

Rec.: Mar. 7, 1961.

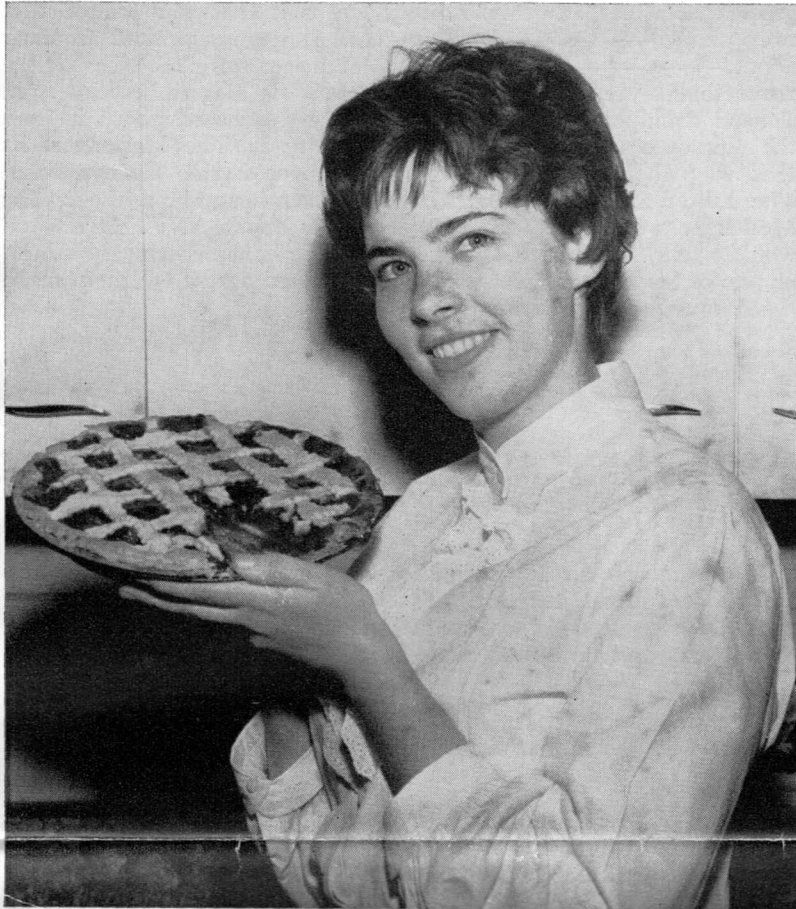


Messenger

Vol. 1, No. 4

For Employees and Friends of the Maine Central Railroad

February, 1961



CHERRY PIE CHAMP—Janet Russell, 17, daughter of Stores Department Administrative Assistant and Mrs. Earl Russell, won the Maine contest, and will represent her state at the national Cherry Pie Baking contest in Chicago this month.

On To Chicago

Worker's Daughter Cherry Pie Champ

Janet, 17-year-old daughter of Administrative Assistant Earl R. Russell of the Purchasing Department, will go to Chicago Feb. 20 wearing a natty blue suit which she made herself and with her prize winning recipe for cherry pie along with her.

There, competing for \$1,700 in college scholarships, the attractive brown-haired and blue-eyed business course student at South Portland high school will attempt to duplicate her winning efforts at Maine's cherry pie baking championships in Portland on January 21.

Janet's cherry pie was judged best among 8 which were baked before a board of judges consisting of Mrs. Agnes Gibbs, director of home economics for the Maine Sardine Council and TV personality, and Mrs. Mary Donnini, Cumberland County home demonstration agent.

(Continued on Page 3)

Snow, Sub-Zero Temperatures Fail To Cripple MeC Service

It was "business as usual" on the Maine Central in late January, despite the longest and bitterest stretch of sub-zero weather in the memory of the oldest old-timers.

New ERPC Book States Rail Case

Free the railroads from economic slavery!

That's the clarion call of a new policy book issued by the Eastern Railroad Presidents Conference.

In eleven tightly-argued sections, the book, "Eastern Railroads' Policies," examines the made-by-government chains that enslave the railroads while their competitors frolic in the sunshine of government favor.

This division of transportation into government-favored and government-unfavored forms is the core of the book's argument for immediate and major changes in national policy. And the book shows that railroads are the government-unfavored mode, operating in a frustrating rat's nest of government control that makes their continued existence one of the neatest economic tricks of the era.

Stressing that they are the most efficient agency for most transpor-

(Continued on Page 8)

Trains ran, yard work was accomplished and service maintained throughout the 16-days when the mercury rose above the zero mark only on occasion, and when the intense cold played tricks with switches, journal boxes and anything made of metal.

And on Feb. 3, the day the cold wave gave way to relatively sub-tropical temperatures in the 20's, a shipper took occasion to pass along some encouraging words. Harold K. Webster, traffic manager at the Crosby Milling Co., Brattleboro, Vt., said the service provided by the Maine Central during the cold wave "has been excellent."

Webster said the MeC "kept a lot of Maine chickens fed during a time when transportation of grain was extremely difficult. We were very pleased, and certainly appreciate the help the Maine Central has given us."

For 16 straight days, it seemed as if Maine had suddenly been moved within the Arctic Circle, and the longer it lasted the colder it became. St. Johnsbury was consistently the coldest spot, with general agent F. E. Dority reporting an even 30 below zero at 6 a.m. Feb. 2. On the same day, at the same hour, it was 20 below at Beecher Falls, 20 below at Waterville, and ten below at Rockland. Old Town's freight house thermometer had plunged to 22 below the previous morning, when it was 16 below at Calais, 21 below at Danforth and 27 below at Mattawamkeag.

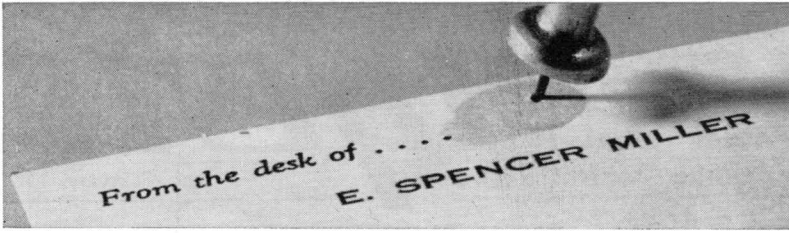
At Fairfield, where the temperature remained below ten degrees for the entire period, Pearl D. Gross' bridge and building crew remained on the job replacing ties on the bridge over the Kennebec. Their only concession to the cold was to work a half-day "ashore"—still outdoors, but in a more sheltered spot.

Willard E. Pierce, assistant general manager, said no trains were cancelled and schedules were maintained to a "fair" degree despite operating difficulties caused by the intense cold.



DOWN SHE WENT AND DOWN SHE STAYED—Charles Whitten, left, and Francis Haldane, members of the Stores Department crew at Rigby, check the thermometer on one of the coldest mornings of the recent 16-day sub-zero spell.

