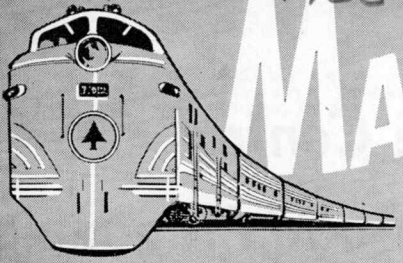


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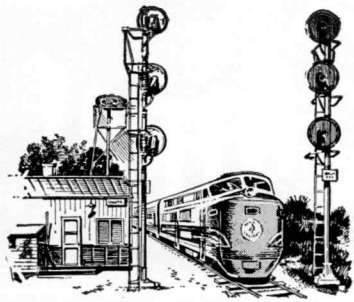


MAINE CENTRAL

RAILROAD MAGAZINE ...

JANUARY — FEBRUARY 1959





Maine Central Railroad Magazine

Vol. XIV—No. 9

Joseph H. Cobb
Editor

THE COVER

A hundred Oakland youngsters heard their final grade crossing safety lecture one morning this month from MeC Police Lt. Walter Murray. It came just before the Maine Central's newest automatic highway crossing protection installation went into service at Oakland, and was the last of a series of talks to the youngsters by Lt. Murray, Chief Investigator Albert E. Christie and Safety and Fire Protection Agent Clifford L. Quigley.



FROM THE EDITOR

Opposite this page, in some detail, is an outline of what the railroads of Maine are doing to improve their state tax situation. A pamphlet describing the problem and its proposed solution has been circulated to all railroad employees.

The success of this effort is tremendously important to the Maine Central Railroad.

The amendment now before the 99th Maine Legislature would allow us to improve our services, our credit and our general condition. The resulting prosperity of the railroads would be reflected in the entire economy of the state.

If, on the other hand, we are forced to continue to pay an unfair tax on gross receipts, the future will be dim for the railroads of Maine.

We have a job to do. As employees of the Maine Central Railroad, we are obligated to provide rail service for the industry and the people of our state. As individuals, we are obligated to provide for our families.

As citizens of Maine, we can help ourselves meet both obligations through active support of this vital tax relief measure.

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Rail Tax Reform Awaits Action

By SUMNER S. CLARK
Assistant to the President

A proposal that would ease the tax burden of Maine railroads and directly benefit every segment of the state's economy is now awaiting action by the 99th Maine Legislature.

The bill, filed by Rep. Edwin P. Whiting of Skowhegan in behalf of the five major railroads of Maine, would change the system under which the state levies the railroad franchise tax. In the past, these companies have paid a minimum of 3¼ percent of their gross revenues to the state for the privilege of exercising their franchises—the privilege of operating their own trains over rights of way they own, build and maintain.

Rep. Whiting's bill is in the form of an amendment to the present excise tax law. It would put the state tax on a sliding scale, so that the tax would be high in good railroad years, lower in others. The amendment also contains a provision for a minimum tax of 1 percent of gross revenues.

Any revenue which the state might lose if the bill is approved would be completely offset by the benefits it would gain through a more prosperous and efficient railroad system. The railroads provide the only answer to the growing need of Maine's basic industries for low-cost transportation of raw materials and finished products.

The prosperity of every Maine citizen depends on the prosperity of the basic industries, and the basic

industries, in turn, depend on the economies of rail transportation. The tax relief amendment would allow the railroads a greater measure of prosperity when they need it to maintain a high level of service.

It has been the frequent comment in Augusta that the railroad tax measure means the loss of revenue to the state in a year when demands for new state services are on the rise. With appropriation requests increased in all branches of state government, it has been said that the state can ill afford to cut taxes of any kind.

The facts are these: Because the excise tax is levied on the preceding year's gross revenues, there would be no change in the railroads' tax payments in 1959. In the state's fiscal year which ends on June 30, 1960, revenue loss would be approximately \$350,000. The full effect of the measure would not be felt until 1961. Thus, any decrease in state revenues for the biennium would be slight.

Loss to the state would be small in terms of the state's \$67,000,000 annual budget, and smaller still in terms of what the railroads have done, are doing, and will continue to do for the industry and people of Maine.

Railway Clerks Install Officers

By Ernestine V. Miller

Portland Lodges of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes held their eighth annual joint installation of officers at the Eastland Hotel, Portland, January 24. A total of 383 members and guests were present.

The Rev. J. Edward Elliot, assistant pastor of Woodfords Congregational church, delivered the invocation. Hugh Flynn, Rigby Stores Department, who is vice general chairman of the Clerks' Brotherhood, served as Master of Ceremonies. Sigmund Dyro, accordionist, played requests during the dinner.

Among the principal speakers was George W. Hurley General Chairman of the Railway Express Division, who said in part, "In this territory we have dedicated people endeavoring to run railroads, and they are doing their utmost not only to keep the railroads going, but to increase business. Railroads pioneered the building of this country, and railroad employees are God-fearing, law abiding, solid citizens of the country in which we live. It would be tragic, indeed, for these people to be forced to the four winds in the twilight of their lives. Railroad employees have to rely on their senators and congressmen for 95% of their legislation. You should get to know your senators and congressmen, so that when you are called upon to contact them or write them for railroad legislation, you will know to whom you should write—don't just let the other fellow do it—do it yourself—it might mean your job."

Harold D. Ulrich, General Chairman of Railway Clerks on the Maine Central, Bangor and Aroostook, Portland Terminal Co., and the Boston and Maine, also addressed the members, outlining the founding and growth of the Maine League of Railroad Men and Women, which he heads as president.

Ulrich emphasized the importance of employee efforts to win favorable legislation in both federal and state governments. "Remember," he said, "the healthier we can keep the industry, the more we help ourselves and the more we help the people of Maine who are dependent upon railroad transportation to such a great degree."

The General Chairman stressed the importance of the railroad tax reform amendment now before the Maine Legislature.

"This measure," he said, "already has received the endorsement of the executive committee of the Maine League of Railroad Men and Women. If we as employees of these railroads are called upon to help win passage of this bill, we should do all we can . . . it is important to us all."

(Continued on page 10)



NEWEST MAINE CENTRAL EQUIPMENT—This aluminum trailer, bearing the herald of the Maine Central, is one of two that have recently been added to the Maine Central equipment roster. It is shown immediately after it arrived from Caribou recently, loaded with potatoes for Milliken, Tomlinson Co. of Portland.

T-O-F-C Report:

MeC Piggyback Shows Great Promise

Inauguration of piggyback service by the Maine Central was the first apparent symptom in Maine of what may be a revolution in freight transportation. President E. Spencer Miller already has referred to it as "a marriage of highway and rail transportation," and "the beginning of a new transportation era."

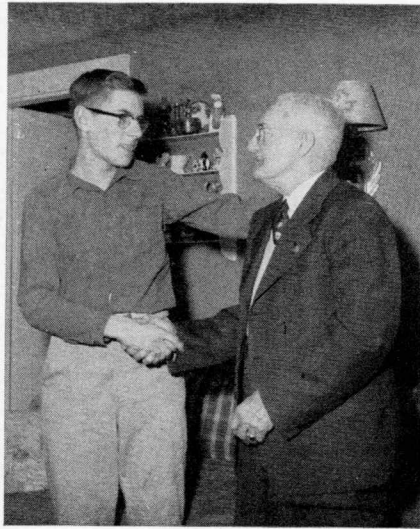
Although still in its infancy on the Maine Central, piggyback already is showing promise of growing to robust maturity. The gauge for this is the interest already shown by pioneer piggyback shippers in Maine, and the growth of piggyback across the nation in the past year.

