A modern sage once remarked that “courtesy is the shock absorber that smooths out the bumps on life’s highway.”

That statement is true. Courtesy does help to ease the bumps and discords of everyday living. When practiced between men it makes each day a bit brighter, each task a bit easier. But it does far more than that.

In truth, courtesy is the very foundation of every individual’s and every organization’s popularity. A polite, courteous person is always welcome, no matter where he may go. It is a pleasure to be in his company.

Organizations, like individuals, create a reputation for themselves by their courtesy in dealing with the public. In no line of business is this more true than in the railroad business. Railroad people are constantly in contact with the traveling and shipping public. Upon these railroad people rests the responsibility of building the reputation of the organization. Kindly interest, efficient helpfulness, and willing aid are the things that win the favor of the public.

—DONALD V. FRASER, President, Missouri-Kansas-Texas Railroad.

About 25,000 passenger and freight trains are operated on the American Railroads every day. These trains carry each day more than a million passengers on journeys totaling nearly 90 million miles a day, and they move each day more than 10 tons of freight a mile for every person in the United States.

Maine Central carried 487,687 passengers during 1953 to account for $1,443,075 in passenger revenue.

Revenue freight on Maine Central last year was hauled an average of 124½ miles.

Many railroads have slogans or nicknames which are used in timetables, dining car menus, posters, advertisements and other publicity; some are painted on freight cars. See how many of the railroads you can identify by the following slogans or nicknames. Then turn to page for verification.

1. Line of the Minute Man.
2. Route of the Black Diamond.
3. "Follow the Flag."
4. Linking 13 Great States With the Nation.
5. Serving the Nation.
6. Nickel Plate Road.
7. The West Point Route.
8. Serving the Southeast and Southwest.
9. Ride the 400 Streamliner Fleet.
10. Cotton Belt Route.

Answers
Last Run For Steam
Engine 470 To Be Memorial
Special Excursion
Picture Contest

Farewell to steam!
The last steam train to run on Maine Central lines will make a special trip Sunday, June 13 for the benefit of nostalgic citizens, rail fans, employees and historians.

Upon completion of a round trip Portland to Bangor via Lewiston and return via Augusta, proud old engine 470 will be deadheaded to Waterville, there to be on display forever as an all time memorial and tribute to the great Iron Horse.

PERMANENT MEMORIAL
By thus retaining the most gallant chapter in railroad history, preserving for our youth and future citizens a tangible memorial to the era of the steam locomotive, Maine Central furthers its policy of contributing to public service.

The 470 will be run out on a specially built track on the plaza in front of Waterville Station and rest on a permanent piece of track with ties set in concrete.

She'll be heading east, so the engineer's side will be correct and all instruments and gauges welded or brazed into place. A bronze plaque will be placed on the concrete base inscribing for all time the date and record of her last run, and a brief history of steam power on Maine Central.

OPEN TO ALL
The cab will be open through the summer months so that tourists, rail fans or any old time engineman may climb up in the cab for memory's sake, or pose for a picture. Employees of Waterville Shops will watch over her, keeping her paint gleaming and parts shining for all to see.

The following schedule will be in effect for the eastbound trip June 13:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Time</th>
</tr>
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<tbody>
<tr>
<td>Portland</td>
<td>Lewiston</td>
<td>8:10 a.m.</td>
</tr>
<tr>
<td>Lewiston</td>
<td>Waterville</td>
<td>9:16 a.m.</td>
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<tr>
<td>Waterville</td>
<td>Pittsfield</td>
<td>10:25 a.m.</td>
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<tr>
<td>Pittsfield</td>
<td>Bangor</td>
<td>11:16 a.m.</td>
</tr>
<tr>
<td>Bangor</td>
<td>Portland</td>
<td>12:10 p.m.</td>
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</tbody>
</table>

GOVERNOR AND PRESIDENT ABOARD
Memorializing the 92-year history of steam power on Maine Central, the 470 will take on a special engine crew for the trip from Waterville to Augusta. Fireman will be the Hon. Burton M. Cross, Governor of Maine, and Engineer, E. Spencer Miller, President of...
ATTENTION RR WAR VETS!