M2706, 96, 0817



The Railroad is a Service Institution

To My Fellow Employees:



The Company and its employees can take reasonable pride in the service record established by our operations during the record cold spell which continued throughout January when, for 16 consecutive days, thermometers fell below the zero mark and the difficulties of frigid temperatures were compounded by two severe snow storms. Despite these terrible handicaps—and every rail-roader knows how difficult it is to operate heavy freight trains in the teeth of sub-zero temperatures and still maintain schedules—the slogan on our property was “business as usual,” and the performance measured up. The record of accomplishment by our operating personnel and engineering forces was remarkable and contrasted with failures and poor performance of many of our competitors. In general, Maine Central not only kept freight moving, but kept it moving in accordance with our interline shipments. However, instead of receiving multitudes of complaints, the Company received praise from dozens of patrons for its good performance, particularly when measured by that of others. Nothing could be more gratifying to your management, and my deep-felt thanks go out to every railroad man who did his job in the face of hardship, many of them working in numbing cold and bitter winter winds. A member of a yard crew, a section crew or a train crew, going about his normal duties in 30° below zero temperatures, was proving himself a real railroad man and a real Maine Central man.

This, perhaps, is a good opportunity to remind management, supervisory personnel and all employees that today's transportation world is bitterly competitive and that the future of every one of us of the Maine Central family is closely bound up with performance of faithful and satisfactory service. Long gone are the days when a railroad can run any kind of train service, allow cars of freight to stand in yards at its convenience and give such priorities as it sees fit. The smallest of carload shippers and receivers are entitled to the best in expeditious movement and damage-free handling, and the future of jobs and Company prosperity can be greatly enhanced if this objective is borne uppermost in the thoughts of all of us as we attend our daily duties. Not only is service important, but so, too, is attitude. The immediate answering of a phone, a pleasant tone of voice, an expressed concern for the shipper's welfare and satisfaction are all aids—and important ones—in accomplishing our objective. The very manner in which today's customer is talked to and treated may determine in large measure his patronage of us in the future.

If the way that Maine Central men handled their responsibilities during this abnormal month of January can be taken as an example, and I am sure that it can, our future will be that bright one in which we all believe and trust.

EDITORIALS

It's Your Publication

We ran into a veteran Maine Central employee the other day who greeted us with “Say, Mr. Editor, why is it that you printed that story about _____ and you never printed anything about _____, it's a far better story”. We've left the names blank because the “far better story” is long since dead from a news standpoint—ONLY because we never heard about it from the employee until he saw a similar story in The Messenger. Its that way about a lot of good stories about Maine Central folks. The Editor, and his assistant editors, never hear about them. The Messenger welcomes “tips”. If you know about ANYTHING you would like to see in YOUR Messenger just phone or write the editor, or one of his assistants. It will be appreciated and it will help make the Messenger more interesting.

It's Bond Month

There is still time to make sure you will have a good healthy bunch of cash when you want it in the future. All of February is Bond Month.

If you haven't already signed up for payroll deductions for bonds, why dont you do it today. It's the world's safest investment. It pays a whopping 3¾ percent interest on all you invest, after only seven years and nine months.

SIGN UP FOR BONDS TODAY.



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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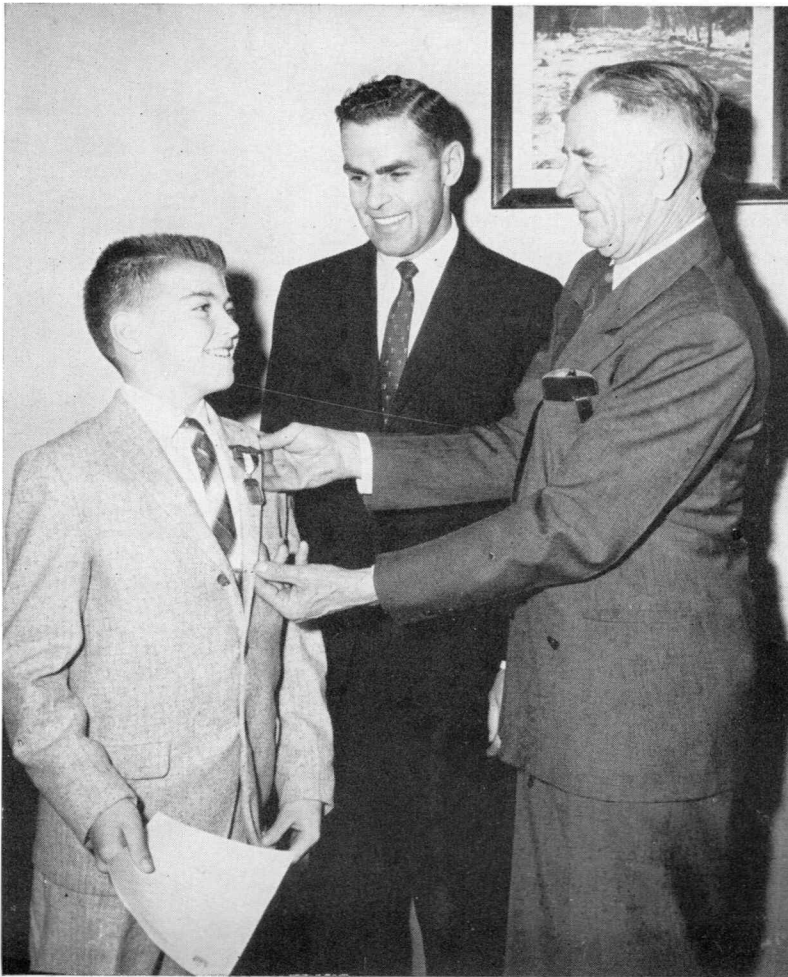
Three Promotions Listed at Portland

Three promotions—one in Engineering and two in Accounting—were announced at the General Offices early in February.

Clifford P. Hawkes, Jr., was named General Accountant; Stephens J. Conley was named General Statistician; both in the Accounting Department; and Richard M. Aylward was appointed Chief Clerk, Engineering Department.

Hawkes joined the Maine Central in 1941 as clerk-messenger on the Boston and Maine payroll, and became disbursements statistician Dec. 1, 1955, with the organization of the Maine Central accounting department. A native of Westbrook and graduate of Westbrook high school, Hawkes and his family live at 25 Wood street, Portland.

Conley also joined the Maine Central as a messenger in 1941, and was assigned to the accounting department soon afterward as a clerk, working on the Maine Central Transportation Co. accounts. He was promoted through several positions to chief clerk of the bus operation, then to a



A MEDAL FOR PAUL—A congratulatory letter from Maine's Governor and a medal for heroism came to 13-year-old Paul Robie early this month. Emil Morin, right, MeC trainman, presented the medal as Paul's father, MeC chief clerk, looked on. Paul saved a younger boy from drowning in November.

Paul Robie Awarded Medal for Heroism

A 13-year-old South Portlander who rescued a younger lad from the chill waters of Portland Harbor in November received a congratulatory letter from Maine's governor and a medal for heroism early this month.

