiece!

"THIS FIGHT'S GETTING TOUGHER EVERY YEAR!"
Taxes, now your second most costly expenditure, took $1,119 of your income. State and municipal taxes cost you $304. Tying in with decreased mail revenue, you realize that here too, your tax money as an individual and as an employer goes to build highways for your big truck competitors and airports for the airlines. Federal taxes including employes' pensions, and unemployment insurance, both of which increased, accounted for $809, or $198 more than in 1950. The Maine Central's tax payment was $3,407,133.

As operator of the Third-of-a-Mile Railroad in 1951 you did pretty well. You increased your net income and your return on property investment. You have another record of which you may be proud. Your operating ratio is the lowest in eight years and stands among the lowest of any railroad in New England. Operating ratio is the percentage of operating revenues required for operating expenses. By establishing a low operating ratio it means you’re running your railroad efficiently.

How are you able to do this, knowing that costs have gone up? The answer is the diesel, and more particularly dieselization of the Mountain Subdivision. Your statistical chart shows that in one week in 1950 when you were hauling with steam on the Mountain, it cost you 345 cents to produce 1,000 gross ton miles of service. In that same week in 1951 with diesels it cost you only 124 cents! There, you realize, lies one of the big differences between showing a profit and just breaking even.

If that’s the case, what about completely dieselizing your railroad? Will it save you more money? If you decide that it will, consult with your bigger counterpart the Maine Central. They’re thinking of it too, but 21 additional diesel units needed to effect further savings cost in the neighborhood of $2,000,000. On the basis of your earnings and with the obligations you have to the people that invested in you, you’ll have to decide if you can afford to do it, or conversely afford not to do it. You’re also going to have to pay your Third-of-a-Mile Railroad’s share of the $1,344,487 the Maine Central spent for 250 new box cars delivered in 1951, plus the $85,000 each, 15 new cement cars ordered for this year will cost.

Although minor items, money paid out for loss and damage freight claims and personal injuries are an unnecessary expense. At a time when the high cost of living is hitting you in your pocketbook, you wouldn’t deliberately throw $87 away, would you? And then find it was even a couple dollars more than you threw away last year? Well, that’s just what your railroad’s doing when it pays the amount of money out it did in 1951 for loss and damage claims to freight. Every nickel spent on loss and damage claims is sheer waste that could have been avoided with a little effort on somebody’s part.

You know, and your employes should know, that most carload damage comes from careless switching. Why slam the cars in when “walking” them in at not over 4 mph would save you needed dollars? Make sure that containers and crates bear the proper markings. This little extra carefulness, consuming a few seconds, may save days tracing lost shipments. Extra care in loading and handling at freight houses, too, can whittle down this wasteful loss of money. The Maine Central’s bill for freight claims last year was $111,797, an increase of more than $6,700! Make sure that you, and your Third-of-a-Mile won’t be responsible for such waste in the future.
You've seen most of what you took in and paid out to run the Third-of-a-Mile Railroad in 1951. In short, your railroad earned $8,784 for you in 1951 and your expenses were $8,458. Subtracting the two you find your Net Income for last year was $326.

To bring your Third-of-a-Mile to its proper size, just multiply your share by 3,046 employees who hold a like share, and the 1951 financial story of the Maine Central Railroad appears. The amounts are bigger, but everything is true on a larger scale. The company's gross revenue was $26,756,595. It paid out for operating expenses, taxes, rental and interest charges, reduction of debt, etc., $25,762,863 leaving a net income of $993,732 compared with $861,173 in 1950.

While you are entitled to the first flush of pride in your individual share in the Maine Central's 1951 record, your Third-of-a-Mile and its bigger counterpart have definite problems to meet in the next few years of running a railroad.

