



Messenger

Vol. 1, No. 3

For Employees and Friends of the Maine Central Railroad

January, 1961



IN WITH THE NEW—President Miller, left, presents inscribed billfolds—not “gold” passes—to three 50-year employees. From the left, William D. Fardy, agent; Charles E. Cummings, captain of red caps; and Walter S. Murray, Lieutenant, MeC Police.

50-Year Veterans Receive MeC Gifts

A long-standing tradition in the railroad industry came to an end early in January when the Maine Central honored five employees who have completed their 50th year of active service since September 6 of last year.

Rather than presenting “gold” passes, as has been the industry custom for many years, President E. Spencer Miller gave each an inscribed billfold. He explained that issuance of the traditional “gold” pass has become meaningless since the Maine Central eliminated its passenger

service on September 6 last year, because of lack of patronage.

“The Maine Central management,” he said, “does not intend, however, to neglect recognizing those who have reached the 50-year service mark. It is my hope,” he told the honored employees, “that you will find this gift useful, and that it will remind you of the Maine Central’s appreciation of the service you have given in a half century with our railroad.”

Three of the five employees who have completed 50 years service since last September were present for the brief ceremony in Mr. Miller’s office. They were Charles E. Cummings, widely-known as Captain of the Portland Union Station red caps

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Forster Consolidates Plants At Wilton, Builds Rail Spur

New Year’s good news has come from Wilton, soon to be general headquarters of the rapidly-growing Forster Manufacturing Co., nationally-known maker of hardwood products, one of Maine’s oldest industries, and long-time customer of the Maine Central.

Activity in and near the former Wilton Woolen mill is significant to the railroad in at least three ways: it involves construction of the longest rail spur to have been built in Maine in the past decade; it indicates a re-direction of the unique Forster-Maine Central “clothespin pipeline;” and it promises more over-all rail freight volume than has been handled by the Maine Central for the company in recent years.

The new Wilton plant will be the home of the general offices, now at Farmington; the spring clothespin assembly plant, now at Thompson’s Point, Portland; and food tray division, now in West Virginia; the engineering and machine shop facilities, now at Strong; and the Knowlton and McLeary box department, now at Farmington. Eventual movement to Wilton of the Forster operation at Stratton also has been proposed. There are no plans at present for changes in the company’s operations at Mattawamkeag and Strong.

The big mill building is undergoing extensive alterations, with electricians, carpenters, plumbers and welders hard at work on changes necessary for the new operations.

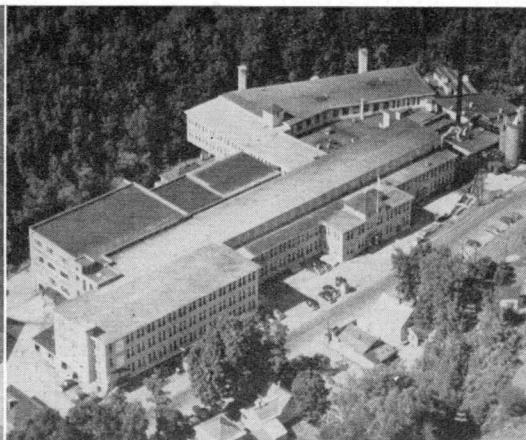
Outside, full-scale track building efforts are underway, con-

necting the mill property with the main line of the Maine Central’s Farmington branch. The work has involved construction of a third of a mile of track, a grade crossing and a bridge over Wilson stream. The work is being done by a Forster Mfg. Co. crew with the assistance of the K. and H. Foster Contracting Co. of Wilton, and with supervision of the Maine Central Engineering Department

On the job for the Maine Central are James O. Born, principal assistant engineer, and W. L. Harris, track supervisor.

The basis for Forster’s present national reputation was laid nearly 80 years ago in Strong, where machine-made toothpicks were first produced by Charles Forster. New products were added and the company grew and prospered at Strong until 1948’s nearly disastrous fire. Operations were then de-centralized, with manufacturing facilities in several communities.

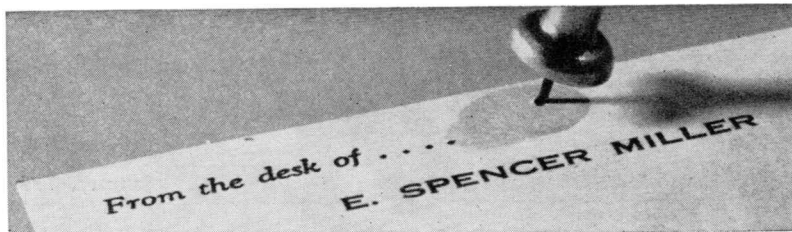
The consolidation at Wilton—scheduled to be completed by early spring—is expected to provide more efficient productive facilities, increase available space for expanded operations, and promote overall economy.



CHANGES UNDER WAY AT WILTON—A third of a mile of railroad is under construction at Wilton to serve the new headquarters of the growing Forster Manufacturing Co. Left photo shows the route of the spur as it approaches

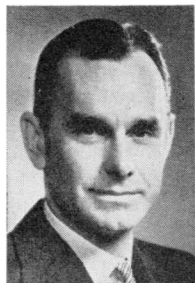
the factory building. A bridge is under construction in the foreground. The new siding will pass in front of the mill, shown in center photo. Right photo, men and machines at work on the project.

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To my fellow Workers:

January is named for Janus, the Roman god of beginnings who had two faces, one backward looking and the other forward looking, and so January traditionally is the month when men review the accomplishments of the past year and plan for the new year ahead.



In addition to the burdens of outmoded regulation by Washington and governmental subsidy of competitors, our Company has been subjected to intolerable and unjustifiable local treatment in two important respects. For over 30 years we have supplied the public with a passenger service which lost money each year to a total of many, many millions of dollars. Last year brought an end to this senseless drain and will be recorded as one of the most significant in our corporate history. Secondly, we are taxed by the State of Maine at a fixed rate upon gross income without reference to amount of net income and irrespective of return, or lack of return, upon investment. Since the second great war we have averaged to earn less than \$1,200,000 per year. A fair return upon an investment of \$70,000,000 would mean a tremendous increase in job security and ability to grow and to compete.

We look backward therefore upon the successful elimination of the terrible millstone of compulsory service at a loss. We look forward to modification, if not elimination, of the burden of unfair local taxation. With a favorable state administration, aware that Maine's industrial welfare is closely linked to the efficiency of Maine Central, we enter the new year under good auspices.