The letter came to Paul Robie, son of MeC Chief Clerk and Mrs. Chesley E. Robie of 86 Mussey street, South Portland. The medal was from Emil E. Morin, Cape Elizabeth, MeC Trainman, and was the 21st such award Morin has made for similar acts of heroism.

It was young Robie who pulled 8-year-old Michael Demers from the harbor after the younger boy had slipped from the Centerboard Yacht Club pier in November. Robie kicked off his shoes, jumped in, grabbed Demers, and together, they clung to a wharf piling until both were pulled into a boat by adults.

Governor Reed wrote:

Dear Paul:

It was with a feeling of great pride that I read of your heroism in saving the life of Michael Demers—pride in you because you personify the typical junior citizen of Maine.

It is my belief that our way of living, our rugged climate and our close knit communities are in part responsible for the development of such outstanding character. Of course I know, too, that you must have fine parents who have taught you the value of making life good for others as well as for yourself.

It is my sincere hope that all the acts of your life may be performed in this same outstanding manner, and that success may be yours in all that you undertake.

The people of Maine are proud of you!

Sincerely yours,
signed/ **JOHN H. REED,**
Governor

Cherry Pie (From Page 1)

The contest was conducted under the rules of the National Cherry Pie Baking Contest. Each girl brought her own ingredients and utensils and were rated on method of preparation, quality of pie and filling, and their own natural poise and grooming.

Janet's winning also won a trip to Chicago for her home economics teacher Miss Helen Kenison, who will be Miss Russell's companion during a trip by plane to Chicago and return.

The recipe?

It's a secret until after the Chicago competition.

Rail Credit Union Assets: \$1,032,034

Harold J. Foster, Maine Central executive representative, was re-elected to his 34th consecutive term as president and manager of the Railroad workers' Credit Union of Maine, Inc., at its annual meeting late in January.

Foster, then a clerk in the office of the auditor of freight accounts, was one of the seven Maine Central employees who founded the credit union in 1927. Their organization was the second of its type to be formed in Maine.

Assets of \$1,032,034 were reported for the year ending December 31, 1960, an increase of \$53,255 over the 1959 figure.

Highlights of the annual meeting included declaration of a 5 per cent dividend, credited to the accounts of the credit union's 1,675 members; and reduction of interest rates on larger loans.

Along with Foster, three other veteran Railroad Credit Union officers were re-elected. They were Clifford R. Ball, vice president; Hugh F. Flynn, treasurer;

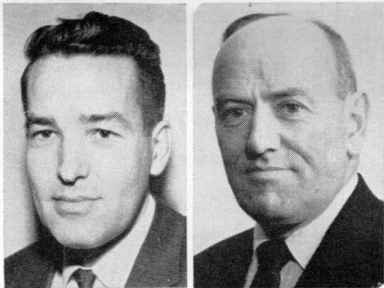


and Mrs. Mary Ann Berry, assistant manager. A supervisory committee was elected including Willard B. Cooney, Fred L. Harris, Alice A. McLaughlin and George Spires.

The following were named directors: John F. Bevan, Bangor; Joseph F. McMorrow, Sabattus; Chester L. Shepherd, Old Town; Archibald E. Smith, Fairfield; Raymond Briggs, Yarmouth; Patrick J. Tracy, South Portland; Parker L. Brooks, Roland F. Chaisson, Stephen J. Conley, Jr., Merrill B. Stanley, Thurlow L. Woodbury and W. M. MacDowell, all of Portland.

DEATHS

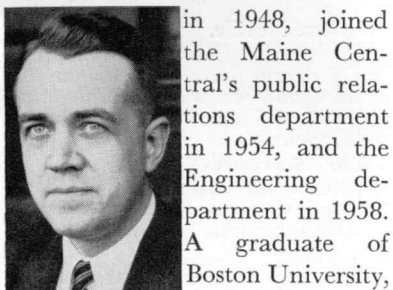
- V. C. Hawkes, general accountant, Portland, Jan. 13.
- L. P. Connary, chief clerk, engineering department, Portland, Jan. 21.
- J. M. Royal, bridge operator, Bath, Jan. 22.
- R. F. Henry, locomotive engineer, Portland, Jan. 24.
- C. W. Hersey, Sr., locomotive engineer, Waterville, Jan. 29.



Hawkes Conley

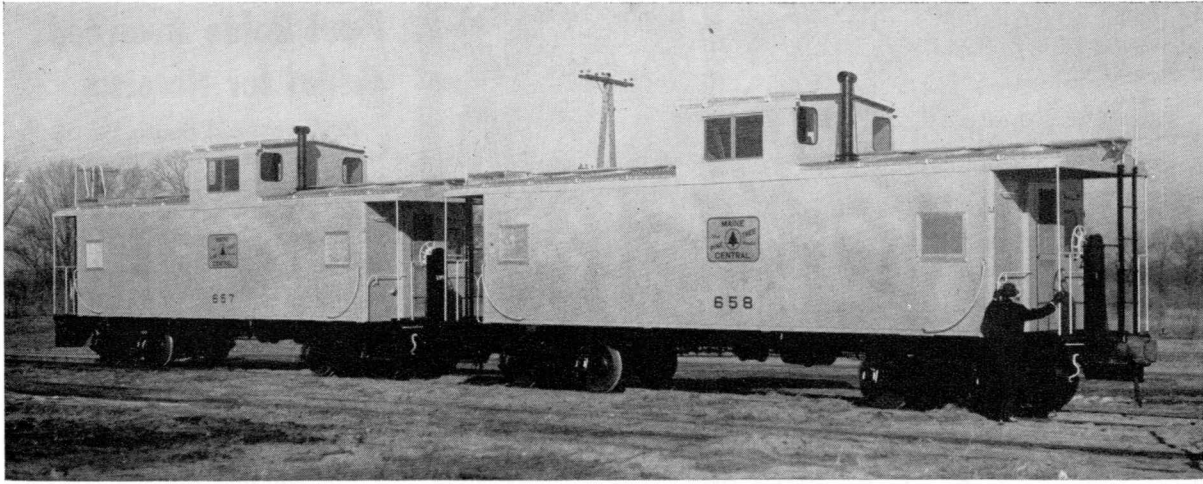
clerk's position in the Maine Central accounting organization.

Aylward, who began railroad service in the advertising department of the Boston and Maine



Aylward

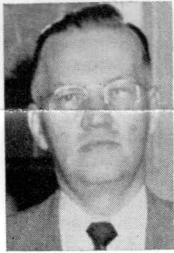
in 1948, joined the Maine Central's public relations department in 1954, and the Engineering department in 1958. A graduate of Boston University, Aylward is a Lieutenant in the Naval Reserve. Mr. and Mrs. Aylward (the former Nathalie Smith of South Portland) reside with their two children at 12 Alden Circle, South Portland.



