

# MAINE CENTRAL

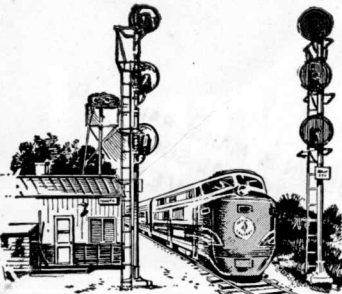
BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
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## RAILROAD MAGAZINE ...

MARCH — APRIL 1959



CLAYSHED PROGRESS  
(See Page 5)



# Maine Central Railroad Magazine

Vol. XIV—No. 10

Joseph H. Cobb  
Editor

### THE COVER

A lacework of steel is being rapidly fashioned as work continues on the reconstruction of the Portland Terminal Co., clay storage shed, wrecked by fire a year ago. (Details on page 5)



### FROM THE EDITOR

For the past year, the railroads of Maine have been stressing their essentiality to the basic industry and the whole economy of Maine. It's not a boast, but solid fact that our paper mills and textile factories could not have prospered without railroads, and that their continued prosperity depends on the financial health of the Maine Railroad system.

And yet, the comment that "the railroads are dying" has been heard frequently.

If you hear it, you could do no better than to quote from a recent speech by Senator Olin D. Johnson of South Carolina, urging Congress to look for a complete solution to the still-present problems of railroad regulation, subsidization and excessive taxation.

"In just one 60-minute period," Senator Johnson said, "more than 1,000 freight and passenger trains start on scheduled runs all over the nation. In that same hour, more than 3½ million tons of goods will move 20 miles, and three million people will be carried one mile.

"More than one billion dollars is paid by the railroad industry in a normal year in the form of local and state taxes. This money is used for schools and other projects which make America a better place in which to live.

"America needs and will continue to need its railroads. I cannot possibly see how this need can diminish in the future."

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### 1958 Operations

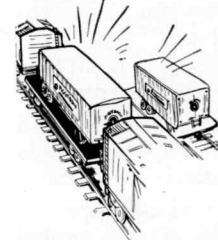
# Report to Employees

By E. Spencer Miller, President



Although 1958 proved to be a difficult year for the Maine Central for a variety of reasons, it saw several developments which we hope will produce a brighter future for the Company.

In November, Maine Central inaugurated Piggyback service, which now shows promise of placing on the rails some of the heavy freight that has been encumbering the public's highways.



The start of Piggyback was followed closely by another development, the scheduling of the cooperative "North Star" service. In this, the Maine Central, the Bangor and Aroostook and the Boston and Maine joined to establish a week-day highball freight train that puts northern Aroostook potatoes and other freight into Boston in less than 17 hours. The fast running time was made possible through complete cooperation of the operating Railroad Brotherhoods.

Another improvement program—one that would benefit the Maine Central and all the Class I railroads and the industries of the State—is a reform in the unfair State railway excise tax. If passed by the current Legislature, the resulting savings will put these railroads on a fairer tax basis, improve their financial condition and their service, and tend to

lower their charges to the state and its industries.

These developments were dictated by desire on the part of the Maine Central to keep up with present-day demands for modern transportation, which we have an obligation to supply.

They were made as the Maine Central felt the full effect of a nation-wide business recession that cut our net income from \$920,995 in 1957 to \$753,850 in 1958. The chief causes were a generally poor market for Maine potatoes and relatively unfavorable conditions in the paper industry.



A general decline in freight tonnage began in 1957 and leveled off toward the end of 1958, resulting in freight revenue totals 7 percent below those of 1957. This decrease was noted in most commodities.

Paper and potatoes provided the Maine Central's two largest sources of revenue in 1958. Pulpwood, which for years has been the third most important freight commodity, was displaced for the first time by feed and grain.

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Maine's growing poultry industry—requiring more and more feed and mill products—provided 8.3 percent of the Maine Central's total freight revenue in 1958, compared with 7.2 percent in 1957, and 2.7 percent a decade ago in 1948. Pulpwood, which had accounted for 9.4 percent in 1957, dropped to fourth place with only 7.1 percent.

Despite comparatively poor conditions in the paper industry, newsprint, printing and wrapping papers and similar products made up 20.4 percent of the total carloads hauled by the Maine Central in 1958.

The total of Maine Central and Portland Terminal Company employees decreased from 3,643 in 1957 to 3,212 in 1958, but the average annual wage rose by \$449. The payrolls of both companies totaled \$17,737,180.

The Maine Central paid railroad unemployment insurance taxes of \$248,723 in 1958, an increase of \$26,642 over the figure for the previous year, and contributed \$619,088 toward employees' pensions.

The weighted average price of all materials and supplies exclusive of fuel rose 1.5 percent in 1958. Total purchases of materials and supplies amounted to slightly more than half of their 1957 total—\$2,987,553 in 1958 against \$4,356,518 in 1957. Decreased revenues and the general low level of business required that purchases be kept to a minimum.

Physical improvements for the year included consolidation of all maintenance of way, bridge and building and signal stores at Waterville and the construction of a cen-

tralized stores department at the Waterville Shops.

More than 12,500 feet of sidings were constructed, with major installations at the new plant of the Eastern States Farmers' Exchange at Detroit; the J. R. Cianchette and Sons operation at Fairfield; and the Gilman Paper Co. at Gilman, Vt.

Other improvements included installation of a high-capacity mono-rail crane at Bangor; two Whirlette cranes at Eastport; and construction of Piggyback loading ramps at Waterville and Machias.

These are merely the highlights of our operations during 1958, reported in more complete detail in the 36-page annual report which has just been sent to the stockholders.

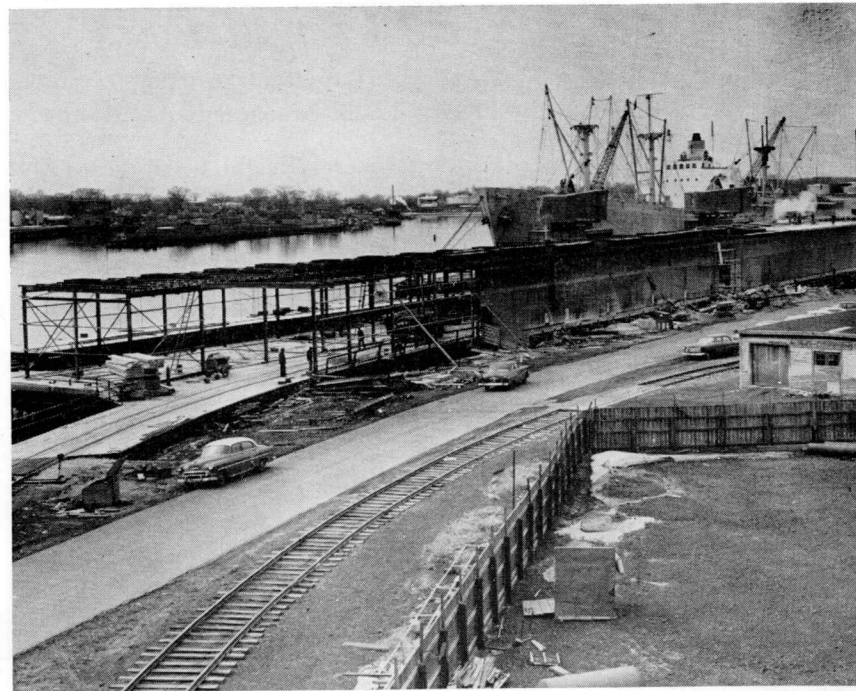
The following paragraph appears in the closing lines of the annual report text: "The loyalty and untiring efforts of Maine Central men and women without which the relatively satisfactory results could not have been achieved in this difficult year, are deeply appreciated by the management."

