C OF C BUILDING AT WATERVILLE

COMMUNITY AND RAILROAD COOPERATION at Waterville resulted in this attractively designed new building (below) to house the Waterville Area Chamber of Commerce being located on our station grounds. A strategic site to serve both local citizens and tourists, the arrangements were made through our Industrial Department. The Chamber expressed its appreciation (above) at their annual meeting when President E. S. Miller was an honored guest. Left to right, John P. Scully, Miller, James Madden, president of the Hollingsworth & Whitney Company, featured speaker; Elias Joseph, president of the Chamber; and Richard Dubord, mayor of Waterville.

Maine Central Railroad Magazine

Vol. X—No. 4

George P. McCallum
Editor-in-Chief

William A. Wheeler
Associate Editor Emeritus

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FROM THE EDITOR

At a recent meeting of railway magazine editors it was determined that the magazines published by the various railroads are the ideal medium through which to re-emphasize three important phases of our work. They are: Safety, Freight Loss and Damage, and Courtesy—in that order. We of the Maine Central have a justifiable pride in our safety record. Most of us by nature are courteous in our daily contact with the public. But have we given enough thought to the tremendous waste, to the dissatisfied shipper, occurring through freight damage claims. Last year we wasted nearly $180,000, paying that amount out in claims, with but one reason—carelessness. We can do better.

Cover

Looking out over the magnificent Presidential Range from atop Cranmore Mountain at North Conway, N. H., these young skiers are among the many thousands who go by rail and bus annually to the famous Eastern Slopes region to enjoy Winter recreation.

Published Monthly by
THE MAINE CENTRAL RAILROAD COMPANY
222 St. John Street
Portland, Maine
By MARSHALL HAMMOND
(Former Development Editor of the Bangor Commercial)

A brief study of population figures for Bucksport will show only too clearly the importance St. Regis Paper Company has had on this community. In less than 25 years it has literally picked this 160-year-old town up by its bootstraps and put it on the road of prosperity.

This Hancock County town reached its population peak nearly 100 years ago, in 1860, when 3,554 persons lived here. At that time Bucksport was a beehive of activity, with a great amount of shipbuilding and shipping. Its fishing fleets were large and made regular trips to the Grand Banks. Lumbering operations were also thriving as was the Salmon Point Tannery.

General conditions were growing steadily worse, and by 1929 when the Salmon Point Tannery was sold to the Central Maine Power Company, and the construction of a paper mill was started, the population had dropped to 2,339.

St. Regis Booms

The economic status of Bucksport took an about face. Hundreds of men were needed for the construction of the mill and later to work in the mill. By 1940 the population had climbed to 2,900, and at the last official census in 1950, it was 3,120 and still growing.

In its early years the paper mill was known as the Maine Seaboard Paper Company, and its first production of newprint came late in 1930. The site selected for the mill was ideal in many ways. Here were facilities for receiving rail and boat shipments of raw materials, and for shipping paper by rail, boat or truck. There was also an abundance of fresh water, vital for the production of paper.

The Seaboard Mill was one of the most modern on the North American continent and its annual production was 100,000 tons of newprint, 5,000 tons of specialty products and wrappings, and 7,000 tons of sulphite pulp. About 425 persons were employed in the mill and an additional 175 in various other capacities.

The Seaboard Company also built and operated 45 houses, known as "The Townsite," had its own athletic field and club house for employees. Late in 1945 the mill was acquired by Time, Inc., and under the guidance of the St. Regis Paper Company, a program designed to convert production from newprint to magazine and book grades of paper was begun. This conversion called for a substantial expenditure for new equipment and changes.

In 1946 St. Regis acquired the mill from Time, Inc., and is today one of the important units of the company's printing, publication and converting paper division.

A major step in the conversion called for the bleaching of pulps used in the new papers. One of the chief developments, and one that represented a considerable capital expenditure, was the installation of on-machine coating equipment on one of the two large fourdriniers at the mill.

This machine makes and coats paper 212 inches wide at the rate of approximately 950 feet per minute, a combination of width and speed which makes it one of the largest tonnage-producing units of machine-coated paper in the United States. The coated magazine paper that is produced on this machine is used in LIFE magazine.

The Bucksport mill is one of four in the printing, publication and converting paper division of St. Regis. It is well placed in relation to the substantial stands of timberlands owned by the company in the state of Maine. To ensure a ready supply of uniformly high quality wood, St. Regis owns over 700,000 acres of timberlands in the state, which are operated on sound forestry principles with the objective of maintaining a continuously high degree of pulpwood productivity.