Success in tax reform, coupled with the elimination of passenger train deficits, will carry responsibilities which your management has already commenced to shoulder. In addition to the mail-merchandise trains (which demonstrated their superiority in the Christmas rush and the bad weather of the year end), construction of a fleet of specialized cars for Keyes Fibre, and the location of two new major industries and acquisition of cars of novel design for one of them, as previously reported, we are designing and planning for further and extensive equipment acquisitions and betterments which tax reform will permit. It will also enable us to improve our shops at Waterville, and to contribute a very large sum of money to extensive railroad and highway re-locations in the City of Waterville, as well as to undertake numerous smaller projects, all providing work and greater railroad job security.

Janus, the two-faced deity, adorned the gates of a great temple in ancient Rome and in time of war these gates were always open—indeed it is said that they were shut only once during the hundreds of years intervening between the reigns of Numa, King of Rome in earliest days, and the Emperor Augustus. It seems that we in the railroad business have been constantly at war with external forces. Elimination in 1961 of the state tax inequity would be a giant step toward a state of affairs in which we could direct our abilities and energies one hundred percent towards providing our area and its industry with an exemplary freight service.

EDITORIAL

Opportunity knocks but once . . . a week.

The phrase is not new, but nevertheless is timely for us Maine Central employees who will be asked to increase our weekly deduction for U. S. Savings Bonds during February.

We're all a little worried about the future, and regular purchases of savings bonds is one way we can insure the days ahead against two kinds of trouble: lack of freedom and lack of cash.

The money we pay for savings bonds is used to improve our Nation's defenses . . . to train our servicemen, to pay for jet fighters and ICBMs, to build up our strength and deter anyone who might be tempted to see just how strong we are. This protects our freedom.

Even better, the money comes back, plus 3 3/4 percent, after seven years and nine months. This protects our economic future.

It's two-way protection, and an investment opportunity that knocks every pay day.

Best of all . . . it's automatic. The payroll deduction system does your saving for you . . . no checks, no stamps, no trips to the bank.

Right now, only 35 percent of the Maine Central's employees are signed up for Savings bonds under payroll deductions. Goal of the February drive is to increase that percentage.

Sign up today . . . a year from now you'll be glad you did.

Letter to the Messenger

To the Editor:

I do not know of any better way to start off the new year than to express my gratitude on receiving the first two copies of the Maine Central Messenger. It is a great medium to keep the employees and retired folks posted on what is going on over the Maine Central Railroad System.

I would like at this time to wish the management, the employees and the retired folks a very happy and prosperous New Year 1961.

Sincerely,

"Cy" Whittier
Retired Conductor
Readfield, Maine



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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Civic Affairs Claim Off-Duty Time of Many MeC Employees

The average employee works for the Maine Central for 40 hours a week, sleeps 56 hours and is awake and on his own for a total of 72 hours.

To anyone who hasn't given it much thought, it may be surprising that we have nearly twice as much free time as we spend at work; and it may surprise more of us that so many Maine Central people are making their free time pay off in civic activities and community service.

It pays off for the individual, but only in personal satisfaction . . . in the sense of accomplishment that comes in doing for others. It pays off for the Maine Central, too, because a citizen is identified with his employer, and the employee's reputation as a responsible, active citizen "rubs off" on the railroad.

Sumner S. Clark, assistant to the president, is one of the two elected city officials on the Maine Central's roster of employees. Clark was a successful candidate for the Portland City Council in 1957, served as chairman in 1959, was re-elected in 1960 for a 3 year term.

He is also serving as chairman of Portland's City Charter Review Committee, and was recently elected as a trustee of Thornton Academy, Saco.

The railroader with the most challenging off-duty assignment this winter is Horace N. Foster, treasurer

and comptroller, who after several years of service for the Greater Portland United Fund in subordinate capacities, assumes command of the entire project in 1961. He is already at work on the organizational phases of the campaign, laying the ground-

work on which next fall's bigger-than-ever United Fund drive will be based.

Foster also is a member of the Cape Elizabeth school board and a trustee of Nason College, Springvale.

The Maine Central's other elected official is Hugh F. Flynn, storekeeper at Rigby, now Chairman of the South Portland City Council. He's chairman of the South Portland Board of Assessors and chairman of the South Portland Committee on Streets, Lights and Public Buildings. Flynn is

Treasurer of the Railroad Workers' Credit Union and a former president of the Holy Name Society of St. John's Church, South Portland.

Archibald M. Knowles, general counsel, has been moderator of Falmouth's town meetings for a decade, and has served on many local com-

mittees and fund-raising efforts. He is a past president of the Portland Lions Club, a past president and director of the Trowel Club; and a director of the New England Railroad Club.

Knowles is a vestryman at the Church of St. Mary the Virgin, Falmouth Fore-side, Institutional Representative of the Boy Scouts in that parish, and has served as Superintendent of the Sunday School for the past 14 years.

George H. Ellis, assistant comptroller, auditor revenues, has served as a captain, major, vice chairman and chairman of the Public Service Unit, Greater Portland United Fund. He is also active in fund-raising for St. Albans Episcopal Church, Cape Elizabeth.

Ellis is a member of the degree team of the Trowel Club, and has been active in the Junior Chamber of Commerce and the Young Men's Christian Association.

Lack of space prevents a complete listing of all Maine Central employees who are active in civic affairs, but a quick run-down of the general office workers resulted in these names:

George R. Lowell, Secretary and Assistant Treasurer of the Westbrook Masonic Corp., and United Fund Solicitor for the past three years.

Mrs. Madeleine Bowdoin, Vice President, Ladies of Kiwanis and member of the Osteopathic Hospital of Maine Auxiliary.

Walter J. Provencher, Lt. Col., Maine National Guard, and United Fund Solicitor since 1957.

Paul H. Landry, active in Anderson-Mayberry Post, American Legion.

Reginald A. Roy, Vice President, Portland Lodge 374, Brotherhood of Railway Clerks.

Robert G. Clarke, Sgt. First Class, U.S. Army Reserve, United Fund Solicitor and Office Chairman.

Melville L. Davis, President, Maine Association of Railroad Veterans, Chairman, Board of Trustees, Portland Lodge 374, Brotherhood of Railway Clerks.

Fred E. Jordan, Maine State Director for Townsend Club Plan for National Insurance.

Fred P. Wilson, Lieutenant, Portland Police Reserve.

Joseph S. Murray, Vice General Chairman, System Board of Adjustment, Boston and Maine Railroad and Maine Central Railroad; local chairman, Portland Lodge 374, Brotherhood of Railway Clerks.

Ralph W. Libby, treasurer, Cub Scout Pack No. 37.



Knowles



Ellis



Clark



Foster



Flynn

Joseph E. Gallant, President, Portland Lodge No. 374, Brotherhood of Railway Clerks.