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#### 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.



RECONSTRUCTION IN FULL SWING—This picture, made from the Portland Gas Light Co., storage tank, shows the full extent of reconstruction work in progress on the fire-damaged Portland Terminal Co., clay storage shed on Terminal Wharf No. 3.

## Crews Rebuild Charred Clayshed

Evidence of a general-alarm fire that wrecked the Portland Terminal Co. clay storage shed on Wharf Three a year ago is fast disappearing, and completion of reconstruction is slated for "early summer."

Since mid-winter, crews have been hard at work, replacing twisted framework and buckled siding, as well as making repairs to the fire-weakened wharf itself.

Chief Engineer James W. Wiggins said the structure will be replaced "in kind," with no significant

changes in facilities or dimensions, but that an addition to the corner of the structure—in progress at the time of the fire—will be completed.

Since the fire—in March, 1958—clay shipments have been handled on a limited basis, with the material either loaded directly into rail cars or stored in the newer shed away from the wharf.

Completion of the reconstruction will allow full use of the clay-handling and storage facility this summer.

## Four Named to New Freight Posts

Four new appointments in the Maine Central Freight Traffic Department have been announced by Freight Traffic Manager R. C. Merrow.

They include:

George E. Phillips, former assistant general freight agent (rates), to assistant general freight agent.

A. E. Goodwin, former chief of tariff bureau, to assistant general freight agent (rates).

R. V. Bennett, former commercial agent, to chief of tariff bureau.

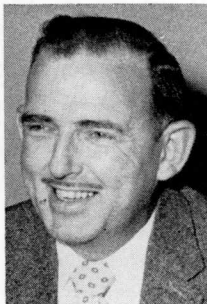
J. R. DiMauro, former chief rate clerk, to commercial agent.

Phillips, (right) a native of Revere, Mass., has been working with freight rates and tariffs since 1939. He was employed by the Boston and Maine Railroad until 1955, then joined the Maine Central. A Tufts graduate and Air Force veteran, Phillips and his family live in Cape Elizabeth.



Goodwin, (left) also is an alumnus of the Boston and Maine, joining the Maine Central in 1955 to work on freight tariffs. A native of Reading, Mass., Mr. and Mrs. Goodwin live in Scarborough.

Bennett, (right) son of Maine Central conductor W. V. Bennett, joined the Maine Central in 1948 as a stenographer in the superintendent's office. He was billing clerk at Brunswick for two years, and was transferred into the Traffic Department in 1955.



DiMauro, (left) a native and still a resident of South Portland, joined the Maine Central in July, 1949, as revision clerk at Rigby. He became a rate clerk in the Freight Traffic Department in 1955, and chief rate clerk in 1958.

A brother, George DiMauro, is a Maine Central freight conductor.



**George E. MacLearn**, conductor, Portland Division, 47 years.

**Rienard J. Eliason**, diesel inspector, Portland, 39 years.

**Calvin L. Pomroy**, crossing tender, Ellsworth, 40 years.

**Henry C. Soule**, watchman, motive power, Waterville, 15 years.

**Elisha R. Searles**, locomotive engineer, Portland Division, 51 years.

**Harvey E. Gibbs**, conductor, Portland Division, 41 years.

**Alfred King**, watchman, motive power, Waterville, 39 years.

**Harold L. Smith**, crossing tender, Oakland, 10 years.

**Harold J. Higgins**, crossing tender, Oakland, 31 years.

**Harold A. Libby**, engine house foreman, Calais, 33 years.

**Norman A. Weymouth**, assistant yardmaster, Waterville, 49 years.

**Michael Mitchell**, engine house laborer, Waterville, 35 years.

**Frank P. McCann**, laborer, motive power, Bartlett, 45 years.

**Edward F. Doran**, crossing tender, Brewer, 45 years.

**Winfield Stanhope**, crane operator, Bangor, 36 years.

**Stephen E. Greer**, trackman, Portland, 12 years.

**Harry L. Bothwick**, trackman, Portland, 34 years.

**W. J. White**, locomotive engineer, 45 years.

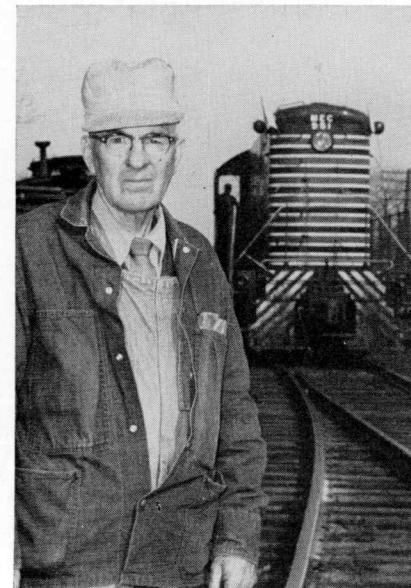
**George W. Lank**, machinist, Eastport, 40 years.

**Edwin W. Stone**, trackman, Farmington, 24 years.

**Walter R. Blood**, section foreman, Holden, 34 years.

**Herbert W. Burke**, section foreman, North Conway, 29 years.

**Fred H. Jacobs**, clerk, Waterville, 42 years.



**ENDS LAST DAY**—George E. MacLearn, Portland Division freight conductor, worked his last day of a 47-year Maine Central career early this month. He is shown as he headed homeward to Yarmouth after his last day's work on the Brunswick switcher. Rodney MacLearn, former Maine Central trainmaster, is his son.

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### Cemetery Sentiment

"Beneath this stone, a lump of clay, lies Uncle Peter Daniels.

Too early in the month of May he doffed his winter flannels."



**TOP MEC BOWLERS**—Members of the Portland A Team who scored a total pinfall of 2,456 to win the 1959 Maine Central Bowling Tournament at Bangor, were, left to right, Gerry Shea, Irvin McLaughlin, Captain Lennie Forest, Herb Whittemore and Dave Gardner.

## Portland Bowlers Win MeC Tourney

A General Office team won its third leg on the Directors' Trophy early in April at the annual Maine Central Tournament in Bangor.

The Portland A team posted a score of 2,456 to capture the tournament honors over 15 other teams composed of railroad bowlers from Waterville, Rigby, Portland and Bangor.