Be proud of your railroad's 1951 record, but acknowledge your own individual responsibility to continue to operate your railroad efficiently while providing the best service. Recognize that a railroad's profits are indeed small in the face of rising costs and need for continuing improvement. In the years ahead consider that your Third-of-a-Mile Railroad represents your share in the Maine Central Railroad's future. Be determined that, given an equal chance with other forms of transportation and given the right to run your own business unfettered by Government regulation, you'll still be in there transporting 60 per cent of the Nation's goods.
THE MAYOR

The personality of Leroy "Coke" Kane, Rigby engine dispatcher, is a welcome addition to every railroad social gathering. That his fame has preceded him into wider circles of influence was proved last month when Engineer Ben Berry, vacationing in Florida, dropped a post card to Coke addressed only to: "The Mayor of Libbytown" (a suburb of Portland). The mailman brought it right to Coke's door.

—Al Wetmore

CONGRATULATIONS

Maine Central railroaders who are participating in U. S. Treasury Department's Payroll Savings Plan may congratulate themselves that their faith in saving for defense and future has established our railroad as No. 5 among 40 railroads in the Nation having more than 1,000 but less than 5,000 employes.

Some 1,250 Maine Centralites are exercising the qualities of thrift and good judgment by participating in the Plan. Their combined efforts result in a healthy 32 per cent participation rating, well above the national average of 23.8 per cent for railroads.

Currently the Treasury Department is suggesting that those railroads now having a better than 20 per cent participation rating, strive to reach a goal whereby at least half of those employed join the plan. Members of the Maine Central family not using this simple and rewarding method of saving, might do well to investigate its advantages.

PERFECT SHIPPING

April holds special significance for every railroader who works with freight and freight equipment. This April marks the 16th annual campaign in which railroaders, shippers and others concerned with transportation, pool their efforts in trying to achieve perfect shipping.

Careful shipping is an indispensable keynote to good customer relations. If, through anybody's fault, a shipment arrives damaged or in a mess, we may have lost a customer for good—that is for bad.

Prevention of loss and damage is a downright challenge to each individual's ability. It has been proven that much of the damage is caused by switching cars at too great a speed. Good switching calls for a combination of know-how, judgment, skill and care.

We know that bringing cars together at a speed greater than a brisk walk, not over 4 miles an hour, causes damage. For example at 8 miles per hour the impact isn't 8 times as great as at 1 mile per hour, as it might seem. The impact force is 64 times as great. In other words, the impact doesn't merely double itself — it squares itself.

Our freight claim loss and damage increased last year and wasted needed dollars. We can do better.

THE COVER

April does not mean spring flowers to Mountain Subdivision Section Foreman Charles J. Griffin, but April showers do mean melting ice and snow up through Crawford Notch and an unceasing vigil by Griffin and his crew must be maintained. Our cover this month shows Griffin's home at Willey Brook Bridge huddled in the forbidding shadow of Mt. Willard. The photo was taken by Editor-in-chief Cliff Somerville from the fireman's window as Train 162 made its way to St. Johnsbury last month. Engine crew were Charles J. White, engineer; and D. L. Toothaker, fireman.
PROGRESS ON THE MAINE CENTRAL IN 1952 shown in these scenes of industrial and mechanical progress. (1) Unloading 6,254 tons of Canadian newsprint from the Norwegian motorship Elam Hope at Portland Terminal Wharf Three and (2) loading the 8,600 rolls into cars that were moved out in 40-car lots totaling 260 carloads (3) Relaying 100-lb. rail with 115-lb. rail on the Maine Central’s main line at West Falmouth affords this view of the Engineering Department’s teamwork in operation (4) DR-2, the Rumford-Rigby day freight moves in PTCo. yards with carloads of newsprint and printing paper from the Oxford Paper Company mill. (5) New plant of the Quincy Market Cold Storage Company at Deering Junction will have a new spur track to serve as entering on the fill visible at upper left (6) New multiple turmp purchased by our company last year in service ballasting at Georges River on the Rockland Branch (7) Filling a ditch for an underwter drain installed in conjunction with ballasting operations at Cumberland Center (8) Typical of the many smaller industries developing on Maine Central lines is the warehouse of Dunham and Hanson at Bangor (9) Another of the paper companies which the Maine Central serves is the Pejepscot Paper Division of the Hearst Publishing Co. at Pejepscot, Me. (10) Continuing improvement of track includes hardening of rail ends by this welding machine (11) A new 1,000 hp diesel switcher purchased during the year for service on the Eastern Division
Augusta
By E. E. WALKER
Augusta Station is celebrating its 100th Anniversary this year. The first regular service on the old Portland & Kennebec was inaugurated on Jan. 1, 1832. They say "the first 100 years is the hardest." Clerk Betty Achorn was on vacation and together with her husband Dick Achorn, third track operator at Waterville Passenger Station, spent part of the time in Rockland and at Boston taking in the Flower Show.