The mill uses about 90,000 cords of spruce and fir pulpwood annually. Part of its requirements are cut from company lands; the balance is obtained from various pulpwood operators and local producers. A supply of 35,000 to 50,000 cords of pulp is held in storage piles at the mill from which it is delivered to the mill wood room as needed by a system of cable and chain conveyors.

The plant produces about 300 tons of paper daily. This requires 15 tons
of sulphur, 20 tons of limestone, 300 cords of wood, 50 tons of clay and enough water to supply a city of approximately 20,000 persons—15,000-000 gallons.

The steam plant uses 30,000 gallons of fuel oil a day to generate the required 4,000,000 pounds of steam. The electrical demand of the plant is 400,000 kilowatt hours per day, a quantity sufficient to light a city of about 60,000 persons.

Approximately 800 persons are employed at the mill, and the company annually pays better than 50 percent of the total tax commitment of the town of Bucksport.

One novel aspect of St. Regis is that it still has an annual spring log drive on the Machias River. It is the only remaining major log drive in the Eastern United States and one of the few still in effect in the country.

The drives have carried 15 million board feet of pine, spruce and fir for 50 miles from First Lake to Whitneyville, site of the company's sawmill.

Other high-grade papers from the Bucksport mill are used for the publication of TIME and FORTUNE, and other Time, Inc., publications.

The St. Regis Paper Company is playing a most important role in the development of Bucksport. The Maine Central Railroad too, is vitally interested in the prosperity of Bucksport and St. Regis since we annually handle many of the products used in the manufacture of their fine papers.

COMMUNITY RELATIONS GROUP

COMMUNITY RELATIONS CLASS sponsored by the Railroad Community Committee of Greater Boston is pictured in session at Boston University with Ernest K. Bloss, mechanical superintendent of the Maine Central and Boston & Maine Railroad, the speaker. This training course was the first project in the Boston area of the community relations program recently initiated by the Eastern Railroad Presidents Conference. C. A. Somerville is group chairman.

C. G. RIVERS NAMED GENERAL ENGINEER

Thorne to Waterville; Perkins to Calais Branch

Promotion of Charles G. Rivers to General Engineer in charge of the general engineering subdepartment with headquarters at Portland was announced this month by Chief Engineer J. W. Wiggins.

Rivers, formerly track supervisor of District Four, Waterville, brings a wealth of experience to the position that began when he entered railroad service as a chainman on the Boston and Maine Railroad at Springfield, Mass. in 1927.

He has been rodman, transitman, and draftsman coming to the Maine Central in the latter capacity in 1941. He was assistant engineer in 1942, assistant track supervisor on the Portland Terminal in 1943, assistant track supervisor at Waterville in 1944 and appointed track supervisor in 1945.

A promotion announced by Division Engineer Harry Homans was that of Maurice S. Thorne, track supervisor on the Calais Branch, who becomes track supervisor at Waterville to succeed Rivers.

Thorne began service on the Maine Central as a trackman in 1923 and was successively assistant foreman and foreman and in 1942 was appointed general foreman in charge of building track to the South Portland shipyards. He was appointed assistant track supervisor on the Portland Terminal in 1944 and track supervisor on the Calais Branch in 1952.

Also promoted from the ranks was Forrest B. Perkins, former extra crew foreman, to be track supervisor on the Calais Branch succeeding Thorne.

Perkins began railroading as a trackman on the Calais Branch in 1927, was an extra crew foreman in 1940 and machine operator in 1941, section foreman in 1945 and then extra crew foreman on many of the recent rail laying jobs throughout the system.

Appointment of Raymond A. Coulombre as supervisor of work equipment with headquarters at Waterville was announced by C. D. Prentice, engineer of track. Coulombre replaces Harold Thyng who accepted a similar position on the Boston and Maine Railroad.

Coulombre started railroading on the B&M in 1948 on the Fitchburg Division as a special apprentice. He is a graduate of Wentworth Institute and achieved a degree in mechanical engineering from Northeastern University by attending college nights.
Stetson, Plumly, Henry Honored

HONORED on their retirement were, front, left to right: Bill Henry, C. A. Plumly and Harry Stetson. Standing: President E. C. Miller; Maine Central Chief Engineer J. W. Wiggins, Boston and Maine Chief Engineer S. G. Phillips and B&M President T. G. Sughrue.