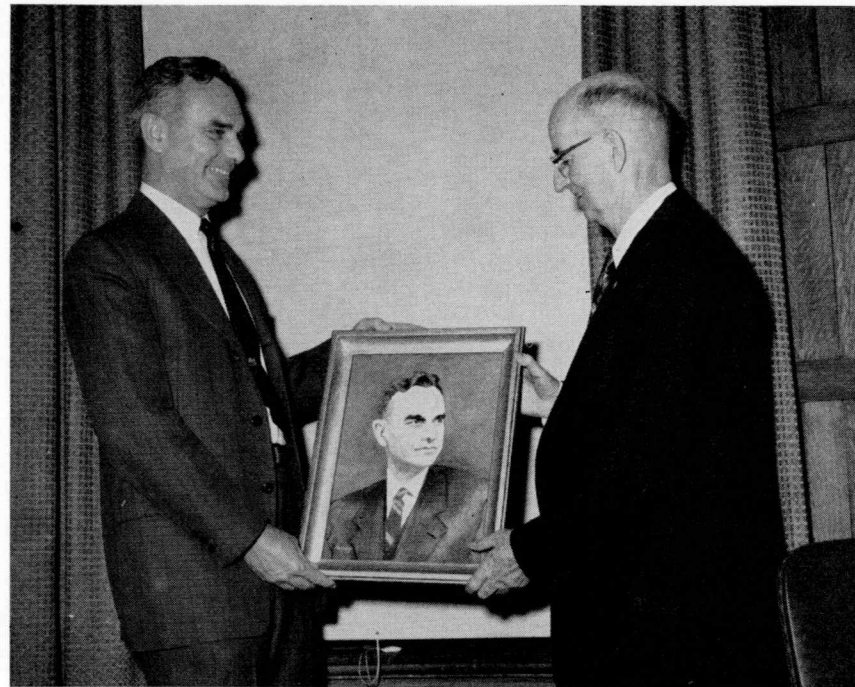
Bangor's A team and Waterville's A team took second and third places respectively.

Herb Whittemore of the winning Portland team won individual

honors with a tournament high string of 127.

Here are the results:

Portland A	2,456
Bangor A	2,423
Waterville A	2,324
Rigby A	2,315
Rigby B	2,249
Portland B	2,241
Portland C	2,220
Waterville B	2,158
Rigby C	2,155
Portland D	2,142
Bangor B	2,114
Bangor C	2,057
Rigby D	2,003
Waterville C	1,972
Bangor E	1,955
Bangor D	1,863



**A PORTRAIT FOR THE PRESIDENT**—Patrick L. Halloran, right, a 45-year veteran of Portland Terminal Co. service, presented this portrait to President Miller a few days ago. Former General Freight Clerk at the Terminal, Halloran has made art and painting his life-long hobby.

## Terminal Veteran

### *Painting Fills His Retirement Days*

Two things—Portland Head Light and the Portland Terminal Company—have meant much in the life of Patrick L. Halloran.

The storm-battered lighthouse has become a symbol of his life-long hobby; the Terminal, his life's work.

The famed light—probably the most-photographed structure of its type in the world—has been painted by Pat more than 2,000 times. And for 45 years — between weekends with brushes, color tubes and canvas—Pat served as General Freight Clerk for the Terminal.

A few days ago, Pat brought two paintings to the Maine Central general offices in Portland, one for the Railroad Workers' Credit Union, the other for President E. Spencer Miller. Both were portraits of Mr. Miller, done from photographs and from hurried sketches for which the President unknowingly posed while at lunch in Union Station.

The quality of both show that Pat has come a long way since the day many years ago when he cartooned on the blackboards at Portland high school. It was one such cartoon—the unflattering caricature of a teacher—that brought a sudden end to his high school days.

Throughout 45 years as a clerk at the Portland Terminal Company, Pat continued his painting. One of his Portland Head Light oils hangs in the Cincinnati office of Grand President George Harrison of the Brotherhood of Railway Clerks, and others are prized possessions of relatives and friends the country over.

Two years ago, Pat Halloran retired from his Portland Terminal Company job, but not from painting. He'll still be at that, he says, for a long time to come.

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## Deaths

Alexander Wright, retired machinists' helper, in Saco, March 21.

Wilfred C. Lebreque, retired boiler-maker's helper, in Waterville, Jan. 19.

Monte R. Hurd, retired conductor, in Portland, Feb. 5.

Henry B. Hubbard, retired chief car distributor, in Portland, Feb. 25.

William A. Harrington, retired traveling mechanical inspector, in Portland, Feb. 3.

Harvey G. Hilton, retired conductor, Dec. 14.

George F. Milan, retired telegrapher, Dec. 25.

Howard C. Jones, retired trackman, at Steep Falls, Dec. 30.

Arthur N. Merrill, locomotive engineer, at Denmark, Feb. 10.

Clarence D. Ward, locomotive engineer, in South Portland, Feb. 22.

## MeC Delivers World's Largest House Trailer

The Maine Central delivered the world's largest house trailer to its Lisbon consignee in mid-April as the Maine Central Magazine went to press.

The 62¾-foot rolling home, riding on three flatcars, completed the journey from Wakarusa, Indiana, to Auburn, Maine, after a careful trip over routes that provided clearance for its 12-foot width. The weight of the trailer was borne by the center car, with two others fore and aft as idlers.

The consignee is Leo Rosen of Lisbon, proprietor of the Lisbon Trailer Sales.

The Indiana manufacturers lay claim to the "world's largest" title for their trailer by virtue of its floor space, which totals 744 square feet. The big mobile home has two bedrooms, bath, a 20-foot living room and kitchen. It has hardwood floors, a ten-foot deep freeze and in the living room, a gas-fired, Indiana limestone fireplace.

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## Former Superintendent Dies in Bay State

James L. Moriarty, 71, former superintendent of the Maine Central's Eastern Division at Bangor, died in mid-April at Danvers, Mass. A native of Danvers, he was employed by the Boston and Maine and the Maine Central for a total of 37 years. He retired six years ago.

Among his survivors is a brother, the Rev. Thomas H. Moriarty, pastor of St. Joseph's church, Brewer.

## Railroad Golfers Plan Busy Season

Arrival of Spring and a welcome change in the color of the fairways has resulted in plans for a bigger and better Maine Central golf league for the coming season.

Joe DiMauro, Freight Traffic Department, general offices, Portland, is heading up a committee which hopes to recruit golfers from all over the Maine Central System.

As was the case last year, the railroad golf season highlight will be the tournament with the Boston and Maine, date and place to be announced. A Maine Central tournament also has been planned.

DiMauro has asked that all interested Maine Central golfers send their names, home club, and handicaps to him so that a schedule can be arranged.



SIGNS OF SPRING—New ties, stretching as far as the camera's eye could see, await distribution over the entire system beside the track at Waterville. They'll be installed where needed this month and next.

# MEC

## HELPS NAVY RADIO PROJECT.



MATERIALS ARRIVE AT MACHIAS—Prefabricated radio towers, top left, construction equipment, lower left, and miles of cable, above, are just a small part of the huge volume of tools and building materials being shipped to Washington County for the Navy radio station project at Cutler.

The Maine Central is helping the Navy build the world's most powerful radio station at Cutler in Washington County.

Besides several buildings, the project involves erection of 26 antenna towers, the tallest of which will be 971 feet high—just 21 feet shorter than the Eiffel Tower in Paris.

To the Maine Central, the huge project means a five-year transportation job of taking the hundreds of carloads of materials and other freight on the final leg of their rail journey from factories and assembly plants all over the nation.

That task—which began in 1958—is now building in volume as erection of the towers and other facilities gets under way.

Among the first shipments to East Machias were several carloads of portable houses, now set up as engineering offices, quarters for workers and a huge dining hall. Other Maine Central trains have taken structural steel, piling and angle plates to East Machias, while cement, sewer pipe, radio sets, wire, cable and heavy equipment of several descriptions has been unloaded at Machias.

Engineering changes made to facilitate handling of the Cutler traffic include a new loading area at Jacksonville, a new piggyback ramp at Machias, and improvement of clearance under the bridge at Brewer.



**HANDY HOIST SPEEDS WHEEL CHANGES**—Freight repairmen at the Waterville Shops demonstrate the ease with which they can handle wheels with the help of a new truck-mounted hoist designed by Freight Foreman Newbert Estabrook, in cap at right. The others are F. R. Case, left, assistant foreman, and carman A. W. Crosby.