Railroaders who are veterans of service from World War I through Korea who are interested in forming an association of railroad war veterans are asked to contact the following:

J. G. Oakes, 315 Deering Ave., Portland
Tel. 2-4321

J. D. Meehan, 42 Lafayette St., Portland
Tel. 2-1813

C. H. Ready, Rigby Engine House

The two dignitaries will be dressed in enginemen uniforms.

SPECIAL RATE TICKET

Special souvenir tickets are being printed for the event and a special excursion rate of $3.00 for the round trip will be in effect. The ticket will have a detachable stub which the conductor may punch and return to the holder. A space will be provided for the passenger's signature and legend indicating he traveled on the last steam trip.

People who desire to ride between any one of the towns on scheduled stops may do so by purchasing a regular one-way fare which may be exchanged with the conductor for a souvenir ticket. Already inquiries have been received by local citizens who want to ride "the last steam train out of town."

The departure time at Portland has been established to provide a connection with the "State of Maine" at the request of a group of New York rail fans who have indicated that they will make the trip.

Whenever possible on the trip, passengers and visitors will be allowed to see into the 470's cab during station stops.

PICTURE CONTEST

A special picture contest will be held in conjunction with the trip, open to all interested parties including employees, newspapermen, railroad enthusiasts, etc. Pictures may show the locomotive and train, but must include the locomotive or some part of it. A trophy cup suitably inscribed will be presented to the winner. Pictures are to be sent to the Publicity Department, 222 St. John Street, Portland, and must bear the photographer's name and address on the back. Prints will not be returned.

THE 470

The 470 is a 4-6-2 Pacific type locomotive known on Maine Central as a "Big C" class and was used in heavy passenger service to haul the big through jobs. She provided the motive power for the "Kennebec" between Portland and Bangor, "The Gull" to the Maritime Provinces, and for many years she headed old "No. 1" the Portland-Bangor local.

Built by the American Locomotive Company at Schenectady, N.Y. in 1924, the 470 weighs 235 tons and is 78 feet 7 1/2 inches overall. She holds 9,200 gallons of water in her tender and 13 tons of coal. When delivered she bore the latest equipment then known, including feed water pump to keep the water hot and booster to get her out of the station fast.

A HOT CAT

From the time she hit Maine Central iron to this final proud resting place, the 470 has been known by firemen as a "hot cat."

The legendary and somewhat romanticized friction between firemen and engineers was never more in evidence, according to Maine Central veterans, than when the 470 was gobbling coal, the engineer "let 'er pound", and the fireman muttered and shoveled, muttered and shoveled.

LISP

The chief of a certain railroad's claim department found it hard to believe the report submitted by one of his men which stated that a farmer along the railroad had lost 2,025 pigs through the negligence of the company. He, therefore, went out to the country to interview the farmer in person.

"That's a lot of pigs," the head claim agent told the farmer. "Are you sure you lost that many?"

"Yeth," lisped the farmer.

"Thanks a lot," said the smart claim man, and changed the original report to read: "two sows and 25 pigs."

1954 CHAMPIONS of the Maine Central System were the General Office A's. Front, left to right, Jim Finley, Herb Whitmore. Standing, Sam Spire, son Warren Spire, Paul Crawford.
Willard E. Pierce, Portland, was named superintendent of the Maine Central Railroad's three operating divisions, effective May 1, by Frank W. Rourke, vice president-operations.

The promotion climaxes a 37-year career of railroading that began when Pierce as a lad of 14, entered service assisting the agent at Winn, Maine while attending high school.

The new superintendent soon qualified as a telegraph operator and from 1919-1924 worked throughout the Maine Central's Eastern Division from Vanceboro to Bangor and Calais.

Pierce became a train dispatcher at Bangor in 1924 and later a car distributor there. In 1943 he was appointed rules examiner for the entire system including the Portland Terminal Company, and later the same year, trainmaster for the Portland Division.

