



Messenger

Vol. 1, No. 1

For Employees and Friends of the Maine Central Railroad

November, 1960

M-Trains Show Great Promise

Maine Central's mail-merchandise trains—operating less than two months—already have brought new business to the rails and show great promise of attracting still more.

The new service was inaugurated Sept. 6, with main-line trains carrying mail, milk, express and high-priority freight on passenger schedules. In many cases, the new trains slice a full day of transit time for freight from Maine to the major New England rail gateways at Worcester, Mass., St. Johnsbury, Vt., and Mechanicville, N. Y.

The Eastern Fine Papers Division of Standard Packaging at Brewer was the first user of the new, faster service, ordering a car of products into the first mail-merchandise train out of Bangor, Sept. 6. The inaugural train was christened by pretty Constance D. Rittal, Miss Bangor of 1960.

Within a few days, the Atlantic and Pacific Tea Co. began to use the trains on a regular and increasing basis for transporting groceries from Portland to Bangor. These shipments have been joined by fresh meat for Bangor wholesale concerns who thus gain earlier deliveries from St. Johnsbury.

The H. P. Hood Co. also has increased carload movements through the use of the new mail-merchandise trains.

The Great Northern Paper Co., realized savings in both time and expense through use of these new trains in late September when much-needed pipe was rushed to their Millinocket construction project. The two-car shipment, for which work-

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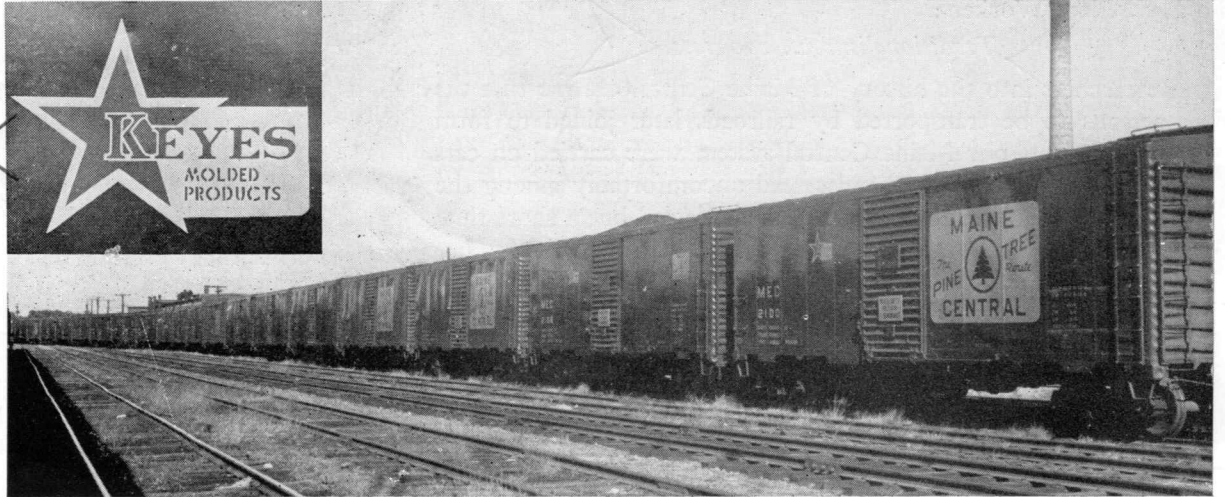
St. Regis Starts Multiple Shipments

Dedication of a new Time-Life printing plant at Old Saybrook, Conn., in early October signalled the start of high-volume, multiple paper shipments from Bucksport by the Maine Central.

Each shipment weighs 500 tons and is loaded in ten top-grade box cars. The first left Bucksport the week of Oct. 10.

The remainder of 1960 will see 1,500 tons shipped from St. Regis Paper Co., at Bucksport, with a total of 10,000 tons projected for the entire year of 1961.

Maine Central officials, who met with Time-Life and St. Regis people to work out the details, were told that the new plant at Old Saybrook—the Cuneo Eastern Press, Inc.—will print eastern editions of Time, Life and other Luce publications formerly produced in Chicago.



Insulated Cars Completed for Keyes

Completion of the Waterville Shops' largest order of special-purpose equipment in recent years has set the scene for push-button loading and unloading of crumb pulp by the Keyes Fibre Co.

The modified cars—30 of them, bearing the Keyes medallion in addition to their Maine Central herald—will be used to carry crumb pulp between the Keyes plants at Shawmut and Waterville.

The new pulp-handling system is part of an extensive program of plant equipment improvements in progress at both Keyes operations. Keyes has announced that a completion date has been set for early 1961.

Maine Central's phase of the Keyes program has been extensive modifications of the 30 freight cars to make possible blower loading and vacuum unloading of the crumb pulp, as well as to prevent the moist material from freezing on route from Shawmut to Waterville.

Using 6100-series cars, now renumbered in the 2100 series, the Waterville shopmen, installed three-

inch fibreglass insulation on sides, ends and roofs. Plywood interiors were added, finished with two coats of a special chemical-resistant varnish. Seams in the plywood were sealed with three-inch polyethylene tape to prevent growth of fungus that would spoil the pulp.

Wooden swinging doors were installed inside the car's sliding steel doors, with clearance at the top to allow pipe loading of the crumb pulp. Complete re-painting, stenciling and mechanical inspection finished the job

CARS FOR KEYES—A total of 30 insulated cars have been completed at the Waterville Shops for the Keyes Fibre Co. Inset shows Keyes insignia that joins MeC herald on the new cars.

in late September, and the cars are now ready for use.

Keyes officials say the new handling system and other changes will increase production of pulp at Shawmut and of finished molded pulp at Waterville.

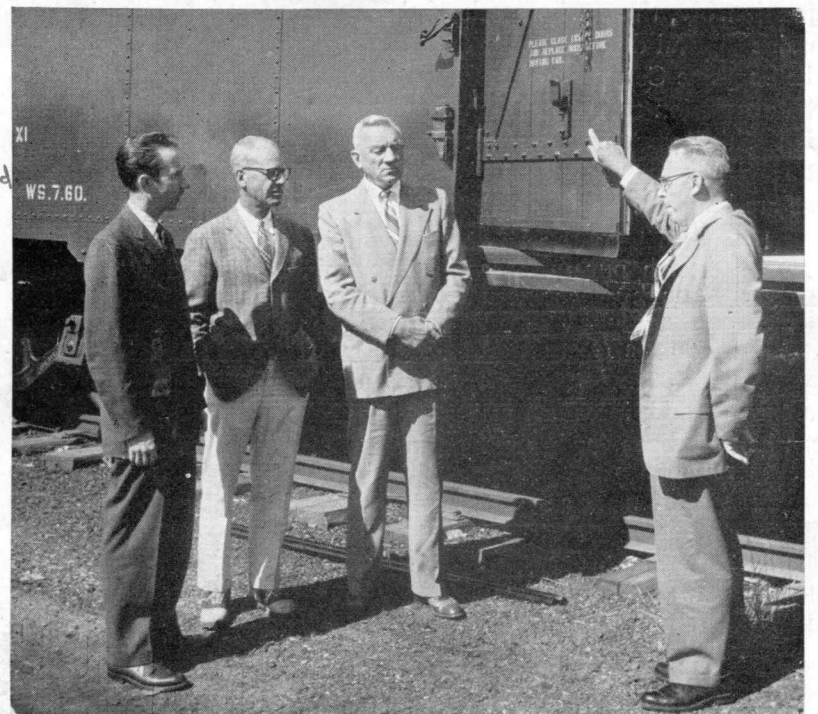
The company is a major manufacturer of these items, the nationally-known "Chinet" and "Savaday" pulp and plastic products.