Robert E. Rounds, Little League coach and umpire, member of Ralph D. Caldwell Post, American Legion.

Clifford C. Clifford, Captain, U.S. Air Reserve; Superintendent, Church School, Second Congregational Church, Biddeford.

Everett K. Goddard, past commander, Casco Bay Flotilla No. 201, U.S. Coast Guard Auxiliary.

William C. Manning, III, Sgt. First Class, Maine National Guard.

William G. Shea, Chairman, Cub Scout Pack No. 12; member of youth activities committee, VFW Post 832, South Portland; umpire, Portland Little League.

Horace M. Budd, major, United Fund.

Gordon G. Williams, Director, Windham Kiwanis Club, member of Windham Planning Board.

Mrs. Ernestine V. Miller, member

of the Portland Republican City Committee.

Maurice Hawkes, member of the Pine Tree Council Boy Scout training committee; chairman of Casco Bay District Training Committee; chairman of Troop 61 Committee, Portland.

Gordon L. Wilson, Assistant Scoutmaster, Troop 24, South Portland.

L. A. Taylor, Vice chairman, leadership Training Committee, Boy Scouts; member of the executive committee, Helena Dyer School PTA.

F. J. Flynn, Volunteer Solicitor, Catholic Charities.

E. J. Gingrass, Volunteer Solicitor, United Fund; institutional representative, Cub Pack 50.

Eugene E. Miller, Captain, United Fund public service division; Treasurer, Troop 20, Boy Scouts, Portland.

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10th Annual Installation Held By Portland's Four BRC Lodges

By Ernestine Miller

The 10th annual joint installation of officers of the Portland Lodges of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes was held Saturday, Jan. 14, at the Eastland Hotel, Portland.

Special guests were E. Spencer Miller, president of the Maine Central Railroad Company, representing the management, and Mrs. Miller; Joseph Connors, General Chairman of Maine Central, Portland Terminal, Boston and Maine, Bangor and Aroostook Lodges, and Mrs. Connors; W. V. Gibson, Superintendent Railway Express Agency, and Mrs. Gibson; W. F. Sullivan, Division Supervisor, Railway Express, and Mrs. Sullivan; George W. Hurley, General Chairman, Railway Express Division, and Mrs. Hurley. The invocation was given by the Rev. Birger T. Johnson of Woodfords Congregational Church, and Mrs. Johnson was an honored guest.

Music for the social hour and dinner was furnished by Sigmund Dyro, accordionist. After the formalities, there was entertainment by Lloyd Knight, baritone, and Betty Gribbin, comedienne. Don Doane's orchestra supplied the enjoyable dance music. Brief messages were given by the special guests.

Officers installed for 1961 were:

Lodge 374: President, Joseph E. Gallant; Vice President, William G. Woods; Financial Secretary-Treasurer, Lawrence W. Reinsborough; Recording Secretary, Ernestine V. Miller; Chaplain, Richard D. Greene; Sergeant-at-Arms, Richard I. Luce; Inside Guard, Marie O'Connell; Outside Guard, Dorothea R. Smith; Legislative Representative, Fred E. Jordan; Chairman, Board of Trustees, Melville L. Davis; Members, Board of Trustees, Barbara Gain, John Flaherty, Jean Gilpatrick, Frederick P. Wilson; Chairman, Protective Committee, Joseph S. Murray; Members, Protective Committee, Arthur Edwards, Philip J. O'Donnell, Wendell D. MacDowell, Richard G. Esty.

Lodge No. 884: President, Bartley J. Flaherty; Vice President, Martin Coyne; Financial Secretary-Treasurer, Stephen J. Kilmartin; Recording Secretary, Stephen J. Kilmartin; Outer Guard, William E. Roach, Jr.; Inner Guard, Patrick A. Mulkern; Chaplain, John E. Burke; Local Chairman, George C. Purdy; Chairman, Board of Trustees, John M. Coyne; Trustees, Edwin C. Whalen, Charles H. Whitten.

Lodge No. 2243: President, Robert H. Conroy; Vice President, Isidore J. Demers; Financial Secretary-Treasurer, Stanley E. Heskett; Recording Secretary, Vesta E. MacDougall; Chaplain, John A. Moreshead, Jr.; Inner Guard, John Murphy; Outer Guard, Raymond V. Mitchell, Jr.; Chairman, Board of Trustees, Raymond V. Mitchell, Jr.; Trustees, Dolores B. Stanley, James P. Bruni; Sergeant-at-Arms, R. W. Flaherty.

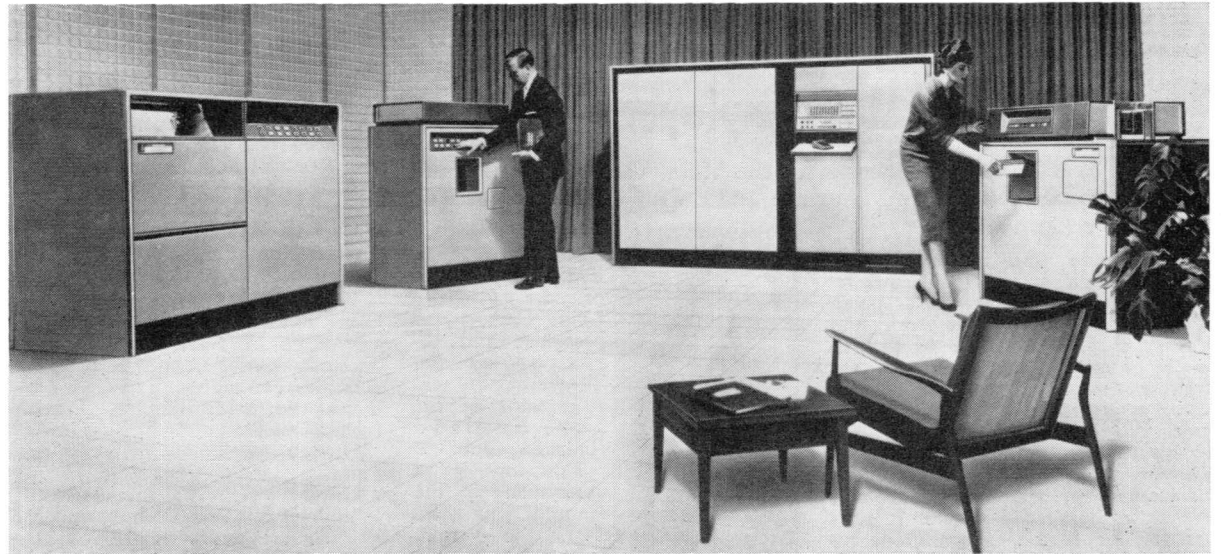
The committee for the event included Alfred P. Chapman, chairman; Barbara Gain and Marie O'Connell, co-treasurers; Ernestine V. Miller, secretary; Chesley Robie, John J. O'Donnell, Vesta MacDougall, Louis Rancourt and Martin McDonough.