Mrs. Wilbur's "Athle" Bryant, formerly clerk office here, is on a business trip in New York while Betty Achorn was on vacation.

House mains, former Railroad Express Agent here and now retired, was a recent caller at the office looking sleek and hearty, and anticipating considerable touring this Summer.

Business took a spur recently and the second Augusta road switcher was set up for a few days. Conductors Fred Poulin and Sterling Fisher were quite busy with spare crews.

Sorry to hear retired Freight Handler Arthur C. Davis has been laid up with shingles and has had an early recovery. Understand Clerk Telegrapher Don Reynolds has gone back on the Boston Red Sox after an absence of 2 1/2 years. Which is it now, Don, Yankees or Indians?

Conductor George Green of the road switcher was off a few days this month, relieved by Conductor Elmer Stetsen.

Gardiner
By M. L. SANBORN
Station Agent David Cameron completed 50 years of service at the Maine Central on Feb. 28. Congratulations, Dave, from all of us. Dave looks sleek and hearty at this time and I am sure we all wish him a long life.

One thing sure in this life of ours besides death and taxes is that Operator Wendell B. Lewis will show up at the station with company promptly at 9 o'clock every Wednesday morning. There is no question who is the "Big Boss" in the Lewis residence on Pope Street.

Operator Eben M. Lord has been walking to work this week as the front tire of his car blew all to pieces of his way home the previous week. Eben is in the market for a good used tire.

Baggage Agent Olin Gordon has recently purchased a brand new burglar and fool proof alarm clock and is now direct or orders from his wife. His spouse almost missed the Augusta bus one morning last week because of the fact that the alarm clock failed to go off. Olin claimed he set the alarm but his better half said otherwise and the old clock is resting on its back in the Kennebec River while the new one resides in its place on the mantel.

Due to the shoveling and sweeping efforts of Crossing Tender Leon Hunt, James Donovan and Herman Walker the crossing shanty made its appearance last month. The shanty was almost completely buried by the big snow storm in February. Section Foreman Fred Poulin and his crew have been replacing planks in the one frame platform this week.

There will not be so many ashes to haul away this Spring from the furnace pile as Signal Foreman George Curtis has been using some on his driveway. It seems that a certain party uses the family car in the daytime to go to the store for a loaf of bread or a can of dog meat and due to the icy condition of the driveway is unable to get back into the garage and so George makes nightly trips to the station for a can of ashes to remedy the condition.

Engineer Harry Pettingill parks his car on a 20 per cent grade in the station yard nights in order to get a good running start. Somebody put an earnest looking young man in the back window of Harry's car and being made of Scotchlite material shows up quite well.

District Sales Representative John Carroll of the Railway Express Agency called at the express office this month.

Signal Maintainer Fred Pickens just filed his 15⅝ income tax return in time to meet the March 17 deadline. Congratulations, Fred.

Waterville Station-Yard
By M. W. FLINT
Operator Richard Achorn was on vacation, relieved by Operator E. O. Walton of Skowhegan.

Sympathy is extended to the family of Retired Conductor Wesley W. "Pat" Jacobs who died recently.

Equipment Supervisor Harold A. Thygne was in Chicago attending a convention.

