At The Helm

A. M. Knowles Named General Counsel

Sumner Clark Succeeds As General Attorney

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

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

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

Bachelor's have been defined as men who didn't have cars when they went to college.
Safety Record Continues To Improve

How To Avoid Accidents That Did Happen

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

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


Safetyman Cliff Quigley points to the following accidents as those that can easily mar a perfect record through carelessness or lack of safety consciousness.

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

(2) A Lewiston employee climbing a moving car to set hand brake, dislodged and fell to the ground when the car hit banter. (Employees must guard themselves against sudden shock or impact.)

(3) A Bartlett employee stepping from brake platform to side ladder, hand slipped on ladder rung, lost balance and fell to ground. (Never take your everyday work for granted. Exercise caution.)

(4) A Washington Junction trackman driving spike in tie and when not hit squarely, spike flew and struck him in face, setting him set in. (Surface cuts and bruises should be treated immediately.)

Two of these accidents were "ICC reportable" meaning disability of more than 72 hours in the first ten days immediately following the accident.

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

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

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

Dave Cameron Issued Life Service Pass

A popular Gardiner agent joined that group of outstanding employees in the 50-Year Pass fraternity last month. David L. Cameron, agent at Gardiner since 1946, was issued Life Service Pass No. 169 accompanied by a congratulatory letter from President E. S. French.

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

Dave Cameron Issued Life Service Pass

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

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

Mr. George Pinkerton
Danforth, Maine

Dear Sir:
The Town Officers and citizens of the Town of Danforth wish to show you that they appreciate your services for the last eleven years, and hope you will continue to be as successful in the future as in the past.

Yours sincerely,
Horace W. Hodnett
Town Manager

Pinkerton retired from Maine Central service in October 1940 after working as trackman at Danforth from 1914 to 1925, and as section foreman in Danforth since 1925 until his retirement in October of 1941. He then became agent at Foxcroft in 1902. He became agent at Canton in 1920 and agent at Mechanic Falls in 1930. He is a summer resident of Harpswell.

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General Offices Receive Directors' Trophy

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

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

Robert M. Edgar, assistant to the president of the Maine Central and Boston and Maine Railroads, became Vice President of the Maine Central in 1944. He has been assistant to the president since 1946.

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

LEF]
T TO RIGIHT, Warren Spires, Dick Harrington, W. P. Reeves, Paul Crawford, Tom Wiley. Herb Whitmore was absent.

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

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

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

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

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

Frank A. Pitman, 67, of 163 Neal Street, Portland, Mountain Subdivision conductor, after 45 years of service.

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

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

Among Those Retiring

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Obituary

Mrs. Eva K. Runey, 85, wife of Frank J. Runey, former Portland Division Superintendent of Lancaster, N. H., died suddenly March 10 at the home of her daughter, Mrs. Vivian R. Elliott. Mrs. Elliott is employed in the office of Superintendent Harris L. Strout. The Runeys have been married 33 years.

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JUST A "GOOD MORNING"

WINS FRIENDS FOR US

Further proof of our editorial last month that we are all public relations representatives of our railroad was received in a letter forwarded by F. W. Rourke, vice president-Operations. Said Mr. Rourke, and we certainly agree, "it indicates to our people that we are all public relations.

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SHOPS EMPLOYEE'S SON

Survives Hobson Disaster

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

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

MOR E GOOD WORKS

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

Decals Popular

Those Maine Central decals are being snapped up by enthusiastic employees from one end of the system to the other. Some are putting them on house trailers, others who don't have cars want them to display at home on a window or mirror. The initial supply has been distributed to Magazine reporters from whom you may obtain them at any time. We have an ample supply. If we've missed you and you want one, write: Editor, Magazine, 222 St. John Street, Portland.

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written" in their own handwriting the letter said:

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

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ICC IS BUDGET NEGLECTED CHILD

By CLIFF SOMERVILLE
Editor-in-Chief

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

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

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

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

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

The total transportation budget for fiscal 1952 was set at $1,015,493,537 and for 1953 is increased to $1,157,775,099.

