



RAILROAD DAY AT KIWANIS—The Mayfair Room at the Lafayette Hotel, Portland, was decorated in the railroad theme for the address of E. Spencer Miller, president of the Maine Central. Visible at head table are from the left, R. E. Baker, MeC general manager; H. N. Foster, MeC Treasurer and Comptroller; George Wood, Kiwanis vice president; Mr. Miller; Karl Emerson, Kiwanis president; and A. M. Knowles, MeC general counsel. Others at head table included J. P. Scully, MeC executive assistant; H. M. Rainie, MeC vice president, purchases; and R. C. Mellow, MeC freight traffic manager.

Railroad Week

Wedding of Rails, Trucks Predicted By MeC President

Maine Railroad Week, proclaimed by Governor Reed and observed Feb. 27-March 4, was highlighted by the address of Maine Central President E. Spencer Miller before the Kiwanis Club of Portland.

Mr. Miller called for "a statesmanlike approach" to the struggle between the two major divisions of the transportation industry — trains and trucks — and urged that representatives of the two should "sit down and determine, on the basis of an economic study, where each can operate most efficiently and in the best interests of the shipping public."

His suggestion was immediately accepted by the Maine Truck Owners' Association which through its general manager, Torben K. Anderson, offered to participate in a series of meetings to explore possible areas of train-truck cooperation.

Governor Reed's proclamation of Maine Railroad Week called attention to "the vital role played by the railroads in serving Maine's economy."

"These railroads," the Governor said, "constitute a basic and completely essential transportation system, and through their taxes, payrolls and purchases contribute many millions of dollars to the economy of the state."

He also noted that "the continued prosperity of the railroads in Maine is necessary to the future growth and expansion of the state's industry and employment."

In his Kiwanis speech, Mr. Miller predicted "a marriage of trains and trucks to the greater benefit of each, and especially with benefit to the shippers."

"I trust," he said, "that these two vital transportation media will recognize the important public need of each, and see how they can best cooperate to put our technological and inherent abilities together to give America a more integrated and efficient transportation system under pri-

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Shopping Center May Replace Portland's Old Union Station

Portland's 72-year-old Union Station and its massive train shed may soon give way to a modern supermarket and shopping center.

The Maine Central and Samuel W. Poorvu, Boston real estate developer, announced the plan early in March. At the same time, First National Stores of Somerville, Mass., said the food chain "is very interested" in having a modern supermarket at the Union Station site, and will negotiate with Poorvu for space once negotiations between the Portland Terminal Company and the Boston realtor are completed.

John P. Scully, executive assistant and head of the Maine Central Real Estate and Industrial Development Department, said purchase and development of the area would give new vigor and prosperity to the west end of the city.

"It has been our hope," he said, "that the old Union Station

building, which obviously has outlived its usefulness, could be replaced by just such a development that would give this end of the city a newer, fresher and more prosperous outlook.

"If this transaction is completed," he said, "we will have realized this hope, and the City of Portland will benefit greatly."

Poorvu, owner and developer of Lewiston's Northwood Park shopping center and a similar development at Presque Isle, said several national chains are interested in opening stores and that his office is discussing terms with them.

Poorvu has a 60-day option on some 15 acres of land on St. John street. He said he "definitely" intends to exercise his option.

Entry List Grows For Railroad Week Essay Competition

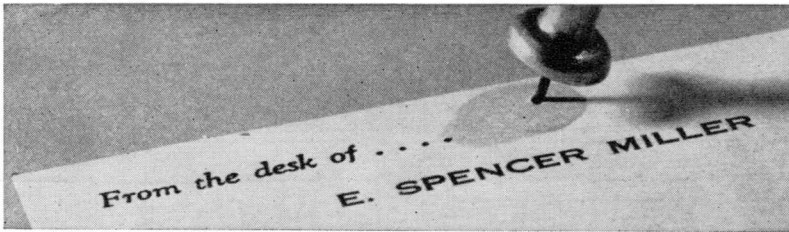
Juniors and seniors in high schools all over Maine are enrolling in the Maine Railroad Week Essay Contest. A total of \$4,000 will be awarded to the four winners, as a help towards their college education in any accredited college or university in New England. The contest, sponsored jointly by the Maine Central Railroad and the Bangor & Aroostook Railroad, offers a top prize of \$2,000.