Maine Central-Portland Terminal Co. pledges in the 1960 United Community Services campaign neared \$7,000 as the MESSENGER went to press. This year's company quota is \$8,000.

The company campaign for pledges, under leadership of H. M. Rainie, vice president, purchasing, began Sept. 28, date of a letter to all employees from President E. Spencer Miller urging generous pledges for this once-a-year effort. Mr. Miller's letter was endorsed by general chairmen of 14 Railroad Brotherhoods.

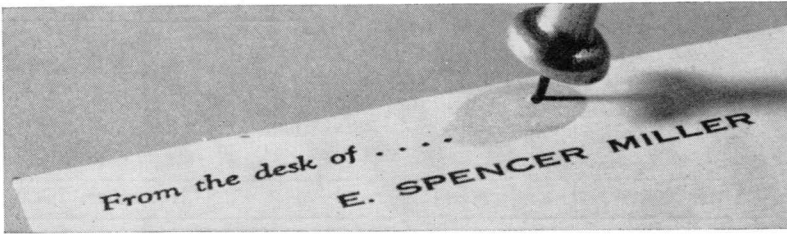
Solicitors are asking for your "fair share," which works out to about an hour's pay, monthly, for the coming year. UCS workers in the Maine Central-Portland Terminal campaign feel that compared with the need of the 40 agencies that benefit, this is little enough.

They look for your support. Think it over and be generous.



LOOKING THEM OVER—Three officials of the Keyes Fibre Co., join Waterville Shops Superintendent George P. Silva for an inspection of the new cars. Left to right, Don Leach, assistant traffic manager; John H. White, superintendent, groundwood division and manager of the Keyes woods department; G. R. Johnson, vice president, manufacturing; and Silva.

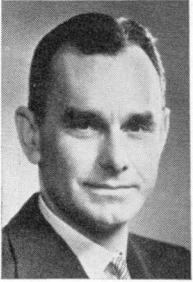
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To My Fellow Workers:

Traditionalism vs. Progress

Researchers into the history of Maine Central tell me that the first persons to be transported by railroads later joined to form our Maine Central system were carried on cars of lumber and seated uncomfortably among the boards. This crude phase lasted but a short time when, in response to need for faster and more comfortable trips, the public requested and was accorded by Maine Central the best, safest and in its time most expeditious means of conveyance. The Maine Central by World War I was a great passenger carrier. Even as late as 1940 on the eve of World War II—a time within the memory of most of us—we were running no less than forty passenger trains a day.



Tradition was hard to break with, and Maine Central people have a natural pride in our performance as a great and safe carrier of human beings. There comes a time, however, in the affairs of nations and their institutions when traditionalism and progress conflict. The government of such a nation or of such an institution has to decide whether it will die, as did the dinosaurs, or evolve into a new, more profitable and more socially-useful organization. The step in the latter direction is progress. It is a step which your management not only has taken but should have taken to preserve jobs and to preserve a railroad healthy enough to give employment security and employment expansion.

Some political aspirants talk of restoration of passenger service through resurrection of some old and nullified 1836 charter provision. Such remarks are in the face of twin findings of our Supreme Court that there is no substantial need for passenger service and that the over-all best interests of the state required discontinuance. Unquestionably, those who speak of the return of passenger trains on Maine Central do so without familiarity with the facts upon which the Supreme Court based its findings. Maine industry was united in the conclusion that its preservation and prosperity required the action which your management proposed and has taken. Your best job security lies with the kind of sound, progressive railroad which we are building.

I hope to be able to report to you from time to time on the progress which our mail-merchandise train concept has brought. In a very rough way it now appears that immediately upon cessation of passenger trains we reduced our out-of-pocket deficit (which is only a fraction of the story) from over \$600,000 to between \$100,000 and \$200,000 on an annual basis. Increased economies in turn around, increased mail pay and the extent that freight cars can be added can further reduce and wipe out this deficit and turn this operation into a profitable one. Such is the goal of every forward looking management and every forward looking railroad employee. We are proud that Maine Central is so close to reaching it. If we should be wrong in this concept and if these trains should prove a dismal failure—which we do not expect—then we shall have to face the music and again act in the direction of sound operation.

We are looking forward to expansion in the field of piggy-backing, expansion in the field of faster and better service and towards new endeavors and new traffic potential which acquisition of new equipment will make feasible. Later reports on these phases will be made when the situation is appropriate.

Here's The Messenger

This is Volume 1, Number 1, of the Maine Central Messenger, a monthly publication for employees and friends of the Maine Central Railroad and Portland Terminal Co.

It's your newspaper, and with your interest and support, we hope to make the Maine Central Messenger the best employees' publication in the railroad industry.

You can help—with ideas for stories, suggestions for pictures, criticism, or maybe a pat on the back—if you think we've got it coming. We want you to like the Messenger, and to look forward to its arrival—first as a nodding acquaintance, but soon as an old friend.

It's That Time

It's that time of the year again . . . crisp mornings, autumn colors . . . bright sun and air that seems clearer and cleaner than at any other season . . . a time that's good, a time to enjoy, and a time to count our blessings.

It's also a time when we can help the less fortunate . . . youngsters, oldsters, the ill and needy whose problems cloud the colors and sunshine of Autumn, and who look to the Community Chest, United Fund or United Community Services for help.

Your gift will pay off in at least three ways: it will help the less fortunate, it will make your community a better, happier place, and it will give you the satisfaction that comes with knowing you've done your best.

One Small Vote

One electoral vote elected Rutherford B. Hayes as president of the United States. One congressman's vote saved Selective Service just 12 weeks before Pearl Harbor. American history is full of big things accomplished by just one small vote.

This is in answer to those of us who ask, "Why should I take time to go to the polls . . . my vote won't make any difference."

Maybe it won't make any difference, but it could, and after we vote, we know we have done all we can do to make our form of government work.

A far wiser man than most of us once observed that "Liberty means responsibility. This is why most men dread it." If we dread the responsibility of voting, how long can we enjoy that privilege? If we don't vote, how long will it be before we can't vote?

November 8th is election day. Consider the issues and the candidates. Don't neglect your responsibility, protect it with your ballot.