NEWEST MEC EQUIPMENT—Two of the three new Maine Central cabooses, now rolling on the Mountain Division, are shown at Kenton, Ohio, as Mechanical Engineer R. F. Dole boarded one in January to inspect it prior to acceptance of the new, up-to-the-minute buggies.

Virgil C. Hawkes Dies in Portland

General Accountant Virgil C. Hawkes, 47, who would have completed 25 years with the Maine Central in June, died suddenly Jan. 13 at his Portland home.



Hawkes

Born in Westbrook and a graduate of Westbrook high school, Mr. Hawkes joined the Maine Central Accounting Department in June, 1936, and held various posts until his appointment as general accountant in May, 1952.

Besides his widow, Evelyn De-roche Hawkes, he leaves four sons, Donald W.; Ronald J.; John E.; and Bruce T. Hawkes; three daughters, Jean C.; Pauline A.; and Janice M. Hawkes, all of Portland; and two brothers, Clifford P. Hawkes of Portland and William H. Hawkes of South Portland.

RETIREMENTS

R. S. Barriault, baggagemaster, Waterville, Jan. 9.

W. J. Hickson, locomotive engineer, Bangor, Jan. 9.

A. F. Soule, crossing tender, Newport Jct., Jan. 9.

G. J. Myrand, cashier, Lewiston, Jan. 17.

F. J. Borden, locomotive engineer, Portland, Jan. 19.

C. E. Burnham, machinist, Portland, Jan. 20.

W. W. Fisher, crossing tender, Lewiston, Jan. 26.

C. L. Sherman, locomotive engineer, Portland, Jan. 31.



STEEP FALLS STATION RAZED—Firemen who used the occasion as a training exercise couple hose as flames consume the station at Steep Falls. The old structure was destroyed to make room for a Wirthmore Feeds, Inc., plant.

Engineering Dept. Chief Clerk Dies

Lawrence B. "Pete" Connary, 62, chief clerk in the Maine Central Engineering Department, Portland, died Jan. 21 in a Portland hospital after a brief illness.



Connary

He had been employed by the Maine Central since July 5, 1917, when he went to work as a clerk in the Engineering Department at Lancaster, N. H. He was transferred to Portland in 1926, and held several clerical positions

until he was appointed as chief clerk in 1958.

A native of Stratford, N. H., Mr. Connary was educated in the schools of Lancaster, N. H., and married Miss Mary Ellen Powers there in 1925. He was a Fourth Degree member of Bradley Council, Knights of Columbus, at Lancaster, and a member of the Holy Name Society of the Sacred Heart church, Portland.

Besides the widow, he leaves a son, Joseph P. Connary of Rochester, N. H.; two daughters, Miss Patricia Ann Connary of Portland and Mrs. Robert Clark of Thompsonville, Conn.; three grandchildren and two brothers.

3 New Cabooses Join Maine Central

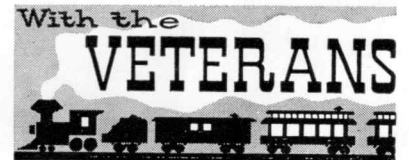
Three new cabooses—designed for creature comforts and safety as well as operating efficiencies—joined the Maine Central in January and are now rolling between Portland and St. Johnsbury, Vt.

Built by the International Car Division, they were inspected and accepted at Kenton, Ohio, last month by R. F. Dole, MeC mechanical engineer.

The three new buggies, bearing numbers 657, 658 and 659, represent a considerable contrast to older equipment, both from an engineering standpoint and from the viewpoint of the men whose rolling work headquarters they have become.

Engineering and mechanical features include all-steel construction with glass wool insulation, aluminum window sash and screens, long-travel rubber draft gears, passenger car type trucks, and freight car type corrugated roof. For safety are open-grid platforms and stepreads, plus safety bars running the entire length of the caboose.

Comfort and efficiency features include thermostat-controlled oil heaters, upholstered conductors' chairs, upholstered, reversible seats in the monitors, conductors' desks at each end of the caboose, stainless steel sink, foam bunk cushions and Aladdin lamps.



Sympathy is extended to retired conductor Harry Jewell, on the death of his wife, Dec. 28.

Received a nice letter from Retired Station Agent Carl Haynes, who is spending his 15th winter in St. Petersburg, Fla. He is looking forward to the arrival of retired Maine Central conductor Carl Pierce, and Boston and Maine retired conductor Thomas "Timmie" Neville, and Mrs. Neville.

Conductors George Larsen and "Hi" Morrill have both taken the pension, and we wish both the best of luck, and many years of health and happiness.

Our Secretary-Treasurer, B. P. Lyden, of the Maine Association of Railroad Veterans, has been a patient at the Osteopathic Hospital for surgery.

Sympathy is extended to the family of retired Engine Road Foreman Trott King, who died January 6.

Retired Engineman "Bill" Keazar has had a change of address. He now is living at 352 Cottage road, South Portland.

Sympathy is extended to the family of retired Signal Supervisor Joseph Scott, who died January 14.

Ex-PTCo. Employees In Portland Rites

A former employee of the Portland Terminal Co., and the son of a present employee were ordained to the Priesthood early in February by the Most Rev. Daniel J. Feeney, Bishop of Portland, himself a former employee.

Ordained were the Rev. Coleman P. O'Toole and the Rev. Harold W. Nicknair, son of William J. Nicknair, maintenance man at the MeC general offices, Portland.

Father O'Toole, son of Mr. and Mrs. Patrick J. O'Toole, 57 Park street, Portland, was employed by the Portland Terminal Co. for several years both before and after his World War Two Army service.

He worked as a freight handler and clerk at the Commercial street freight station, and returned to work during the summer recesses from his studies at St. John's Seminary, Brighton, Mass.

Father Nicknair is a graduate of the South Portland schools, and after Navy service, attended St. Francis College, Biddeford, receiving his degree from St. John's in Brighton.

Bishop Feeney, who conferred the Sacrament of Holy Orders, was employed as a clerk in the Portland freight office prior to entering his studies for the priesthood.



ORDAINED AT PORTLAND—The Rev. Harold W. Nicknair, left, and the Rev. Coleman P. O'Toole, right, were ordained to the Priesthood in early February. Father Nicknair is the son of a PTCO. employee; Father O'Toole is a former PTCO. employee; and the Most Rev. Daniel J. Feeney, center, who conferred the Sacrament, also is a former PTCO. employee.

The Assistant Priest of the Ordination Mass was Right Rev. Monsignor George P. Johnson VG, whose father, the late Peter Johnson, was employed by the Portland Terminal Co. The Assistant Master of Ceremonies was Rev. Vincent A. Tatarczuk, whose father, William Tatarczuk, also was employed by Portland Terminal Co.

John Snell Turns 90; Scoffs at Retirement

Found: a veteran railroader who cares but little for the "good old days."

"Nothing very good about them," said 90-year-old John E. Snell, "about all you can say is that we worked a good deal harder for a good deal less."