A committee of officials headed by General Manager Roy E. Baker

is currently mapping plans for equipment and services to meet the demands of several potential piggyback shippers.

Maine Central freight traffic people also are making plans and filing piggyback tariffs for various commodities, and at present, have lined up trailer-on-flat-car service to 110 Maine communities, and to

(Continued on page 8)



"I NEVER WOULD HAVE RECOGNIZED HIM"—said John J. Keating, Sr., last month after the retired MeC trainman was reunited with David A. Garland of Camden, who was ten years younger and a few feet shorter when they last met. The pictures, believe it or not, are of the same people.

Reunion in Camden:

Trainman, Lad Recall First Meeting

Ten years ago last month, David A. Garland of Portland boarded a train at Union Station in Portland. This would have caused no stir at all except that he had no ticket, no real destination, and he was only five years old.

And it did cause quite a stir . . . enough to have a couple of policemen and a newspaper photographer on the scene when the lad got back to Portland. Everything had been fine until then, but when the lad saw those blue uniforms, he jumped into trainman John Keating's arms. At that moment, the photographer's camera clicked, and the result was a dramatic picture.

But that wasn't all. As the boy explained to Keating before they

reached Portland, he was trying to get to Camden to see his little sister. The train, of course, wasn't headed for Camden, but that train trip got the lad there just the same.

John J. Keating, Sr., now retired, heard the rest of the story when he and the boy were reunited last month.

The incident occurred just a few years after the close of World War Two. Many families were picking

up the pieces in those days, trying to readjust to the loss of loved ones. David Garland's family was like that, but readjustment had proved impossible. His sister had gone to live with a grandmother in Camden, and David remained behind.

Attention to the boy's plight was gained through his stowaway trip on the train, and within a few days, he, too, was with his grandmother in Camden.

He's been there ever since. Now a sophomore at Camden High school, David is getting close to six feet tall and is active in Scouting. He's good at math, and hopes to be an accountant . . . "maybe," he says, "for a railroad."

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Waring To Leave MeC Traffic Post

Frank H. Waring, who at 33 boasts nearly 16 years of part and full-time railroad experience, will leave the Maine Central late this month.

Waring, MeC assistant freight traffic manager, will become assistant general manager of the Mississippi Export Railroad with headquarters at Moss Point, Miss.

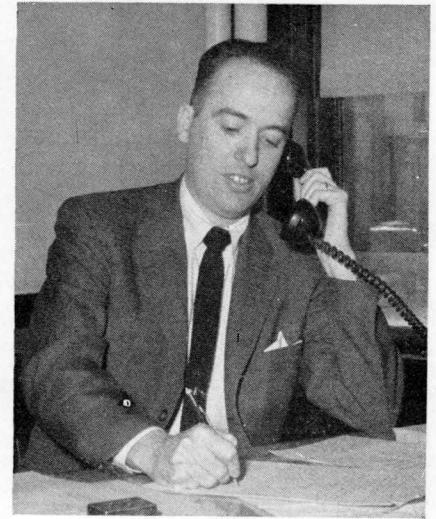
A native of Darien, Conn., Waring studied transportation at the University of Toledo, Ohio, after navy service in World War Two. On graduation, he joined Kansas and Oklahoma Railroad as trainmaster, later becoming mechanical superintendent.

Waring then became assistant general freight agent for the St. Johnsbury and Lemoille County Railroad in Vermont, entering

Maine Central service two years and nine months ago.

As a high school student, and while enrolled at Toledo University, Waring worked summers as a relief agent for the Long Island Railroad and as a messenger-clerk for the Pullman Company.

The Warings and their daughter have been residing in Scarborough.



WARING

SERVICE PINS AND DECALS

Any employee of the Maine Central who has passed the 25-year mark in service is entitled to wear one of the gold service pins which the Management supplies for 25-year and 50-year employees. If you are a 25-year or a 50-year employee and haven't received your pin, just write to The Editor and one will be sent you.

Similarly the Public Relations Department has, for free distribution, window decals of the Maine Central insignia. These are suitable for the rear windows of automobiles or other places where decals can be used.

PIGGYBACK

(Continued from page 5)

transfer points throughout the Eastern United States.

So far, the Maine Central has purchased two aluminum trailers. Three gondolas have been converted to flat cars for use in the new piggyback service.

Piggyback, as a combination of both highway and rail service, offers several advantages over both. Primarily, it combines the dependability of rail transportation with the flexibility of the highway truck, and makes great savings possible.

The Maine Central is presently offering only "Plan 3" piggyback service . . . moving shipper-owned or leased trailers by rail. Plans call for entrance into Plans 1 and 2 in the near future, with Plan 2 tariffs now in preparation.

Under Plan 1, the Maine Central will handle trailers owned and loaded by common-carrier trucking firms, and under Plan 2, the railroad will contract for shipments in its own trailers, providing pickup and delivery service. A fourth plan, in which the shipper owns the trailer and the flat car as well, has been established in the mid-west.

Piggyback service represents significant savings for the shippers, and several advantages for the railroads. It is the Maine Central's hope that lost business will return to the rails through piggyback operations, and that new business will result from this less expensive, weather-proof system of moving highway trailers.

MeC Magazine Founder Dies

Arthur S. Bosworth, former Maine Central purchasing agent and co-founder of the Maine Central Magazine, died in a Portland hospital Jan. 8. He was 91 years old.

A former resident of Bath, Mr. Bosworth was employed by the Maine Central just before the turn of the century, joining Samuel Manley to found the Maine Central employees' publication in 1893.

Mr. Bosworth left the Maine Central in 1898, and later became vice president and treasurer of the State Loan Co., a director of the Bath National Bank, and treasurer of the Seaboard Handling Co.

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Deaths

Harry C. Hobson, retired mailman, in Portland, Jan. 12.

P. L. Sherrard, in Fairfield, Dec. 10.

George W. McLuer, retired station agent, in York, Dec. 16.

Joseph J. Cote, retired conductor, in Rumford, Oct. 7.

Michael J. Wall, retired trackman, Nov. 12.

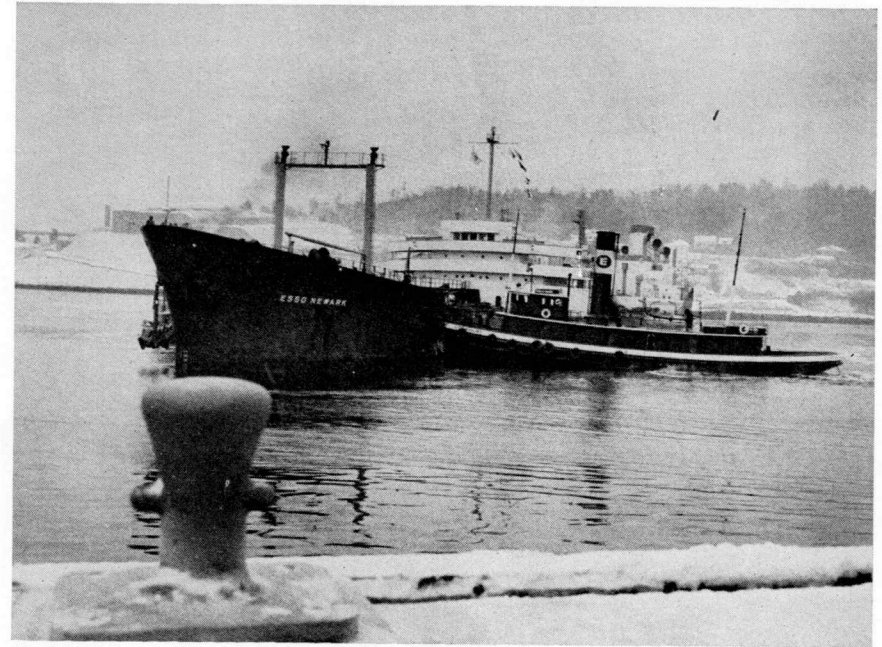
Martin F. Fallon, retired conductor, eastern division, Oct. 27.