In 1953 he was appointed assistant superintendent of the Portland Division and Terminal Company, the position he has held until his present promotion.

TWO VETS JOIN GOLD PASS RANKS

A veteran Maine Central agent and Portland Terminal delivery clerk recently became the 34th and 35th to enter the distinguished fraternity of active Gold Pass veterans with the attainment of 50 years of service.

Thomas W. Dempsey, agent at East Machias the past 30 years, was issued Life Service Pass 182 accompanied by a congratulatory letter from the President, in recognition of 50 years of continuous service at the Portland location.

Bartley J. Riely, delivery clerk at the Portland freight office, was issued Life Service Pass 183 accompanied by a congratulatory letter from the President, in recognition of 50 years of continuous service at the Portland location.

Magician and parrot found themselves together on a life raft. After they had been floating around for hours, the parrot said in disgust: “All right, all right, I give up. What did you do with the ship?”

High Five: Warren Spires, left, and Jim Finley, right, receiving trophies donated by Charlie Harrington, center, manager of the Big 20 alleys.

Warren Spires' rolls of 119, 118, and 109, coupled with Herb Whitmore's 111 and Paul Crawford's 106. The unbelievable Spires went on to roll 114 and 103 to earn the tournament high five-string total of 554. Spires has never failed to place in the top bracket scores in the history of the tournament.

Since Waterville and the Office men went into the tourney each with two legs on the Trophy, the Elm City five went to work in earnest also, being only 37 pins off at the end of three.


The Rigby C's entered third place at the end of the third string and retained it to the end, edging out their "A" team brethren by six pins. In the first stanzas, Joe McDonald hung up a 117 and Ham at 104 and 103. Joe DeRoche went on to roll another 117 in the final frame.

It was a tournament seasoned quintet from Bangor in fourth place at the end of three with Larry Warren garnering two 109's, York a 108 and 103 and the familiar faces of John Shaubnessy, Duke Snider, bolstered by our Bucksport agent W. J. McAllian. Missed by all for his friendly competitive spirit was Ben Whitney, competitor in five tournaments, who was hospitalized.

At the end of the fourth, the Office men A's forced the Shops five 56 pins out of first, with Paul Crawford rolling 116 to top Priest's 110, and Spires 114 to cancel Earl McCaslin's 104.

Jim Finley of the Office men went on to roll the tournament high single of 130 in the final frame.

Standings of other teams in order of finishing were: General Office B's, Bangor; Rigby B's; General Office Old Timers; Rigby D's and Rigby E's.

Records for high five went to Spires, 554; Crawford, 514; Priest, 507; MacVane, 488; Whitmore and Ham 485. High single: Finley, 130; Marty Holmes, 125; Spires, 119; McDonald and DeRoche, 117; Crawford, 116; Piston, and Murphy, 115.

Spires and Finley were presented individual trophies through the good offices of Charlie Harrington, manager of the Big 20 alleys.

The host General Office group and the Magazine pooled resources to provide free coffee and sandwiches to the participating teams.

Joseph N. Marcous

Joseph Napoleon Marcous, 94, one of Farmington's oldest citizens, died Easter Sunday at his home, 91 High Street, following an illness of several weeks. Up until his most recent illness, Mr. Marcous had been active and walked to St. Joseph's Church every Sunday morning and return.

Born Dec. 15, 1859 in Farmington, he was the son of John and Christine Marcous. Mr. Marcous had been active in the community and was a member of the Farmington United Methodist Church. He was predeceased by his wife, Mary Dow Marcous, who died in 1943.

Mr. Marcous was an active member of the Farmington Historical Society and was a member of the Maine Central Railroad Retirement System. He had been a lifelong resident of Farmington, where he was a member of the Farmington Fire Department and served on the town's Board of Selectmen.

Joseph Marcous died peacefully at his home surrounded by family and friends. He had been a active member of the Farmington Historical Society and was a member of the Maine Central Railroad Retirement System. He had been a lifelong resident of Farmington, where he was a member of the Farmington Fire Department and served on the town's Board of Selectmen.