The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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JOSEPH H. COBB, director of public relations

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Marion Adler	General Offices
E. L. Kennedy	General Offices
Jerry Shea	General Offices

McC Golfers Win Second B&M Tourney



BEAT B&M ONCE MORE—Trophy winners who led the Maine Central team to its second win of the season over a squad representing the Boston and Maine were, left to right, Dick Goodie, Portland, Class B net; Bill Welch, Portland, Class C net; Whity Davis, Bangor, Class A net; Jerry Shea, Portland, and Larry Gallant, Bangor, tied for Class A gross; and Sam DiPhilippo, Portland, Class C gross.

Larry Gallant, Bangor yard conductor, won championship honors in the final Maine Central-Boston and Maine golf tournament of the season in a sudden-death extra hole played against a team-mate.

Gallant and Jerry Shea, statistical clerk, car accounting, Portland, had led the Maine Central team to a 32-stroke victory over the B&M squad, but were tied for Class A gross honors with 81's. Gallant parred the

extra hole—the 342-yard first at Banneg Beg—while Shea bogied, making it a great day for Gallant.

It was a great day as well for the Maine Central team, which won permanent possession of the E. Spencer Miller President's Cup. It was the second time in as many tournaments this season that the Maine Central golfers had beaten their colleagues from Boston.

THE Feminine SIDE



OFTEN HEARD, SELDOM SEEN—But here's an opportunity to know the source of those friendly voices you hear when you dial "O" on the interoffice telephone lines. Caught by the camera as the shift was changing in the general office switchboard room were, left to right, Mrs. Armida Kimball, Mrs. Alice Gallant and Mrs. Julia Roper, chief operator.



LAST PASSENGER TRAIN—No. 4 pulls into Portland Union Station as the last regularly-scheduled passenger train to be operated on the Maine Central. The only unusual thing about its arrival was the presence of newspapermen and photographers.

Editors View Last of Passenger Trains with Sympathy, Nostalgia

"... it had become an anachronism against today's background of the super-highway, the eight-cylinder engine and the 600-miles-an-hour jet liner." (Ed McKeon, Bangor Daily News).

"It seems incredible, today, that the Maine Central Railroad was once the principal means of reaching the annual Topsham Fair in October each year. x x x The railroad passenger train has departed from the scene in this part of Maine. Its departure will be ignored by many, regretted by few. However, as the wail of the diesels hauling long freight trains on the Maine Central through Brunswick is heard on cold winter nights the sound will bring back to oldtimers—in this age of the jet—many a happy memory of the days when the only way to get anywhere, except by horse and buggy, was to take the train." (Paul Niven, Brunswick Record).

These two excerpts from a daily and a weekly newspaper in Maine are typical of the general reaction of the press, and the public, to the ending of regularly-scheduled passenger service on the Maine Central Railroad.

The final train of a service which the public had deserted in favor of the private automobile and the airplane rolled into Portland Union Station at 6:30 a. m. on the morning of Sept. 6. Although it had started at Vanceboro and had made stops at Bangor, Waterville, Augusta and Brunswick less than 35 paying passengers detrained at Portland. This on the day after Labor Day on a train that 30 years before would have been running in two or three sections with the coaches and (in those days) sleeping cars packed to capacity.

Even those whose principal objection to the ending of non-patronized passenger service was their reluctance to see trains stop running didn't take the trouble to make "last trip" rides on Labor Day and Labor Day evening as the two round trips between Portland and Bangor (and the single round trip beyond to Vanceboro) made their last runs. Extra coaches had been put into the last trains to make sure those with nostalgic trends for trains had seats if they wanted to make the final runs. Train crews never even had to open the coaches—the regular equipment wasn't even filled on the last runs.

The arrival of No. 4 at Portland on the morning of Sept. 6 marked the end of an era. Passenger trains which the general public had long since ceased to patronize, except on the few days when weather made other forms

of transportation hazardous or non-operative, quietly joined the stage coach and the trolley car in limbo.

Robertson Takes Quebec Rail Post

John T. Robertson, former assistant superintendent, Eastern Sub-Division, Bangor, has left the Maine Central to return to his native Canada.

A veteran of 14 year's service with the Boston and Maine and Maine Central, Robertson has become superintendent of the Port Cartier Mining Co. Railroad, a subsidiary of U. S. Steel, at Port Cartier, Quebec.

Robertson began his railroad career in 1946 as secretary to the president in Boston. He became assistant trainmaster in Portland in 1948, and Assistant Superintendent, Eastern Division, Maine Central, in 1955.

Nation's Railroads Enter Space Age

The railroads have entered the space age. They won't be sending cabooses into orbit, but the railroads' contribution to the nation's missile strength and preparedness will be big from now on.

In September, the first of a series of special trains rigged to carry, launch and direct the Minuteman ICBM completed a ten-day swing over railroads of the west. General Thomas S. Power, commander-in-chief of the Strategic Air Command, termed the test program "completely successful in providing the information we need to make firm plans for the mobile Minuteman."

Minuteman, a solid-fuel ICBM with a range of about 6,300 miles, is scheduled to become operational in 1962. Many of them will be placed in underground launch silos which provide protection from all but a direct enemy hit. Others will be placed on specially designed railroad launch cars.

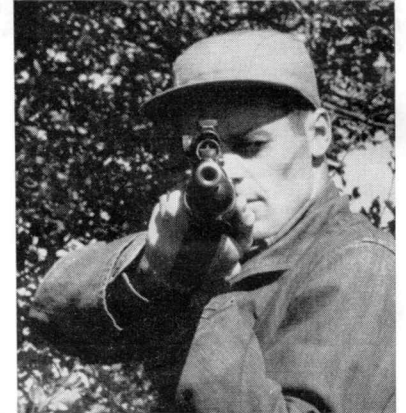


AT PRESIDENT'S DINNER—General chairman of the Brotherhoods and department heads were guests of President E. Spencer Miller at the annual President's Dinner at the Lafayette Hotel, Portland, in October. Counter-clockwise, starting at Mr. Miller's right, are Herman Dodge, Engineers; H. M. Rainie, vice-president, purchases and stores; Don Collins, Electricians; Mrs. Kathryn C. McMulkin, director of personnel; Al Bergeron, Carmen; A. N. Tupper, Superintendent MeC; C. D. Prentice, engineer of track; Oscar Derderin, assistant chairman, Clerks; H. G. Hook, master mechanic; Stan Chandler, Telegraphers; John F. Gerity, assistant comptroller; Alfred Spinney, Signalmen; A. M. Knowles, general counsel; S. S. Clark, assistant to the president; Ralph Coffin, Train Dispatchers; J. H. Cobb, director of public relations; J. E. Hamilton, assistant to the director of personnel; Sewall Boynton, Firemen; R. W. Williams, superintendent, PTCO; G. P. Silva, superintendent, Waterville Shops; Paul Sullivan, Machinists; J. D. Rourke, superintendent, car maintenance; Joe Connor, chairman, Clerks; W. E. Pierce, assistant general manager; and Frank Hagan, Firemen and Oilers.