Theresa Slattery, comptroller office, and John Conroy, A.D. office, are still leading the General Office couples' league with a 29-won and seven lost record. They are being hard-pressed by Margaret Haley, comptroller office, and Edward Haley, traveling car agent, and by Lil Grenier, data processing, and Larry Smyth, chief clerk, purchasing department.

The team to watch is Charlie Rivers, assistant to the chief engineer, and wife Mabel, who have lost only one point while picking up 11 in the win column, due in large measure to Charlie's fine bowling of the past month which brought his average from 88 to 94. Charlie hit a three-string total of over 300 for four straight nights.

Theresa Slattery is still high for members of the fair sex in the Couples' League with a fine 88. Lil Grenier is second with 87, followed by Mabel Rivers and Edna Morrison with 85's. Lil Pettengill, wife of Yard Brakeman Don Pettengill, still holds high single string for women



NEWEST UNIVAC TO JOIN MAINE CENTRAL—The four units shown — the latest developments in the electronic field — will be installed in the Data Processing Department of the Maine Central's general offices in Portland next summer.

with a 111, and Mabel Rivers' 300 is still holding up as high three.

Larry Smyth hit a hot streak Dec. 9 and captured high single with 138 and high three with 347. Anyone who has ever watched Larry bowl is

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Close Cousin of Missile Computers To Join Maine Central Next Summer

Know anyone who can do 705,882 additions or subtractions per minute, type at the rate of 600 lines every sixty seconds and remember some 24,000 bits of assorted mathematical information?

Of course you don't, but that's the potential of an employee who's entering Maine Central service next summer. The new worker won't have much personality and will never be a candidate for the general office bowling team, but will make up for its shortage of social graces by some accurate and lightning-fast readin', writin' and 'rithmetic.

The new office mate in the Data Processing Department will be the Remington-Rand Univac solid-state computer, a direct descendant of the "Athena", solid-state guidance system for the "Titan" intercontinental ballistic missile, and a close cousin to electronic brains now serving in the BOMARC and Nike-Zeus missile programs.

The Maine Central's new computer represents the latest development in the field of electronic data processing, and not only accepts punched cards, but can actually be told what to do by writing it a note—not in complicated symbols and figures—but in plain English words.

The new Univac consists of four units—a central processor, a high-speed card reader, a read-punch unit and a high-speed printer. Its advantages include compactness, low cost, reduced maintenance, and increased operating efficiency.

It requires less attention and costs less to run because the thousands of vacuum tubes found in less modern computers have been replaced by the so-called "solid state" devices—Ferractor amplifiers, transistors and magnetic cores. These components represent years of research, and take advantage of recent discoveries that special effects can be produced in certain materials when they are energized by electric or magnetic fields.

Ralph Gordon, MeC Data Processing manager, says he expects the new solid-state Univac will take over all printing and computing procedures now performed by the older punched card equipment. These tasks include timekeeping, payroll, car accounting, statistics, freight revenue and freight traffic reports.

THE Feminine SIDE



This month's Feminine Sider is Miss Theresa Slattery, clerk in the Comptroller's office, Portland, and one of the Maine Central's better lady bowlers. She's shown as she turned loose a clean-up ball in the current Maine Central Couples' Club competition at the South Portland Bowl-A-Rama. Watching, left to right, are MeC bowlers Larry Smyth, Lillian Grenier, Margaret and Ed Haley. Currently working on an average that wavers between 87 and 90, Miss Slattery recommends bowling for anyone of any age who feels the need of mild exercise. She practices what she preaches, bowling weekly in the MeC Couples League and the downtown Mercantile League, and frequently getting in a few extra strings "jut for the fun of it" on Sunday afternoons. No newcomer to candlepins, Miss Slattery hasn't tried the recently-arrived 10-pin game. "It looks easy," she says, "but the balls look awfully heavy."

BRT Auxiliary Installs Officers

The following officers of Evangeline Lodge 146, Ladies Auxiliary to the Brotherhood of Railroad Trainmen, have been installed to serve for 1961:

Mrs. Florence Hayes, past president; Mrs. Norma Kennedy,

president; Mrs. Blanche Coffey, vice-president; Mrs. Ernestine V. Miller, secretary; Mrs. Euphrasia Kilmartin, treasurer; Mrs. Gladys Roles, chaplain; Mrs. Marion Libby, conductress; Mrs. Bessie Garland, warden; Mrs. Esther Larsen, inner guard; Mrs. Florence Biladeau, outer guard; and Mrs. Gladys King, pianist.



SIGN OF THE TIMES—The familiar "Move Your Freight Down Here" message is now being read by hundreds of Route One motorists. The double-faced sign points to the Portland Terminal Company's Rigby Yards, and was suggested by Carman Raymond E. Palmer of the Rigby car shops.

Foster Promoted

Appointment of Harold J. Foster as Executive Representative of the Maine Central Railroad was announced in late December by President Miller.

Foster, who had been passenger traffic manager of the Maine



Foster

Central since 1953, will assume his new duties immediately. He started service with the railroad in the auditor of freight receipts office in 1916. In 1933 he was promoted to clerk in the accounting department

and transferred to the Boston offices of the Boston and Maine Railroad. In 1935 he was named traveling inspector for the Portland Terminal Company, returning to make his headquarters at Portland. A short time later he was named traffic agent of the Maine Central. He was promoted to Assistant General Representative of the Maine Central in 1936 and in 1947 was named general passenger agent.

Foster also served as vice president of the Maine Central Transportation Company from 1951 to 1956.

He is president of the Railroad Workers' Credit Union.

Douglass Dies

Dana C. Douglass, who retired as Executive Vice President and Director of the Maine Central Railroad and the Portland Terminal Co. in 1947, after more than 52 years service with the road, died at his home in Bethel, Me. on December 22.

A native of Wales, Me., Doug-



Douglass

lass started his railroad career in July, 1894, as a stenographer in the general passenger agent's office. In 1898 he became secretary to the general manager, and in 1910 was named Assistant to the General Manager. He became Assistant to the President in July, 1913, and in October of that year was named General Manager of the Maine Central and Portland Terminal Co.