Hundreds of students from all sections of the state have already filed application blanks and have been sent official entrant's identification cards. Entries close on March 15.

Subject of the essay is to be "What Maine's Railroads mean to the Economy of Maine and the Future Prosperity of its Industries."

Contestants have until May 1 to file their essays. High School pupils whose parents or guardians are employed by the Maine

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RETENTION AND DEVELOPMENT OF INDUSTRY AND THE RAILROAD

Salesmanship is a useless talent without a product. Selling a wanted and marketable product is of no avail without economic transportation to the consumer. Place of manufacture is determined by economics and one place is not just as good as another. Steel, for instance, is manufactured at points where coal, the chief ingredient in the process, is most economically available. When we analyze the potentialities of Maine we understand that our chief raw material is forest products and their availability here explains why pulp and paper manufacturing is the backbone of Maine industry. The same economic factors explain the presence of New England's only cement mill at Thomaston.



Neither of these industries can live without a railroad. Inbound raw materials and outbound product demand the low cost bulk carriage which only a railroad and a prosperous railroad can supply. These statements are not only sound theory but they are hard cold facts. Three weeks ago in New York the writer was approached by representatives of a large manufacturer considering increasing his investment and expanding plant, employment and output in Maine. Crucial to him was the intention of Maine Central to retain a branch line of relatively low density and to furnish adequate car supply.

The foregoing indicates the stake which this state has in a prosperous railroad system. It cannot afford to continue a method of taxation on gross income unjustly and inequitably burdening its rail carriers and preventing them from maintaining their plant and acquiring new and modern equipment. Passage of the bill reforming the Maine excise tax on railroads is more important to industrial retention and development than all the ballyhoo, advertising and salesmanship which any amount of money could purchase. You cannot sell a non-existent or unobtainable product.

On page one of this issue of the Messenger the details of an essay contest with prizes of \$4,000 are set forth. Young people of railroad families are not eligible for obvious reasons, but railroad men and women can help the children of neighbors and friends and thereby contribute to a better statewide understanding of the essentiality of the railroads and to the education of several worthy high school students. In furnishing data and statements we should be most careful to verify them. The railroad case is so excellent that there need be, and of course should be, no resort to inflated figures or false comparisons.

In conclusion it may not be amiss to point out certain facts which become obvious upon a little reflection. Why do Portland, Bangor, Lewiston-Auburn, Waterville and other flourishing Maine communities exist? They were not brought into being by people and firms engaged in the services but owe their existence to a painfully few basic industries. The lawyer, the doctor, the retailer, the banker and the newspaper man derive their livelihood from these fundamental manufacturing enterprises. No modern nation and no state ever became strong and prosperous without the backbone of successful manufacturing. The United States became a world power of first magnitude only when it changed from an agrarian to a manufacturing economy. Industry brings with it the necessity of compromise. It may not be possible to have industry prosper and still preserve crystal-clear and perfectly pure streams and smokeless skies. If we want the prosperity which industry alone can insure we shall have to face those compromises, and above all we shall have to insure prosperity for the railroads which brought us industry in the first place and are completely essential to its retention and expansion.

EDITORIALS

A Greater Stake

On the last day of February, President Miller announced a financial opportunity for college-bound Maine high school juniors and seniors . . . a \$4,000 essay contest sponsored by the Bangor and Aroostook and Maine Central Railroads. Its purpose: "to inform Maine Young People as to the importance of the railroad industry in today's and tomorrow's economics."

"After all," Mr. Miller said, "these youngsters have an ever greater stake than we adults in the future of Maine."

Because some of these young men and women have been aware of railroad problems, hopes and successes since they were old enough to understand household conversation, it has been necessary to make sons and daughters of railroad employees ineligible for the contest. They would enjoy an unfair advantage in the writing of an essay entitled "What Maine's Railroads Mean to the Economy of Maine and to the Future of its Industries."