The occasion was Snell's 90th birthday party, arranged by his fellow employees in the Auditor Disbursements office, Portland, where Snell has been head clerk, operating payroll timekeeper, since 1955. In his 70 years with the Maine Central, he's been a station agent, dispatcher, cashier, telegrapher, traveling auditor and chief clerk. He's worked at Winthrop—where he was born Jan. 17, 1871, — Danville Junction, Mattocks, Jay, Oakland and of course in Portland.

"Retire? Why should I retire?," Snell said. "Why should a man retire when he can still work? I'll be sitting at this desk when I'm a hundred."

There were cards and a birthday cake for the party, and Mr. Snell was presented an inscribed billfold by Sumner S. Clark, assistant to the president, representing Mr. Miller.

Mr. Snell is believed to be the nation's oldest active railroad employee.



90th BIRTHDAY—John E. Snell, still on the job at 90, receives a gift from Sumner S. Clark, assistant to the president.

bie Whitmore, A. R. office, and Jerry Shea, Car Acct. office, are fighting it out again this year to capture top individual average. They are currently hitting 105, with Ed Haley, Traveling Car Agent, and Roy Taylor, Auditor of Revenue, are battling it out for top honor with a 104 and 103 yearly average. No one has come close to Herbie Whit-

(Continued on Page 8)

THE Feminine SIDE



If you're mathematically inclined, you might figure the odds against finding two church organists in practically the same Maine Central office, but odds or not, that's what we did this month. At left is Mrs. Veatrice Theriault, organist at the Redeemer Lutheran Church, South Portland, which observed its first anniversary this month. At right, Mrs. Ruth Christianson, shown at the console in the First Universalist church, Portland. Mrs. Theriault is a stenographer in the General Manager's office, while Mrs. Christianson, who has been a church organist for more than 25 years, serves as secretary to the Director of Personnel.



The Rigby Bowling League ended its first half with team No. 8 wrapping up number one spot by winning two points the final night. Although Emil Casey, Tom Canfield, Bud Capozza and George Colton, the winning combine, led most of the first three months, they were only two points ahead of team No. 6 at the finish. Team 6 includes John Broderick, Jim Campbell, Mike Campbell and Larry Lanciault.

Team No. 7, with Bud Coombs, Jim Vaughn, Ed Thorne and Henry Steves, took high team single with 446, and high team total with 1259 to finish in third place. Ben Leonard led the 32-man league with a fine 102.9 average, and his 354 stood up as high three. Joe Weingaertner took high single with 139.

Team No. 7 has moved into a tie with Team No. 3 after four nights of the second half. Both teams have won 13 and lost 3. Dale Williams, who had only a 95 average the first half, jumped off to a fast second-half start with a 141 for high single. Besides Williams, team No. 3 is made up of Joe Weingaertner, Ralph Brown and Dave Chase. High individual average is now held by John Broderick, PT Co. yard conductor, with 103.5.

The General Office men's bowling league suffered a bad blow in their hopes of recapturing the Maine Central Director's trophy this year when Lenny Forest, their top bowler with a 112 average, moved his family to California at the end of January. Every one wishes Lenny good luck out West, but we are sure going to miss him at Waterville, when the best bowlers who work for the Maine Central and Portland Terminal Co. compete for team and individual championships.

With Lenny's departure, Wake McGorriell, Assistant Traffic Manager, Oxford Paper Co., becomes top single string bowler with 151. Her-



The Grapevine

GENERAL OFFICES

Congratulations to Clyde Luce, who has been promoted to supervisor in the car accounting division of Data Processing.

A new member of Data Processing is Robert G. Englehardt—welcome aboard, Bob!

Mrs. Paula Harrison, a former employee of Data Processing, has returned temporarily as a substitute for Germaine Deschenes, now on leave of absence.

Mrs. Bettina Conohan has transferred from Data Processing to Mr. Williams' office at Rigby.

Gordon Williams, cashier, has discovered that he isn't quite as young as he thought—he received an injured leg while playing basketball at Windham.

Shirley Wilson tells us that the foundation for her new home in Cape Elizabeth was poured on just about the coldest day of the winter.

Martha True of Auditor Revenues Office had an exciting experience while on her way home one evening recently—her handbag was snatched from under her arm with such force that she was left with only the handle. She chased the thief, but could not catch up with him.

Nice to see Janet Ireland back at her desk in the Assistant Comptroller's Department. Margaret Haley, who worked while Janet was on leave, is now working in the Superintendent's Office for Judy Connors, on maternity leave.

Everyone is happy to hear that Marion Faibisy, clerk-stenographer in the Engineering Department, is recuperating at home after being in the hospital for several weeks.

John Murray, mail clerk, started his 1961 vacation early, taking one week off during January.

RIGBY

Laborer Fred Cole reports the death of his son who lived in Thorn-dyke. A floral tribute will be furnished for Memorial Day.

Machinist Maurice Weeks has a new "Chevie."

Laborer Albert Stiviletti's car was damaged by a hit and run driver.

Foreman and Mrs. Fred Lombard made a trip to Philadelphia to visit their son, Fred, Jr. and family at Christmas time.

Laborer Donald Moody, who was injured recently when he fell from a ladder, is coming along very well.

Mrs. Frank Avery, wife of former Supervisor of Signals Frank Avery, and aunt of Mrs. Albert Wetmore, fell recently and received multiple injuries. She is now under the care of her daughter, who operates the Manden Nursing Home in South Portland.

Mrs. Joseph Cribby, wife of Laborer Joseph Cribby, and mother of Hostler's Helper Edwin Cribby, died Dec. 21. Flowers were sent to the funeral.

Steam Fitter's Helper Norman Brown had a cyst removed from his hand recently.

Machinist Helper Milfred Goodwin observed his 60th birthday recently.

Electrician and Mrs. Raymond Ryder recently entertained their daughter and family, Mr. and Mrs. Mains.

Nancy Babbidge, daughter of Carpenter "Dude" Babbidge, has been confined to the Osteopathic Hospital.

Mrs. Charles Dudley, mother of Hostler's Helper Roger Dudley, recently fell on the ice and broke her arm.

Wrecking Master Donald MacVane is back at work after a long layoff due to illness.

Former Carman Almon Dunham, retired, father of Carman Edgar Dunham, visited the boys before leaving for Florida for his usual winter sojourn.

Car Department Clerk "Pat" Conley fell on the ice and injured his back.

Blacksmith Roland McPherson, who has been quite ill, is on the

road to recovery after an operation.

Machinist George Miller is confined to the hospital after surgery.

The safety board at the engine house now reads 202 days without a lost-time accident.

TRAIN CREWS

"Herbie" Oakes, bill rack clerk at Waterville Yard Office, has been confined to the Central Maine Sanitarium, Fairfield, for an indefinite stay. It would be a nice gesture to send him a card to help cheer him up.

RB3 and BR4 have been put on the first of January and are put up on two 6-day assignments this year and not ringing the crews in with the other thru jobs as they have been in the past.