Thomas C. Cutler, retired clerk, at Brunswick, in December.

William M. Cummings, retired operator, in January.

Harvey J. Ellis, retired agent, Dec. 31.

With MeC Shippers . . .



DOCKING AT BUCKSPORT—Arrival of the "Esso Newark," the largest tanker ever to visit Bucksport with oil for Webber Tanks, Inc., signalled the start of increased business for the newly-enlarged tank farm and the Maine Central's Bucksport branch.

Webber Tanks Inc., Boosts Oil Capacity

The largest tanker ever to negotiate the tricky Penobscot docked in Bucksport last month, beginning what may be a new era of importance to the historic river port as a receiving point for oil.

The arrival of the 628-foot "Esso Newark" with more than 8,000,000 gallons of kerosene, diesel and heating oils, was timed to coincide with completion of expansion work by Webber Tanks, Inc., a Maine Central mainstay on the Bucksport branch.

Webber Tanks has enlarged its storage and handling capacity in

Bucksport in order to handle the increased volume. Arrival of the "Esso Newark" and other super-tankers to follow is expected to increase rail shipments substantially.

Sumner S. Clark, assistant to the president, and Joseph H. Cobb, director of public relations, represented the Maine Central as civic and business officials welcomed the big tanker to Bucksport.

CLERKS INSTALL

(Continued from page 4)

Officers installed were:

Lodge #152: Joseph Flaherty, president; Martin McDonough, vice-president; Thomas J. Foley, financial secretary; Gerard P. Conley, recording secretary; James Millett, chaplain; R. J. Thompson, sergeant-at-arms; W. J. Griffin, guard.

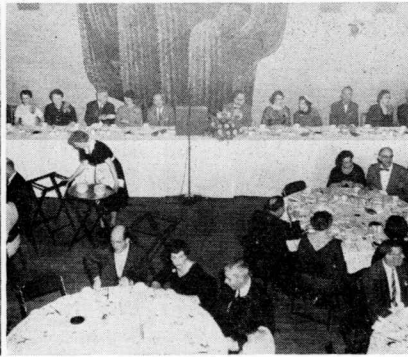
Lodge #374: Floyd Rutherford, president; Richard Esty, vice-president; Maurice Allaire, financial secretary; Edward Gingras, recording secretary; Margaret Gagnon, chaplain; Raymond Briggs, sergeant-at-arms; Katherine Donahue, inner guard; Dorothea Smith, outer guard.

Lodge #884: Donald Whitney, president; John Coyne, vice-president; John J. O'Donnell, financial

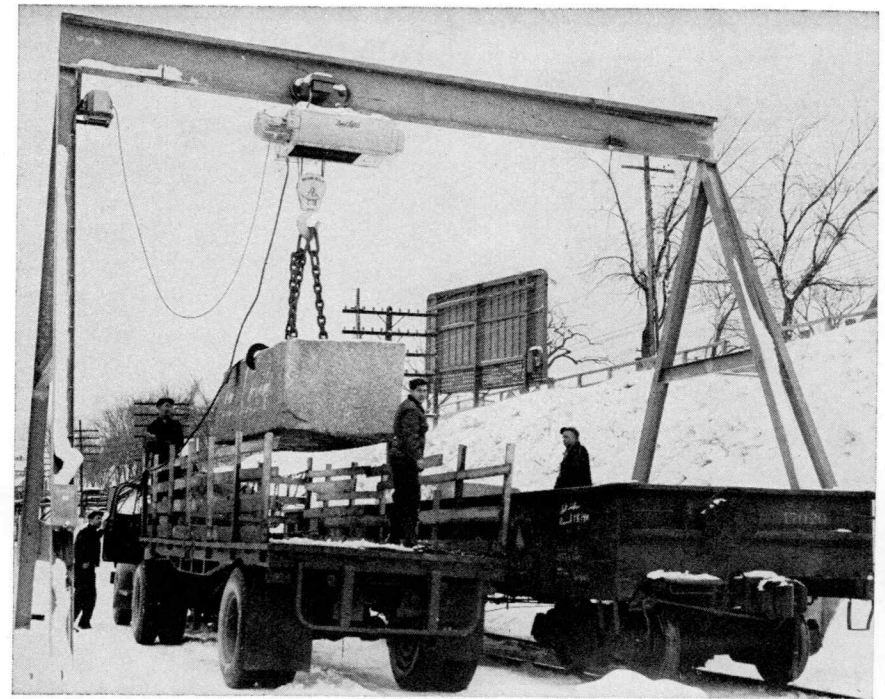
secretary; Bartley Flaherty, recording secretary; John J. Burke, chaplain; Newton Rodgers, sergeant-at-arms; Stephen J. Kilmartin, John Burke, board of trustees.

Lodge #2243: Robert H. Conroy, president; Raymond Mitchell, vice-president; Stanley E. Heskett, financial secretary-treasurer; Louis Rancourt, recording secretary; Martin J. Kane, chaplain; James P. Bruni, sergeant-at-arms; Edmond R. Peterson, inner guard; Paul N. Townes, outer guard.

The banquet committee consisted of Alfred P. Chapman Jr., chairman; Arthur P. Mills, treasurer; Ernestine V. Miller, secretary; Barbara Gain, Marie O'Connell, Chesley E. Robie, Frances LaRose, Hugh F. Flynn, John J. O'Donnell and Louis Rancourt.



HEAD CLERKS' LODGES—Pictured at the annual joint installation of officers of the Brotherhood of Railway Clerks were, left to right, Floyd Rutherford, president of Lodge 374; Robert H. Conroy, president of Lodge 2243; Donald Whitney, president of Lodge 884; and Joseph Flaherty, president of Lodge 152; receiving congratulations of George W. Hurley, Boston, general chairman, New England Board of Adjustment, Railway Express Division; and Harold D. Ulrich, Melrose, Mass.; general chairman of Railway Clerks on the Boston and Maine, Maine Central and Bangor and Aroostook Railroads. At right, Hugh F. Flynn raps the gavel to open the installation ceremonies at the Eastland Hotel Ballroom in January. Head table guests included Mr. and Mrs. Alfred P. Chapman; Mr. and Mrs. Hurley, Mr. and Mrs. Ulrich, Mrs. Flynn, Mr. and Mrs. Horace N. Foster and the Rev. and Mrs. J. Edward Elliot of the Woodfords Congregational Church. The new officers of the lodges were installed by Mr. Hurley, and Mr. Ulrich delivered the address of the evening. Dancing followed the speaking program with music by Don Doane's orchestra.



NEW CRANE FOR BANGOR—Placed in operation during January was this 18-ton monorail crane, designed for use by shippers in the McC yard at Bangor. It replaces a hand-operated pillar crane rated at only ten tons. A load of granite from the Deer Isle quarries was being loaded as this picture was made. (Bangor Daily News photo)

Monorail Crane In Service at Bangor

A new, 18-ton monorail crane went into service in January at Bangor as the Maine Central moved to improve services for central and eastern Maine shippers.