In order to be completely successful, the contest must be completely fair.

Reform, Not Relief

Maine's Railroads are not seeking "relief" from the present burden of state taxation, but reform of the method by which this tax is assessed. The railroads are not asking that the tax be eliminated, but merely that the tax be placed in line with present-day earning power of the industry. The railroads are seeking justice—not charity.



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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Retired Engineer To Visit Orient

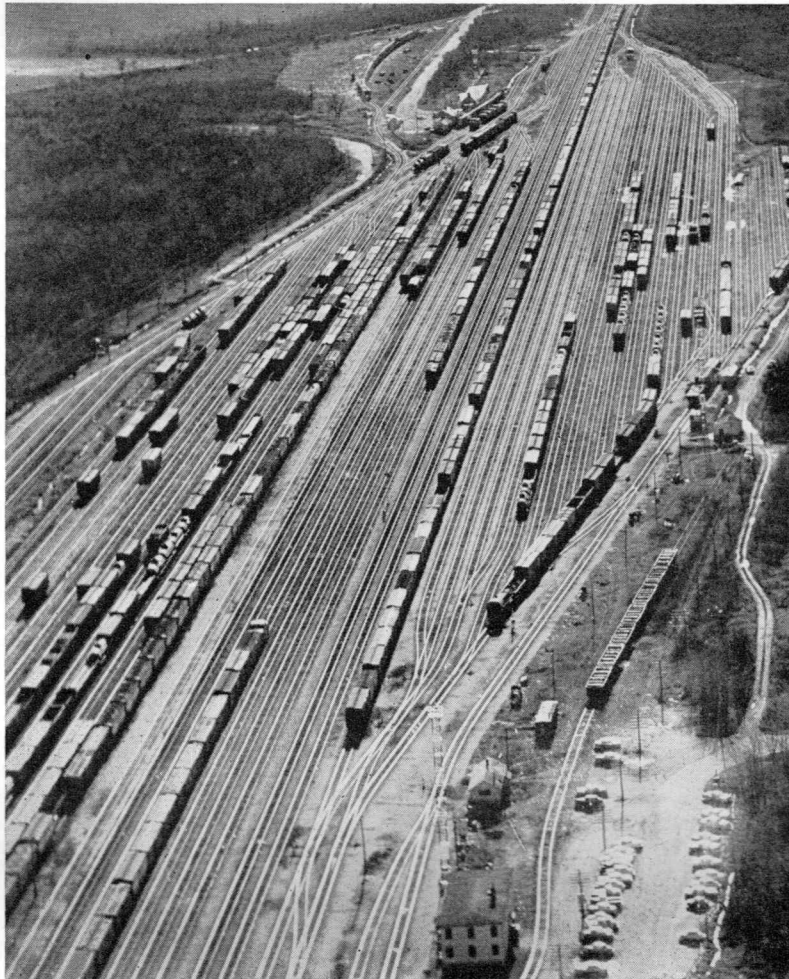
Retired Principal Assistant Engineer and Mrs. Clinton A. Plumly, of Portland, left early in March on a four-month tour for the Far East. A highlight of their journey will be a visit with their son, Lt. Charles M. Plumly USN, at Sasabo, one of the southern islands of Japan.

The Plumlys will travel across country by car, taking in western points of interest, and embark at San Francisco for Hawaii, the Philippines, Hong Kong and Japan, arriving at Kobe April 25.

Lt. Plumly will meet his folks at Kobe, and act as their guide for nearly a month's tour of Japan. Mr. and Mrs. Plumly will sail from Yokohama on May 20, arriving in San Francisco June 3.

The fourth and final month of their tour will be spent in the return to Portland via the northern route, arriving late in June.

Mr. Plumly retired in Dec. 1953, and has been employed by the Maine Turnpike Authority.



RIGBY FROM THE AIR—This finely detailed aerial shot shows the big Rigby yards as they look to returning birds this spring. Sun on the rails defines every track, and emphasizes the extent of the South Portland terminal, largest in Maine.