RETIREMENTS

H. I. Morrill, trainman, West Farmington, Dec. 25.

G. C. Larsen, conductor, Portland, Dec. 27.

A. F. Martin, yard conductor, Brunswick, Dec. 28.

A. F. Grass, section foreman, Lambert Lake, Dec. 29.

J. E. Daley, locomotive engineer, Bangor, Jan. 3.

Mrs. Marjorie J. Mulkern, stenographer, Portland, Jan. 4.

H. A. Nadeau, assistant freight foreman, Waterville, Jan. 25.

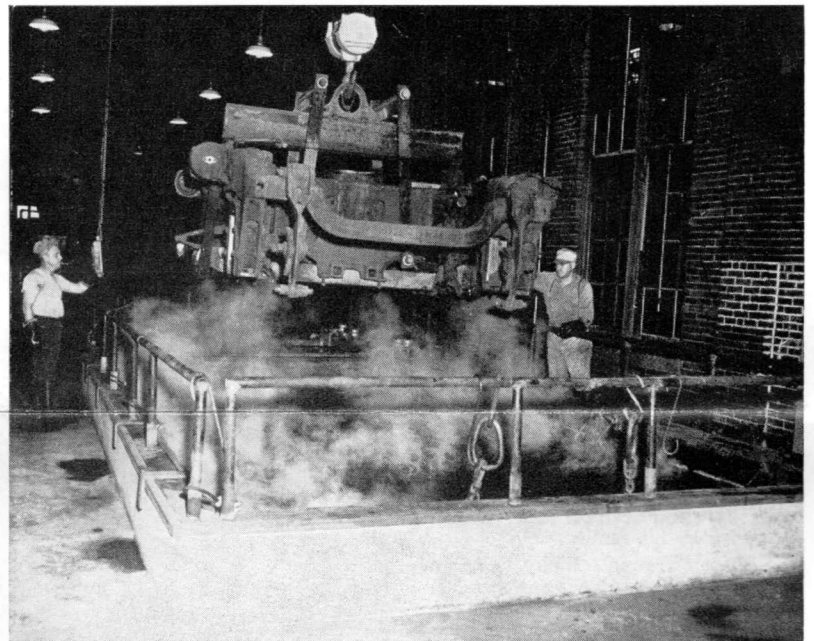
February Drive To Boost Payroll Savings

John F. Gerity, assistant comptroller and company Savings Bonds chairman, has announced a February campaign to increase the number of Maine Central employees who buy U. S. Savings Bonds through the payroll savings plan.

The goal, Gerity said, is to reach a total of 50 per cent of the Maine Central's workers enrolled in payroll savings for regular, automatic purchases of U. S. Savings Bonds.

The February drive has the full support of E. Spencer Miller, president of the Maine Central, who cited several improvements of U. S. Savings Bonds as personal investments. President Miller explained that the interest rate has been increased from 3 1/2 to 3 3/4 percent, and maturity has been cut from 8 year, 11 months to 7 years and 9 months. This means, he said, that \$18.75 grows to \$25 a year and two months sooner than it did under the old series E bond plan.

Gerity said some 35 per cent of the Maine Central's employees are currently enrolled in the payroll deduction plan. He hopes that the February drive will increase that figure, putting the Maine Central more closely in line with other companies which have 8,500,000 men and women on their rolls investing \$2,000,000,000 annually in U. S. Savings Bonds.



BRAND NEW AT WATERTVILLE—A new degreasing or cleaning bath has been put to work at the Waterville Shops for removing grease and dirt from locomotive parts. Trucks, cylinder blocks and other heavy equipment may be immersed in a solution that saves time and expense in cleaning. At left is Thomas Hasson, with John Eames, Sr., at right.

DEATHS

H. J. Boudreau, yard conductor, Bangor, Dec. 3.

G. C. Clukey, supervisor, data processing, Portland, Dec. 9.

J. R. Larrabee, machinist, Portland, Dec. 11.



GENERAL OFFICES

Assistant Auditor Revenue Carl Baldwin has been proudly showing pictures of his latest granddaughter, Jan Elizabeth DeWaters, born December 2. Jan Elizabeth's mother, Barbara, was formerly employed in the General Office.

Enjoying the Christmas holidays out of town were Minnie Shine, who visited her nephew and family in Westfield, New Jersey, and Marion Stevens in Philadelphia with her son and family.

Ruth Provencher, formerly employed in the A. R. Office, is working in New York City, and living with her sister in Brooklyn.

Eugene P. Trueworthy, assistant to manager of Data Processing, has three sons who will play with the Starbird Band in January over radio station WPOR. The three boys are: Michael, 12, playing trumpet; James, 11, saxophone; and Paul, 10, clarinet. The concert will be given jointly with the St. Joseph high school band of Lewiston.

Members of Data Processing say they are very glad to have Maurice

Hawkes out of the hospital and back on his job.

Data Processing suffered a great loss in the sudden death of Grover C. Clukey, supervisor of the car accounting division and former supervisor in the payroll section. Mr. Clukey had worked for the Bangor and Aroostook Railroad from 1948 to 1956. Deep sympathy is extended Mrs. Clukey and their two daughters.

John Flaherty is beaming over the birth of his fourth son on December 14.

Mrs. Germaine Deschenes is on maternity leave from her job in Data Processing.

A note from Leo H. Jackson, retired assistant cashier, gives us the news that he and his wife, Carla, are comfortably settled in Neptune, New Jersey. They state that they are living near the ocean, and being able to see all the fishing boats and big liners keeps them from being too lonesome for Maine, although they do miss their friends in this area.

Edward C. Paine, retired assistant comptroller, and Mrs. Paine left on December 23 for Winter Haven, Fla., where they will reside until Spring.

Lucky hunters getting deer include "Les" Woodbury, Bill Knox, and Earl Bennett of the Auditor Revenues Office.

Late vacationists: Mr. and Mrs. George Dibblee visited relatives in Baltimore, Maryland. Mr. and Mrs. William Knox traveled by train to Muncie, Indiana, with stopovers in Chicago and Cleveland. Mr. and Mrs. George Stanley spent a few days in New York.

Miss Gail M. Woods, daughter of William Woods, Clerk in Auditor Disbursements Office, was married recently to Lance Corporal David Smith of the U. S. Marine Corps in the Getchell Street Baptist church in Waterville.

TRAIN CREWS

Engineer Archie Robinson passed away in Bangor recently after a short illness, about two weeks after the death of his wife. We all offer our condolences to his family.

We lost another member of the Bangor railroad family when "Herbie" Boudreau, conductor in yard service for many years, passed away after two days' illness. We will all miss him and extend our deepest sympathy to his family.