The electrically-operated device replaces a hand-operated pillar crane in use in the Bangor yards for many years. It allows loading of rail cars from trucks that move freight from off-rail points.

Among the first to use the new crane were employees of the Deer Isle Granite Corporation of Stonington who loaded a shipment of structural stone the day the device went into service.

Robert McGuire, Deer Isle Corporation president, said his firm expects to use the crane in shipping a dozen carloads of fancy cut granite destined for use in the Henry McCormick Memorial garden court to be built at the Art Institute in Chicago.

The high quality Sherwood pink granite, quarried on Crotch Island, off Stonington, has been used in construction of public buildings and memorials throughout the nation.

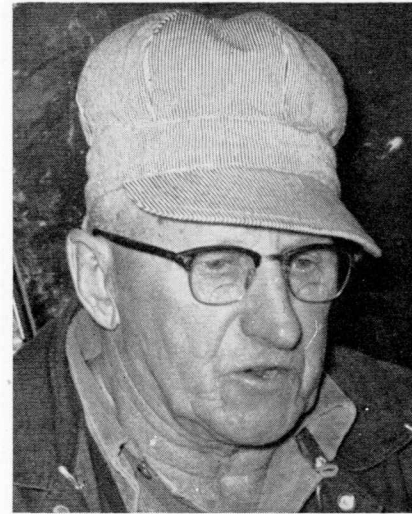


RETIRE AT BANGOR—Two Maine Central veterans in Bangor retired during January. Byron Scott, top left, celebrated his 70th birthday and his last day of work on the same day. A gift was presented by Bangor yardmaster C. J. Wilson in behalf of Scott's fellow employees. He joined the Maine Central as a brakeman 50 years and seven months ago.



At left, train dispatcher Justin A. "Tom" Hendrickson took his last call the same day, rounding out 47 years and three months of Maine Central service. "Tom" joined the MeC in 1912, worked at several jobs, with most of his railroad career spent as a train dispatcher at Bangor.

"Tom" plans a trip to New Mexico some time soon, and next summer may be found in his strawberry patch, or if not there, on some trout brook, trying some home-tied flies.

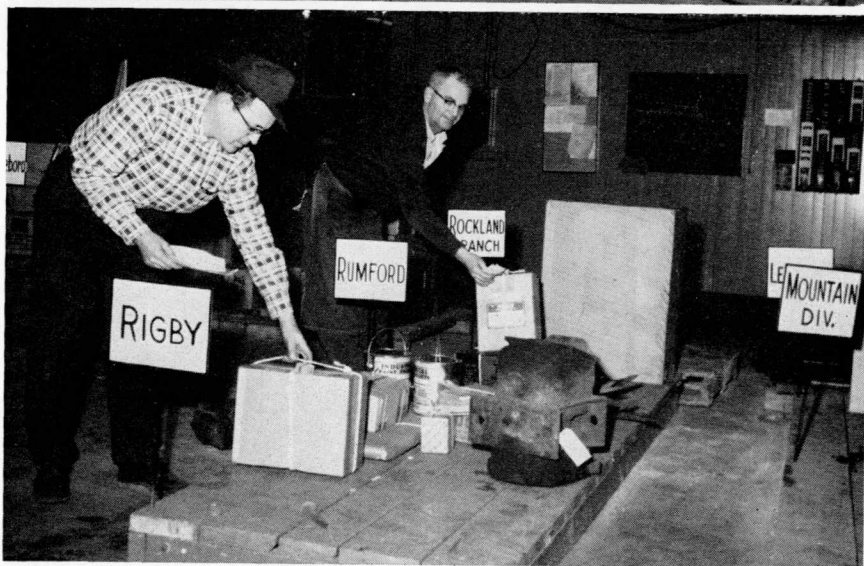
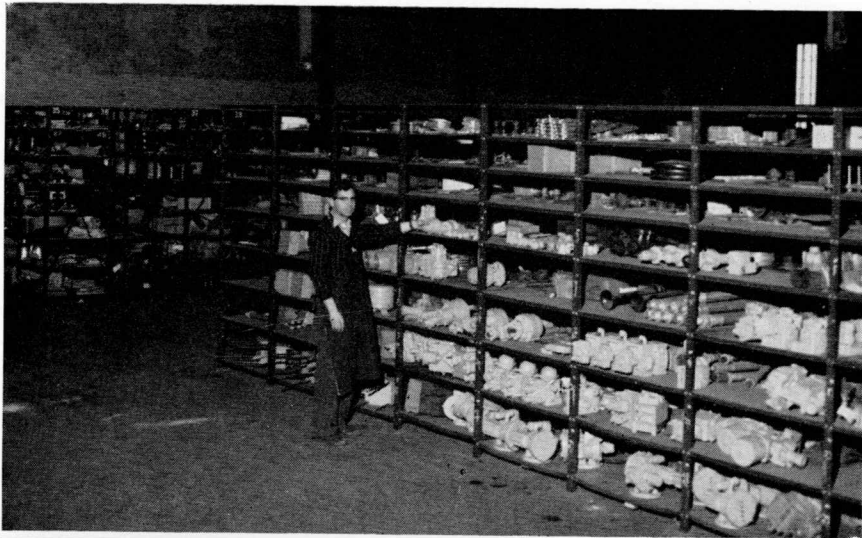


AT END OF LAST RUN—Elmer C. Haley, 72, of Portland, talks to a reporter at Rigby after completing his final run at the controls of the Rockland freight. He has spent 47 years as a Maine Central fireman and locomotive engineer. He's looking forward to "no more alarm clocks" and more time for work in his flower and vegetable garden. Even before his retirement, the MeC engineer found enough time to keep the family well supplied with produce. A son—Ed Haley of Car Services—says they ran out of home-grown potatoes just last week.

(Press Herald Photo)



LAST DAY OF WORK FOR "BACH"—Clifford H. Bachelder—known to hundreds of fellow employees and travelers as the veteran train announcer at Union Station, Portland—worked his last day after 48 years with the Portland Terminal Company in January. Stationmaster John H. McNally presented a purse from Bach's friends and wished him many happy retirement years.



STORES CENTRALIZED FOR SHOPS AND ENTIRE MEC SYSTEM—A year-long project that has involved both the Mechanical and Stores departments has been completed at the Waterville Shops. Its result is the centralized stores department. A section of interest is shown in TOP PHOTO, from which each repair department draws its parts and materials. Ralston Armstrong fills an order from the bins. The centralized stores operation also furnishes stores for the entire system. In LOWER PHOTO, Donald Berard, left, and Leonard Boucher place ordered materials on pallets marked with system destinations.

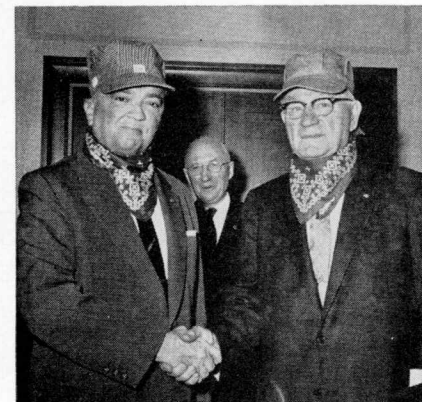


TROWEL CLUB DEGREE TEAM—Railroad Masons conferred a degree at Hiram Lodge, South Portland, in January. Members of the Trowel Club degree team are, seated, left to right, George Stanley, senior steward; Roy Cote, senior deacon; Wor. Gordon Williams, senior warden; Wor. Carl Baldwin, master; Archibald M. Knowles, junior warden; Wor. Maurice Hawkes, junior deacon; and Lester Woodbury, junior steward. Standing, Wor. Philip Carr, chaplain; Chester Freeman, speaking fellowcraft; C. W. Beckwith, fellowcraft; A. W. Strout, 1st ruffian; George Ellis, 3rd ruffian; Albert Wetmore, Jr., 2nd ruffian; Willard Darrah, fellowcraft; Wor. Don Sinclair, president; and James Dean, marshal.