It's been a tough summer for woodchucks in the Gray-Pownal area, thanks to a railroading rifleman and his chuck-hunting companion.

At last count, Ken Brann, clerk to the track supervisor, Portland Terminal Co., and friend Alton Christian-son of Falmouth had accounted for 196 of the destructive animals. The total includes a completely black woodchuck, which Ken says is even more rare than an albino deer. The occurrence of black ones, he says, is one in about 13,000 of the ordinary, brown variety.



Woodchuck's eye-view of Ken Brann

The PTCO, track clerk has kept records of his weekend chuck hunts since April 30, and except for the grand total, feels the black chuck was the high point of the season.

Operating Dept. Lists Promotions

Five promotions were announced by the Maine Central Operating Department in mid-September.

Ansel N. Tupper, acting superintendent, was named superintendent of the Maine Central Railroad Co.

John E. Hamilton, student supervisor of schedules, was named assistant to the director of personnel.

William E. Maloy, assistant road foreman of engines, was named road foreman of engines, replacing Charles L. Sherman, off duty because of ill health.

Melvin L. Charity, former engineer and general chairman, Brotherhood of Locomotive Firemen and Enginemen, was named assistant road foreman of engines.

John Oberg, former chief dispatcher, third trick, was named trainmaster at Waterville.

Tupper, son of the late Harold F. Tupper, B & M Portland Division Engineer for many years, joined the



was appointed acting superintendent,

Maine Central Railroad, in August of this year. Mr. and Mrs. Tupper and their three sons reside at 28 Frederick Road, South Portland.

Hamilton, a graduate of the Boston College Law School in 1955, joined the Maine Central in the following year as student supervisor of schedules. He had completed his legal education while working as a foreman in the Atlantic and Pacific Tea Co. warehouses in Boston, his native city. Mr. and Mrs. Hamilton and their four children live at 23 Larchwood Road, South Portland.

Maloy, son of the late Maine Central Engineer William A. Maloy, joined the Maine Central in 1945 after six years of service with the U. S. Marine Corps. First assigned as a fireman he qualified as an engineer in 1952, and was named assistant fore-

man of engines in July, 1955. Mr. and Mrs. Maloy and their daughter reside in Scarborough.



man of engines in July, 1955. Mr. and Mrs. Maloy and their daughter reside in Scarborough.

FORE!

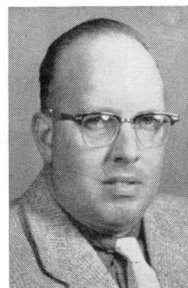
The trouble with golf is that by the time you can afford to lose a ball you can't hit it that far.

Charity, a native of Benton, entered Maine Central service as a fireman in 1945, and became a locomotive engineer in 1953. He was elected general chairman of the Brotherhood of Locomotive Firemen and Enginemen in 1955.



The new assistant road foreman of engines and his family reside at 203 Margaret street, South Portland.

Oberg, who entered railroad service as a telegraph operator for the Bangor and Aroostook in 1942, joined the Maine Central in 1948 at Bangor as operator-dispatcher. He came a dispatcher in the same year, and a chief dispatcher in Portland in 1955.



He has maintained his residence in Bangor.

FOOD FOR THOUGHT

A dollar spent by the Government has no more beneficial effect upon the economy than a dollar spent by you. We have an obligation to fulfill government's necessary functions—those which cannot be done by individuals. But government is a cost and should be regarded as such. It is not a giver of prosperity.

Along with the maple leaves, the maples started falling all over the Maine Central system this past month.

The defending Maine Central champs, Rigby team 4, consisting of Joe McDonald, Tom Manning, Bud Harriman and Lloyd Parker, tied with Rigby Team 5. Edgar Dunham is captain of the latter group, backed up by Bill Mizula, Leslie Newton and E. Murphy. John Brodbrick held the high average at press time: 105.3, and Leslie Newton had rolled the high single, 133. Brodbrick had high three-string total of 343.

The general office league boasts 10 six-man teams bowling every Tuesday night. Commissioners Herbie Wetmore and Ralph Gordon have introduced a new handicap system which should make for a more interesting league situation than has been the case. John Foley had high single with 136, Jerry Shea held the high three-string total with 340 and high average with 133. Team 9, with Shea, Foley, Everett Goddard, Wake McGorrill, Lenny McDowell, and Ed Haley, led the league at press time with a five win, no loss record.

Alice Eliason, who heads up bowling on the feminine side, reports several women's teams in full swing—ditto for the Couples' League. Herb Whitmore says he could use more couples, as some of the teams are short on spares. (We don't know quite what he meant by that.)

We hope to wrap up the sports scene monthly in this column, and would like to hear from golfers, bowlers, hunters, skiers and fishermen throughout the Maine Central system. If you've got sports news, send it to Jerry Shea, general offices, Portland.

(Continued on page 8)

The Grapevine

GENERAL OFFICES

John Murray, mail clerk, and his father, Walter, Portland Terminal Special Police, are enjoying their new "dollhouse" home on Deering avenue.

Raymond Briggs, Car Accounting and Statistics, has moved his family from the Yarmouth area to the town of Raymond.

Mary Tabbut, stenographer, and husband, Milt, had a wonderful two weeks touring the State of Michigan, various sections of Canada, and other places, returning via Vermont and New Hampshire.

Everyone was pleased to see Mrs. Gladys Lyden, Mrs. Peggy Leighton, and Mrs. Eleanor Cousins, in the Auditor Revenues Office as substitute clerks. All these girls are former employees.

New Citizens: Priscilla Luce, 1st daughter, 3rd child of Dick and Gloria Luce. Glenn Clarke 4th son to Bob and Jan Clarke (4th child). Cheryl Crawford 3rd daughter, 4th child to Paul and Bea Crawford.

Travelers: Samuel W. Spires, retired Head Clerk, sailed from Montreal August 9th, for an indefinite stay in Europe, visiting England, France and Germany. He is very conscientious about sending cards and everyone in the Aud. Disb. office has received one of the different sections of London. Advised the trip over on the Empress of England was very smooth, meals were grand.

Marriages: Richard Esty married Pearl Baron in August, and is now a permanent resident of Portland. No more commuting to Waterville for him.

Social: Fifteen girls complimented Janet Ireland, Jan Clarke and Bea Crawford with a baby shower at the Stowe House in Brunswick in August. Guests were presented personal gifts and enjoyed a Smorgasbord with all the fixings.

Mrs. Margaret Haley is working in the Assistant's Comptroller's Office in the place of Mrs. Janet Ireland, now on leave.

Among new cars spotted around the General Office: Edith MacGibbon's white and cordovan Oldsmobile; Walter Bird's gold-colored Ford; Steve and Ernestine Miller's Montecarlo Red Falcon; Donna O'Bryan's white Chevrolet.

Marjorie and John Briggs traveled by train to Montreal, through the Canadian Rockies, visiting Banff, Lake Louise, Emerald Lake, Vancouver and Victoria, B.C., also Portland, Oregon.