Ralston "Peanut" Libby, car inspector at Waterville yard, was injured in an automobile accident and will be off duty for some time.

Gerald Gagnon, yardman at Waterville, is laid up with a broken leg and will be out of service for quite a while.

Bill Boisvent, second trick yardman at Waterville yard, has been off sick for many months. His job is being covered by "Chet" Levesque.

Retired Engineer "Bunny" Utecht, who for many years picked up fruit tree bargains at end-of-season sales, is now on the receiving end of bumper crops of apples each fall. This year's crop was a good one with better than 150 bushels stored for winter sales. His son, Hilmer Bunny, Jr., who is a fireman following his father's footsteps, has the adjoining farm to his father's and raises prize steers and shows them around the county fairs. He won a nice trophy for high points in pulling contests last year.

Robie Bauld, attendant on Business Car 333, lost his wife in November. We all offer our sympathy.

NIMROD'S LAMENT

In the heart of Washington

County

There's a place called Hadley's

Lake,

Where Trainmen Hall, Mattatall,

King, and Poore,

Four deer they thought they'd

take.



Ralph, Stan and Charlie

Sure shots Mattatall and Hall each scored a hit. And Chief cook Charlie "Worcester" King saw nary a bit. While Eagle Eye Poore saw a deer feeding close by. He cocked his gun and let a bullet fly. The deer calmly fed, while Ralph again took deadly aim. Alas! The bullet went wild, and so did his game.

So deer hunters beware, please check your gun sights. And when you get to deer country, your aim will be right.

—Walter Nimrod

Retired Conductor James Kelley is feeling much better after a lengthy illness.

It is rumored that one of the eligible bachelors in the official capacity is considering changing his status. Have been promised the exclusive when the announcement is made.

General Agent Wheeler at Bangor has traded cars and has bought himself a new Volkswagen.

Trainman Rodney MacLearn has traded his Buick for another Renault which now gives him two in the family. Two for the price of one is his motto.

RIGBY

The basket fund was combined this year to include Thanksgiving as well as Christmas, and a Thanksgiving basket went to Machinist James Larrabee, who died December 11. Other recipients of baskets were Machinist Clyde Burnham, Electrician Edgar Allaire and Machinist George Miller. Flowers were sent to the Larrabee funeral.

The final report on the deer slayers for the 1960 season includes B. and B. crewman Guy Briggs, Carmen Gary Downs, Robert Mulkern and Donald Perkins.

Laborer Charles Ready has bought a new Chevrolet.

Blacksmith Roland McPherson is

quite ill. Bronick Tatarczuk is covering while he is out.

Retired Machinist Thurlow Poland is having the time of his life with his new race horse, a 3-year-old, called "Irish Direct."

Electrician Chester Freeman is on sick leave.

Machinist Fred Johnson has bid off Clyde Burnham's job at Wharf 3 pending Clyde's return to work.

Mrs. Howard J. Shaw, wife of retired Machinist Helper Howard Shaw, and founder of the Mrs. Shaw's Doughnut Shoppe died recently. Years ago, when Howard retired, he was presented with a huge doughnut cutter, at least a foot in diameter. A week or two later Howard appeared at the shop with several doughnuts made with the cutter he received, and treated the boys.

Dennis Temm, son of Machinist Edwin Temm, received a painful elbow injury while playing basketball. At the date of this writing he was progressing nicely.

Guy Briggs, Jr., and family recently visited his parents, Carpenter and Mrs. Guy Briggs. Guy and his wife had never seen Junior's wife or children. She is a German girl who married the younger Briggs while he was stationed in Germany with the U. S. Army.

General Foreman Malcolm Billington has been on vacation and Fred Lombard was relief foreman on the job.

Clerk and Mrs. Elmer Rounds recently visited friends in Detroit, and stopped off in Chicago.

Foreman Joseph Berry, Car Department, received arm and leg fractures recently when a box car door fell on him.

James Brice, Sr., former foreman and leading-man in the machine shop, has been quite ill according to a report given by his son, Machinist James Brice, Jr.

Recent vacationers include Stores Department Clerk Mathew Kane and Clerk Arthur Mills.

The annual business meeting of the Railroad Workers' Relief Association was held Dec. 15, at the engine house.

The Safety Board now read 171 days without a lost time accident.



HARMONIKIDS—(AND POP)—The three sons and two daughters of Frank E. Garland, crew dispatcher, Rigby, along with their father, make up an increasingly popular musical ensemble. They were regulars on a WCSH-TV show in December, and entertained at several Christmas parties. In front, left to right, Larry, 3, and David, 7. Rear, Frank, 9, Ramona, 13, Frank, Sr., and Donna, 11. The children are nieces and nephews of Mrs. Sally R. Peasley, data processing.



Sympathy is extended to the family of retired Portland Terminal Yard Clerk Patrick J. Thornton, who died recently at his home, 66 Cumberland Ave., after a long illness.

The Maine Association of Railroad Veterans held its Christmas party at Frye Hall, December 18. Patty Delaney, the five Garland children, Paul Landry and his son, Dennis, entertained the members.

Retired Engineman Archie Carignan has returned from Rangeley where he has a summer home.

Retired Conductor and Mrs. E. Biladeau, are great grandparents of Jeffery Richardson, son of Leonard and Mrs. Richardson, born Nov. 22. The grandmother is the daughter (Alma) of Mr. and Mrs. Biladeau, who reside at Christmas Island, N. H.

Sympathy is extended to Mrs. Arthur Martin on the death of her husband who died December 13. Mr. Martin was Chief Electrician for the Maine Central Railroad for many years.

Charles H. Leard of Hampden, now wintering in Florida, reports hearing from "Len" J. Grant, Eastern Division engineman who retired last spring. Mr. and Mrs. Grant are making their year-round home in Largo, Fla. "Len" told Leard that he had seen a Maine Central box car in a train at Tampa recently, and added: "it was the best looking car in the whole train . . . anyway, it sure looked good to me."

Leard is at Twin Palms trailer park, Clearwater, and Mr. and Mrs. Grant at Rainbow Court, Largo.

Everett E. Burnham, retired car foreman of Bryant Pond, has been a surgical patient at Sisters' Hospital, Waterville. Now back home, he'll be inactive for several months, and would appreciate hearing from "the boys."

LEWISTON

The snapshot, taken by the new freight house on Holland Street, shows Truck Driver Aime Roy with the deer he shot at East Hartford, alongside the old railroad bed.



Best wishes to Operator Joe Robert, out sick for the past few weeks. Joe is up and around but not as yet ready to get back in harness. In the meantime we in Lewiston are fortunate to have Operator Mal (Little League) Graham on the job.