Machine Operator Oral Perry was in Mil hindocket following the blizzard of Feb. 18, where he assisted in clearing Bangor & Aroostook tracks.

Stenogs Connie Binette and Elaine Ker vin have returned from vacation in Florida and Cuba. A most enjoyable trip is reported.

Operator H. L. Darby has bid in third trick yard job in town.

Carman Maurice Thibodeau has returned to the rip track after subbing in the yard for Roland Dorval.

Carman Helper Roland Wyman has moved from the Sidney Road to Prospect St. Carman Helper Bill Otis is sporting a new car.

Foreman Eddie Johnson has sold his one-half ton truck to Nubert Estabrooks. Laborer Joe Grandin hit the jackpot with a 21-inch tougue at Mooselook Lake.

Paint Foreman Lawrence Campbell, Stockroom Keeper Ralph Giroux and Laborer Peanut Lombier have all purchased new outboard motors.

Painter Henry Pooker has taken the pension and will assist his son Charlie in his new Sporting Goods Store in Oakland. Carman Helper Mike Doherty has a new car.

Carman Roland Dorval has been discharged from the hospital and has returned to the yard crew.

Carman Jimmy Bickford "took in" the Ice Capades in Boston and Cuba. A most enjoyable trip is reported.

Signal Foreman Larry O'Dell has returned home from a prolonged illness.

Machinist Perry Morse has been hospitalized as the result of a fall on the ice, causing a leg injury.

Painter Cleo Frappier has returned to work after a long illness.

Paint Foreman Eddi Gurski visited Boston recently. Mrs. Gurski attended a meeting of The National Association of Nurse Anesthetists.

Retired Machinist John Faas acted as moderator for the Benton town meeting, March 1.

Cpl. Sherwood Gleason of Muroc Air Base, Cal., has been visiting with his parents, Carman and Mrs. Henry Gleason. Sherwood brought his new son, Sherwood, Jr., aged four months.

Chief Clerk Lillian McCurdy and Mrs. Ivy Brackett were in Boston viewing the Flower Show.

Rockland
By FRANK CARSLEY
Coach Cleon Rogers, Jr., Smith has been on vacation, relieved by Larry O'Dell.

Crossingtender John McLain is a patient at Maine General Hospital at Portland. General Agent and Mrs. F. L. Carsley have returned after several weeks' vacation in Florida.

Chief Clerk Lillian McCurdy and Mrs. Ivy Brackett were in Boston viewing the Flower Show.

Waverly Shops
By G. K. STEVENS
Hens must be paying off: Estabrooke has a new car.

Welder Al Desveaux has recently purchased a home on Merrifield Ave. Mrs. Glenn Walker, son of Carman Harold, is recovering from an operation for appendicitis at the Sisters. Glenn is stationed at Northport, Abbot Air Force Base; Foreman Phil Sherrard has a new car.

Clerk Carroll Stevens of the Diesel Store takes the groundhog literally as he has discarded his seven league boots.

Mrs. Walter Marson, wife of Tractor Driver Walter, is a patient at the Sisters' Hospital.

By M. L. SANBORN
Station Agent David Cameron completed 50 years of service at the Maine Central on Feb. 28. Congratulations, Dave, from all of us. Dave looks sleek and hearty at this time and I am sure we all wish him a long life.

One thing sure in this life of ours beside death and taxes is that Operator Wendell B. Lewis will show up at the station with company promptly at 9 o'clock every Wednesday morning. There is no question who is the "Big Boss" in the Lewis residence on Pope Street.
Harmony Branch
By ANN NEWCOMB
Agent J. Estes of Pittsfield has returned to work after a month's absence due to an operation. He is feeling in the pink of condition again.

Conductor C. F. Clukey on the Waterville-Harmony Extra was off from work for two days. Brother sections operation his daughter had in the Fairfield Sanatorium. We all hope the operation was a success and send her our wishes for a speedy recovery.