The Marcous family would like to extend their sincere thanks to the staff of the Farmington Health Care Center for their care and attention during Mr. Marcous' final days.

Joseph Marcous was laid to rest at the Farmington Cemetery on April 1st, 1995.
We've bucked the storm of rain and snow
On many a hard fought trip,
But having you to boss the job
We never lost our grip.

We've come down the line from smoothfaced boys
To men now growing gray
And so it goes in every game
To youth with whom we must give way.

May God give us the power
To walk, to hear, to see,
But on this Earth no finer friend
Than you have been to me.

So here's to you with all your tricks
As you wander to and fro
And your youthful years of sixty-six
Have made other's heart beats grow.

So here's to you where ere you go
Or whatever you may do
I want to wish you all the best
God can bestow on you.

And I clasp the hand of no better man
And your friends are many and stout,
It's nice to know a good old "Joe,"
Like good old Harry Strout.

My deepest appreciation and heartfelt thanks to all my friends who contributed so generously towards the beautiful gifts presented to me on my retirement as Superintendent.

My best wishes to you all for continued success, health and happiness.

H. L. STROUT

The many friends of retiring Superintendent Harris L. Strout, gathered at Union Station to see him presented a gift. In center foreground are Strout, W. P. Reeves and E. H. Winslow.

Harris L. Strout retired April 30 as superintendent of the Maine Central Railroad's three operating divisions, and will travel by water from now on, courtesy of fellow employees.

Strout, who ended an up-through-the-ranks career of 48 years of railroading, was presented an outboard boat, trailer and purse with which to purchase a motor, by more than 700 employees throughout the system in ceremonies on Portland Union Station platform.

The popular official who recalled entering service in the motive power department checking mileage for P. M. Hammett in 1906, also was presented a gold-embossed "This Is Your Life" booklet containing a cartoon history of his career and the names of contributors prepared by Train Dispatchers John Lyden and Draftsman John Cochrane, Portland.

Strout took a Summer job as a brakeman in 1906 and recalls that he bought his first passenger uniform May 13, 1907 when he went to work on the railroad's long-famous Summer train, the "Bar Harbor," which then ran to the Mt. Desert ferry. He qualified as a conductor in 1911 and for the next 30 years worked in both passenger and freight service having been conductor on most of the fast Portland-Bangor trains, and the regularly scheduled big freights.

Strout was appointed trainmaster of the Portland Division July 1, 1941 and five years later became superintendent of the division.

In October, 1953 he became superintendent of all operating territory including the Mountain Subdivision from Portland to St. Johnsbury, Vt., the Eastern Subdivision from Bangor to Vanceboro and Calais, and the Portland Division.

Strout plans to put his boat to good use at his Summer home near Sebago Lake Station. The following poem written by Engineman Charlie Reddy, with whom Strout worked many years, typifies the esteem in which he was held by supervisors and employees alike:

TO A GOOD MAN
Many years have come and gone my friend
Since you and I have met
And the changes have been many
And there's no end to them yet.
But your friendship has been steadfast
Be your troubles what they may
And a sharp harsh word to anyone
I've never heard you say.

We've come down the line from smoothfaced boys
To men now growing gray
And so it goes in every game
To youth with whom we must give way.

May God give us the power
To walk, to hear, to see,
But on this Earth no finer friend
Than you have been to me.

So here's to you with all your tricks
As you wander to and fro
And your youthful years of sixty-six
Have made other's heart beats grow.

So here's to you where ere you go
Or whatever you may do
I want to wish you all the best
God can bestow on you.

And I clasp the hand of no better man
And your friends are many and stout,
It's nice to know a good old "Joe,"
Like good old Harry Strout.

My deepest appreciation and heartfelt thanks to all my friends who contributed so generously towards the beautiful gifts presented to me on my retirement as Superintendent.

My best wishes to you all for continued success, health and happiness.