A going-away party was held recently for Chief Clerk Howard Ham who is now touring the South, Southwest and the west coast. Howard expected to be in Pasadena, Calif. for the Rose Bowl Parade. A snapshot taken at the party will be forwarded soon.

Christmas appeared to be a huge success in Lewiston, particularly for Truck Driver Aime Roy who received a new Buick from old Santa.

That wraps it up for now. No would-be bowlers have appeared and apparently there is not enough interest here for the forming of a team.



WED 50 YEARS—Crossing Tender and Mrs. Walter Fisher recently observed their 50th wedding anniversary with open house at their Lewiston home.



HONORED AT WATERTVILLE—Horace A. Nadeau, freight shop foreman, was honored by fellow employees in late December at the Waterville Shops. Nadeau, a veteran of 42 years' service with the Maine Central, will retire Jan. 25. Left to right, Newbert Estabrook, freight shop foreman; George P. Silva, Shops superintendent; Nadeau; and Alden Finnemore, assistant Shops superintendent.

WATERTVILLE SHOPS

Carman Peanut Libby cracked up his car and spent a short time in the hospital.

Late vacationers have included Foreman Don Russell and Laborer Leonard Stevens.

Verne Barr has returned after a long illness to the Pipe Crew, displacing Romeo Cyr who has been employed recently as a laborer.

Paint Stockman Roy Jackson has returned to the hospital for further treatment. His position is being covered by Parson Lawry.

Recently promoted from the Laborers' craft to Carmen helpers were Reggie Ellis and Charlie Derocher.

Clerk Sam Karter recently collapsed while on the job and at this writing is at the Sisters' Hospital.

Deer-getters have included Carman Dick Sturtevant, Painter Charlie Stubbart, Machinist Bryant Kent and Foreman Chick Pooler. Chick and his trophy rated a picture on the sports page of the Sentinel.

Irony Department: Welder Blackie Knights, a rootin'-tootin' two-gown deppity sheriff in his home town, had a deer stolen from his garage.

We note that former Mason Tender Johnny Parker has recently been married in Waterville.

Cpl. Earl Merrow, USA, who has been stationed in Hawaii, has visited his parents, Carman and Mrs. Sam Merrow, for a 30-day furlough. The Dec. 12 blizzard was a fine welcome home after Hawaii.

Stores Pigeon Sumner Holt has been a recent patient at the Sisters' for treatment.

Tim Pooler is a new employee in the Paint Shop as a helper.

Mrs. Mae C. Lord died recently at her home in Oakland. She was the mother of our former industrial nurse, Dorothy M. Lord.

Gas Man Algie Small was literally 'lost in the fog' one morning recently. While coming to work from his home in Benton one foggy morning he failed to see the proper turn and passed through Winslow and down

the Augusta road before getting his bearings. Some detour!

A/3c Shelly Stevens has recently been at home on furlough from Lackland AFB Texas where she completed basic training. She has returned there to attend Medical Technical School. She is the daughter of the writer and Mrs. Stevens.

Asst. Supt. Alden Finnemore attended the recent meeting of the Railroad Club in Boston.

And then there is the Carman who recently swapped cars and never knew for a week afterwards that he had acquired a V/8.

Oh well. It takes all kinds.

AUGUSTA

At this writing General Agent Herbert Thing is off on sick leave. He has been a patient at Thayer Hospital, Waterville, and we all wish him a speedy recovery.

Spare Telegrapher Walter Oaks relieved as General Agent this month.

Work on the new mail shed and telegraph office is nearly completed and should be ready for occupancy by the time this is in print.

Freight Handler and Mrs. Leland Hopkins were holiday visitors with their son and his family in Connecticut.

Met retired Leading Electrician Ernest Wade on the street recently. He says his health is good and he is enjoying himself.

VANCEBORO

At this writing the winter season traffic is in full swing. We received our first train containing Consular Seal shipments on December 3rd, and since then have had two or three trains of import freight per day.

First Trick Operator's position was reestablished on December 14th with H. R. McNulty covering.

General Agent W. L. Blanchard got himself a nice Christmas present, a 1961 Chevy Bel Air.

P. G. McIver, Yard Conductor, has a new nine-passenger Ford Station Wagon.

Wish we were there:— Mrs. Villa Wescott, Retired Cashier, and Mrs. Estelle Philbrook, wife of the late Engineer C. A. Philbrook, are now basking in the sun in Florida. Any friends wishing to write may reach them at 2115 So. Atlantic Ave., Beach Haven Apts., Daytona Beach, Fla.

Pulpwood loading at this station has been and continues to be at an all time high, with Canadian Shippers doing most of the loading.

ROCKLAND

Late vacationers were Section Foreman Earl Miller, Sectionman Alton Mank, Car Inspector F. A. Montgomery, Machinist J. A. Clough, Section Foreman W. D. Smith and Sectionman Harry Bean of the Warren Section.

Billing Clerk and Mrs. Stanley Prescott are the proud parents of a son.

Congratulations to Retired Conductor Al Atkins and Mrs. Atkins who recently observed their 50th wedding anniversary.

The only lucky employees who got their deer were Section Foreman Earl Miller and Section Foreman W. D. Smith of Warren.

Car Inspector H. E. Mackay from Waterville covered the job here due to vacations.

Understand Clerk Telegrapher Earle Walker should have an automatic door opener on his garage to open it before he backs the car out.

BARTLETT N. H.

The hunting season is over and several more of the boys brought home deer.

Sectionman Fred Cote went to California by air to visit his son. Says he had a nice trip and found things a great deal warmer out thataway.

Trainman H. D. Greenwood has been sworn in as a deputy sheriff, representing this end of the county. Let us hope that he does not encounter any des'prit outlaws.

Signalman Fred Pickens is holding forth here on a temporary basis. Signalman McCray has returned to Lewiston for a while.

Had a recent visit from retired Plumber Frank Graves. We were all pleased to see Frank once more; he used to work out of Bartlett in the past.

The station and baggage room at Fryeburg has been removed and the ground leveled off.

Peters outfit has been retired for the winter season, with several of the men going onto other jobs.

All tracks at the Bartlett engine house have been taken up, except one. We understand that the State has taken over the place and will use it for salt storage and perhaps machinery.

Retired Clerk E. W. Tebbetts and Mrs. Tebbetts visited their son at Fort Devens over the holidays. Tib comes in and visits us once in a while and has a good time going over past experiences.

Car Inspector Elwood Dinsmore has his new front porch nearly finished and its going to look very nice indeed. He did not know he was such a good carpenter.