## New Hoist Speeds Work On Wheels

A road service truck—equipped with traverse-base jacks, blocking and a hundred tools—has cut the use of relief trains by a significant margin in the Waterville area.

And . . . according to Mechanical Department officials, a handy wheel hoist designed by Newbert Estabrook, freight foreman at the Waterville Shops, has increased the

road service truck's efficiency even more.

The new hoist allows wheels to be replaced on a disabled car with relative ease when accessible from a highway, eliminating the necessity of bringing the car to the Waterville rip track if it can be moved, or many hours of hard labor if it can't.

The new hoist has been used several times already, and has made possible at-the-scene wheel changes in record time.

## Party Highlights BRT Auxiliary's 60th Anniversary

The 60th anniversary of the founding of the Ladies' Auxiliary to the Brotherhood of Railroad Trainmen, Evangeline Lodge 146, was observed with a banquet and party Saturday evening, April 4, in the Venetian Room of the Columbia Hotel, Portland. About 40 members and guests had made reservations.

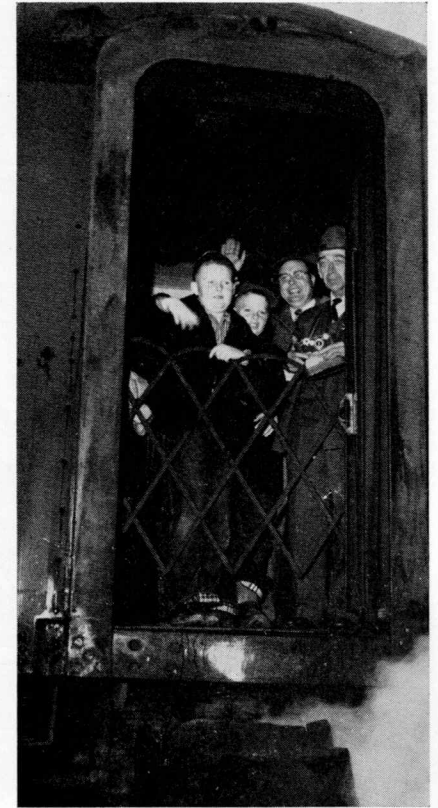
The head table was cheerily decorated with a huge birthday cake, frosted with white candy roses, and inscribed "60th Anniversary" in the red, white, and green lodge colors. A real spring touch was added by a basket of gaily colored flowers.

Seated at the head table were Mrs. Euphrasia Kilmartin, president; Mrs. Norma Kennedy, vice-president; Daniel Kennedy; Mrs. Minnie Clark, treasurer; Harold Clark; Mrs. Florence Biladeau, secretary; Ernest Biladeau; Mrs. Esther Larsen, chaplain; George Larsen; Mrs. Florence Hayes, past president; and James Hayes, general chairman, Brotherhood of Railroad Trainmen.

Members of the lodge entertained with piano selections and singing; cards were enjoyed by some, with dancing later.

The committee on arrangements consisted of Mrs. Blanche Coffey, chairman; Mrs. Florence Hayes and Mrs. Ernestine Miller.

Membership pins were presented to Mrs. Linnie Decelle, Ocean Park,



**LAST TRAIN FROM ROCKLAND**—Four of the 285 passengers who boarded the last passenger train from Rockland, April 4, wave from the rear as the coastal town disappeared into the distance. Left to right, David and Russell Huntley and their dad, Charles Huntley of Thomaston, and Percy M. Cone, a Hopkinton, Mass., railfan.

charter member, 60 years; Mrs. Adelaide Perkins, Mrs. Corrinne McGahey, Portland, and Mrs. Gladys King, South Portland, 40 years; Mrs. Minnie Clark, Mrs. Esther Larsen, Portland, 20 years.

(See picture on next page)





AT BRT AUXILIARY ANNIVERSARY—Seated at head table for the banquet held in observance of the 60th Anniversary of Evangeline Lodge 146, Ladies' Auxiliary to the Brotherhood of Railroad Trainmen, were, left to right, Stephen B. Miller, Ernestine V. Miller, Daniel W. Kennedy, treasurer, Lodge 82, Mrs. Norma Kennedy, Auxiliary vice president; Mrs. Euphrasia Kilmartin, president; Mrs. Blanche Coffey, committee chairman, and Mrs. Florence Hayes, past president.

## Two Well-known Railroadmen Die

Two well-known employees of the Maine Central and the Boston and Maine Railroads died after brief illnesses early in April.

Frank E. Morton, 69, who retired in January, 1953, after 47 years with the Maine Central and the Boston and Maine, died on April 5. A resident of Cape Elizabeth, he had been head clerk, mechanical division, Assistant Auditor of Disbursements Department, Boston and Maine Railroad, at the time of his retirement.

A Certified Public Accountant, Mr. Morton taught accounting in

the Portland Evening School for 19 years in addition to his work for the railroads. He entered railroad service in 1906 as a clerk at Deering Junction. Mrs. Morton died in 1953.

Willis C. "Bill" Baker, 73, retired PTCO. ticket and reservations clerk, died April 6. A South Portland resident, he retired three years ago after some 45 years with the Portland Terminal Co. Mr. Baker began railroad service as a yard brakeman for the Boston and Maine in March, 1907, but was severely injured in December of the same year. He joined the PTCO. three years later as a telegraph operator, transferring to ticket duties in 1915. Mrs. Baker, a son and a daughter survive him.

## Railroad Shopmen Design, Build New Parts Cleaning Aid

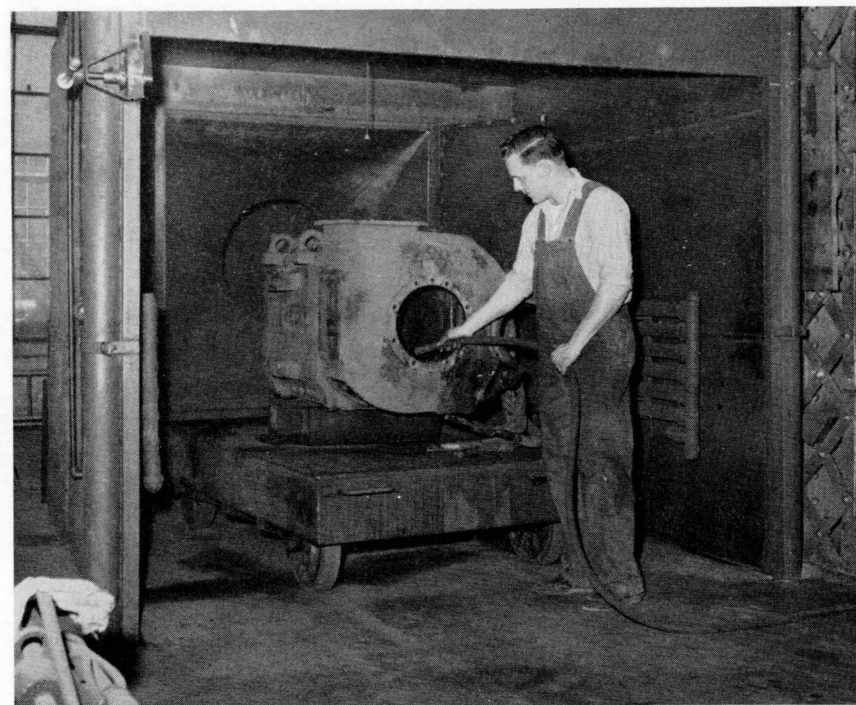
A combination cleaning booth and drying oven—large enough to accommodate a locomotive main generator—has been designed and built by the Maine Central craftsmen at the Waterville Shops.