Johnny Frank has finally given in and bought himself a nice looking automobile, nice yellow one to

match the color of the new paint job on his house.

Trainman Joe Giguere has been confined to Mercy Hospital, Portland, for surgery.

Pat Tracy, Crew Dispatcher at Rigby, has been in the hospital for a checkup and has returned to work again.

Trainman Stephen Flaherty is off duty account of an injury received while working on the Fryeburg job. Snow conditions are severe in most areas, and makes working conditions hazardous for the fellows in train service this time of year.

Trainman Arthur Roy has been off duty for some length of time because of a broken hand. Expect he will return to work soon.

Car Inspector Roy Quimby of Northern Maine Junction has been off sick most of the winter and he is not expected back to work much before spring.

Retired Conductor Herb Fogg has bought himself a new compact Dodge and he says he feels just as frisky as his new car does.

Conductor George Larsen took his pension the last of December. Along with his old buddies, retired Conductors Ernest Biladeau and Leonard King, they all should be able to go places together more often.

Also taking his pension for a Christmas present was Trainman Hiram Morrill of West Farmington. Kept it a deep secret until he got in on his final run on RD1. We all wish both of them many years of happiness in their retirement.

Conductor Roy Garland has just returned from the Windy City (Chicago) where he went on business.

Retired Road Foreman of Engines Trot King passed away the first part of January. We all join in offering our condolences to his family.

Question: Does anyone know the story of the two grave stones on the south side of the track just west of the main crossing at Newport? Not many of the fellows know they are there and have been going by them for years. Maybe someone could enlighten us.

Heard that a certain spare dispatcher was going to have a New Years party and invited a certain regular dispatcher to attend. He accepted, and who do you think they called to cover his job? You guessed it, the host.

Retired Yardmaster "Pete" Carrier of Bangor is spending the winter in Florida. Wonder if he will send the fellows in Bangor a few oranges?

Yardmaster "Bill" Boisvert of Waterville, who has been off sick for quite some time, sent the boys up a great number of cigars for Christmas, for which we all want to thank him. I finally got mine after two tries of hooping them failed and they were delivered by courier.

LEWISTON

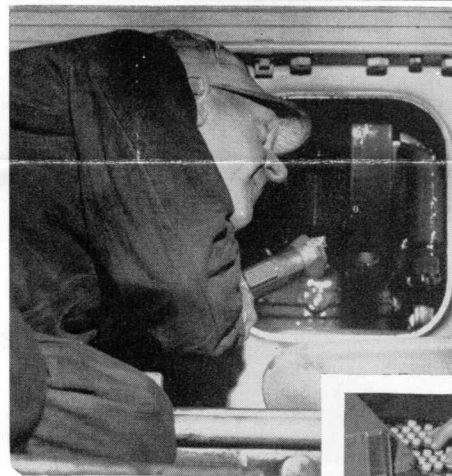
Operator Joe Roberts, who has been ill for several months, paid us a visit in the office recently and appeared in excellent spirits. He is not yet ready to return to work. In the meantime Operator Gene Soy-chak has bid off the job pending Roberts' return.

First trick Yard Conductor Archie Martin, a real MeC veteran, recently retired. At Archie's request, the goodbyes were brief, but we'll all miss him and hope he finds time to drop in for an occasional visit.

Yard Brakeman Leyon Traynor has taken the Conductors job on the



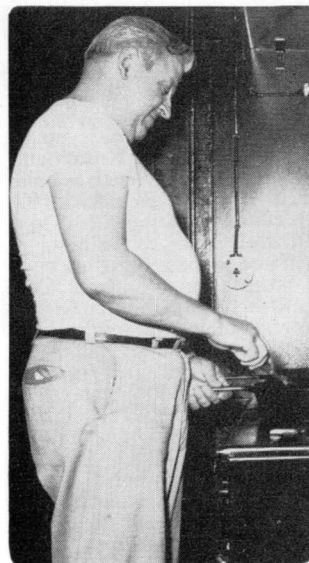
On the job... ALONG THE LINE!



Lewis W. Snyder,
machinist, Bangor



Mrs. Marie O'Connell, machine
operator, Portland



George E. Ryan, cook,
Bartlett



Frank W. McGrath, clerk,
Bangor yard office

1st trick and Vic LePage has bid off the open job.

Post cards continue to appear from various points from Chief Clerk Howard Ham, the last one from New Orleans, La. Howard is en route to Florida and certainly selected the ideal weather to leave old Vacationland.

Reports of ice fishing excursions continue to trickle in but as yet we have seen no pictures of what the boys caught. Perhaps our new operator will have something to show for his efforts in the near future. If he'll catch one we'll print the proof.

AUGUSTA

Freight Handler Wilbrod Audet is also making a fine recovery following surgery and should be back at work by the time this is printed.

Ralph Tracey has bid in General Agent at Augusta.

General Agent Herbie Thing has returned to his home at Belgrade after a session in the Thayer Hospital, Waterville. He is feeling much better and expects to be out around soon.

Agent Les Soule, Gardiner, has bid in the Hallowell job vacated by Ralph Tracey.

Clerk Athie "Limbs" Bryant went smelting recently at Eastern River, Dresden, accompanied by a group of pals. It was lucky they took along some hot-dogs because the fish were on vacation.

WATERVILLE SHOPS

Retired Carman Helper Joe Banks died recently at his home in China after a short illness. He had retired in 1958 and was 72. Among survivors is a son Joseph Banks, Clerk at the Engine House.

Pit Man Elisha St. Peter is on extended sick leave and Laborer Carl Dow is filling in at present.

Blacksmith and Mrs. Gedeon Gagnon have recently celebrated their 40th wedding anniversary. 'Pete' has been a blacksmith employee for some 35 years.

Tractor Driver Ken Philbrick has a new Falcon four-door.

Foreman Floyd Case has moved into his new home in Benton and is applying the finishing touches personally.

Libby Jewell, son of Checker and Mrs. Wallace Jewell, is aboard the Maine Maritime Academy training ship "State of Maine" for a 3-month training cruise to the Mediterranean.

Painter Roy Jackson is on extended sick leave and Parson Lawry is tending the store during his absence.

New face in the Paint Helper line up is Arthur Campbell.

Carman Jimmy Steeves has returned to the freight shop after a long illness. We congratulate Jimmy on his recovery and other accomplishments.

Sympathy is extended to Carman Henry Gleason whose wife Edith died recently at a local hospital.

Horace Nadeau, for many years Foreman in the Freight Steel Room, retired the last of December after some 42 years service with the Maine Central as a locomotive fireman and shop man. He was presented with several gifts from the supervisors and men and we wish him long life and happy coupon clipping.

Laborer Ralph Eddy is confined to his home following a heart attack.

Raymond Folsom and Miss Marjorie Manzo of Winslow were united

in marriage at the Sacred Heart Church in Waterville recently. Folsom, stationed at Ft. Bragg, N.C. in the Army, is the son of Painter and Mrs. Larry Folsom.