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

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

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

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

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

Merle Michaud of Colebrook reports fishing not really good yet, weather too cold. Merle and Mrs. Michaud went over the Notch to Maine on a recent week end. They stopped in to see Agent Sears of Cornim. Maine Central short wave fans will welcome a new ham, Agent Michaud of Colebrook. Merle received his license in December and could not get on the air until January. His call is W1UKB. He is using an Elmar XIlliter AB4 with a maximum input of 50 watts with final S07, rigged up 50 and 40 meter band CW. Receiver is Hallicratter S40B. Working with an Elec­
tronic Mon-Key, he has made about fifty contacts so far. His QSL card shows a picture of one of our diesels tearing along that Leo will gain in health all the
time.

30 YEARS of personal know-how accompanies Car In­spector Harold F. Carbee, Colebrook. Merle passed away recently after a long illness. We recently received a nice letter from P. C. Homer Greenfield in Korea. "Snuk" allows he had rather be back on the MeC switching box cars, and we would like to have him back, too.

Engineer Herb Amador is covering the Gilman extra at present. Retired Engineer Charles M. Lawlis has made his first fishing trip to Crawford Pond this season.

Gage W. Mersereau, 83, retired Mountain Division engineer, died May 13, 1952, at Saranac Lake. Funeral services were conducted in the Union Congregational Church at Bartlett, N. H. by the Rev. Kal­man Sulyok, followed by Mt. Washington Lodge No. 87, F. & A. M., North Conway, N. H. of which he was a member for over 39 years. On July 12, 1890, he en­tered the employment of Maine Central R. R. Co. He retired from active duty on Dec. 31, 1937, after 48 years of faithful service. In his 80th birthday "Open House" was held at his home in Bartlett, N. H. His band of retired workers came from far and near to help him celebrate.

A HEALTHY 11 pounds, five ounces at ten weeks of age was Stephen Gor­don Nealley's son, to Mr. and Mrs. Gordon F. Nealley, Glen, N. H. The ice and slide patrol through the mountains has been taken off for this Spring season.

According to Mr. Dow F. Nealley, son of

BY ERNESTINE GRIMES, LILLIAN G. SMALL

AND MARY MORSE

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

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

We are sorry to report that Chief Clerk Leo R. Coyle is back in "sick bay," but we hope the Bowsery is not too long and along that Leo will gain in health all the
time.

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

With the advent of spring, we hear a great deal of talk about softball teams this year among the Maine Central employees around the General Office Build­ings. Among some of the following are consid­ering if their aging and creaking bones will hold up under another season of this mild (?) exercise! Can it be that the box are admitting that they aren't as young as they sometimes think?

BY CHARLIE EARLEY, J. J. ASTLE, JACK HAYES AND OSBORN A. ROUND

The season opened last Sunday when Sydney-Gloucester Bay trips returned on a three-day weekend basis last month and will be in full swing for the Summer.

Slim Wheeler, Edgar Conant and Carl Pierce shepherded the Edinboro High School band fans will take advantage of the many East Coast tour this year among the Maine Central road family.

Rassell Jackie Ledy, an elderly man who reads the Bristol Press every day, was in the hospital for a week recently after undergoing an operation. We're glad to hear that he is doing well.

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

Gerrin W. Whitehouse has returned from a pleasant vacation spent in New York, Millicent B. Stryker substituting. A change of scenery for Maurice Thorne, assistant track supervisor, Portland Ter­

Assistant inspector to C. W. Beckwith.

Our very best wishes to all of you in your new positions!
attending some ball games in Boston and will be pinch-hitting at the Portland dispatchers’ booth while jovial Jack Hayes takes a well-deserved break. Mrs. Briggs and Leighton, Bob and Teddy, also attended the Brave’s and Twins’ doubleheader game in Boston last month.

Wedding bells rang May 20 in New Hampshire for Operator Chuck Posis and the former Elaine Roberts of Lewiston. Elaine was a guest in the ticket office there. The happy couple are residing in Turner now.

Operator Nick Carter will return this month from vacation leave. Doc Edwards is up and about after an operation.