RRA and RUIA Benefits Exempt from Income Tax

With the approach of the April 15th deadline of filing Federal income tax returns, the Railroad Retirement Board reminds persons who received retirement and survivor benefits under the Railroad Retirement Act in 1958 that such payments are **not** subject to Federal income tax. The pamphlet of instructions, which accompanies Form 1040, **U. S. Individual Tax Return**, states that benefits under the Railroad Retirement Act should not be reported as income on the return.

Likewise, unemployment or sickness benefits paid to employees in 1958 under the Railroad Unemployment Insurance Act need not be reported.



FBI CHIEF HONORED—J. Edgar Hoover, director of the F.B.I., at left, received honorary membership in the Brotherhood of Locomotive Engineers last month. With him are W. E. Knox, center, Chief engineer, Div. 160; and Guy L. Brown, BLE Grand Chief Engineer.



VETERAN CONDUCTOR HONORED—Ernest T. Biladeau, 70, oldest conductor in years of service on the Maine Central's Portland Division, received his 50-year pass last month from President Miller. A native of Waterville, Biladeau joined the Maine Central in 1909 as a brakeman, and has been a freight and passenger conductor for the past 45 years.

MeC Awaits Largest House Trailer

As the Maine Central Magazine went to press, plans were being made by train crews for the handling of the largest house trailer in the world.

The five-room rolling home has been shipped from a plant in Wakarusa, Indiana, and is consigned to Leo Rosin of Lisbon, Maine.

The trailer is nearly 63 feet long, 12 feet wide and ten feet high. It has two bedrooms, a 20-foot living room, a kitchen, dinette and bath.

And.....believe it or not, there's an Indiana limestone fireplace.

MeC Bowling Tourney Scheduled April 4

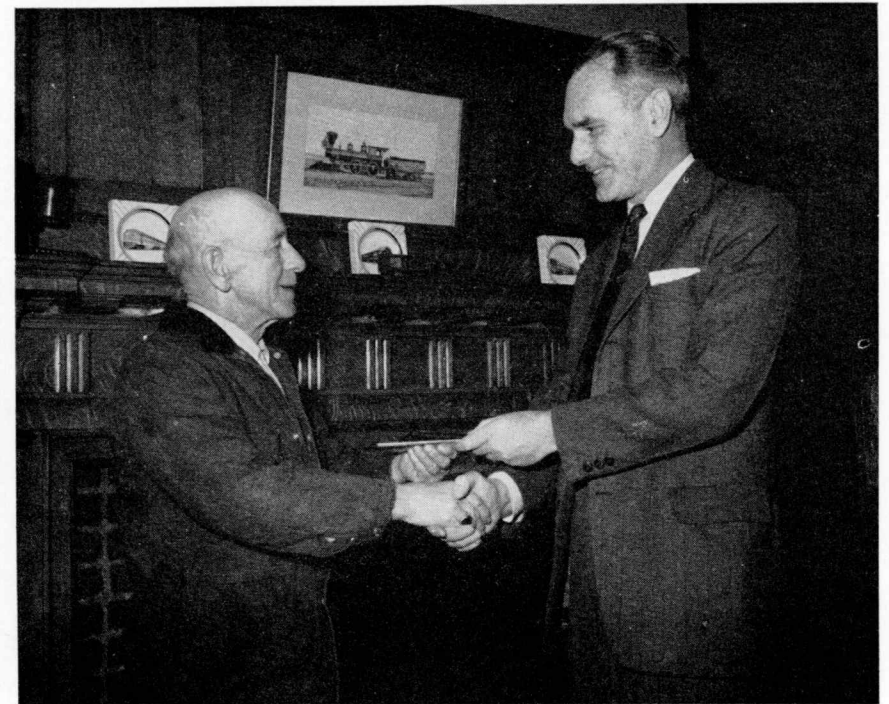
Bowling balls and body english will be the order of the day April 4 in Bangor for the annual Maine Central Bowling Tournament.

"Commissioner" Lawrence Severance of the Bangor Engine House is serving as chairman of this year's event, and expects an entry list of about 12 teams. He is being assisted in the plans by John Shaughnessy.

Team A of the General Offices in Portland topped most pins in last year's tournament in Portland, taking the Directors' trophy for the second year in succession. Permanent possession requires four team wins in as many years.

Members of the championship squad last year were Lennie Forest, Gerry Shea, Paul Crawford and Herbert Whitmore.

Teams from Portland, Rigby, Bangor and Waterville will be entered in the April event, top contest of the company's winter sports schedule.



A HALF-CENTURY OF SERVICE—James H. Kearns, Portland Terminal Co. Yard 7 conductor, entered his 50th year of active service last month. Kearns, who expects to retire in July, is shown as he received his 50-year pass from President Miller. A veteran of the German Occupation after World War One, Kearns is the father of two Maine Central Railroaders, Bernard and James Kearns.

Woodill Named to Real Estate Post

Robert A. Woodill, chief clerk in the Real estate and Industrial Development Department, Portland, has been named Real Estate Representative for the Maine Central and the Portland Terminal Co.



Woodill will continue to work under the direction of John P. Scully, executive assistant, in the details involved in management

of Maine Central property throughout the system.

A native of Portland, Woodill joined the Maine Central in 1927 as a clerk in the Accounting department. He held posts in the general manager's office in Portland, in the B&M general manager's office in Boston, returning to Portland in 1935 to enter the Industrial and Real Estate Department.

Woodill was transferred to the Executive department in 1939, and in 1941 became chief clerk of the Industrial and Real Estate department.

He is a member of several Masonic bodies, including the Trowel club.

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Just think of all the commercials, old movies, westerns, politicians, comedians, quiz shows, commercials, soap operas and other intrusions we can keep out of our homes just by turning one little knob.



Fred P. Bustin, machinists helper, So. Portland, 47 years.

David O. Campbell, laborer, motive power, Calais, 50 years.

J. C. Cust, conductor, Bangor, 50 years.

Martin J. Flaherty, yard laborer, Rigby, 44 years.

Charles S. Innes, operator, Portland, 41 years.

Everett H. Hall, conductor, Canaan, Vt., 46 years.

John F. Norton, yard conductor, Rigby, 46 years.

Justin Hendrickson, train dispatcher, Bangor, 44 years.

John L. Stoddard, crossing tender, Hallowell, 34 years.

Byron B. Scott, yard conductor, Bangor, 50 years.

A. G. Sherman, freight handler, Eastport, 27 years.

Leon R. Hamilton, crossing tender, Portland, 21 years.

Orville R. Hibbard, locomotive engineer, Waterville, 49 years.

L. R. Hamilton, crossing gate-man, Portland, 21 years.

William G. Conrad, laborer, car shop, Rigby, 40 years.

Frederick L. Gould, machinist, Waterville, 17 years.

Raymond J. Snow, asst. foreman, wheel room, Waterville, 40 years.

Guy E. Thompson, crew foreman, Portland, 42 years.

Gardner H. Potter, crossing tender, Newport, 12 years.

Gordon W. Jipson, crossing tender, Pittsfield, 34 years.

Elmer E. Haley, locomotive engineer, Portland, 47 years.

Vyletta M. Merry, ticket clerk, Portland, 38 years.