Three leading officials of the Maine Central Railroad's Engineering Department, whose combined service totals 146 years, were honored at a dinner by the presidents of the Maine Central and Boston and Maine Railroad Dec. 28 at the Cumberland Club, Portland. The men retired Jan. 1.

The trio were presented gift certificates for television sets on behalf of nearly 175 fellow employees.

Widely known throughout the railroad because their job assignments took them all over the system, they were:

Harry W. Stetson, 17 Angell Terrace, South Portland, who has a total of 52 years' service and has been General Supervisor, Maintenance of Way, since 1924. He began railroad ing in the Maine Central's engineering department as a rodman at Portland in 1901 and in 1909 was appointed assistant engineer. He served overseas in World War I as a captain with railroad battalions in France. He returned in 1919 to the Maine Central as valuation engineer and in 1928 was appointed assistant engineer. He recently completed his biggest assignment by heading up the drafting work and plans for the railroad section of the new Fore River Bridge.

Clinton A. Plumly, 197 Pine Street, Portland, has 44 years of service and has been Principal Assistant Engineer of the Maine Central since 1936. He served overseas in World War I as a captain with railroad battalions in France. He returned in 1919 to the Maine Central as valuation engineer and in 1928 was appointed assistant engineer. He was appointed assistant chief engineer, until his promotion to the position he has held until retirement.

William J. Henry, 73 Alba Street, Portland, has been chief clerk for the Maine Central engineering department for 41 years and has had 50 continuous years of railroad service that began on the New Haven Railroad at Boston in 1903. He was chief clerk in the maintenance and construction department there until

He was born in an antiseptic world, a world so exclusive no germ could invade his stainless steel and glass shell. A nurse's rubber-gloved hands cradled him gently, and dropped sodium nitrate into his eyes to protect them against a remote threat. Later on, he was vaccinated and inoculated against this and that.

His father took great pains to show him how to cross the street. She taught him to swim, how to take care of his teeth, bought him a catcher's mask with money saved for her new hat. He was on the lookout, too. He sent him to the dentist regularly, called the doctor when the boy had even a slight fever, and paid the bills without so much as a sigh. When the heating system began to age and coal fumes crept into the nursery, his father wouldn't be satisfied with patching: he took another mortgage on the house to finance steam heat. Danger lurks everywhere for the young.

Perhaps you remember the boy when he was in high school. He was a big kid. Played football, good exercise when you're growing. He wore a helmet, and shoulder pads, and hip pads and cleats and steel shoes. Cost a couple hundred to outfit each boy on the team, the coach said, but it was worth it. No one questioned that. Well, he was an experienced employee when it happened. The details are simple enough, he acted without thinking, and he was killed.

All those people died with him, if you want to be honest about it—his wife, his folks, his closer friends. They protected him, everybody in his world protected him, but he failed to protect himself.

This wonderful and fresh approach to the subject of safety was written by James O. Trudeau and appeared in his publication, The Otis Bulletin, published by Otis Elevator Company. Editorial changes were made to make it applicable to the Maine Central.
Retired Section Foreman Chops

Five Cords of Wood

"And there were some big differences in passenger cars, from slat-seated, unheated, wooden rigs to the upholstered, air-conditioned, steel cars today. Yessir, we sure worked through some mighty changes."

But there haven't been many changes in Allen's personal life during the 50 years he's lived in Yarmouth. His daughter, Mrs. Lucy Allen Joy, who lives with him, explained:

"We live primitively here. That's the way father likes it. We have a wood-burning kitchen range and he insists on cutting and stacking the five cords of wood it will burn each Winter."

"He cuts the hay around here with a scythe, carries it into the hayloft himself—I don't see how he ever gets up those stairs—and uses it to bank the house and keep us warm in the Winter."

"His garden isn't as big as it used to be, but you can see"—she pointed to a plot about 80 feet square—"how much work it would take him to tend it each year."

"Why, a couple weeks ago, he was even up on the roof, fixing shingles—at 94!"

Allen thinks that all that activity helps keep him young. Although he admits his age is creeping up on him a bit. An old injury is beginning to stiffen his legs. And his hearing isn't too good. But he still likes to read and wades through a big stack of newspapers and magazines each week.
Machine Apprentice Ernest Niles has returned to work after a hitch in the army. Machinist Phil Severson has a new car.

Clerk Chuck Wilson was the guest of honor at a recent banquet at Fairfield Center Grange, sponsored by the Clerks Local No. 880.