H. L. STROUT

The career of a famous family of Maine Central railroaders ended in March with the retirement of Mrs. Vivian Elliot after 40 years of service. Mrs. Elliot is the daughter of Frank J. Ruve, who retired in 1930 after 45 years of service as superintendent of the Portland and Mountain Divisions. Mrs. Elliot entered service as a stenographer at Lancaster in 1914 and came to Portland in 1925 where she was stenographer in the superintendent's office until retirement. A third member of the family, Mrs. Elliot's husband "Doc," an Engineering Department employee, is on extended sick leave.

Others retiring were Pierre A. Maheu of 6 King Street, Waterville, boilermaker in the Shops there, after 46 years of service.

Charles H. Emery, Box 40, Benton Station, Me., machinist at Waterville Shops, after 42 years of service.

An inexpensively priced book, "Pioneer Railroads" now available at newstands should prove popular to railroaders, rail fans and others interested in the romance of early railroading.

Published by Fawcett Books in a soft-cover edition at 75 cents, the book is profusely illustrated with early railroad photos and memorabilia and written by H. W. Bowman. It covers the period from the early steam lines to the trans-continental railroads.

Norman A. Fuller

Norman A. Fuller, 66, train announcer at Union Station, Portland, for 35 years, died unexpectedly at his home, 278 State St., April 26.

He was born in Portland, March 6, 1888, the son of Gilman T. and Elizabeth Matthews Fuller. He attended Portland schools and early in life was a licensed embalmer and funeral director with a local firm for 12 years.

He was a member of Portland Masonic Trowel Club, Maine Railroad Veterans Association.
1954 Bowling Tournament

DIRECTORS’ TROPHY TOURNAMENT TEAMS (1) GO B’s Front, Marty Holmes, Wendy MacDowell, Jeff Warford; Standing, Les Mills, Frank Rivers. (2) Rigby C’s, Joe MacDonald, Joe DeRoche, Thorne, King, Ham (3) Bangor, John Shaughnessy, York, Warren, McAllian, Snyder (4) Old Timers, Ronnie Jordan, J. Redmond, Bill Brownell, Al Foster, Steve Conley (5) Rigby B’s, Stratton, Steves, Piston, Mizula, Pooler (6) Rigby A’s, Stack, Casey, Mulhern, MacVane, Shea (7) Waterville, Priest, Pearl, McCaslin, Jewett, Whitney (8) Rigby D’s, Murphy, Dusto, Gillis, Flynn, Landry (9) Whitney, Haldane, Proctor, Beckwith, Whitten.
OLD TOWN — Fifty-two years of service on one job, and highly creditable service at that, is a record achieved to be proud of in any occupation and Howard A. Prouty of Old Town is justly proud of his unbroken record of service.

He completed more than a half century as railroad telegrapher with the Maine Central Railroad at the Old Town station Wednesday afternoon. Being a modest individual, and not too much inclined to talk about his own exploits, Prouty insists that there is nothing spectacular about the record he has made. The nearest approach to self congratulation upon completion of a record that many men would properly envy was his modest statement, "There is nothing in my record that I am ashamed of."

Starting his lifetime of service with the railroad in 1902 at Old Town, in the same surroundings in which retirement finally caught up with him, Prouty served as agent at Wytopitlock from 1904 to 1926. In between times he has seen service at just about every point on the Eastern Division of the road, including some time as baggage man at Ellsworth.

He is proud of the fact that he has been able to see two sons to the University of Maine and to have seen them graduate. "I have enjoyed every minute of the 52 years," he says.

Recalling some of the past experiences during a lifetime spent with the railroad, Prouty insists that nothing out of the ordinary happened in which he took any prominent part and that his work has been wholly routine. But fellow workers are inclined to disagree with him on that point.

One of the most fascinating situations arose while he was agent at Wytopitlock and the two big Canadian railroads were competing for mail business. The railroad's trains traveled for a part of their run over Maine Central tracks and so intense was the competition for the coveted mail contract that speed was the only consideration. Sixty-mile-an-hour speed was not the matter of fact order of things as it is today and neither were the road beds designed for it.

One day the inevitable happened and the Canadian Pacific flyer split a switch, as railroad men call it, in the yard, half the train electing to follow the engine on one track and the rest of the cars setting out on a course of their own. Fortunately, Prouty says, there was no Maine Central train side-tracked at that particular moment in the yard.