Agent ThomasMcDonald of Dennysville has had an operation on his Waterworks. Mrs. McDonald and son are remaining in Dennysville until the end of the school year.

Conductor Ralph E. Hall attended the funeral of his cousin, Miss Bertha M. Hall, who had been a school teacher at Brewer. Conductor Merrill Tucker of the Calais Local visited his brother, Sidney, in Rockland.

JOINING HER AIR FORCE HUSBAND
By JOHN MINCHE
One month was Mrs. Marion (Grant) Dow, SECTION CREW at Hartland includes, front row, left to right, Manly Howes and Andrew Fox. Rear, Foreman Harvey Fillmore, Hartland, had to hire nine extra men during the last storm. Hartland didn't see a train land, had to hire nine extra men during the last storm. Hartland didn't see a train land. The arrangement would ever be the same.

Mrs. Bell of Brooklyn, had a visit from Mrs. Bell of Brooklyn, had a visit from Mrs. Bell of Brooklyn. Miss Butterfield suffered a bad fall just outside the office door and came in saying she didn't think her anatomical arrangement would ever be the same.

Machinist Helper Peter H. McGlone says he never got married because he wasn't a "Union" Man. Told him I was going to put that bit of gossip in the Magazine and he told me the place where the Fire Department is ineffective.

Out at the Railroad Club supper the other night, Chemist Charles King and Electrician "Shag" Allen sat next to each other and I noticed every time Allen ate an olive he put that bit of gossip in the Magazine and said he was going to catch me. Told him I was going to catch me.

One day recently following the erratic, eccentric and peculiar weather we have been enjoying they bait and one more night fell just outside the office door and came in saying she didn't think her anatomical arrangement would ever be the same.

Recently received a very nice letter from Dr. Lincoln Smith of Columbia University. He says he has just had his annual vacation. A new employee at Union Station is Harold C. Johnson.

Newcomers in our family: Rhonda Jean, born Feb. 15 to Coach Cleaner and Mrs. G. H. Beaton and Alice Evelyn Kingsbury, born Feb. 23 to Coach Cleaner and Mrs. Willard A. Kingsbury.

Bangor Car Department
By C. A. JEFFREDS
R. B. Berry, carman, Bangor, has returned to work after being off duty on account of illness.

Camar Soldier R. E. Quinby has had his annual vacation. A new employee at Union Station is Harold C. Johnson.

Miss Pauline Damon, daughter of Section Foreman Frank Damon of Brewer and wife, will be married March 8 at the Church of the Holy Name, Elm Point, R. I., where his bride will join him.

Recent travelers noted: Electrician G. E. Butterfield, of Carman Helper W. H. McKay, son of Operator and Mrs. William H. McKay, spent a recent week end at his home here.

Calais
By P. D. ADAMS
Retired Seetionman Charles Smith has left Calais to make his home with his daughter. Mrs. Margarette Williams, in Boston. Alden McKay, son of Operator and Mrs. William H. McKay, spent a recent week end at his home here.

Bangor Motive Power
By CHARLIE LEARD
Bill Harrington, chief locomotive inspector for the company, came into the office the other Monday morning, with that cheerful air of his and said "Charlie," I just had one of those wash day breakfasts in one of your popular restaurants downtown!" Asked him what a washed day breakfast was and he replied: "You know, just tid-bits of all the scattered grub left over from the week before."

Miss Mary E. Roach, daughter of Engineer Harold Roach and Mrs. M. J. Roach, was married to Pfc. A. L. Kermaeode, Feb. 23, at Dow Air Force Base Chapel. Her brother, Seaman J. A. Roach, was best man. Kermaeode comes from Lincoln, Neb., and is current stationed at Dow.

Bennie, eight years old, was born to Electrician W. L. and Mrs. Wetherbee at the hotel, to Philadelphia to get his widowed mother. He is feeling in the pink of health and himself.