In construction for several weeks, the new oven is heated by steam

radiator pipes when used as a dryer. When used for cleaning generators, fields and other electrical equipment, a large flue takes dirt and fumes from the oven up through the shop roof.

An ingenious dolly with a turntable top has been built for handling the equipment to be cleaned or dried.

Shops Superintendent George P. Silva said the oven was used frequently for drying out motors and generators filled with snow while in service during the March storms.



NEW AND USEFUL AT WATERVILLE—Robert Bennett, electrician's helper, cleans a traction motor field frame in the new combination cleaning booth and drying oven at the Waterville Shops.

# THE FAMILY Grapevine

## GENERAL Offices

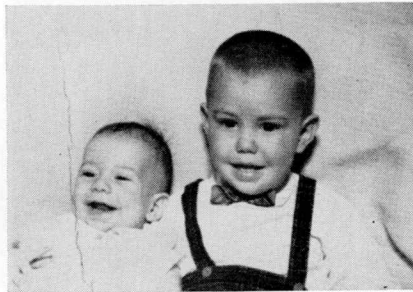
By ERNESTINE MILLER, DORIS THOMAS and AL KENNEDY

As you walk into the Freight Traffic Department, you see a great many new faces. We wish to welcome Frank Curran, formerly employed in the Auditor Revenues Office; "Chuck" Bonnetti, from Rigby Yards; Roy Cote, also from Revenues, as our new rate clerks.

Fred Harris and Robert True, formerly of Passenger Department, have also been added to Freight Traffic's family. Fred has assumed the duties of chief clerk and Bob is the new commercial agent.

While Margaret Minott is on leave of absence, Mrs. Jeanette Calder is replacing her. Mrs. Anne M. Seabury is another employee on leave of absence.

Carl Baldwin, assistant auditor of revenue, and Mrs. Baldwin vacationed at Boynton Beach, Fla. Edward Paine, former assistant comptroller, and Mrs. Paine, spent the month of March visiting various places in Florida. "Marge" and John Briggs are leaving the latter part of April for several days stay down there. Lucky people!



**CARBON COPIES**—Gregorie and Dayne St. Peter, children of Hostler's Helper and Mrs. Roy St. Peter of South Portland, were quick to cooperate when the photographer said "smile." Dad works at Rigby.

Bill Knox, of Auditor Revenues, is the proud owner of a new Renault Dauphine car. Gordon Williams, cashier, has traded his old car for a 1952 Ford. Erland and Hazel Libby have bought a new Galaxie Ford.

Mrs. Shirley Wilson, stenographer in the cashier's office, has purchased a beige-colored mink paw coat, and is the envy of the gals around the building.

Ralph Jellerson, payroll deductions office, and Mrs. Jellerson spent an enjoyable Washington's Birthday weekend seeing the sights in New York.

Mrs. Marion Faibisy, stenographer in disbursements department, and her son, John, drove to Canada that same weekend—she said the traveling was fine most of the way. She plans to spend the next long weekend in Montreal.

Ruth Kelley, stenographer to the assistant comptroller, made an emergency trip to Greenville, Maine, because of the death of a relative. She reports that the traveling was rugged, and the snow piled up in at least six-foot drifts.

If you walk into Machine Accounting these days, it won't be the "white coats that will get you," it will be the "blue coats" you see. Several of the employees are now outfitted with blue linen coats, to help keep clothing from being soiled from contact with the machines. Very bright and efficient looking!

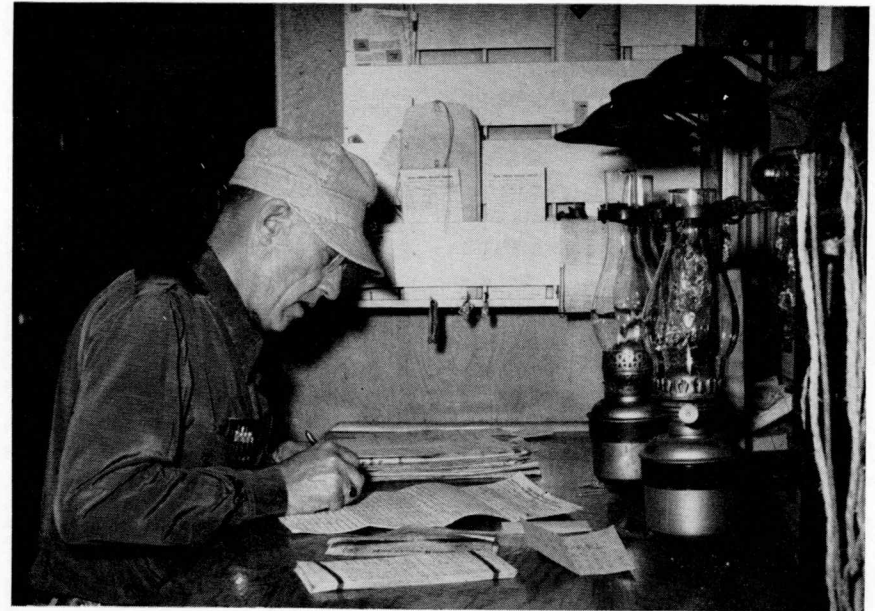
Anyone interested in ice fishing should see Sam Ruth, Fred Bither, and Bob Nurse in Car Accounting and Statistics. They caught 24 fish, none over two inches long—but of course the stories are longer than that!

The Freight Claims Department has moved to the Freight Revenue Department, and Car Accounting and Statistics has transferred to the former Freight Claims Office.

Cigars have been given out by proud fathers, Jim Born of the Engineering Department, Jimmy DiPhilippo and Paul Mahany of the Revenues Office. Christine Elizabeth Born made her debut on March 8, weighing in at 8 lbs. 8 oz.; Edward Anthony DiPhilippo made his appearance March 18, with a fighting weight of 7 lbs. 5 oz.; Michael Paul Mahany bounced into the world March 9 at 6 lbs. 8 oz.

Incidentally, we understand that Jimmy DiPhilippo will probably be able to retire at a very early age, as he is doing such a thriving business in the general office building selling Italian sandwiches and meatball sandwiches.

That once in a lifetime thrill—John Michaels, Auditor Disbursements, bowled three consecutive strikes in the league on St. Patrick's Day—even "Mike" was doubtful if he should believe his eyes!



**IN HIS ROLLING OFFICE**—A. J. Laberee, conductor of B-11, checks bills as his train left Rigby one recent early morning, bound for Northern Maine Junction.

Margaret Lynch, stenographer in the Engineering Department, is on sick leave.

Mrs. Corrinne Libby, wife of Erroll Libby, general bookkeeper, is recuperating from an operation.

General Accountant Virgil Hawkes is also recovering from dental surgery.

The current "flu bug" certainly hit the Disbursements Office with a bang—those on the sick list, all out at once—Bob Clarke, Paul Crawford, Ralph Libby, Joseph "Red" Murray, Bill Woods, Willie Brownell, Walter Provencher, Bill Welch, Al Chapman, Dick Greene, John Conroy, Sam Spires. (The girls were all present and accounted for—who says women are the weaker sex?)