Sympathy is extended to Carman Welder Curtis Orchard, whose father died recently.

New Officers installed for the Machinists Local 409 are John Larracey, pres; Lester Butler, Vice pres; John McAleer, rec. sec'y; Diamond Sherrard, Financial sec'y; Don Priest, treas; Rick Chamberlain, Conductor; Percy Butler, Jr., sentinel; and Blaine Ladd, trustee. The shock troops are Sid Hamlin, Don Rines, Blaine Ladd and Reggie Breton.

Miss Edith Stevens of Boothbay and Paul Getchell of Fairfield were married Sunday, Jan. 1, at East Boothbay Methodist church. Paul is Engine House Electrician.

Several retired supervisors were present at a recent annual get together held by the supervisors. Among those were former Storekeeper George Stinchfield, Engine House Foreman Karl Lamont, Wheel Room Foreman Ray Snow, General Freight Foreman Eddie Johnston, Freight Foreman Percy Brown, and Machine Foreman Ray Clark. Missing from the round-up was former Supt. Frank Bennett who was confined to his home with a bad cold. Each of the above are in good health and say that retirement is pleasant for them.

BANGOR

Local Union No. 471, Firemen and Oilers, held a successful party recently at the Oronoka Restaurant, Orono. Following a delicious banquet, a very pleasant evening of dancing was enjoyed.

Engineers William J. Hickson of Bangor and Fred Spinney of Calais recently received a leather billfold with a gold plaque, honoring them

on the completion of 50 years of service with the company.

The Ladies Auxiliary of the Enginemen and Firemen recently held their annual installation of officers at the G. A. R. Hall on Union street. The following were installed: President, Mrs. Grace Fernald; Vice President, Mrs. Frances Adams; Secretary, Mrs. Frances Dauphinee; Treasurer, Mrs. Catherine Robinson; Collector, Mrs. Jeannette Perry.

Board of Trustees: Chairman, Mrs. Lillian Caruso; Mrs. Hilda Higgins and Mrs. Frances Adams; Chaplain, Mrs. Ruth Dowling; Warden, Mrs. Hilda Higgins; Conductor, Mrs. Flora Duddy; Flag Bearer, Mrs. Hilda Higgins; Inner Guard, Mrs. Frances Adams; Outer Guard, Mrs. Lillian Caruso; Delegate, Mrs. Catherine Robinson; Alternate, Mrs. Frances Dauphinee; Legislative Representative, Mrs. Catherine Robinson.

Engineer James E. Daley retired January 3, after nearly 50 years of service. Mr. Daley has been running the Bangor-Vanceboro freight for the last few years. We all join in wishing him and Mrs. Daley a very happy life.

Engineman and Mrs. Barry L. Carmichael have recently taken an apartment on Church street, Brewer, having moved here from Springfield, Me.

Local Union No. 1642, International Association of Machinists, Bangor, held its annual election and installation of Officers recently. The following Officers being elected to serve for the current year:

President, Herbert W. Clark; Vice President, James McDonald; Financial Secretary and Treasurer, Jan Steinblick; Recording Secretary, P. J. Luosey, Jr.; Shop Committee, Chairman, Arthur Hutchinson; John McTigue and Leslie Snyder.

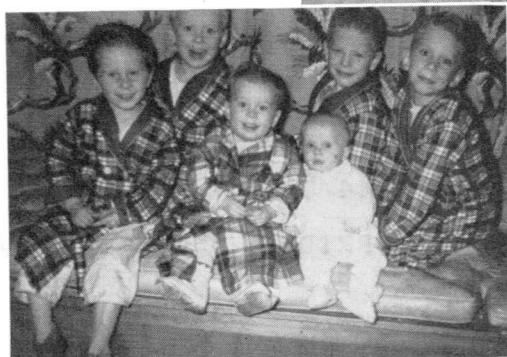
Engineer William J. Hickson, retired from service with the company January 10 after having served faithfully for 50 years. Good wishes for a long and pleasant retirement, Bill.

The Younger Generation



The Trueworthy clan: Front, William, Carol and James. Back, Mark, Daniel, Paul, Eugene, asst. mgr., data processing; and Michael.

The Jaynes family: from left, Steve, David, Larry, their little sister Corrie, Ronnie and Forest. Father Leonard is a PTCO. fireman.



Catherine, Maureen and Elaine, daughters of Mr. and Mrs. Dick Riley, and granddaughters of Milfred Gordon, Rigby.



Linda Atherton, top, and left to right, Joyce, Jacqueline and Janice Keating, all granddaughters of retired Conductor John J. Keating.

VANCEBORO

Baggagemaster and Janitor Ralph E. Howland has taken an early vacation, being away three weeks in January.

We are pleased to welcome back Stationary Fireman M. R. Hilchey who has been absent due to illness.

K. A. Gray was successful bidder on First Trick Operator's position at Vanceboro. D. J. Shay, former Second Trick Operator, is now working Relief Position No. 2 with headquarters at Danforth. Second Trick was bid off by H. R. McNulty.

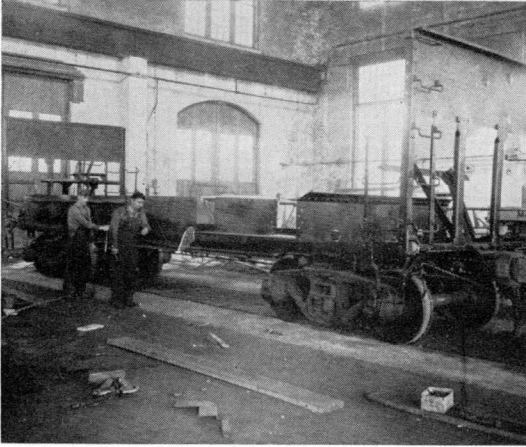
R. A. Golden and crew of the Canadian Pacific Railway Communications Dept. have been working on lines at Vanceboro.

W. L. Blanchard, General Agent, and Mrs. Blanchard attended the annual Shrine meeting at Bangor recently.

Freight and Yard Clerk C. W. Beers and Ruth Jones Craig were married at McAdam, N. B., January 16. Congratulations from all of us, Zeke.

Relief Baggagemaster and Janitor Roland E. Howland is on vacation, having three weeks, January 30th to February 17th.

100-Car Project Under Way at Waterville



ERPC

(From Page 1)

tation tasks, it explains their present difficulties as the result of this government "unfavored" policy, not internal or technological weaknesses.

High on the list of the book's proposals is creation of a National User Charge Commission by Congress.