THE Feminine SIDE



Mrs. Hilda M. Shea, car distributor at Rigby, is busier than ever these days in her off-time work as state chairman of publicity and community service for the Maine Veterans of Foreign Wars Auxiliary. The wife of W. G. "Gerry" Shea, statistical clerk, Car Accounting Department, and mother of three sons, Mrs. Shea has been active in VFW on the local level for the past five years as a member and officer of the South Portland VFW Post 832 Auxiliary. Now, moving up to state-level VFW matters, she finds her civic work more demanding—and more rewarding. She's shown above with Rep. Clifford G. McIntire, Maine's 3rd District Congressman, at a recent Washington dinner held by the Women's Forum on National Security, at which she represented the VFW Auxiliary of Maine.

Car Crash Kills Ellis E. Walker

Ellis E. Walker, 61, freight clerk at Augusta for the past 28 years and an assistant editor of the Maine Central Messenger, was killed in a highway collision at Fayette Feb. 26. His daughter Martitia, 29, was injured.

A native of Augusta, Walker joined the Maine Central as receiving and delivery clerk at Augusta in 1919. He became a freight handler in 1922, a freight checker in 1926, and was named freight clerk in 1933.

Active in the IOOF bodies, he was a member and past noble grand of Asylum Lodge; a member and past chief patriarch of Jephtha Encampment; and a member of Canton Augusta and R. B. Capen Rebekah Lodge.

His widow, the former Marjorie Hathorne of Hallowell, his daughter, and a son, Ellis Jr., of Concord, Mass., survive him.



One of the worst massacres since Custer's defeat at the Little Big Horn is the way one person described the Maine Central Cabooses' appearance against a team called the Buzzards in the Portland YMCA basketball Tournament. The score was 124 to 57.

The opposition was comprised of several young players who have been playing ball together all year, whereas the Cabooses had only one practice session. The game was reasonably interesting until the Buzzards employed a full court press in the second half, which, to put it mildly, confused the Maine Central boys, causing them to lose their composure, and tired them more quickly.

Special commendation should go to John Biladeau for a good all-around game which included 21 points and a number of rebounds; Dick Esty, for displaying a fine one handed push shot, which netted 12 points, even without his glasses; Everett Spires, one of the real old veterans, for shooting much better than last year, and scoring 10 points; Sam DiPhillipo, for playing a very strong defensive game the first half; Clyde Luce, for making the longest successful shot from the floor, and having his son along to watch him; Jerry Shea, for a strong aggressive game under the boards; Percy Coombs for playing; Bobby Lewis, for courage in wearing the most unusual shorts; Billy Knox, for the best play making; Paul Crawford for organizing the team; and Norm Jackson for his brilliant masterminding from the bench.

Condolences to Chet Robie for an injured thumb and a sore foot; Larry Smyth for a chipped bone; Tom Hayes for a chest injury suffered in practice, when he was kicked by a team mate.—Bill Brownell.

(Scoreboard—Page 8)

Two Veterans Die At Posts

Two veteran Maine Central operating men, Engineer Harry S. Compton and Conductor Arnold Miller, died at their posts in February.

Compton, 62, collapsed in the cab of his switching locomotive on Commercial street in Portland, Feb. 26. His fireman was at the controls.

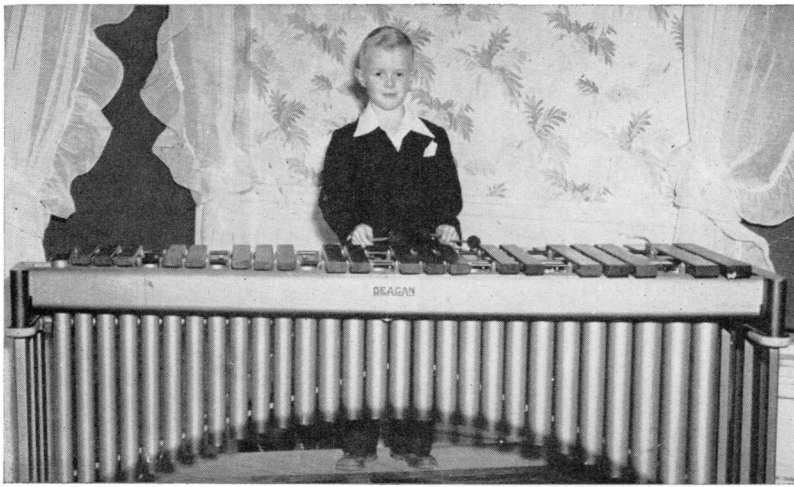
Miller died at Northern Maine Junction Feb. 18, after a seizure in the caboose of a train about to leave for Portland. He was 63.