As to retirement plans, there are none, he says. Wednesday afternoon at 5 o'clock 52 years on the job ended. 'I don't know how I will like it,' was the plaintive comment from this old time railroad man, "probably I'll just have to get used to it!"

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Doing business without advertising is like winking at a girl in the dark. You know what you are doing but no one else does.

GARDINER

Station Agent David Cameron is planning on visiting his summer cottage in Harpswell soon. Operator Eben Lord has been setting up his fishing equipment and expects to go fishing some weekend in the vicinity of North Whitefield. Operator R. F. Tracy has been ploughing up his garden land in West Gardiner evenings and week ends.

Freight Clerk Clyde Cooper expects his Boston Red Sox to go places this summer. Clyde says with the return of Ted Williams the Sox should win the pennant easily.

Baggageman Olin Gordon is thinking of managing the East Pittston Baseball Team this summer, Olin, who was quite a noted ballplayer in his day, expects to present a good team for the fans in Pittston.
March Hill recently attended funeral services for a relative.

Broomoperator Everett Reynolds has been in Fallmouth, Mass., since Dec. 9, where he is having a new home built anticipating retirement this coming fall.

Chief Scrapper Clarence Garfield is rumored to have fallen heir to a minor fortune but it isn't very likely that he has been vacationing in Florida.

Superintendent Leon Cookson has been in the hospital recently.

Riptrak Carman Bing Crosby suffered a painful accident recently when his glove became entangled in an air reamer and ripped his right thumb out.

Assistant Paint Foreman Kenneth Stevens has been a recent visitor to the Derby Shops of the Bangor and Aroostook observing their spraying and painting operations.

Superintendent Frank Bennett passed another birthday milestone at the MCRR on March 17 (the day when all good Irishmen celebrate), and was remembered appropriately with several gifts. Elisha "Pete" St. Peter, Stores Dept. carrier pigeon is confined to the Osteopathic for surgery.

Eugene, son of Clerk and Mrs. Wilfred Binnette has accepted a position with the Army at Ft. Dev.

The boys in the Passenger Room are feeding Chick Pooler sweets and goodies, such as banana splits, to help him regain the pounds he recently lost in the hospital nice gesture?

Carman Helper Linus Pickens has returned to the Freight Shop after prolonged and severe illness.

Waterville Station and Yard

By M. W. FLYNT and M. P. BIRD

Strong Chick Pooler and husband are sporting a new Bel-Air. Turn in of the "old" car nearly brought Bev to tears.

Eleanor S. Robbins recently substituted for Marilyn Bird, out on vacation.

Herbie Thing has had off telegrapher's job at Augusta. Herbie was swing man at Waterville ticket office.

Yard Clerk George E. Burns recently resigned after eight years service to go into private business. Good Luck George.

On Feb. 8, the office girls held a banquet at the Crescent Hotel. Turn in of the "old" car nearly brought Bev to tears.

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For all these wars around us,
You must have some great cause,
And in all the end you will
Live by Thine Holy Laws.

I only hope that sometime
This world will live in peace,
And all the world will cease
To labor and to strive.

Sgt. H. N. Tebbitts, son of clerks Everett Tebbits in Mr. Dodge’s office, expects to be home for Easter.

Halsey Chapman, trainman has been elected conductor of the local V.F.W. post, and will be installed soon. Bruce Clemons, section foreman at Sawyers River was elected senior vice-commander, and D. A. Dudley, conductor, was elected junior vice-commander. There are a great many railroading boys in this local post.

Peter’s spare wheel will soon be out on the road. Understand they will work on the Mountain division a short time and then go to the main line.

Tom Kennedy, Engineer, and wife are visiting in Pennsylvania at present. Mr. Kennedy’s mother passed away there and Mr. and Mrs. Kennedy will stay about two weeks.

Enginehouse man Ralph Clemons has bought a house and is busy getting ready to have it moved to a new location, where he will find himself plenty of work making it over and finishing things up a bit.