Bob Lewis drove to St. Petersburg, Florida, to visit relatives. Dick Goodie and his family drove to Denver, Colorado, to visit his brother.

Earle Bennett is the proud father of a son, David Earle, born September 30.

Charles Clark, data processing, traveled through the "wilds of Canada," up to Flin Flon, Manitoba. He also visited his mother at Gary, Indiana.

Ralph H. Gordon has been elected President of National Machine Ac-



THE CHIEF RETIRES—With last-day papers still on his desk, Chief Dispatcher Cecil G. Priest was joined by fellow workers as a presentation was made on his final day of service. Left to right, M. F. O'Brien, assistant superintendent, PTCO.; Miss Donna O'Bryan, R. W. Williams, Superintendent, PTCO.; Mrs. Kathryn McMulklin, director of personnel; Ray Wedge, chief dispatcher; Willard E. Pierce, assistant general manager; George Marcroft, chief clerk, superintendent's office; Priest; Arthur Palmer, train crew dispatcher; Ansel N. Tupper, superintendent; and Clifford R. Ball, transportation assistant.

countants Association, Pine Tree Chapter. He presided at their first meeting in the Sun Room of the Eastland Hotel, with a banquet following. Other members include Eugene P. Trueworthy, Gordon L. Wilson, Grover Clukey, and Maurice Hawkes. The latter serves on the program committee.

Mrs. Germaine Deschenes was matron of honor at the wedding of her brother, Leo Gregoire, to Constance Lessard, on October 15, at Augusta.

Mrs. Barbara Gain attended "Homecoming" at the University of Maine, enjoying the football game, play and dance. Her husband, Leo, is a senior there, graduating next June.

PORTLAND TERMINAL FREIGHT OFFICE

It will be a welcome sight to have our magazine restored. We hope no one will feel neglected, as it is not our intention to miss anyone.

First, we wish to report that the following employees have retired from their duties to accept annuity under the terms of the Railroad Retirement Act. — Assistant Cashier James E. Malia, Feb. 26, 1960; Freight Cashier Charles A. Anderson, April 15, 1960; Leader-Loader-Caller Patrick Mulkern, May 3, 1960; Freight Clerk Daniel H. Sullivan, May 27, 1960; and Leader-Loader-Caller Dennis J. Shea, on July 29, 1960. Our best wishes are extended to one and all for many happy years ahead. They had the following years of service: Mr. Malia, 44 years, 3 months; Mr. Anderson, 50 years and nearly 1 month; Mr. Mul-

kern, 38 years, 7 months; Mr. Sullivan, 43 years, six months and one-half months; and Mr. Shea, 40 years and 9 months.

Head Clerk Alice A. McLaughlin, Inward Department, has been absent due to illness.

Stenographer Marjorie J. Mulkern was a surgical patient at the Osteopathic Hospital, in June. She returned to work Aug. 1.

We are pleased to see how well Car Distributor Eleanor N. Flaherty is looking after her absence due to surgery this summer, at the Mercy Hospital.

We do not wish to forget that congratulations have been extended to Mr. and Mrs. William Johnson (formerly Waybill Machine Operator Iva Baizley), on the birth of their daughter. Bring her in so we can see what a big girl she is, will you, Iva?

Sympathy from all of us to Paul V. Bourque, Freight Clerk, whose father died recently in Augusta, Maine, after a long illness.

Kenneth V. Heskett, husband of Christine, Waybill Machine Operator, has been a patient at the Mercy Hospital. We are pleased to report improvement.

Joyce LaRose, daughter of John and Waybill Machine Operator—M.I.T. Clerk Frances K. LaRose was a patient at the Maine Medical Center a while ago.

Clerk James B. Keegan is planning his annual visit to the Pacific Coast, and expects to be on his way next week. Stenographer Marjorie and husband Patrick Mulkern took in the Railroad Convention at Buffalo, N.Y., Oct. 7, 8 and 9. They also visited Albany, en route, and New York City, on their return trip.

Congratulations are in order to Leader-Loader-Caller Kingsley R. Welch and wife, who were married in July.

Word was received of the death of former Car Clerk Charles D. Atherton recently after a long illness. Sympathy is extended to his son and family.

A big change is noted in the Freight Office-Freight House building. The mail and baggage section from former Union Station as well as the Railway Express have moved in.

Leader-Loader-Caller John T. Curran Jr. and wife had an extended trip through Europe, returning home by plane.

We hope to be able to secure some pictures for our new magazine in the near future. Everyone seems to be camera-shy, so maybe we will not have any luck along that line. So many have promised to donate photographs, snapshots, etc., but they don't seem to be forthcoming very rapidly.

If anyone has been omitted, please advise your correspondent, and she will remedy the situation.

RIGBY

It is with great pleasure that I have accepted a request to act as correspondent for our new publication, "The Maine Central Messenger".

I shall hope for cooperation from my fellow workers, to the extent of any personal news items, snap-shots, and other interesting articles.

My first contribution will be rather brief, due to my vacation, and picking up what items I could get over the phone.

Foreman Roy Hanes who was recently hospitalized is progressing satisfactorily.

Laborer and spare boilermaker Charles Jackson, who lives in Skowhegan, commuting to his home once a week, was elected president of the Jackson Family at their reunion held at Reid State Park with 50 members present.

Machinist George Miller has returned to work after a thorough check-up.

Machinist James Larrabee is still on the sick list, having been out for at least 6 months.

Carman Howard Thurlow who retired some time ago, is ill.

Machinist Russell Hammond recently motored west to visit relatives at Ogden, Utah, in his new Valiant.

Practically all the men have had their vacation except for the deer hunters who have reserved theirs until November.

Carman Martin James Conley died recently. He was popular with his fellow workers, and deep regret was felt by all who knew him. A floral tribute was sent to the funeral.

General Foreman Malcolm Billington is having a new home built on Stroudwater street, near the site of his former home which he sold last year. The builders have reached the framing stage of construction, and undoubtedly will have it ready for occupancy by late Fall.

Carman Henry Gavette has retired after a period of long service.

Carmen "Danny" Norton, and George Thompson are on the sick list. "Danny" is at the Mercy Hospital.

Carman Paul Lajoie died recently. A floral tribute was sent.

Stores Department employee Charles Whitten is keeping himself quite busy these days. He has built a cement deck patio, and when I talked with him last he was figuring on roofing it and glassing it in.

The new highway, under construction all summer, is now completed, with the exception of the Rigby entrance. This road, constructed to lead into the new South Portland industrial area.

TRAIN CREWS

John Oberg has been appointed trainmaster with headquarters at Waterville. Much success, John.

Earl Risteen, many years at Bath as baggagemaster, passed away last August. Our sympathy is extended to his family.

Walter Burnell, agent at Bowdoinham, has retired, and Henry Preble has bid into the agents job vacated by him.

Our deepest sympathy is extended to the families of T. E. Peters and Albert Babbie, both yard conductors at Waterville, who met with tragic accidents, within weeks of each other, while performing their respective duties there.