Compton was a native of Portland, and joined the Maine Central in 1920. Miller, also a native of Portland, served the railroad for more than 40 years.

Each is survived by his widow and two sons.

THINGS TO DO TODAY

1. Get organized.
2. Talk to wife.
3. Get re-organized.
4. Talk to wife.
5. Abandon entire idea.
6. Talk to self.



Employee's Son, Talented Soloist, To Graduate Soon

Norman M. Fickett of Portland, who became a well-known soloist in Maine when he was still so small he had to stand on a box-like platform to reach his marimba, is nearing completion of his musical education.

The son of Mrs. Kenneth M. Fickett, Railroad Worker's Credit Union employee, the youth recently appeared in the graduation concerto recital at Eastman School of Music, Rochester, N.Y. He played the Darius Milhaud concerto for marimba and vibraphone.

Norman's musical career began when he was six, the day his older brother received a toy xylophone for Christmas. Within a few days, the youngster was playing the miniature instrument along with the radio and records. A year later, having graduated to a real xylophone and lessons, Norman appeared in public for the first time at the Woodfords Club, just a block from his Revere street home.

In 1948, one of the nation's most listened-to radio shows featured Horace Heidt and his Musical Knights, and included competitive auditions for outstanding, relatively unknown musicians. When the Heidt show came to Portland that year, Norman Fickett was the winner, and accompanied the troupe in a series of east coast appearances. He was offered a permanent spot in the show, but his parents wisely elected a return to Portland and school.

But Norman's abilities continued to grow, and he became



JUST YERSTERDAY—Or so it seems when we recall Norman Fickett's appearances as a marimba and xylophone soloist as in top photo, or his victory over other contestants in the Horace Heidt show, above, after which he toured the East with the Heidt troupe before returning to school. He'll graduate in June from the Eastman School of Music, Rochester, N. Y.

known throughout the state, appearing as a soloist, and with several bands and orchestras including, of course, Deering High, and a little later, Portland Symphony. By this time, he had broadened his musical scope to include all the percussion instruments.

By the time of his graduation from Deering, Norman had decided on a musical career, and entered the Eastman School at Rochester.

He will graduate in June, and may elect to continue studies for his Master's degree. He hopes to become a member of a leading symphony orchestra, and to teach.

Does your postman deliver your Messenger every month? That's our intention . . . that the Messenger be received by every Maine Central employee at his home. If not, drop a card or note with your address to the Maine Central Messenger, 222 St. John street, Portland, Me.

Reed Proclaims Railroad Week

Calling attention to "the vital role played by the railroads in serving Maine's economy" Governor John H. Reed issued a proclamation designating Feb. 27 - March 4 as "MAINE RAILROAD WEEK."

His proclamation read:

"WHEREAS, the railroads of Maine constitute a basic and completely essential transportation system, and
 "WHEREAS, these railroads, through their taxes, payrolls and purchases contribute many millions of dollars to the economy of the State, and
 "WHEREAS, the continued prosperity of railroads in Maine is necessary to the future growth and expansion of the State's industry and employment, therefore be it
 "RESOLVED, and I do hereby proclaim, that the week of February 27, 1961 be observed as MAINE RAILROAD WEEK."

The Bennetts, the Greeleys, the Menckens and the Villards belong now to the ages, but there is much high-calibre journalism in America today, and the Messenger will, from time to time, reprint editorials of interest to people engaged in transportation. While we shall select those of obvious merit, we may not always agree with the writer's point of view. This month we reprint the March 2 lead editorial of New York's great daily, the Herald-Tribune, in which we find that Republican paper supporting the position of our Democratic President.