Leon M. Boyington, locomotive engineer, Portland, 46 years.

Dezeri L. Begin, clerk, stores dept., Waterville, 48 years.

Claude S. Bills, yard conductor, Waterville, 40 years.

Clifford H. Bachelder, announcer, Union Station, Portland, 48 years.

Frank S. Prescott, conductor, Rockland, 47 years.

Clyde J. Blanchard, trackman, Enfield, 29 years.

Hector B. Casey, carman helper, Rigby, 16 years.

Sydney J. Brown, Sr., watchman, Waterville, 14 years.

Chester A. Munro, crossing tender, Richmond, 17 years.

Newton Rogers, loader and caller, Portland, 14 years.

Ludger J. Cyr, crossing tender, Waterville, 13 years.

Calvin Pomroy, crossing tender, Hancock, 45 years.

Richard Sack, laborer, stores dept., Waterville, 15 years.

Everett H. Hall, conductor, Beecher's Falls, 46 years.

William J. White, locomotive engineer, Portland, 45 years.

Austin H. Googins, yard clerk, Bangor, 44 years.

Onata W. Quinn, ticket clerk, Bangor, 15 years.

Harold J. Higgins, crossing tender, Portland.

Mary L. Noyes, clerk, Portland, 43 years.

Alton G. Bonney, carman helper, Rigby, 29 years.

Scott E. Hawes, carman helper, Waterville, 15 years.

Harrison R. Pease, section foreman, Monmouth, 43 years.



By ERNESTINE V. MILLER

A new member of the machine accounting payroll department is Betty Conohan, transferred from Public Relations. Glad to have you with us, Bet.

Winnie Nixon, former employee, has returned to the Freight department for six months employment.

Virginia Lee has been elected president of the Letter Carriers Auxiliary, with the installation held at the Italian American Club Jan. 17.

Sad facts: The cribbage player who has a 28 hand and his opponents peg out before he can count. — The fellow who finds a flat tire in 14° temperature on his way home to lunch. — The bowler who trips the automatic pin setter after having bowled only one of three balls.

Nice to see Neil Smith, former employee, at the Brotherhood of Railway Clerks installation-banquet. Neil states he is feeling fine, with the exception of his eyes.

Welcome to Jerry Joseph Rackliffe, third son of examiner "Russ" and Marjorie Rackliffe, born in November.

Eleanor Conboy, retired Engineering department employee, left for St. Petersburg, Fla., Jan. 27, looking like a million dollars.

The ever-popular mail man, John Murray, has returned from a week's vacation spent with friends in Boston and New York.



Conductor Norman Massengale of the Portland Division will succeed John Keating, Sr., as train crews correspondent for the Maine Central magazine.

Retired Mountain Sub Division Conductor James O'Brien has been a patient at a Portland hospital for medical observation.

Union Station General Foreman and Mrs. Joseph Meehan are visiting their children in Pasadena, Calif. Walter Sawyer is acting General Foreman in Joe's absence.

The Maine Association of Railroad Veterans met Sunday, Jan. 25, at Edna's Cafe, Thompson's Point, eighty one attended.

Trainman Leo Gilbert recently injured his foot and will be off duty for a long period.

Station Agent John McGee, Brunswick and Bath, recently fell and broke his knee cap. He is reported to be still on crutches. Mrs. McGee recently was hospitalized for medical observation.

Sympathy is extended to retired Conductor Howard Goss on the death of his wife.

Retired B&M Conductor and Mrs. "Tim" Neville are spending seven weeks in St. Petersburg, Fla.

Retired P.T.Co. machinist and Mrs. William Quinn are spending the winter at the Eastland Hotel, Portland, planning to move to their home at Falmouth Foreside in the spring.

Rigby Engine House

By ALBERT B. WETMORE

Laborer Edward Murphy is still on the sick list due to an automobile accident by which he was hospitalized.

Carpenter George Beckwith has a new "Willis" jeep complete with plow.

Laborer Robert Casey was married in December.

Two births occurred since our last publication: to the wife of laborer Milton Meade, a girl, Ginger Lee; and to Laborer Roland Gildard's wife, a boy, grandson of Machinist Russell Hammond.

Quite a traffic jam occurred on the Veterans' Bridge during the first snow storm of the winter December 4. Several of our men were involved, but being a little tardy for work was the only drawback. However Machinist Lucien Carignan was in an accident at the entrance to Rigby Road on the same morning when three cars were involved. "Lu" had to get another car to replace his old, old one.

Hostler "Steve" Brodie has returned to work after spending a vacation at West Palm Beach, Fla.

The annual business meeting of Local #525 was held in December at which the officers for 1959 were elected. Machinist Robert McKinney was chosen president after a very close battle. Machinist Theodore Cote was the other candidate.

Laborer Charles Jackson is on vacation. His home is in Cornville, near Skowhegan.

Laborer Charles Ready has purchased a new "Chevie" Bel-aire hard top sedan.

Christmas cards were sent out to all men in our department who have retired.

Machinist Fred Emery was involved in an auto accident and also had to get a new car.

The Safety Board read 350 days without a lost time accident at press time. Fifteen more days will make it a year.

Machinist Doris Bossie received a back injury at home when he slipped and fell on the ice. He returned to work in January.

Laborer Edward Flynn is out sick.

Machinist Fred Bustin has taken his pension, as well as Laborer Estys Jenks.

Bowling League is rolling right along and Laborer "Eddie" Thorne is mowing them down for Rigby.



WEST POINT FOOTBALL FOR ST. LOUIS HOME—Trainman Emil Morin right, observed his birthday recently with a party for the youngsters at the St. Louis Home, Dunstan, with the above presentation as a highlight. Lt. Col. Henry F. Daniels of Fort Williams and Morin presented the lads a football used in a game this fall by the West Point Cadets, and autographed by every one of them. The boys are Paul Sullivan, 12, and Richard Dubovic, 9.

Burleigh Brume, brother of Machinist Helper William Brume, died Jan. 11. A floral tribute was sent to the funeral from the Rigby Flower Fund. "Bill" was out sick at the time, and will not return until March.

Machinist Lawrence Lanciault has purchased a 1957 Chrysler New Yorker.

Laborer Lawrence Gantiner died Jan. 22 after a long illness. A floral tribute was sent.

Two men of the Bridge and Building crew were out sick, Carpenters Allan Pollack and Augustus Johansen.

Bartlett, N. H.

By O. R. BURDWOOD

A little late, but we offer congratulations to section foreman and Mrs. L. S. Huntington at Lancaster upon the arrival of a baby girl last November.

The local railroad boys have received a card of thanks from laid-off engine house man George Marcou.

Recently retired Conductor and Mrs. Alex Sullivan observed their 50th wedding anniversary recently by entertaining many friends.

Retired engineer and Mrs. Earl Whitcher also celebrated their 50th anniversary recently. A total of 12 children, 40 grandchildren and three great-grandchildren all helped out on the occasion. We all offer our best wishes to both families.

Mrs. Heber Smith, wife of retired machinist "Sam" Smith, has been ill, but is expected to return home soon.

Bussell Nealley, retired section man, Bartlett, is on the sick list.

Halsey Chandler, Jr., son of Conductor H. S. Chandler, visited home over the holidays. He is in the U. S. Air Force and expects to leave for foreign duty soon.

We have moved to our new quarters in the west end of the freight house. Mr. Dodge's office and the Agent's office are now nicely located up here. Dick Smith's crew made the change over and did a fine job. Things are nice and new and much more satisfactory all around. Approximately one carload of soft coal will no longer be shoveled thru an old furnace each year. That's something, both in labor and economy.