Awards

(Continued from Page 1)

for a half-century; William D. Fardy, veteran agent at Deering Junction; and Walter S. Murray, lieutenant of the Maine Central Railroad police. The gifts were sent to two locomotive engineers, William J. Hickson of Bangor and Frederick H. Spinney of Calais.

Eddie Cummings-- 'A Good Man To Know'

Charles E. "Eddie" Cummings, honored early in January by the Maine Central, has taken the discontinuance of the railroad's passenger service in stride. Well-known to high and low as Captain of the Union Station red caps for nearly a half-century, Eddie is now red-capping at the Portland airlines terminal.

Over the years, Eddie has met and served thousands of travelers, including heads of state, leading concert artists, performers and wealthy Maine summer visitors.

He recalls Paderewsky, the great Polish pianist; ex-president Herbert Hoover; Madame Schumann-Heink; Tom Mix, and more recently, Mrs. Eleanor Roosevelt. Along with the Atwater Kents, the Astors, Duponts and Morgans, these people were frequent Portland visitors, and sought out Eddie for various services. He still hears from them, as his recent collection of Christmas cards shows.

Eddie began his red-capping career at the age of eight in Boston, meeting the horse cars to carry the bags of Harvard students for penny tips.

He sold papers in the Everett railroad station during his high school years, between classes and baseball practice. One of the best high school catchers, Eddie was named to the Boston all-scholastic baseball team for three years, and believes, after a baseball career at Rindge Technical School, Boston, that he could have gone on to the major leagues. "But," he recalled, "those were the days before Jackie Robinson."

Eddie is meeting new friends—and new notables—in his job at the Portland Airport. In October, President-elect John F. Kennedy arrived, accompanied by Maine Senator Edmund S. Muskie. The former Maine Governor grabbed Eddie by the hand, took him over to the presidential candidate, and said:

"Meet Eddie Cummings, Jack, he's a good man to know in Portland, Maine."

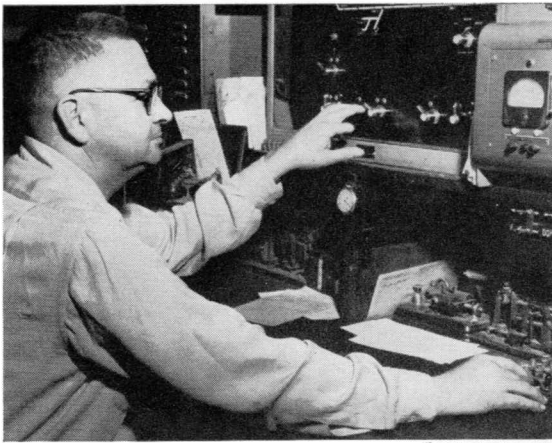
Civic

(Continued from Page 3)

R. J. Thurell, former Scout Committeeman, Chestnut Street Church, Portland.

J. L. Currier, Scout Committeeman, Sunday School Teacher.

W. D. Knox, volunteer solicitor, United Fund.



M. R. Landry, operator,
Tower RD, Bangor

O. R. Burdwood, agent, Bartlett



Patricia Connary, clerk-typist,
Purchasing Dept., Portland

John McTigue, Jr.,
machinist, Bangor



Scoreboard

(Continued from Page 4)

impressed with his generous use of body English, but if body English helps Larry bowl those kind of scores, then body English will become extremely popular. Larry can really get those pins down with his first ball. Jerry Shea, car accounting, is

P. J. O'Donnell, coach and umpire, Little League baseball.

T. L. Woodbury, Volunteer Solicitor, United Fund.

G. Mason, Jr., member of the Falmouth Rod and Gun Club and the Falmouth Volunteer Fire Department.

S. L. Thompson, U.S. Coast Guard instructor and Sunday School teacher.

Irene M. Kelsea, Volunteer Solicitor, United Fund.

Beryl A. Farrar, treasurer, Women's Auxiliary, Little League Baseball.

Edward Libby, manager farm team, Little League; Committeeman, Boy Scouts.

Clayton Duplisea, Scoutmaster, Boy Scouts, Portland.

averaging a steady 104, followed by Herb Whitmore, A.R. office, and Larry Smyth with 97's.

The Couples' League high team single is held by Slattery, Conroy, Grenier and Smyth, who felled 415 Dec. 8, while Mr. and Mrs. Rivers and Mr. and Mrs. George Standley hold high team three-string total with 1138.

In this league, each couple is handicapped, and picks new partners from

a hat each week. Anyone interested in joining may call Larry Harding, Engineering Department, or Jerry Shea, Car Accounting.

The Maine Central Women's Bowling League, which has its headquarters at the Bowlorama, Mill Creek, now sports a new set of names for its teams. Since Bea Crawford, wife of Paul Crawford, A.D. statistician, returned to the league, she has led the Cuties into a first place tie with Janet Calder's Coasters with a 20-won, 12-lost record. Bea holds both single string and high three with 119 and 333, and is leading Hazel Varney, data processing, for high average with a very respectable 96 to Hazel's 93. They're followed by Janet Calder, 90; Jean Jellison, 87; and Mary Nugent, 85.

Crawford's Cuties hold both high team single, 386; and high team three-string, 1080. Other members of this team are Ernestine Miller, Dot Conley and Hazel Varney. The latter and Jean Jellison are tied for most strikes, five.

Much credit to Mrytle Neilson, A.D. office, for making up the teams . . . they varied only four points after eight weeks of bowling.

In the General Office Men's League, Lenny Forest is still leading in most departments with his 115 average and high single of 159. Lenny has only been below 315 one night all year and that night he had a 299. Herbie Whitmore, auditor revenue office, still holds high three with 376, but both he and Lenny were cheering on Wake McGorrill, assistant freight traffic manager, Oxford Paper Co., who has a 93 yearly average, when he hit a 130, followed by 151, only to drop to 85 in his last string.

McGorrill had 6 spares and a strike in his second string for 56 extra pins. He will be the fellow to watch once he gets his new bowling shoes that he has had ordered for the last month. With the help of Wake's 366 and Ed Haley's 338, team No. 9 took over high team single with a 541. Helping Ed and Wake were Everett Goddard, Lenny MacDowell and Jerry Shea all of Car Accounting office. High team three strings is still held by team No. 1, captained by Herbie Whitmore, with John Hannigan, Phil O'Donnell, Bucky Gato, John Morrison and Carl Baldwin, all of Auditor Revenue office.

As far as standing goes, there are only 10 points separating the first 7 teams, which goes to prove that the handicap system and office teams make for a better league. It is especially noticeable in attendance, because with all the rain and snow on Tuesday nights, there have been only two dummy scores used on any one night.

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