Two June weddings in view in the Disbursements Office. Sam DiPhilippo is planning to be a twosome on June 6, and Kay Donahue and Joe Gallant will be Mr. and Mrs. on June 20. There will be some fun around that office come June!

Larry Reinsborough was recently elected Chairman of the Auditor Disbursements Flower Fund.

"Bob" Clarke yielded to the impulses of Spring (new cars, trips, painting, etc.) and is sporting a new green Ford Ranch Wagon. Not to be outdone is Paul Landry, sporting a new blue and cream Ford Ranch Wagon.

Sympathy is extended Sidney Foster and his family on the death of his mother.

Sam Spires will soon be on his merry way to England. He is sailing from Montreal, April 28, on the "Empress of England" for another visit with his kinfolk. Bon Voyage, Sam, and let's hear all about that shipboard romance when you get back.

"Mert" Neilson recently visited the shopping center at Peabody, Mass., and says it sure is something. Worth a drive up just to see it. Ruth Kelley and Myrtle Neilson attended the annual Secretaries Work Shop at Westbrook Junior College.

Pauline Gelinias, Clerk, Revenue office, is driving a beautiful new Edsel.

Harrison Elliott, Clerk, Freight Claims, was a recent visitor in Bangor where he and his wife attended a performance of the Ice Capades.

We hear that general auditor W. I. Hall, B. & M. L. R.R., Belfast, became a grandfather March 16.

Congratulations to Mr. and Mrs. Jim Born on the birth of a daughter March 8. Christine Elizabeth weighed 8 lbs., 8 oz.

As the boys in the Engineering Dept. had no luck on their hunting safari, they are planning a fishing trip sometime this summer.

John!, where did you get that Hat? The flu bug flew into the Engineering Dept. recently causing a few vacant desks.



By NORMAN MASSENGALE

William Kezar, retired engineer, who is convalescing nicely, is now at "The DeWitt Manor," rest home, on the main road out of Westbrook toward Gorham. His address is RD 2, Gorham, Maine.

Dropped in on retired Conductor Yens Neilson at Brunswick recently and he is in the "pink of condition." He keeps busy helping his wife with their prize Boston Bull terriers. I had a hard time leaving without bringing one home.

Trainman Leo Gilbert has returned to work after being off with a foot injury.

Trainman Billy Wilson is confined to his home with a broken ankle and should be back to work soon.

Vivian Elliott, retired stenographer in the superintendent's office, recently visited friends in Bangor.

That dancing gal recently seen in the local production of "My Pal Joey" is none other than Pauline King, stenographer for Bucky O'Brien at Rigby. She is the granddaughter of Conductor Leonard King, and the proud owner of a new Volkswagen.

Conductor Barney Cross and wife Mary, have been taking in as many basketball games as possible this winter. Their son, Bernard Jr., is on the first squad for South Portland High. The team had a successful year, going into the Western Maine Semi-finals.

I became a patient at the Mercy Hospital for the second time this winter, and was assigned a bed vacated by yard Brakeman Dick Brown, who is on the mend from a knee injury. Room 439, named "the Wolf Den" by Dick, and it sure was rightfully named.

Many railroad friends were at the Mercy with me and to mention a few, Pat Ridge, yard Conductor, for surgery, now coming along fine. He was the morale builder for the whole floor. Everett Stone, retired engineer coming along nicely, and since discharged. Pat McDonough, retired baggage man from Union Station, up and about daily. James Jordan Assistant to the General Freight Agent, who has been retired quite a few years, was also a patient. The devotion shown by Mr. Jordan's family was something long to be remembered.

Engineer John Pauquette was also at the Mercy for observation.

Retired Rules Examiner "Gene" Winslow underwent surgery at the Manie Medical Center and is coming along fine.

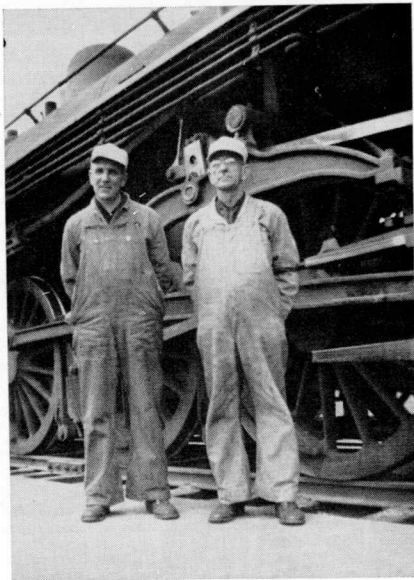
Also at the Medical Center for quite a stay was Assistant Superintendent Michael F. O'Brien, now back working on a restricted schedule. We all wonder how long this schedule will remain in effect if "Bucky" has his way.

Many long and faithful friends of the Maine Central family have been taken from us this winter and we all extend our deepest sympathy. They include the following:

Richard Kelley, Retired Yard Conductor for Portland Terminal Co. at his home in South Portland; Clarence Ward Engineer father of fireman Donald Ward, who lost his life when his home was demolished by fire in South Portland; John Wilson, Engineer, father of Dispatcher Donald Wilson, who died suddenly at his home in South Portland; Arthur Merrill, Engineer, of Denmark, who died suddenly at his home; Edward Slattery, Telegraph operator; Mrs. Carl Pierce, wife of retired Conductor Pierce; Mrs. Walter Foss, wife of retired Engineer Foss, in Florida, where they have been making their home since his retirement; Mrs. Leo Bouffard, wife of Conductor Bouffard of Lewiston; Mrs. John J. Burke, wife of Grand Trunk Chief Clerk John Burke, of South Portland. Both were well known for their untiring work with the Maine Railroad Veterans Association.

Retired Conductor Charles Lovejoy is feeling well as ever. He gets down to see the "boys" quite often and still can run circles around most of us.

Retired Conductor Johnny Jordan can't wait for warm weather to come so he can get his beautiful garden started. He has constructed a small green house this winter and will get a head start with his seedlings this year.



IN AN EARLIER DAY—The Dodge combination—father and son—has been operating for some time. Here's a shot of Herman Senior and Herman Junior on the Lewiston-Rumford run in the era of steam.

Trainman Ken Nutting has returned from Florida where he has been looking over the ball clubs in spring practice. He can't give Ray Jackson any dope on the Red Sox this year as they are training in Arizona.

Trainman Roma Drouin has a prize Dalmatian named "Lady" which has her own little dog house. One day recently, Lady had a house guest in the form of a beagle hound. We hear Roma wore out two calendars counting days while wife Rita promised every kid in the neighborhood a pup. Now Rita has the job of explaining to all that there will be no pups, much to the delight of Roma.

We hear trainman "Al" Murphy is buying cigars for a future date . . . maybe another little leaguer for his ball team.

Trainman "Steve" Flaherty was confined to Maine Medical Center for a spell.

Conductor and Mrs. Harry Clukey of Waterville recently celebrated their fiftieth wedding anniversary. Highlight of the affair was a mass said in their honor at their local parish church.

Bumped into retired Assistant Superintendent John Lyden who is feeling fine. He hopes to get to his summer home at Monmouth around the middle of April. Also saw Elmer Haley, retired Engineer, and retired Conductor Mel Furush. Both are feeling fine.

My thanks to all my fellow workers who sent cards and gifts during my two recent illnesses.

## Rigby Engine House

By ALBERT B. WETMORE

Our shop safety record has again risen to a fairly substantial figure. As of March 30 it read 64 days without a lost-time accident. The recent figure of 351 days was broken when Machinist Robert McKinney was hurt at Wharf No. 3. "Bobby," however, is back on the job, fit as a fiddle.