Among those on vacation last month were Arnold Brume, Ralph Rich, W. J. Donovan, T. S. Burnes, and Elmar Mason. Mason and Warren Libby also managed a Spring fishing jaunt in the up-state wilds.

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

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

Operator Charlie Wetsell has a new car; Eddie Frank is back at his Duck Pond camp for the Summer. Ken Hill dropped in on leave from the Navy. He’s now stationed at Howland A. C. Art Leeman will soon open his Summer estate at Wiscasset.

We have two new operators on the Calais staff named Allan Beryar and E. S. Tapp. The latter has been following him for two weeks. Next morning he bought a new fishing license and sustained multiple abrasions and head injuries. Young Newbury is a member of the baseball and basketball teams of his school.

All old timers were saddened to learn of the death of Bion B. Hatch, son of Bangor Central fireman and later employed at the baggage room.

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

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

Our agent, T. S. Burns, has returned from a business trip to New Bedford, Mass., where he was called as a witness in the trial of a man who claims to have identified him (this being Leap Year). Clue: First Initial, Bill.

Popular Sea St. Foreman John Craig went trout fishing recently. First time in a long time he has fished and found him much improved. The brothers at Sea St. sent a large box of fruit, nuts, beverages (mostly Gansett) for which he expressed his appreciation. Speedy recovery to our Boom Man.

Freight Handler James Craig has a new car.

In the absence of a typewriter at Sea St. office, let’s take this opportunity to thank Clerk-typist Alice Shaw at the P. F. & S. Office for her exceptional typing. She helps herself while she helps us—manager Bob Nichols won’t catch her reading magazine.

Green stuffs should be cheap this fall.

Freight Handler Lawrence Parker has gone into large-scale growing of white potatoes. Well-cooked meals prepared with his vegetables will require no meat stock. He used hoof meal for fertilizer—general bovine atmosphere.
John Bevan, diesel electrician, claims to be a wonderful entomologist and trapper. Says he has had his house surrounded by ants for two days in the lunch and locker room.

Machinist W. G. Malloy returned to work recently after a long and serious illness.

Machinist Dick Moran tells me he is going to retire soon and going into business for himself. Says he is going around Winterport, where he lives, buying up all the good furniture he can get. He is at the engine house, is home on a 15-day leave. He is at Fort Hood, and likes it.

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

The decal, representing our railroad, was presented to General Foreman Welch by the superintendent of Waterville Shops, was a visitor last month. We were all pleased to see him and renew old memories of the steam engine days at the engine house.

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

Boilermaker Clair Libby returned to work after a sick leave. I am sorry to announce the death of Foreman James B. Marcroft during the month. A check was sent to the funeral from the flower fund.

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

Engineer C. E. Pettie was operated on recently in the form of Ed Gallant and Miss Pauline Scribner, call girl at Rigby. Seems that his boat was too small; brought the wife back 11 trout.

A daughter, Barbara Jane, was born to Coach Cleaner and Mrs. Ralph J. Sibley.

Danny Smith plans to work in his garden this year. Says he captured 19 mice in two days in his garden and, as in the past, no doubt will be glad of it.

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Boilermaker John Geary and Machinist Fred "Cliff" Bolton, now retired, has been very busy with his house and garden in the calf.

The baby was born shortly after "Jim's" death.

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

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

Machinist Leslie Drew has purchased a little car trouble quite near to Tower Five, being the only one that got his feelings hurt. Wally Marshall, first trick operator Tower Two, is covering for Carroll with Spare Operator Jim Bartlett. N. H.

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The decal, representing our railroad, was presented to General Foreman Welch by the superintendent of Waterville Shops, was a visitor last month. We were all pleased to see him and renew old memories of the steam engine days at the engine house.

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

Boilermaker Clair Libby returned to work after a sick leave. I am sorry to announce the death of Foreman James B. Marcroft during the month. A check was sent to the funeral from the flower fund.

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Terminal Notes
By FRANCIS A. MORELLI

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

Third Trick Ronnie Clark is learning to become a good photographer under the watchful eyes of Don Wilson and Erie Gruendel who recently bought a coupe car, and has been hot-rodding it around our fair city.