"Bill" Boisvert, second trick yard master at Waterville, has been off sick for quite some time. He hopes to be back to work soon.

Trainman "Dick" Frank has broken out with a nice black Comet station wagon.

Conductor Roy Garland is taking a vacation. Is rumored is getting ready for the big hunting season.

Dropped in on Retired Conductor Albert Parent, now living in Lancaster, N. H. Both he and his wife are in "pink of condition."

Dispatcher "Ray" Wedge is off sick at this writing. Hope he has a speedy recovery.

Agent Chipman has returned to his job at Burnham Jct., after a long sickness.

Trainman Roma Drouin is shaping up into a mighty fine golfer.

Conductor "Hank" Harradon has taken the job on RA1-AR2 displacing "Roy" Garland. Frank McNalley and "Herbie" Howard have taken jobs on RJ1-JR2.

Trainman "Stan" Mattatall has purchased a home in Scarborough. Any loose lumber laying around?

Trainman Merle "Iron Man" Plummer has taken the braking job on the Augusta switcher, displacing Harry Searway, who took a job out of Waterville.

Have you noticed the nice handle bar mustache Trainman "Joe" Meehan is sporting, a left over from the recent 200th anniversary of Cumberland County. Mrs. Meehan thinks it is so becoming that "Joe" has decided to keep it as a permanent fixture.

Trainman "Juggy" Seward has recently taken the pension after curtailment of the passenger trains.

I would like to mention the inspections of trains enroute, especially the boys on the thru jobs, that the section men have given us, notifying the crew of any trouble etc. They have been very helpful and have prevented what could have been very serious trouble on numerous occasions.

If any of you readers have any little bits of news, which you think would make good reading, please forward to me and it will be used to make a better column. Pictures would be appreciated.

WATERVILLE SHOPS

Due to short notice, we haven't had much time to get our 'line' untangled, so this effort will be necessarily short.

Robert F. Silva, son of Waterville Shops superintendent and Mrs. George P. Silva, became the husband of Dorothy A. Burr in a recent ceremony at the Central Baptist church, Pawling, N.Y. The bride is the daughter of Mr. and Mrs. Walter H. Burr of Pawling.

Mrs. Silva has been a teacher at the Mohonasen Central School, Schenectady. She is a graduate of Oneonta State Teachers' College, and received her Master's degree from Syracuse University.

Mr. Silva is a graduate of Tufts University, and received his Master's degree from Purdue. He is employed by the General Electric Co., Schenectady, N.Y. as an electrical engineer.

Mr. and Mrs. Silva will make their home at 506 Michigan avenue, Schenectady.

Foreman Bill Otis is now in charge of the work equipment repairs pro-

gram along with his usual duties on mail and express cars.

Juanita Fecteau, daughter of Clerk and Mrs. Fredrick Fecteau, was married to Robert Bowden at Sacred Heart church, Waterville, Oct.

And then there was the case of the missing diesel bell. Seems two top grade A machinists couldn't find the bell on a locomotive after hunting for some time and reported to Foreman Lou Ifill that there was no bell on the engine. We won't mention names, because the "Messenger" couldn't stand a libel suit at this stage in its career.

Laborer Carroll Tibbetts and Miss Goldie Whitehouse were married in Waterville recently.

Foreman Bill Otis has a new Chrysler Windsor.

Foreman and Mrs. Floyd Case have sold the ranch in Clinton and are building a new home in Benton.

Carman Sam Merrow has recently sold his farm in Clinton and is negotiating for a home in Fairfield.

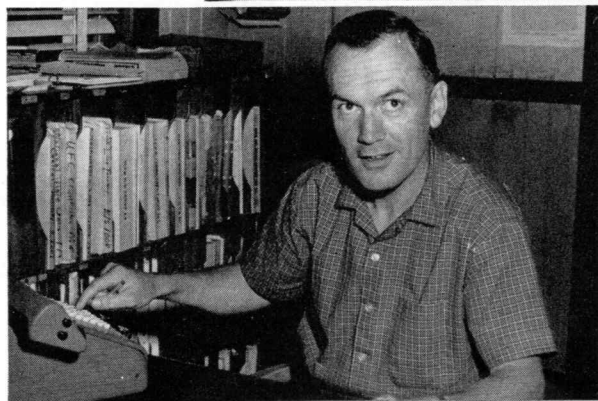
Paint helper Pop Danforth has resigned after some 14 years with the company.



Miss Eleanor Flaherty, car distributor, Rigby



C. E. Fickett, Relief Agent, Calais



Arthur Grenier, rate and route clerk, Waterville

Painter Ralph Giroux has retired after some 49 years service with the Maine Central. Painter Roy Jackson will take over the Paint Stock Room duties.

Car Inspector Leo Fredette is confined to the hospital with a heart condition.

Machinist Diamond Sherrard has been cracking the whip while Foreman Don Russell has been vacationing.

WATERVILLE OFFICES

Things have changed around the Waterville Station during the past few months. The Armstrong Restaurant closed in August. Joe Chenevert, the former manager, left sometime ago to manage the Terminal Restaurant in Portland. Mrs. Marie Paradis had been managing the restaurant this summer until it closed.

And of course, the last passenger train ran September 6th. It ran through Waterville too early for us to get up to see it!

When the ticket office closed, Ticket Clerk Bill Hanscom bunted Foreman Norman Thing at the Freight House and Norman bunted back in the Engine House.

Our new clerk-typist in the Engineering Department is Mrs. Marjorie W. Armstrong. Mrs. Armstrong's husband, Ralston, is employed in the Stores Department.

Baggagemaster Raymond Barriault retired this fall after many years of faithful service.

Chief Clerk Raymond Reny of the Freight Office retired June 22nd after forty-nine years of faithful service. Mr. Reny was feted at a testimonial dinner at the Fairfield Center Grange Hall shortly before his retirement.

We are sorry to hear of the death of "Happy" Gregory this fall. At one time he worked at the Freight House. "Happy" was a familiar face around the station and we shall all miss him.

Engineering Department vacationers have been: Maurice Thorne vacationing at his camp at China Lake and in Massachusetts; Ralph Snow vacationing at his China Lake home, Ray Coulombre camping at Sebago Lake, Dave Eldridge travelling to Massachusetts, and Elaine Snow touring the Gaspé and at China Lake. The only unfortunate vacationer was Marjorie Armstrong who was ill at the time.


Transportation Department vacationers were: Gloria LaLiberty spending two weeks at the lake, Ruth Brochu visiting in New York and Shirley Barton at Pemaquid Beach.

Spare Clerks filling in at the Freight Office, etc., are Jane Bureau and Harry Nason.

Leo J. St. Pierre spent two weeks' vacation at his camp at China Lake. Bill Bird sprained his ankle playing badminton on his first week's vacation and then spent a week at China Lake. I guess everyone likes China Lake!