Pretty rugged winter up this way: have had extreme winds and severe cold. Spring is going to look good to us for sure.

Augusta

By ELLIS E. WALKER

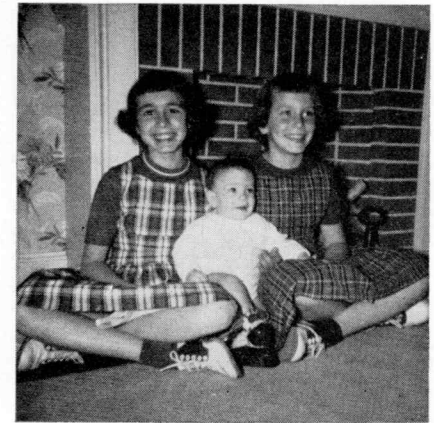
Cards received from General Agent H. J. Thing indicate that he and Mrs. Thing are thoroughly enjoying the 80 degrees plus temperature at Winter Haven, Fla.

Agent Ralph Tracy from Hallowell has bid in the General Agent's job here temporarily.

Signal Maintainer Charles Crimmins slipped on the ice recently and cracked several ribs. We all hope he will be out around soon.

Second Trick Clerk Telegrapher Everett Anderson has returned to work after surgery at the Augusta General Hospital. Glad to see you back, Andy.

Baggage Master Harvey Wilder has sold his house here and his family has moved to Stillwater, where he has purchased a trailer park.



FIRESIDE CHAT—The three children of Mr. and Mrs. Ray Coulombre posed for their dad's camera recently with the above result. From the left, they're Ann, 11; Michael, 6 mos.; and Judith, 9.

Waterville Station

By ELAINE SNOW and M. W. FLYNT

Asst. Track Supervisor and Mrs. David Eldridge are the proud parents of a son born January 22. Congratulations! The Eldridges have purchased a new ranch-type home on Roosevelt avenue.

Supervisor of Work Equipment Raymond Coulombre attended the Jackson Training School at Ludington, Mich., January 6-8.

We wish to express our sympathy to the family of Conrad Galarneau of the B&B Carpenter Crew who passed away recently.

Freight Office Stenographer Beverly Cook has bid off a Stenographer's position in the Stores Department office. Ruth Brochu is back working at the Freight Office.

The new face in the Ticket Office is Bill Hanscom, former Clerk at the Fairfield Freight House.

Ray Coulombre and his family spent the Christmas weekend with their families in Massachusetts.

Bob Thorne, son of Mr. and Mrs. Maurice Thorne, is stationed with the Army in Italy. His wife and son have just recently joined him. Bob once worked in the Engineering Department. Dave Thorne, stationed at Fort Dix, New Jersey, was home during the holidays on his first furlough.

Juanita Fecteau, daughter of Mr. and Mrs. Fred Fecteau, has gone to Baltimore, Md., for three months as part of her nurse's training.

Our best wishes for a speedy recovery to Ben Cayford, Carpenter Helper, who was injured recently.



By STEVE

Chief Clerk Herman Rines died suddenly in December. Among his survivors is a son, Machinist Don.

Machinist Percy Butler has been a hospital patient.

Charles Wolman has been appointed Chief Clerk for the Shops and Simon Karter has replaced Wolman in the Machine Shop.

Carman Helper Otten Ware died in a local hospital Jan. 9. Among his survivors is a son, Philip, furloughed from the Paint Shop.

Carman Clarence Garfield, on leave of absence, is wintering in Florida.

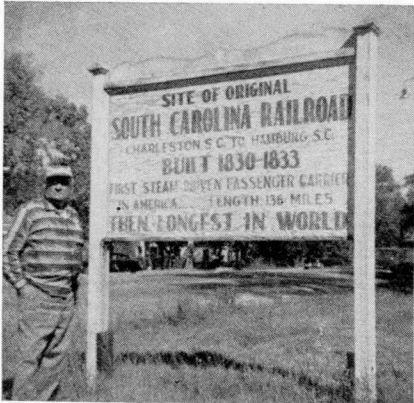
Eastern Division Engineering

By JOHN MINCHER

The main line to the Calais and Bucksport Branches under Main street overhead bridge in Brewer has been lowered about one foot to increase overhead clearance under the bridge and to make Piggyback service possible.

The freight car loading facilities at Jacksonville on the Calais Branch have been enlarged and improved to handle additional business anticipated in the near future.

For handling Piggyback service at Machias, the Bridge and Building Dept. has constructed a loading and unloading ramp following removal of portion of the track to provide the necessary room.



FOLLOWING THE SUN—Retired Painter Helper Henry Butler, snapped in South Carolina while enroute to Florida for the winter.

Bangor Yard

By T. H. WARE

George F. Milan, lifelong resident of Brewer, died suddenly Dec. 25 at a local hospital. He had been an operator for the Maine Central Railroad for 40 years until his retirement several years ago.

Congratulations to Yard Brakeman and Mrs. L. V. Burr of Old Town on the birth of a daughter Jan. 8. Little Donna Marie weighed 7 lb. 2 oz., and both mother and daughter are doing fine.

We also want to congratulate Yard Brakeman and Mrs. R. M. Strang of Hampden on the birth of a daughter Jan. 20. Baby Carole Louise weighed 7 lb. 6 oz.

Sympathy is extended to Yard Brakeman John C. O'Brien on the death of his father, John C. O'Brien of Boston, Mass., formerly of Bangor.

Vacationers here are R. A. Ellis, J. Costain, F. L. Flagg, J. Day and F. C. Corbett.

Eastern Subdivision is rapidly preparing for the new "Piggyback" service. Earl Hamilton's construction outfit has finished increasing the clearance under the North Main Street Bridge in Brewer.

The only auto-trader here this month is Yard Brakeman A. C. Dumont. He has traded for a nice-looking '57 Oldsmobile.

Bangor Mechanical Department

By F. E. WARE

A recent wedding of interest is that of Miss Betty Jenkins Ludden of Hampden and Gordon F. King of Bangor. Gordon is the son of Machinist and Mrs. Belden R. King. The bride attended Mattanawcook Academy at Lincoln and was formerly employed by Grant's Dairy in Bangor. The bridegroom graduated from Bangor high school and the University of Maine with a B.A. degree in Business and Economics.

The couple is residing at Littleton, Mass. Retired Stationary Fireman Daniel O. Campbell of Calais was a visitor at the Bangor Engine House recently. Dan retired after fifty years of railroading. He started his career on the Washington County Line coming to the Maine Central when the company took over the county line. He is spending the winter with his daughter, Mrs. Mary Hock, at Belldon, L. I.

Another wedding of interest was that of Miss Nancy Blake, daughter of Engine House Laborer and Mrs. James E. Blake, to Eugene F. Cefalo, son of Mr. and Mrs. Francis Cefalo. Nancy is the youngest of four daughters.

Queen city Lodge of the International Association of Machinists held its annual meeting and election of Officers December 4. The new officers are: Chester A. Sheperd, president; Douglas G. Clendenning, vice president; P. J. Luosey, Jr., recording-secretary; Jan Steenblik, financial secretary-treasurer; committee chairman is Charles F. McInnis and committee members are Harvey Hutchings and Leslie Snyder.

On Christmas day, which was very clear and cold, the aspect of an ethereal phenomenon appeared to Hostler Helper, Donald, "Linnwood", Coleman. When by some hitherto unheard-of mechanical genius, a dog, (name unknown) was placed in orbit about the turntable. For some reason, the mechanical locking lever, the "dog", on the end of the rails, on the table, slipped out of place and caught on the end of a stationary rail. This caused the dog to flip through the air as though shot from a bow-gun.