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Bangor M. of W.
By JOHN MINCHE
Many Maine Central employees in the vicinity of Old Town traveled to Portland, March 8, to witness the Old Town High
A RECENT WEDDING was that of Operator and Mrs. Ralph Coffin, Jr., at the First Congregational Church, East Millinocket. Mrs. Coffin is the former Arlene D. Reth, daughter of Mr. and Mrs. Wilfred Ruth. She is a graduate of Schenck High School and Gorham State Teachers College. Coffin has been teaching at Carrabassett Valley, Maine, has been called for duty in the Marine Corps, and at this writing is at Parris Island.

John McCoy is covering Miller's job during his vacation.

Carman John Bode, who recently returned to work after sickness is back on the sick list again.

Coach Cleaner Mary Geary has returned to work following her vacation and a spell in the hospital.

Helper Raymond Lawrence has bid off the job vacated by Jim Sproat at Cambridge Mills.

Carman Lorenzo Farwell is still on the sick list.

Carman Leslie Hamel is now a full-fledged second lieutenant on call in the South Portland Fire Department.

Sandra Louise Perkins is the new style in the Perkins family. Born to Carman and Mrs. Ivan Perkins at the Maine General Hospital, March 7.

Rex Yerxa, Merle Cook, Jr., Gary Downs, Donald Butts, Front, Steve Sweet and Dick Butts

A FOINE BROTH 'O' LADS at Portland Union Station

Carman Millie Laburge had two weeks' vacation for a couple of months due to a fall, expects to return to work soon.

Coach Cleaner Joe Chase who has been our sick kid since last August is back on the job.

Coach Cleaner Harold Miller is spending his vacation at the time Rigby was established under Master Mechanic Henry Southworth, and George Garrison, former Perkilton suddenly, due to a heart ailment, Feb. 12. He was employed at the Wallace Greenhouses, and usually made up all of our floral tributes.

We have another television fan in our midst. Machinist Ernest MacVane. That however does not take up all of Ernie's spare time as he has started spring cleaning early, by doing some needed papier and painting, in his home.

They do not form him any tougher than Carpenter Allan Pollack of the Bridge and Building Crew. He demonstrated this fact with saucers and cups on the roof of our recent blizzard. He resides in Portland.

Clerk John Welch was out sick for a few days due to a sinus attack.

Rigby Engine House had a representative in the recent state basketball tournament. Kenneth Ashley playing on the Cheverus High team. He is the son of Laborer James Ashley, and the nephew of Machinist Joseph Ashley.

Carpenters Helper George Beckworth of the B. and B. crew announces the birth of a daughter, Carol Ann.

The B. and B. crew have had considerable sickness, Guy Briggs, Donald Sinclair, and Scott Copp being ill. They are all back on the job.

Charles Gullip of the Stores Department name appeared in one of our local papers. He had one of his geese disappear during the recent storm, and had given it up for lost, when one day his daughter thought she heard a faint honk, honk, and upon tracing it down found the goose in an abandoned well.

Boilermaker Clair Libby underwent an operation during the month.

Machinist Helper and Spare Laborer Seth MacVane, one of our employees who transferred to Brunswick Engine House, has moved back to Westbrook. He commutes to Brunswick.

Storekeeper Didace Burke makes a trip to Westminster, D. C. to attend a safety meeting of the DAR.

Machinist William Reagan reported out sick recently due to a bad case of hiccoughs. Several remedies were tried to stop them. Finally the old paper bag trick did the job. A paper bag is placed over the patient's head, he keeps it there as long as possible, the lack of oxygen and the build-up of carbon dioxide does the rest. On the third occasion "Bill" came out of it.

Machinist Helper Milford has moved to his new address at 9 Stone Street.

Labourer Edward Thorne has turned in his d a u g h t e r Carrol Ann.

Machinist James Breck Jr., one of our employees who transferred to Brunswick Engine House, has moved back to Westbrook. He commutes to Brunswick.