Trackman Freddy Cote is taking a few days off and his job is being covered by C. W. Kelley of West Glen.

Car Inspector Leon Sanborn has shown up with his new set of store teeth; says he likes them fine.

By JOHN J. KEATING
Railway Express Agent Sanborn, of Gardiner, has been elected vice president of the Young Republican Party, of that city.

Railway Express Messenger Edward Osborn, of Watervillc, took the pension Feb. 28, after 59 years of service. Best of luck to you “Ed” from all of us.

Conductor and Mrs. George Green of Watervillc made a visit to their son, in Arizona, on a trip to Pasadena, Calif.

Sympathy is extended to Mrs. Alfred John­­son, on the death of her husband a retired con­ductor, who had 45 years service with the Maine Central R.R.

Conductor Harry Kines with Conductor Thom­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­­…
It is with regret that I report the loss of one of our long-time operators and a personal friend at Augusta, Operator Don Reynolds, "RN", first tick Augusta Station, passed away April 11th after a long illness. Don served the Maine Central for 45 years and his loss will be keenly felt by all. Sympathy is extended to his widow and relatives.

Train Dispatcher Tom Earles looking forward to breaking in his new gasoline lawn mower. No more hard pushing for Tom. Now all he needs is one of Operator Ballard Fuller's tractors to attach to it and then he can ride around with it and let the motor do all the work. All kidding aside, I envy him.

Like to play chess? If you do the Chess Quartet offer the challenge to a game. Operators "Hot Shot" Shuman, Don Wilson, Ed Gallant and Dick Boothby getting to be experts at it, with Don the utmost authority and instructor in the game. Understand that they have been having some peak times. Looks like they're getting set to take on professionals as well as beginners. Think "Coke" Kane and Operator Walter Marshall better get together and practice as it looks like they're going to be up against some tough opponents, if the Quartet challenges them to a game.

Another sure sign of spring, Operator Walley Marshall, First Trick Tower One, made a trip over to Franklin to get his cottage ready in preparation for summer vacation. Sounds like a nice quiet place for some chess practice.

Two newcomers welcomed into our midst, Operators John Wilson and Joe Malia passed their written tests and have been placed on the spay board. These boys are to be commended as well as Operator Frank Gardner who for several months now have been plugging hard at learning the wire over to "PA" Union Station, with the able assistance of Operators Ed Russel and "Hot Shot" Shuman and Ed Gallant. Glad to see so many of the boys around here plugging that way as we sure are going to need them when the vacation season gets in full swing.

Walter "Steve" Brodie has a new car of a popular make, and he likes it very much. He said there was only one day when it rained but it was so quiet especially in the cabin and nights when an outer garment was needed.

A TIGER in his prime when this was taken back in 1929 was Carman Helper Art Landry, Rigby, who that same year fought the great Paul Junior. A nice bright tube of shaving cream, and used it as such. A short while later Roy heard him say, "This is the hottest shaving cream I've ever used, where'd you get it?"

Rigby Engine House

Laborer Albert Cross, third tick, had in with a trailer truck recently, and needless to say came off second best. Although the damage to his car was not too great, I believe there were some physical injuries in the accident.

Machinist William Tatarczuk returns from his trip to Florida, and enters the hospital for a complete physical examination. His teeth was the only thing they recommended that needed attention. Carman Al Dunham's wife, is at this time in the Maine General Hospital convalescing from two major operations. Seems to be coming along nicely and we wish "the best of luck to Coach Cleaner John Welch purchased a spick and span new one. I understand he kept his. Enamel cleaner Harold Pfeffer returned to work after a rather serious operation which meant a long period of recuperation.

Machinist Robert McKenzie has returned to work after being hospitalized during a job assignment covering for William Tatarczuk, and is now covering the job of Fred Johnson. He also had a slight auto accident shortly after returning to work, but got out of the difficulty without too much trouble.

Our Safety Board figures are climbing again after a rather lull period. The accident that occurred has now reached 75 days without a loss time accident.