Mrs. Shirley Thayer, daughter of Machinist and Mrs. Phil Severson, with her two children has gone to Bremerhaven, Germany, for two years.

Foreman Ray Snow has a new car.

The local Police Department gave Crossing-Enforcement.

Baggage Agent C. Richardson is back to duty after an operation. Hiram wouldn't say just what the present consisted of but nevertheless it was a fine gesture.

Signall Foreman Maintainer George Curtis broke his favorite TV rocking chair one night while watching the wrestling matches. It seemed that George's favorite was losing the match and apparently George endeavored to help his hero when the chair gave way and deposited George on the floor. A chair concern in Richmond is repairing the chair and replacing the wooden round with steel reinforcement.

Signall Helper Fred Pickens had quite a successful Christmas tree business this month. Section Foreman Albert Allaire and his crew have been working on the Cobossee section this month.

Operator R. F. Tracy reports that due to the frozen ground he is able to bypass snow drifts on his way home to his farm in West Gardiner. Tracy has installed an Army compass on the dashboard of his car and by heading due North North by East on these stormy nights is able to get home by break-fast time.

So sorry to say that Richard Neasley, trackman, is in the hospital with an infected thumb, he is coming along fine, we are glad to learn.

Harvey Tebbets, son of Everett Tebbets, clerk in Mr. Dodges' office, is home on furlough. He has just received his sergeant's stripes. Congratulations! Tommie Neasley, now in the Air Force, also

A RAILROADING BIRD is little Nancy Marilyn Bird with Mummy Marilyn employed at the Waterville freight office. Daddy Bill as an electrician at the Shops and paternal Granddad Walter F. Bird as Claims Agent and maternal Granddad Robert B. Phelps, hostels at the Waterville Engine House.


Some of these brave fathers go through quite an ordeal at times like this.

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was home for a Christmas furlough. He is stationed at Presque Isle.

Elwood Dinsmore, car inspector, is taking his vacation.

P. D. Gross’ outfit is at Fabayan doing general repair work on the buildings.

**Beecher Falls, Vt.**

By R. D. DROLET

Earl Bonnett and Earl Hutchinson have reported to over plow and flanger job for winter. Winter must be here to stay as Eben Howe, section foreman of Colebrook, is reported to have been seen with his one ear flapper down.

Curly Congdon of the Beecher Falls section took his family to his mother’s on Thanksgiving in Lancaster.

We understand Carl Crawford saw plenty of deer this season but could not seem to get them down, unlike Shirley Noyes of the Colebrook section who saw and got his buck.

Franklin Bourdeau spent his two weeks’ vacations trapping, his catch, over 70 rats.

Merle Michaud, agent at Colebrook, is now sporting a brand new 1953 car all equipped, a very nice job indeed.

Pauline Laperle of B. F. Mfg. Corp. has invested some of her money in a 1954 car.

Your correspondent will go on vacation Dec. 18th and will be relieved by M. Bowie of Bartlett.

**The Scourge of the Mountains**

Jim Chadbourne has succumbed to the beauties of Florida as evidenced by this beautiful little home he has bought at 504 17th Ave., Palmer, Fla. He’d welcome visits and letters.

**Banger Operating**

By R. G. WHEELER

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**Banger Car Department**

By C. A. JEFFERDS

Another of our Carmen who has joined the ranks of new auto owners is George W. Graves.

Friends of Carmen William B. Leonard will be pleased to learn he is getting along very well after having been in a recent auto accident.

Carmen W. B. Caldwell has now returned to work, having left duty account of illness.

Carmen Keiper C. A. Welch has returned to work.

Coach Cleaner J. F. Vendistine is substituting in Carmen’s Leonard place. Mr. Leonard being off duty.

The degree team of the Trolley Club recently put on work for the Ralph J. Pollard Lodge of Orrington and previous to that at Carman for which they received favorable comment.

**Eastport**

By K. O. KLINE

Harold Duplisea, foreman Eastern Wholesale, has been on his annual vacation.

Sygman Rhee Government of Southern Korea.

At present he is stationed at Newport, R. I., where he is on the staff of instructors for the War College.

The safety record at Banger Engine House proves that everyone is safety conscious and all are striving to make the 1 million man hours a reality and not just something that somebody else did.