Track Repairman Gid Veilleux had an unpleasant experience recently. The Water Company had shut the water off in his neighborhood one afternoon. When they turned it on again, the terrific pressure caused his bathroom lavatory faucet to open. As no one was home at the time, the water just kept running. When Gid and his wife arrived, they had several inches of water on their floors. One of those freak accidents!

With the
OLD-TIMERS



BANGOR

I certainly am glad to be back with this little column, and need your help. So call me if you have a news item or a tip on a good family story.

Retired Engineer Leonard Grant was in to see us the other day. He and Mrs. Grant motored here from their home at Largo, Florida to spend a short vacation. Their address is, 1159 Clearwater Road, Largo, Florida. They sure would like to hear from you.

Engine House Foremen, Irvin Furrow, George McCausland and John Bevan attended the Fifth Progress Report Meeting of the Electro-Motive Division of the General Motors Company at the Eastland Hotel in Portland last Month. This meeting is a demonstration of the latest Engineering developments in their locomotive department.

Machinist, Clifford DeYoung is at the Stinson Hospital for surgical treatment.

Laborer, Louis McLaughlin was at the Eastern Maine General Hospital with Pneumonia.

Retired Engineer, Fred Gray of Calais was up to see us a while back. Fred retired in 1955 after 57 years of Railroading. His career started on the old Washington County Line, later transferring to the Maine Central Railroad when it took over.

Foreman, Eugene O. Hatch, of the 3 P.M. to 11 P.M. shift has been on the sick list since July. He is recuperating at his summer place at Castine.

Retired Signalman Joseph Scott was a patient at the Maine Medical Center for surgery. "Joe" is known as the "Lumber King" of Lovell, Maine.

Retired B. M. Conductor Thomas "Percy" Neville was a patient at the Mercy Hospital, Sympathy is extended on the death of his brother.

Sympathy is extended to the family of Retired Carman John Cook on the death of Mrs. Cook.

The members of the Maine Association of Railroad Veterans who attended the convention of the United Veterans to be held at Buffalo, New York, are, Mr. and Mrs. James Fay, Mr. and Mrs. Howard Burnham, Mr. and Mrs. George Bourne, Mr. and Mrs. Guy Sautelle, Sec.-Treas., B. P. Lyden, Mr. and Mrs. Herbert Wells, Mr. and Mrs. Patrick Mulkern, Mr. and Mrs. Ernest Biladeau, Mr. and Mrs. King.

At the first regular Fall meeting of the Maine Association of Railroad Veterans held at the Federal Spa, Exchange Street, seventy six members attended. B. P. Lyden was elected Delegate to the United Veterans Convention at Buffalo in October. Happy to announce a new member attended, Thomas Cosgrove, from East Vassalboro.

John Jordan and William Monahan made a trip to Lancaster by auto.

Mr. and Mrs. Biladeau have returned from a visit to their daughter and family at Laconia, N. H. who manage a motel there, called "Christmas Island Motel".

Sympathy is extended to the family of Retired Head Baggage Master at Portland Union Station, John "Bud" McDonough, who died in September, John had over fifty years service.

P. T. Yard Conductor George Pryor has been confined for a long time at home on account of illness. He would appreciate a card or call from former workers. His address is: George Pryor, Devereaux Circle, So. Portland Gardens, Me.



OUT OF THE PAST—No. 409 rests for a minute or two in the yard at Bangor, providing background for a shot of retired machinist Richard "Dick" Moran, back a dozen years or more during Maine Central's age of steam.

now at home and navigating with crutches. We all wish her a speedy return to work.

Mrs. Lucey Tracey, wife of Agent Ralph Tracey, Hallowell, died Oct. 6 after a long illness. The sympathy of all is extended to Ralph and his son Phil, operator at Waterville.

Clerk "Athie" Bryant recently chipped a bone in her ankle. She is now around and about with a walking cast. She is also shopping about for a house trailer. The advice she has received from her co-workers is priceless.

ROCKLAND

Thought you would like to know who our retired members around Rockland and Thomaston are. They include Conductors Al Atkins, Frank Prescott, Howard Hall, Percy Brackett; Engineer Chet Overlock; Car Inspector F. A. Anderson; Signalmen Andy Staples and William Grant; Sectionman Ansel Wooster; Laborer George Walker, and also Herbert Kirk and James Aylward from the B & B Dept. Always nice to see these fellows around.

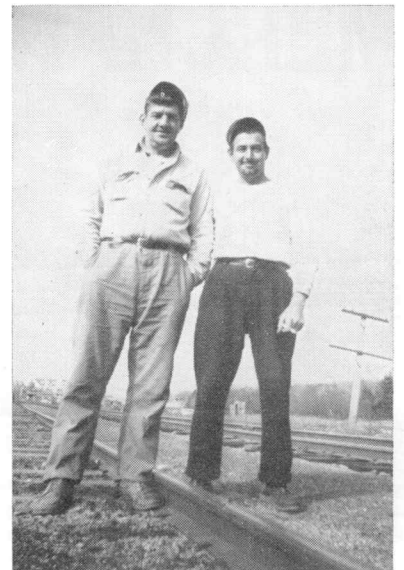
Slow down when you are driving on Limerock St. as Retired Conductor Al Atkins is special police there for the school children.

Conductor Percy Brackett who retired account disability is now able to drive his car.

Yard Conductor M. E. Lake and General Clerk Fred Snowman recently enjoyed vacation.

C. D. Kelly, retired operator, has closed his home and gone to Bangor for the winter.

Trainman and Mrs. M. P. Barrett have moved to Bangor for the winter.



SUMMER SOUVENIR — Conductor Howard Kennedy and Trainman Charlie King were snapped by the camera while on the Mountain Division this summer with a work train.

BARTLETT N. H.

It seems nice to once again dig up some notes. Many folks have said that they are pleased to have a magazine once more.

Some building info: Albert Henn, clerk in Mr. Dodge's office is starting foundations for a new garage; Carroll Kelley, machine operator is building an addition to his home at Glen; Elwood Dinsmore car inspector has made some alterations at home and your correspondent managed to get some work done during his vacation in August. All are the finest carpenters, of course.

Sorry to report the death of former section foreman Joseph Burke, of Bartlett. Joe retired on July 30th, 1954. He was first employed in 1908, and held the section at Willey House for several years.

Mr. Niles paint crew has finished painting Frankenstein trestle and while they were in the business, they painted the section dwellings at Mt. Willard and Willey House.

The employees room, a building near the engine house has been torn down, and right now the sand house is being demolished. Things are changing around here.

Peter's spare crew is located in Bartlett at present and they, together with help from local section crews are fixing up the crossing 2 miles east of here. Now we shall have a nice, black-top job.

Track supervisor A. S. Dodge had a weeks vacation in October, and so did Bob Jones, the welder.

There is a difference in their manner of using the time Mr. Dodge visited in Maine and ate lobsters. Mr. Jones had his head in the TV set watching the World Series.

We have been over the new Kancamagus highway leading to Lincoln, N.H. For those who wish to enjoy a really scenic trip it cannot be equaled.