Machinist Helper Joseph Ashley had a birthday this month April 9 and our worthy Engine Dispatcher, L. E. Mathews, Jr., was a recent visitor with us.

Terminal Car Department

By HUGH F. FLYNN

Coach Cleaner Leslie A. Hamel, Jr., son of Carman and Mrs. Leslie Hamed, is now taking basic training at Sampson Air Base, Sampson, N. Y.

Richard Flynn, son of Store Laborer Ed Flynn and your writer's brother, has been discharged from the U.S. Navy after two year hitch. We wish the best of luck to Coach Cleaner Leonard Otte who passed his written test at 337 when you have a bit of information that might help out, even if it's only a little bit, it sure helps out, and I don't have the same available contact of the inter-com that you boys are fortunate to have, so certainly will appreciate your help. It's your column and I like to keep it alive.

Hector Casey is to be married on April 24, 1954, to Mary Welch who is the daughter of Carman and Mrs. Martin H. Welch.

In and out of the hospital and now back to work is Carman Raymond Laberge after a long vacation with pneumonia.

Store Laborer John MacVane is now back to work after vacationing in Florida, John says it was warm and he spent a good deal of his time at the beach keeping his eye on things.

Retired Carman Peter Griffin is again visiting Ireland having flown there from Boston. Our own Fred Ward on the death of his brother Robert.

Coach Cleaner Leslie Hames was married to Miss Helen Richardson on March 4, 1954, at Dealestow, Md.

Laborer Bill Conrad is, at this writing, still out sick. We wish him a speedy recovery.

Carman Emile Casey, son of Carman and Mrs. William Casey, has been discharged and I don't have the same available contact of the inter-com that you boys are fortunate to have, so certainly will appreciate your help. It's your column and I like to keep it alive.

Bangor Car Department

By C. A. JEFFERDS

We are all glad to welcome W. R. "Gus" Moore back to work after his having been off on account of sickness. Coach Cleaner A. J. Duplessis was a recent visitor after a brief illness. Coach Cleaner Leonard Otte, Machinist Helper Joseph Jones, and Machinist Henry Johnson tells me his grandson have had their tonsils removed. This should help to eliminate the colds and other respiratory ailments that children have.

Clyde Burnham, machinist at Wharf No. 3 has been confined to the hospital on account of an operation and is covering his job.

Southeast Fielding and Builder Work was a recent visitor at the shop while quite extensive work will return being performed on the Boston and Maine switcher 113 by your reporter.

Machinist Helper Joseph Ashley had a birthday this month April 9 and our worthy Engine Dispatcher "Coke" Kane did the honors as usual and presented birthday greetings. The only trouble "Joe" never admits his age as being over 40 years.

Machinist Helper and Mrs. Millford Goodwin celebrated their 24th wedding anniversary.

While visiting both the Better Homes and Do It Yourself Expositions I saw many familiar faces of the fellows and their wives, who work at the engine house or on some part of the Terminal property.

Quite a large following of sport fans took in the bowling tournament at Scarborough. It was featured by the usual highlights, and everyone enjoyed a good time in the right way.

Another new car appeared toward the last of the month when our General Foreman Mr. Welch purchased a spick and span new one. I understand he kept his. Enamel cleaner Harold Pfeffer returned to work after a rather serious operation which meant a long period of recuperation.

Machinist Robert McKenzie has returned to work after being hospitalized during a job assignment covering for William Tatarczuk, and is now covering the job of Fred Johnson. He also had a slight auto accident shortly after returning to work, but got out of the difficulty without too much trouble.

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his family in Brewer, he now being stationed with the U.S. Army, Fort Leonard Wood, St. Louis, Mo.

ELECTED to the National Honor Society at Bangor High School based on scholarship, leadership, service and character, was Edith Badger, daughter of Coach Cleaner Henry L. Badger, Bangor Car Department.

ONE FOR THE BOOK is Linda Jean Loftus, daughter of Stenographer and Mrs. C. H. Loftus, Bangor Car Foreman's office who at only 18 months final exams in student nursing at Mercy Hospital in Portland.

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