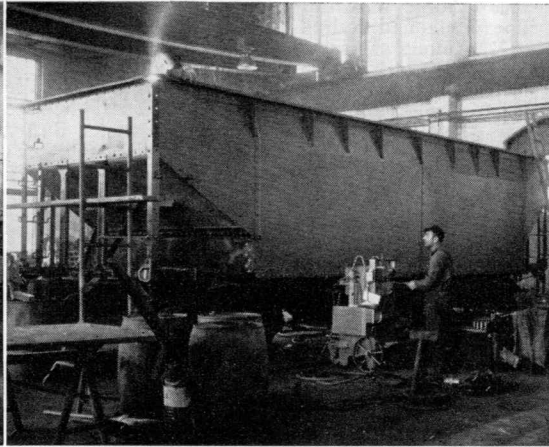
Today rails build, maintain and pay taxes on the same kind of facilities government provides—usually without any charge, never at full cost and always tax-free—for their competitors. Railroad taxes even contribute to the funds that furnish these highways, airways, inland waterways and airports.

How can a privately-owned business match competitors who are subsidized in varying measure by government? "Eastern Railroads' Policies" asks. In answer, it cites the serious inroads high-cost but subsidized carriers have made on the business of railroads, the low-cost form of transport.

It declares that the formation of a National User Charge Commission, levying and collecting proper charges from commercial users of government-provided transport facilities, would cut-off the cancerous growth of transport subsidy and help to put transportation on a sound competitive basis.

"Eastern Railroads' Policies" also urges an end to tax discrimination against the railroads. As an example of this discrimination, it cites a recent study by the Association of American railroads.

"End inequality of government treatment" is the keynote of these and other proposals of "Eastern Railroads' Policies." They add up to an impressive railroad objective: equality of treatment for all carriers to give the nation a well-system operating at top efficiency balanced, integrated transport in the public interest.



Scoreboard

(From Page 5)

more's 376 high three string total, although Roy Taylor after a slow start the other night rolled a 124 and 137 his last two strings to finish with a 359, which was 17 pins more than the high three last year. Bill Brownell, Dick Esty, Francis Cameron, John Micheals, Dick Luce, and captained by Paul Crawford, all rolling as one of the teams from the Auditor of Disbursement office; all hit a hot streak together and took over high team single with 565 and high three with 1,545.

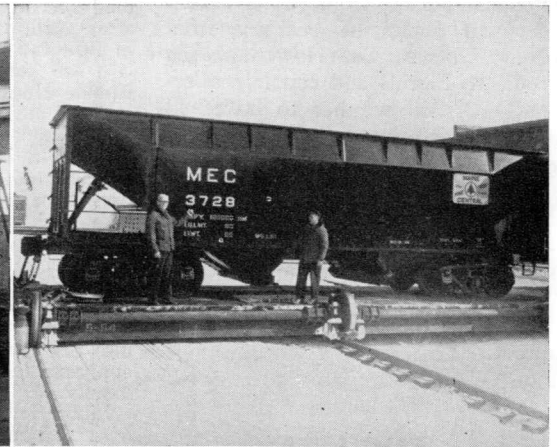
Herbie Whitmore has made arrangements to bowl the fellows on the Boston & Maine R. R. in Boston March 18. This date was lined up because Herbie hopes Cheverus High will be playing in the New England High School Basketball tournament and we will be able to take both in on one trip as we did last year.

We are still waiting to hear from the gang from Waterville on the date, time, and place of the annual Maine Central Bowling roll-off for the Director's trophy which is now resting at the car shop in Rigby East Yard Office. Hope to have all details next edition. Any one interested in this five-man team championship please drop a line to Jerry Shea, Car Acct. Portland, Me. Only the General Office, Rigby, Waterville and Bangor have sent teams in the past nine years but we are sure there must be some other Railroad workers who are good bowlers and haven't heard about this yearly get together.

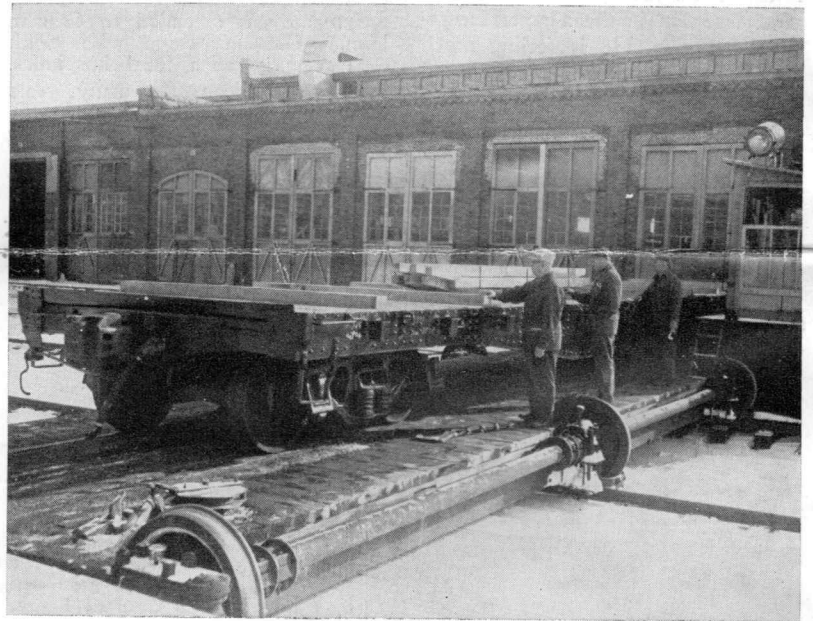
In the General Office Couple's League, Theresa Slattery, Comptroller Office, and John Conroy, A.D. Office, increased their lead over Lil Grenier, data processing, and Larry Smyth, chief clerk, purchasing dept. The leaders are being pressed by Charlie Rivers, asst. to chief engineer, and his wife Mable, and coming out of nowhere is the team of John Morrison and his wife Edna. Most of the individual and team records fell in the last month.

Herbie Whitmore rolled a 145 for high men single and a 353 for high three. Edna Morrison hit a double strike on top of a spare to end up with a 122 to take over the women high single. The only record to stand up was Mable Rivers' high three of 300.

Team records are currently held by the Rivers and Whitmores with 422 for high team single and the Stanleys and Sheas hold high three with 1,154.



An ambitious repair project involving replacement of sides and ends in 100 Maine Central hopper cars is in progress at the Waterville Shops with several of the cars already completed. These three pictures show the principal stages of the job. At left, Carman Ralph Fletcher and Carman Helper Alfred Dunton are shown with a car stripped of old ends and sides, ready for repair. In center photo, the new panels have been installed, and Carman Gerald Ackley, near top of picture, is welding a seam, as Carman Helper Dunton operates the Shops' new electric rivet heater. In right photo, the completed car, painted and stenciled, rolls out of the shops on the transfer table, ready for its return to service. Alongside are Foreman Newbert Estabrook and Assistant Foreman Wallace Jewell.



TO HAUL SLABS FOR CHIP PLANT—Another project in progress at the Waterville Shops is the modification of 10 Central of New Jersey gondolas, purchased by the Maine Central for use in transporting barked slabs from northern and eastern Maine mills to the new chip plant at Oakland. One of the cars, rebuilt for the slab-hauling task, is shown on the transfer table as it was heading for the paint shop. The men are Assistant Foreman A. Johnson, Carmen George Colford and Robert Vachon.

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