If We Don't Pay We Don't Go

On the Federal super-highway program President Kennedy speaks with commendable bluntness.

This gigantic aid to transportation, begun in 1956 and supposed to be in full operation by 1972, is unquestionably essential. It should not be diminished or delayed.

This is a pay-as-you-go proposition, but increasing costs have imperiled the original promises. If we don't pay, we don't go.

* * *

Question: how is the program to proceed full speed according to national needs and desires?

Here Mr. Kennedy has come out flatly against a scheduled cutback in gasoline and fuel taxes, against diverting government money from one pocket to another, and against costly long-term borrowing.

The solution, says the President, is to increase user taxes and stay on pay-as-you-go. If it has to be, he would even support an extra half-cent on the Federal gasoline tax, which is now 4 cents. But he would prefer not to take the necessary funds out of the general consumer's hide.

* * *

Since the passenger-car majority is already paying more than its fair share for highways, Mr. Kennedy proposes that the heavy trucks be assessed in greater accord with benefits enjoyed.

This seems to us a simple matter of justice.

The trucking industry and Mr. Hoffa will scream to high heaven about how increased costs of doing business can only be passed on to the ultimate consumer. However, this may be, Mr. Kennedy learnedly recites the studies of how and why the big Diesels should pay more of highway costs. In fact, he says the Bureau of Roads contends that even with the proposed higher levies the truckers will still be getting off with less than their equitable contribution.

* * *

The President has put the whole thing in either-or form. Keep existing taxes and raise those on trucks, he says to Congress, or else boost the gasoline tax on everybody. But the highway program must proceed on pay-as-you-go.

* * *

Who wins this one depends on who can apply the most influence in the right places. It's a battle between the lobbyists and the people. And if the automobile-driving citizen is at all concerned about equity and that half a penny, this is the time to rise up and shout to Congress.



NEWEST GATES—Automatic highway crossing protection went into service early in March on Coyle street in Portland, the first of three residential streets where automatic gates will replace manual systems in the near future. J. F. Stanford, signal engineer, demonstrates the new gates.



THIS CABOOSE-OFFICE STANDS STILL—A Maine Central caboose has replaced the Steep Falls station, demolished by fire last month to make room for a new Wirthmore Feeds, Inc., plant. Agent "Mackie" Bowie is shown at his desk. New quarters for the Steep Falls agent will be provided in the Wirthmore building when it is completed.

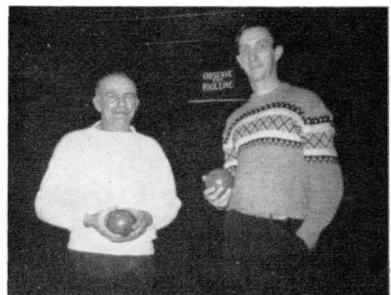
Pin Tourney Set At Waterville Lanes

About 60 of the Maine Central's top candle-pin specialists will meet at Waterville March 25 for the 9th running of the annual Maine Central Bowling Tournament.

At stake is possession of the Directors' Trophy, currently held by a team from Rigby. Besides the defenders, teams from Bangor, Waterville and the General Offices will participate.

Waterville's Metro alleys will be the scene of the tourney, with Bangor's No. 3 team and Waterville's No. 3 team scheduled to bowl at 10 a.m. The remainder of the schedule will start at 1 p.m.

Don Priest, Waterville Shops, will be host captain. Other team captains are Larry Severance, Bangor; Tom Caufield, Rigby; and Herb Whitmore, General offices.



RIGBY'S HOPES—Leading defense of the Directors' Trophy in the Maine Central Bowling Tournament at Waterville will be Rigby bowlers Ben Leonard, left, whose average is 103; and John Broderick, 102.8.

GENERAL OFFICES

Moves made in the Assistant Comptroller's Office due to various promotions: Theresa Slattery has bid Stephen Conley's former job, and John C. Coyne, formerly of the Auditor Revenues Office, bid Miss Slattery's job.

Tom Foley, formerly of Union Station Ticket Office, has bid a clerk's job in the Engineering Department.