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Machinist William Reagan reported out sick recently due to a bad case of hiccoughs. Several remedies were tried to stop them. Finally the old paper bag trick did the job. A paper bag is placed over the patient's head, he keeps it there as long as possible, the lack of oxygen and the build-up of carbon dioxide does the rest. On the third occasion "Bill" came out of it.

Machinist Helper Milford has moved to his new address at 9 Stone Street.

Labourer Edward Thorne has turned in his daughter Carrol Ann.

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The organization of Taboma’s held a buffet dinner in Boston March 6. Among the Maine Central operators attending was Ed Gallant, swing operator at Rigby and Cumberland Mills. The club had expected a larger turnout from the Maine Central boys and were somewhat let down. However, there will be another dinner some time in the month of May and any who wishes to attend please get in touch with Ed Gallant at Rigby.

Bill Graham, third trick operator at Deering Junction, is sporting a noticeable dent in one of his front fenders due to a mishap en route to work one night. Erick Gronlund, spare operator, has made an investment in a new car which he intends to enjoy this summer.

Mechanical Device Operator Margaret T. O’Donnell and sister, Mrs. Mary H. McCann, attended the Ice Follies in Boston, returning home just before the big blizzard started.

By JOHN J. KEATING

Pensioned Towerman and Mrs. Guimont made a visit to their daughter Mrs. Be- ton at Long Beach, Cal. Frank, for many years worked out of Bangor.

Crossing Tender Eddie Waterhouse, who met with an automobile accident, has returned to duty at the Congress Street tower.

A SENIOR at Edward Little High School, Auburn, is Bruce L. Let- terell, son of Lewiston Trainman Lutterell.

By BUD BURWOOD

Retired Engineman William Maney of Bangor was presented with a Fifty-year Membership pin at a meeting March 9 of the B.L.E. “Bill’s” family has a combined total of 154 years service on the Maine Central Railroad, including his Dad, and two brothers. On one occasion “Bill” hauled Train 25 in Van Pelt. “Brother Tom” hauled it to Portland and their brother-in-law, “Jack” Savo, took over and delivered Train 8 at Boston.

Retired Engineer and Mrs. Rogers of Bartlett, named Frederick Dwight Rogers. His Pa- namese for Jim Chadbourne on the spare crew.

Several of the boys have been off with a virus recently which has been common around here lately.

Retired Conductor Frank Cronin, who died at Long Beach, Cal. Frank, for many years worked out of Bangor.

Several of the train crew found them after a little searching. Retired Crossing Tender Guy Libby was a patient at a local hospital with pneumonia.

Maybe he'll get a larger turnout from the Maine Central Railroad from their kindness in sending flowers and sympathy cards at the time of her husband’s death.

Trainman Martin Sullivan was a patient at the Eastern Maine General Hospital in Bangor.

Crossing Tender Eddie Waterhouse, who met with an automobile accident, has returned to duty at the Congress Street tower.

At the time of this writing Benny Benson, second trick operator at Tower One, is vacationing in Florida. Maybe he will get a little sun on his face and be able to tell us about the big one that got away when he gets back. Jim Austin, spare operator, is covering his job while he is off.

Bob Faraday, first trick operator at Tower Two, is vacationing in Florida. This is a busy time of the year at the Union, and the operators are doing a good job.

Our sympathy goes to Mr. and Mrs. Er- nest F. Cooper (Florence Cooper, Marine Railway Clerks, has returned to his home in South Portland. Yes, we mean John S. McGarry, who was confined to the Maine General Hospital for quite some time. Don’t forget to drop him a card soon, it only takes a minute to write one.

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By Mary Morie, Ernestine Grimes, Lillian G. Small and Doris M. Thomas

March 10 the "welcome mat" was out for Leo R. Coyle, chief clerk in the Accounting Department, who had been on an extended leave of absence due to illness. Nice to have you with us again, Leo.

All sorts of changes this month in the Accounting Department: Acting Chief Clerk Martin Holmes dispensed Erroll Libby; Erroll Libby transferred back to Mr. Woodbury's office; Paul Crawford was reassigned to Mr. Coyle's Office; Theresa Slattery took over "Bucky" Gato's Job. and "Bucky" in turn is covering Robert E. Lee's work.