Two accidents occurred in the Stores department at Rigby when Laborer Edward Whalen fractured his finger while handling freight, and Laborer Frank MacDonald fell on the ice.

Chief Engine Inspector, retired, William Harrington, a former employee in the engine house, died recently.

Carpenter Benjamin Sinclair was recently injured. His hand was crushed while working with the B. and B. crew crane.

Steam-fitter William Grace has just returned to work after a 3 months lay-off due to a foot injury.

Fireman Arthur Merrill died suddenly last month. He was a former Machinist Helper during the last war.

Machinist Helper Walter Anderson is now in Florida for a month or 6 weeks.

Electrician William Danforth has a Mercury automobile.

Stores' Department employee Frank Kane is back to work after a short period of hospitalization due to a head injury.

Hostler "Steve" Brodie has taken off for West Palm Beach.

Mr. and Mrs. George Weeks have visited their son in Woodbridge, Virginia. George tells me his son is building a new home, and George was able to assist in various ways, especially in the landscaping of the surrounding property.

Chief Deisel Maintainer and a former Machinist at the engine house, Rienard Eliason, retired February 1.



3RD GENERATION RAILROADER—Gary Lee Forest, shown with his mother, Mrs. Lenny Forest. Pop is a top-line Maine Central bowler and Union Station mail handler, and grandpop is H. P. Cusack, PTCO. machine operator.

Foreman Linwood Sweatt, third trick, has returned to work after a bout with a virus cold.

Machinist Fred Emery has acquired a third addition to his racing stable, a brood mare with a fairly good record, and by the time this item is read by our readers, there will be a colt added to the list.

Laborer Fred Cole is on the sick list.

Engineman John Wilson died recently of a heart attack.

Machinist Helper William Brume has returned to work after sick leave.

Machinist Maurice Weeks informs me his sister died recently after a long illness. Mrs. Mildred Sprague, of Gardiner, Maine. A floral tribute was sent.

Carpenter Allan Pollack, B. and B. Crew has undergone eye surgery.

Machinist Eugene Annett also has undergone surgery.

Machinist Fred Johnson has purchased a station-wagon.

Former Machinist Helper Alex Wright died recently at 77.

## Augusta

By E. E. WALKER

Word received from Gen. Agent H. J. Thing, now sojourning in Florida, indicates he starts home soon.

All the fishermen hereabouts polished up their gear, and were off in all directions on opening day.

In the opinion of your correspondent, Gen. Agent Ralph Tracy and Cashier Horace Rodrigue caught more fish this winter in the Freight Office than they will this summer.

Furloughed Clerk "Athie" Bryant is temporarily employed at Livermore Falls.

Freight Handler Wilbrod Audet has opened his cottage at Belgrade Lakes for the season.

Checker Burligh Foster is reading all the automobile ads. He has the "trade-fever."

# WATERVILLE Shops

By "STEVE"

Down the Trail a fur piece in Farmingdale Gulch stands the Last Chance Dance Hall, co-proprietored by "Silent" Phil Gooch. On a recent Saturday nite when the patrons were rockin' and rollin', some of the 'bad guys' slammed thru the bat wing doors and started a ruckus.

The 'Good Guys,' led by Silent Phil who first hi'ted his chaps, promptly sailed in to quell the fracas. Silent Phil, using unorthodox offensive strategy, slammed his right cheekbone and eye into the fist of the leader of the 'Bad Guys' there by slowing down the leader. Then, with the help of the county Sheriff, Phil rooped and hauled them off to the local calaboose. 'Silent Phil' sported a large mouse under his right eye for sometime; colorful and quiet testimony that the 'good Guys', tho battered and bloody, always win.

An accident involving Carman Glen McCarrison, a car door and slippery footing cost McCarrison part of his 'green' thumb.

Machinist apprentice Woody Hornbeam has recently taken his physical in Belfast at the invitation of the Draft Board.

Retired Machinist Helper Bill Peace died recently at his home in Waterville. He worked for the McC 15 years.

Carman Helper Selden Bimpson has been a surgical patient at a local hospital.

We have found that the sign painting business isn't very lucrative and our efforts have been ill received in some quarters.

Painter Leroy Jackson has been a recent patient at the Sister's Hospital. His wife, Mrs. Hazel Jackson, was a patient there at the same time.

Jeff, aged 7, is the son of Electrician Johnny and Stenog Ellie Beeh. With his father, Jeff, had been in a local diner which displayed witty signs on the walls. On a recent Sunday, Jeff's Sunday School teacher called on the class to give a Bible quotation and the location of the verse. Jeff's turn came, he stood and said, "God made the earth in six days, then He rested. God made man in one day, then He rested. God made woman in one day and nobody has rested since. POP'S DINER!"

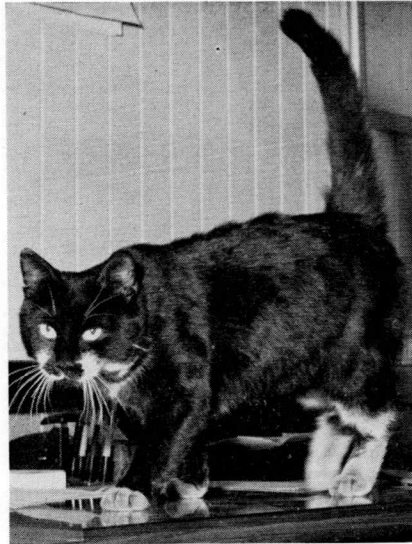
Furloughed Paint Helper Warren Underwood has been recalled to the Paint Shop filling a vacancy.

Officers for Local 409, IAM, elected and installed are John Larracey, President; Lester Butler, Vice President; Eddie McAleer, Recording Secretary; Diamond Sherrard, Financial Secretary; Don Priest, Treasurer; Ken Fletcher, Conductor; Percy Butler, Jr., Sentinel; and Elden Fish, Trustee.

Miss Esther Varney of Waterville and Travis E. Knotts of Lamarr, S. C., were married at the Pleasant Street Methodist church in Waterville recently. The bride is the daughter of Welder and Mrs. Harold Varney and a sister of Machinist Lloyd Varney.

Carman Helper Phil Gooch has returned from a visit in Florida and has recently swapped cars for a '59 beach wagon.

Carman Welder Aurele Michaud is a surgical patient at a local hospital.



Thomas "Bruiser" Estabrook, 2nd and 3d Trick General Freight Foreman at the Waterville Shops of the MCR. "Bruiser" entered Railroad service in the Shops at a very tender age. When interviewed recently he said, "I started as apprentice to a soup bone but there was very little meat on that subject. After getting my eyes open, I transferred to the Freight Shop during the Shop change-over. By diligent prowling and mousing around I now am in charge of the 2nd and 3d trick and also the Watchman. Between cat naps I also act as Freight Office manager during the day. You might say that I'm a 24 hour hep-cat."

Mrs. Walter Jackson, widow of former Machinist Walter Jackson, died recently in Waterville. She was over 90 years of age. A son, Leroy, of the Paint Shop, survives.

Retired employees who have been recent visitors are Bill Mingo, Win Potter and Stan Antworth.

Cracking up their cars during recent bad driving conditions have been Electrician Helper Bob Bennett, Machinist John Larracey, Foreman Lou Ifill and Laborer Elisha St. Peter.

Machinists Percy Butler and Charlie Roberts, Millman Howard Low, Carman Jack Brown and Carman Vede Bellows have been on the sick list.