AUGUSTA

Cashier Horace Rodrigue is sporting a new-to-him automobile, and spends his off hours shining it up.

General Agent Herbie Thing was a recent vacationer. He enjoyed a trip with Mrs. Thing to northern and eastern Maine.

Our sympathy is extended to checker Burleigh Foster whose wife died Oct. 1 following several weeks of illness.

Stenographer Oliver Comeau, who fell and fractured her hip in July, is

VANCEBORO

We are sorry to report that since the last publication of the Maine Central Magazine, our former correspondent, Harry D. Davis, passed away.

Most of us have already enjoyed our vacations. Ralph E. Howland, baggagemaster and janitor, recently returned, and Ronald E. Howland, spare baggagemaster and janitor, who covered his job, is now on vacation. Others recently on vacation were D. J. Shay, Second Trick Operator, covered by M. N. Rand; R. J. McKinnon, Third Trick Operator, covered by G. W. Conlogue; V. E. Craig, Relief Operator, covered by G. W. Conlogue and C. W. Beers, Relief Freight and Yard Clerk.

L. G. Gatcomb, Freight and Yard Clerk, and wife spent his three week's vacation with their son, Gerald L. and family at Pontiac, Mich.

Sympathy is extended to the family of Ashur S. Kneeland, well known U. S. Immigration Officer at this port for the past eighteen years, who died September 14.

Percy Trafton, Retired Signalman, and wife, of East Eddington, are visiting at the home of V. T. Westcott, Retired Cashier.

The Canadian Pacific Vanceboro-McAdam Transfer was abolished Sept. 7, but we are happy to report was reestablished on Sept. 27th with I. W. Jones, Conductor, R. E. Olmstead, Trainman, D. Gabel, engineer, G. L. Radigan, Fireman, and D. J. Vachon, Trainman.

Alvin Grass, section foreman at Lambert Lake, has been on the sick list.

MAIL-MERCHANDISE TRAIN



The day passenger service ended, the Maine Central inaugurated mail-merchandise trains on the main line, carrying mail, milk, express and high-priority freight. The first train was christened at Bangor and broke through a banner at Portland on its arrival. TOP LEFT shows, left to right, George W. Garrett, Greater Portland Chamber of Commerce; Eugene S. Martin, Area Development Council; Mitchell Cope, chairman, Portland City Council; R. C. Merrow, McE freight traffic manager; and Paul E. Emerson, Maine State Chamber of Commerce. TOP RIGHT, Miss Constance D. Rittal, "Miss Bangor of 1960," christens the first train. Ducking the shower are Robert F. Maguire, traffic manager, Eastern Fine Papers Div., Standard Packaging Corp.; R. C. Merrow, W. E. Overlock, Eastern Agent, and Royce W. Wheeler, general agent, Bangor. LOWER LEFT, the first merchandise train rolls out of Bangor yard enroute to Portland.

DEATHS

- J. P. Reagan, Trackman, Portland, died January 7.
 L. F. Day, Carman, Waterville, died January 14.
 H. D. Davis, Chief Clerk, Vanceboro, died January 22.
 I. H. Stafford, Locomotive Engineer, Waterville, died January 23.
 T. E. Dillon, Head Clerk, So. Portland, died January 25.
 W. H. Childs, Freight Handler, Eastport, died January 27.
 T. J. Dunn, Office Assistant, Westbrook, died February 8.
 M. J. McDonough, Watchman, Portland, died February 14.
 T. L. Finney, Ground Switchman, Cumberland Mills, died February 23.
 P. E. Driscoll, Yard Brakeman, Portland, died April 12.
 H. E. Lare, Yard Conductor, Portland, died May 3.
 P. W. Hall, Electrician, Fairfield, died May 1.
 P. A. Morse, Machinist, Waterville, died May 15.
 H. J. Dougherty, Fireman, So. Portland, died June 1.
 N. B. Harding, Electrician, Bangor, died June 5.
 G. W. Aldridge, Locomotive Engineer, So. Portland, died June 22.
 F. M. White, Carman, Waterville, died June 28.
 C. L. Curry, Engine House Laborer, Portland, died July 19.
 P. A. Lajoie, Carman, Portland, died August 27.
 T. E. Peters, Yard Brakeman, Fairfield, died August 28.
 L. J. Deane, Jr., Clerk, Old Orchard, died September 8.
 A. R. French, Yard Master, Bangor, died September 8.
 M. F. Conley, Carman, Portland, died September 14.
 A. A. Babbie, Yard Conductor, Waterville, died September 30.

M-Trains

(Continued from Page 1)

men were waiting, was put in a mail-merchandise train from Portland rather than in a later freight train, and reached Millinocket hours earlier than would have been the case otherwise.

Increased use of the new trains is expected to result from schedule changes that will provide better connections at Northern Maine Junction, St. Johnsbury, Vt. and Portland.

Scorecard

(Continued from Page 4)

Milton Poor, bon vivant, raconteur and man-about-the-general offices, joined Earle Stover of Portland for a last-of-the-season fishing expedition to Bemis. The trout were there, but uncooperative and disinterested in flies. Less fancy methods, Milton says, saved the day.

Bill Welch and Art Edwards have been named co-commissioners of the general offices golf league for next season, and will be recruiting golfers in hopes to build up the Portland field for the 1961 schedule.

Gerry Shea reports plans afoot for a bigger and better Maine Central Golf League next season, with a tentative move for a single tournament—rather than two—with the Boston and Maine. This, he says, could be in the fall, with a Maine Central Portland Terminal Co. match in the spring. Any suggestions? If so, see Gerry Shea or Steve Conley in Portland, or drop them a line.

W. M. Russell, freight and yard

clerk at Vanceboro, started off the upland bird season in fine fashion, bagging 12 birds in the first three days. No report on the fourth day, but it's a safe bet Russ had 'em spotted.

Back in June—just for the record—that first win over the Boston and Maine golfers looked like this: a 21-stroke team victory for the Maine Central, paced by Gerry Shea's 78 low gross Class A honors. Low net winner was Joe DiMauro with 84-76.

Class B low gross, Jim Brice, Rigby, 89; low net, Bob Brewster, engineering department, 96-76. Malcolm Bowie, agent at Steep Falls, won Class C low gross honors with his 99, and George Stanley, auditor revenue, low net with 105-71. The tournament was played at Sanford.

General office playoffs were held at Riverside with a winning team composed of John Neilson, George Ellis, Herb Whitmore, Ed Haley, Ralph Gordon, George Stanley and Bill Heywood. Low net trophies in Class A went to Vin Morse and Steve Conley, while a three-way tie marked the Class B results. Knotted up were Blair Walls, Ted Whiting and Henry Kenney.

Thomas J. Foley, former chief clerk, Passenger Department, Port-



Foley

land, left October 1 for a month's automobile tour of Europe.

Traveling with John McGrath, Portland travel counselor, Tom flew to Ireland, and will visit Scotland, England, Holland, Denmark, Belgium, Germany, Austria, Italy and the French Riviera.

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