The "dog," when taking off for outer space, decided to make a detour through inner space. It entered the turntable house through the front window and out through the back wall, leaving the turntable house in "shatters" and Don in "shivers".



This 225 lb. buck was taken by retired Bridge and Building employee, Elroy D. Lawrence of Carmel, while on a hunting trip at West Seboeis with his son-in-law, Electrician Harold Hughes. Mr. Lawrence retired in 1956 after more than 40 years of railroading. He started his career on the Bangor and Aroostook Railroad at West Seboeis. His son, Del Lawrence, is a stationary fireman at Union Station, Bangor.

Congratulations to former Engine House Laborer and former Yard Brakeman and Mrs. Russell L. Ware on the birth of a daughter, Denise Elaine, December 30 at the Eastern Maine General Hospital. The proud grandparents are none other than yours truly and Mrs. Frank E. Ware.

The sick list at the House has been quite sizable this winter and we are glad to see that a lot of the boys are getting back on the job. Engineer Rodney Lowell and Engineer Edward Bulduc have returned to work after spending some time at the hospital.

Engine House foreman Harold Eames is at home recuperating from a very serious operation.

Hostler Pasqual Caruso is back on the job after spending a short period at home.

Electrician Everett Stubbs is at home with his leg in a cast from hip to toe. He is receiving treatment for a knee injury.

Congratulations to Machinist and Mrs. Douglas Clendenning on the birth of a daughter, Lana Teresa, at the Eastern Maine General Hospital January 3. Net weight, 6 lbs., 11 oz. I've been told on good authority that little Lana looks just like her daddy.

Rockland

By F. L. CARSLLEY

Conductor Frank Prescott of No. 52-57 retired in January after 46 years service. Railway Express Agency Messenger Frank Horeysek of No. 52-57 retired the same day after 50 years service. Best of luck and many happy retirement days to both.

Clerk E. J. Sullivan and Coach Cleaner R. W. Connors are on the furloughed list.

Spare Crossingtender Larry O'Dell died suddenly January 14.

Vanceboro

By HARRY D. DAVIS

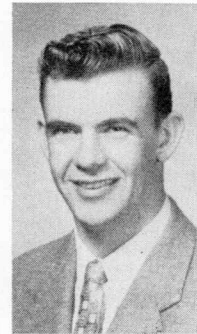
Donald H. Wescott, husband of Cashier Villa T. Wescott and principal of Vanceboro high school, died at their home here Dec. 14. Services were held Wednesday, Dec. 16, with the Rev. Lance Bird officiating. Burial was in Vanceboro cemetery.

Retired Second Trick Operator Alonzo M. Gray died at his home here December 26 after a long illness. Services were held at the Methodist church, Sunday, Dec. 28, with the Rev. Lance Bird officiating. Burial was in Dedham cemetery.

Mrs. Carrie Brown, mother of Engineman Linwood C. Brown, is still ill at her home here. Clerk R. E. Grant, who suffered a fall Nov. 2 at his home here, returned to work on Jan. 16.

During the 1958 season, nine cars of Christmas trees were received from connections and moved here: seven from C.N.R. and two from C.P.R. A total of 164 cars were imported here and moved via C.P.R. and western connections.

Cashier Villa T. Wescott left on New Year's night by train for Mobile, Ala., to visit her cousin, Mrs. J. B. Conrad. Her address will be 4107 Ridgedale Road, Mobile, Ala.



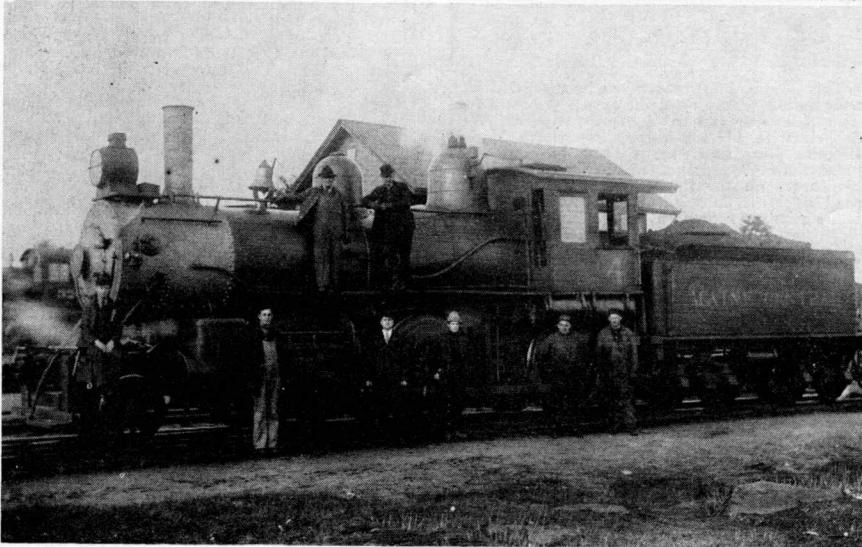
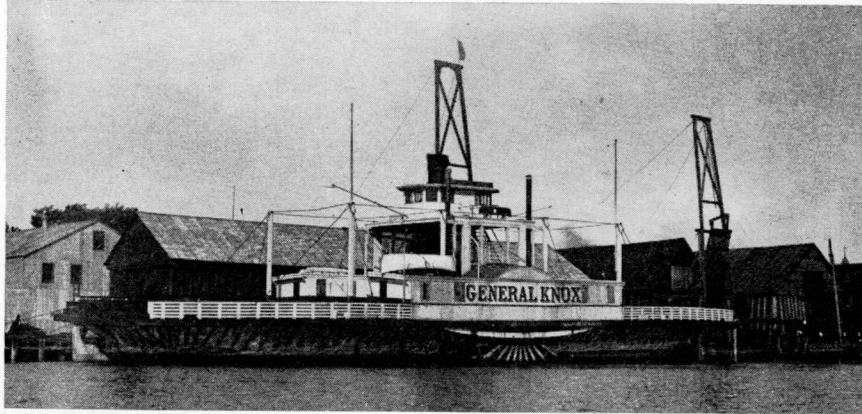
Wayne Clendenning, USN, son of Car Inspector and Mrs. Owen Clendenning, is stationed at N.A.A.S., Whiting Field, Milton, Fla., and expects to go to school in Oklahoma in March.

Business through here has been very brisk during the present winter, both in interchange with Maine Central, and overseas traffic via C.P.R. through the port of Saint John, N.B. There also has been a much greater loading of pulpwood to local points on our line and of hardwood logs to local points on the C.P.R.

Mrs. Cecil Stevens, the former Sylvia Pine of Salem, Ore., arrived Tuesday, Jan. 20, to visit her mother, Mrs. Ada Pine, widow of the late Section Foreman B. H. Pine, making trip by air and rail.



THE GOOD OLD DAYS...



OUT OF THE PAST—The General Knox, in TOP PHOTO, for many years carried the trains of the Maine Central between Bath and Woolwich. Ferries were used on the Kennebec crossing by the Maine Central for 56 years, ending in 1927 with construction of the present Carleton Bridge. LOWER PHOTO shows Maine Central locomotive No. 244 pictured in Lewiston in 1934. Standing on the ground are, from the left, "Hackey" Merrithew; Carl C. Haynes, former general agent, Lewiston, now of Winthrop; Edward Mahaney; Fireman Kelley; and Engineer Samuel Lancaster. Know the others?