Five times he marched up and fought on the Korean line of Korea and four of those times his buddies brought him back to the rear on stretcher after hanging of wounds received at the hands of the enemies of peace and good will. He shut himself up after the fifth trip and back without any injuries. Then he came home after 14 months some months for a well-deserved rest. In spite of the crowd of people at Banger Union Station they were all shut out from the private lives of Retired Engineer and Mrs. L. F. Merrit where as their son Pfc Philip L. Merrit stepped down from the train and into their hearts.

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Bert Culligan, rate clerk, has been away on his vacation.

Clarence Bower, operator, is now working in the Eastport office.

Bruce and Paul, sons of Merrill Bowden, freight handler at Sea St., spent Christmas leaves with their parents.

Raymond Craig, son of James Craig, freight handler, has been home on leave from Ren- demar, where he is stationed with the Airborne Div.

Operators and Dispatchers

By W. B. LEWIS

Train Dispatcher Ray Wedge off sick a few days but back on the job again in full swing. G. D. [illegible] has been at the oyster shelling again. His job and "A.B.’s" covered by extra Dispatchers [illegible].

Successful applicants for vacations in the Terminal during December: Operator Ralph Dyer, Cumberland Mills, has been fully qualified, according to "Red." The famous "52" Association of New York, who feature the annual election of officers:—

\[...\]

Rigby Engine House

By A. B. WETMORE

Machinist Thurlow Poland who has been out sick for quite a time has returned to his job as outside machinist, as we write, at the Engine House, "Down the Street," Referring to street as Commercial Road, he is working on diesels, work, on a 24-hour basis.

Machinist Helper Martin Stratton, the Mrs., and daughter Ann, went to Waterville Dec. 14, to attend a social and play, in which their son took part as a student of Colby College.

Electrician Walter Emery is in for a very busy week, as he has been assigned to Presumpscot Grange, and Grand Chancellor of the Knights of Pythias. He is also a candidate for one of the offices.

The deer hunting season is over, much to the satisfaction of the deer hunters. There were no further reports on deer shot during the season.

The December meeting of the Local 595, International Association of Machinist was featured by the annual election of officers:—

\[...\]
night. He reported reception was good, but some question his ability to judge that night.

Train Dispatcher Harvey Treat, left, and Engineer Dan Cony, right.

ONE-SHOT

Two friends went duck hunting on cold morning. One looks along a thermos bottle full of coffee while the other had a bottle of Old Tyme Set (one slug and you're through for the day).

By IRENE ELWELL and JACK HAYES

Arthur Partridge, foreman at Portland garage, spent the holidays with his parents at Milo.

Mr. W. H. (Bill) Soper, Dec. 9. "Bill" will be remembered by the "Old Times" as agent and operator at Solon in the early 1900's.

Father and mother, Mr. and Mrs. W. F. Wiggins, of Houlton, Maine, during the holidays. Mr. Wiggins is a retired Track Supervisor for the Bangor and Aroostook Railroad. Daughter Mary Plummer visited her brother's family, Ralph Plummer, in Bangor, over the holiday. Mr. and Mrs. "Bill" Hayward and two children vacationed for two weeks at Manchester, N. H.

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Robert Hunter, mechanic at Portland, spent his Christmas holidays at Machias. Bob said he almost bruised with laughter when a huge deer crossed the road in front of him up near Belfast and he had to stop a local car quietly or he would have hit it.

George Brackett is back to work after being out ill for several weeks. George is a mechanic at the depot.

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Mr. and Mrs. W. F. Wiggins entertained his father and mother, Mr. and Mrs. W. F. Wiggins of Houlton, Maine, during the holidays. Mr. Wiggins is a retired Track Supervisor for the Bangor and Aroostook Railroad. Daughter Mary Plummer visited her brother's family, Ralph Plummer, in Bangor, over the holiday. Mr. and Mrs. "Bill" Hayward and two children vacationed for two weeks at Manchester, N. H.

Mr. and Mrs. William J. Henry spent the Christmas holidays in New York City with son Richard and family. "Bill" said they had a great time, but "dropped in" on the United Nations Building.

Mr. and Mrs. William J. Henry spent the Christmas holiday in New York City to see daughter Carole off on her trip to Europe for 10 weeks with the Junior League's "Ex-U.S.A." trip. They are now in Europe, where she is a student.

Robert Hunter, mechanic at Portland, spent his Christmas holidays at Machias. Bob said he almost bruised with laughter when a huge deer crossed the road in front of him up near Belfast and he had to stop a local car quietly or he would have hit it.
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