Recent car traders have been Carman Newman Tabor and Tractor Driver Ken Philbrick. Furloughed Painter Eddie Gurski has recently purchased a panel truck and floor sanding equipment and is available for sanding and painting jobs.

Furloughed Carman Roland Giroux is striking as a locomotive fireman for the Maine Central. Mrs. James Blethen, wife of assistant Storekeeper James Blethen, died at their home in Waterville recently. She moved here from Bangor last summer and had been ill for some time. Floral tributes were sent from the Shops.

A very familiar figure, circulating around the Shops on St. Patrick's day, pushing a big cigar, was former Supt. Frank Bennett. The day and visit commemorated his 82nd birthday.

Edward, son of Laborer and Mrs. Ken Knights, has enlisted in the Army for three years and is now at Ft. Dix. He wants to serve his hitch in Germany.

Sympathy is extended Blacksmith and Mrs. Harold Boucher whose infant son died recently.

## Lewiston

By LILLIAN G. WHITE

We all extend our deepest sympathy to Chief Clerk George Briery, whose wife passed away since our last writing.

Had a visit recently from our friend Gilbert Fournier, retired Trainman, here from California.

Operator J. E. Soychak has purchased a table saw which he hopes will help him in his new project (completing two upstairs rooms). Watch those fingers, Gene.

The boys that have been journeying to Bowdoinham have found the smelting very good, but as yet fishing at Dresden has been very poor. Signalman King and Operator Soychak have camps on the river there.

Our deepest sympathy is extended to Conductor Leo P. Bouffard and his family on the recent passing of his wife.

Relief Baggage Master and Mrs. Henry White recently visited their son and family in Portsmouth, Va. Glad to have Yardman Pat. St. Pierre back at work again and feeling hail and hearty after a bout with pneumonia and an absence of three weeks.

Truck Driver and Mrs. Aime Roy recently journeyed to Canada to attend the funeral of his wife's brother.

We wish retired Conductor Sky Tardy a speedy and complete recovery from his recent surgery.

Carman Clyde Dow is filling in while Gorcham Gatchell is on sick leave. We have it on good authority that Clyde has some mighty fine Beagle hounds and has won many ribbons competing around the State.

We were all saddened by the recent death of retired Conductor Harvey Hilton who was a very frequent visitor.

L. V. Robinson, Asst. Foreman, Section 201, Rumpfard, has been on sick leave since Feb. 16 because of an ear infection.

Ronald J. Lapointe, Trackman, Section 56, Lewiston Lower, also has been ill since Dec. 8 as well as J. A. White, Foreman, Section 213, Livermore Falls.

Our sympathy is also extended to Trackman Wallace Brennan, whose wife passed away Dec. 15.

Some of the boys have received cards from Eddie Croteau. He is working for the Santa Fe Railroad as a cook at San Bernadino, California.

## Rockland

By F. L. CARSEY

Section Foreman Earl Miller is back on the job after several weeks of sickness. Sectionman Ansel Wooster also is much better at this time. Retired Clerk Ivy Brackett died March 14th, our sympathy to Mrs. Brackett.

Clerk-Operator Earl Walker and the Mrs. are enjoying several weeks vacation at St. Petersburg, Fla.

Nice to see Agent Les Soule from Gardiner. Retired Conductor Car Pierce was here to attend the Brackett funeral.

Yard brakeman J. E. White is on vacation. His job is being covered by L. H. Bujold from Waterville.

## Bartlett, N. H.

By O. R. BURDWOOD

Cleaver Nealley, machine operator, now has a nice-looking Chevvy.

The old station and the engine house at Bartlett are now up for sale.

Sons have arrived in the households of Conductor and Mrs. H. D. Greenwood and Agent and Mrs. W. O. Burdwood at Cornish. This last one makes your correspondent feel still older.

Was pleased to see Conductor Albert Parent recently—it had been a long time since talking with Albert.

This one was rather unusual: On February 20, train RY 2 had engineer Hermon Dodge, Fireman Guy Dodge and Trainman Norman Dodge, all brothers.

This yarn was contributed, indirectly, by Mr. Forest Fowles, retired dispatcher, who now resides in Cornish.

Years ago, a lineman was working under the telegraph bench in a station and was not noticed by an engineer who came in set his tin dinner pail down nearby. The lineman did not miss the opportunity. He reached out with his hot soldering iron and in two or three passes soldered the pail and its lid solidly together. It was never learned just what the engineer said at lunch time.

We have word that Wilfred Cote, son of Alfred Cote, sectionman at Bartlett, has received another promotion with the Ryan Aircraft Co. of San Diego, Calif. His first promotion to master scheduler has been followed by a job as supervisor, cost control. Congratulations to the young man.

David Whitchee, former hostler in the Bartlett engine house, has taken a job with the St. J. and L. C. RR at St. Johnsbury.

## Vanceboro

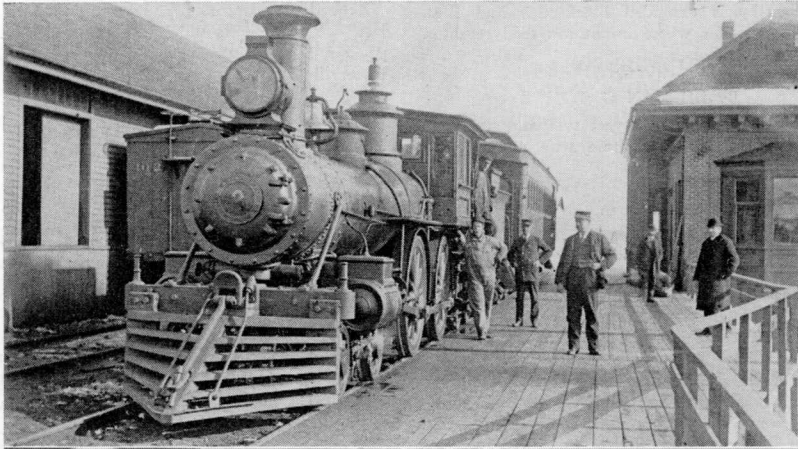
By HARRY D. DAVIS

Vanceboro has had more than its share of sickness during the past winter:— The following have been ill: Baggage-master Ralph E. Howland, who was off for six weeks; his place filled by spare Baggage-master D. E. Russell; Cashier Villa T. Wescott, at present convalescing at Mobile, Ala.; General Agent W. L. Blanchard, now back at work; and Acting Cashier B. C. Nason, who is expected back soon.

Donald S. Clark, one of our popular Customs Officers, died suddenly at his home March 26. Services were held at the Methodist church, Vanceboro.

Mrs. Carrie Brown, 81, mother of Engineman Linwood C. Brown, died at her home here Saturday, Feb. 28. Services were held at her residence.

 THE **GOOD OLD DAYS...**



SCENES FROM THE PAST—The calendar for the year 1903 was on the wall at the Portland and Rumford Falls station in Livermore Falls when the TOP PHOTO was made. Train No. 221 was about to leave on one of its three daily round trips to Canton. The engineer was Lucius Allen, and the three men near the train on the platform, left to right, were fireman Lou Winters, conductor Harry Reed and baggagemaster Joe Sturdevant. This picture was supplied by retired engineer Harry F. Jewell. LOWER PHOTO shows engineer Ollie Hinson, now retired, at the throttle "on the big hill" between Bartlett and Crawfords one morning in March, 1946.