Clerk Grace Morrison was married to Dr. J. Douglas Thompson of Newton Highlands, Mass., Feb. 21, at Immanuel Baptist Church, Portland. A dinner party in Mrs. Thompson's honor was given by her associates March 6 at the Columbia Hotel, at which time she was given an electric percolator and a corsage of yellow roses. Railroad gals attending this event were: Mary Campbell, Betty McAlpin, Dorothy Ohi, Clara Read, Lillian Small, Amy Westcott, Gertrude Whitehouse, Gerda Gordon, Frances Panarese, Florence Bass, Patricia Connary, Ruth Haley, Margarette Holly wood, Marjorie Kelley, Ruth Kelley, Mary Plummer, Retta Shaw, Theresa Slattery, Ruth Pruchnow, Marjorie Sterling, Kleanthia Comboy, Ernestine Grimes. March 10 Dr. and Mrs. Thompson left for a month's va-cation in Bangor.

Congratulations to Operator Harry Hubbard and the former Gladys Farrar whose wedding was solemnized March 22 at West Falmouth. The bride is the daughter of Mr. and Mrs. George Farrar of Belfast. She is a graduate of Crosby High School and the Maine General Hospital School of Nursing. Operator Bob Ledgton was an usher.

FEBRUARY MARRIAGE was that of Barbara Bailey, daughter of Portland Engineering Department Office Assistant and Mrs. Millard W. Bailey to Clifford E. Stevens, Portland, whose wedding took place on Feb. 25 at the home of the bride's cousin, Mr. and Mrs. Donald C. Bailey of Stuart Street. Attending the bride was her sister, Sally, and Joseph Cormier was best man. She was given in marriage by her father. Ann, another sister of the bride, who is employed by the Maine Central Transportation Company as clerk, had charge of the guest book.

February weddings in February was that of Barbara Bailey, daughter of Portland Engineering Department Office Assistant and Mrs. Millard W. Bailey to Clifford E. Stevens, Portland, whose wedding took place on Feb. 25 at the home of the bride's cousin, Mr. and Mrs. Donald C. Bailey of Stuart Street. Attending the bride was her sister, Sally, and Joseph Cormier was best man. She was given in marriage by her father. Ann, another sister of the bride, who is employed by the Maine Central Transportation Company as clerk, had charge of the guest book.

Miss Bertena Bridge, stenographer, spent her annual vacation in Florida for a month. Certain-ly, had a good time, according to her cards.

FOUR GRANDCHILDREN of popular Portland Terminal Track Supervisor and Mrs. Elijah C. Ryder, left to right, Marilyn, daughter of Mr. and Mrs. Lawrence Harding (Viola); Marion, daughter of Mr. and Mrs. Raymond Ryder; Bruce, son of Mr. and Mrs. Francis Haldane (Virginia); and William, son of Mr. and Mrs. Frank Bryan (Leah). The latest, Cynthia, born to Mr. and Mrs. Haldane, and only one week old, does not appear in the picture. With a fi.ve group of youngsters like this, there is no time for boredom!

At the biennial convention of Maine Young G. O. P.'s, Ernestine Grimes was elected secretary to the convention, which was a lot of fun, with a good amount of work included! Later in the session she was elected to a two-year term on the Maine Council of Young Republicans, as the woman representative from Cumberland Coun-ty. Miss Grimes was also elected to the Portland City Committee later in March, and selected as an alternate delegate to the Republican Convention in Bangor, March 27 and 28.

Clerk Robert E. Lee was elected at his ward caucus as one of the delegates from South Portland to the Republican Convention in Bangor.

It is encouraging to report that Bookkeeper Frank Woodbury, who took a bad tumble in front of the General Office Building and received a badly banged-up knee, was able to return to his duties on March 17. Everyone misses Frank's ready wit and humor when he is not around!