Rigby Car Department
By W. H. HALE

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

The boys at Union Station took up a collection and presented Carman Wallace Jackson has returned to his former position as coach cleaner.

Carman Tom Merrigan and Donald Oates have returned to Union Station as helpers.

Portland Freight Office and Freight House
By ALICE A. MCLAUGHLIN and MARGORIE J. QUEIGLE

Best wishes are extended by all to our Assistant General Agent James P. Jordan, who retired April 30, 1952, after nearly forty years service with the Central Railroad. A testimonial dinner, followed by a splendid entertainment and dancing was tendered Mr. Jordan, Monday evening, May 5, which was splendidly arranged by a committee consisting of Timekeeper William B. Cooney and Freight Clerks Mary E. Norton and Florence P. Cooper.

This office was saddened to hear of the sudden death of Supernumerary Helper Willard H. Farrell, Wednesday, May 7, due to a heart attack. Mr. Farrell was formerly employed as loader and caller at the Freight House, Thursday, May 8. He was looking forward to becoming Ray's job at Cumberland Mills.

Hope you have many pleasant sunshiny days, and we all wish Mr. Jordan many years of happiness and good health during his retirement.

Freight Clerk Joseph DiMauro of Rigby has been promoted to the duties of a Helper at the Freight Office.

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

PROUD of that fine looking puppy is Alvar Jaivi, Jr., of Portland.

DARTHLY Wight, conductor on Switcher No. 1, is off duty on account of being out sick several days. His boss, Edward Regan, who is off sick has returned to work.
Conductor Eugene F. Cook of Oakland who has been in poor health for several months has taken his retirement after 46 years' service starting with Somerset Ry. in 1906.

Recent Furlough at home with Mom and Dad, Carmen, who is Mrs. P. G. Gooch, was enjoyed by those who visited her. Mr. Gooch, a former General Clerk, now stationed at Panama Air Base, Texas. A graduate of Waterville High School in 1919, Paul took his basic at Geneva, N. Y. and is now studying an electrical course at the base.

Augusta

By Ellis F. Walker

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

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

Spare Freight Handler Oliver Hall relieved Leland Hopkins during his vacation. Trainsmen Marsh Pratt and Dick Green, master minds of the Tri-Corner A. C. baseball team, start next month with complete spring training and are "raring to go."

Retired Foreman Painter Peter J. McCall was looking no older than when he retired new car work after hospitalization.

Parson Charlie Lawry, painter first class, attended the Maine State Conference of the Methodist Church, held in Bangor, May 14-15.

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

Lawrence Moorees, son of Roadrunner and Mrs. Moorees, Kamiah, Idaho, has been furloughed from the Navy.

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

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

Carman Helper Roland Boulette has enlisted in the Marines.

Tractor Driver Ken Philbrick, fearless smoke eater and member of the Fairfield Fire Dept., while hauling a load of explosives was hit by a wind gust that sent the load flying. Ken was equal to the emergency and handled the situation with ease.

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

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

Mill Helper Kay Libby is in the sick bay. Recently furloughed in the Paint Shop are Carman Pellerin, Auditor Hurbler, Harold Bubb, Ralph Allen, Richard

Handsome Lads are Bruce, four, and Rodney, eleven, Pooler sons of Waterville Shops Foreman and Mrs. Pooler.

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

Frontman Bill Chase is in the sick bay and Alden Finnamore is quartering the air brake room.

Machinist Cecil Gray recently sacrificed a day's work to make a week-end trip to Bellport, N. Y. He says that this is an extraordinary event and that he is making plans to do more of the kind.

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

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

Car Inspector Roland Dorval has been furloughing in Rockland and Carmen Maurice Thibodeau has been filling Roldan's job here in the yard.

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

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

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

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

Parson Charlie Lawry, painter first class, attended the Maine State Conference of the Methodist Church, held in Bangor, May 14-15.

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"Good For The Maine Central Railroad!"

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

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

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

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

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