Happy news from Veatrice ("Molly") Therriault, secretary in the General Manager's Office—she tells us that she is being married on March 18 to Martin Fehlau. All good wishes to both of them.

Mrs. Winnie Nixon of Data Processing gave birth to her sixth child, Thomas Stephen, on February 4.

The newest member of Data Processing is Carmel Robichaud—glad to have you, Carmel.

Sympathy is extended the family of Eugene Miller of the Auditor Revenues Office on the sudden death of his father, Arnold Miller, who had been a Maine Central trainman for several years.

Gordon Williams has returned to work part time after hospitalization for a leg injury—although still on crutches, he is showing great improvement.

Marion Faibisy of the Engineering Department has also returned to work, after a tough bout with pneumonia.

Much credit is due "Mert" Neilson for staging a fine mixed bowling match on Washington's Birthday—everyone had a most enjoyable time, with about 32 couples joining in the fun. We know that "Mert" must have worked hard, getting prizes, decorating the wrappings of the prizes, and making up the various chip dips for the refreshments.

Claire Webster of President Miller's office is to be married soon to Vaughn M. Heffren of Waterville, where we understand she will reside. We hope they will both be very happy in their new life.

Mary J. Plummer, Stenographer,

will retire March 15 after 43 years with the MeC. We all want to wish her the best of luck.

Bill "Tenderfoot" Hayward has been spending a couple weekends a month camping with the Boy Scouts and cooking all the meals. Sure glad I don't eat with them.

Marion Faibisy has returned from sick leave and looks fine.

Al Kennedy has bid off Clerks job in Track Supervisors office answering to Joe Coombs.

RIGBY

There's a feeling of Spring in the air, much appreciated after the extremely long period of cold weather.

Machinist Frederick Johnson's wife attended the presidential inauguration ceremonies in Washington, D. C. She evidently carried the New England weather right along with her.

Carman Leslie Hamel's wife died on January 14th. I understand a floral tribute was sent to the funeral by the car department employees.

Electrician William Danforth has been bothered lately with a more or less lame arm, caused by an injury which occurred years ago and has left it's affects.

Machinist Clyde Burnham has retired, having reached his 65th birthday on January 20th. He just couldn't seem to wait for it to come about, and has been looking forward to it for years, since he was at least 60 years old. Fred Johnson has taken his job at Wharf No. 3 permanently, and is really "tickled pink" as the old saying goes. He loves out-door life, as well as being back again with his old pal Machinist Helper Joseph Ashley.

Retired Machinist "Pat" Therriault has had rather a bad time with his nerves which affected his legs, but is coming along fine now.

Engineman Ralph Henry died after a heart attack, which occurred while shoveling snow.

Laborer Donald Moody who has been out of work for some time due to an injury when he fell from a

ladder. The laborers passed around a paper and received quite a sum for him.

Machinist Arthur Shaw has recently purchased a new Ford "Falcon." He says "No more bigs cars for me."

Machinist George "Red" Miller has been sick for some time, and recently underwent surgery.

Laborer and Spare Boilermaker Charles Jackson is confined to the hospital in Skowhegan with a heart condition, but I understand he is coming along nicely.

Carman Donald Perkins was injured while skiing. He received a cut which required several stitches, but lost no time from his work.

Laborer Joseph Cribby was away from his job for 15 days on account of a case of pneumonia.

Carman and relief foreman Neil Axelson has been ill.

Machinist Maurice Weeks has purchased a new Chevrolet.

Machinist Helper Joseph Ashley has purchased a 1958 Ford "Galaxie".

Machinist Russell Hammond and Mrs. Hammond attended the funeral of his aunt at Portsmouth, N. H.

One of the old time landmarks at the Rigby Engine house recently passed on after having served its period of usefulness for many years. The line-up board, which kept track of locomotives of the old "steam days" on the jobs they were booked for at a designated time and other data. It has been estimated that over a million separate entries have been made on it over a period of possibly 25 years. During World War II days, more than 3000 dispatchments a month were recorded.

General Foreman Malcolm Billington had a bout with the intestinal flu, but was back on the job in a day or two.

Local No. 525 met February 14th, when several matters were discussed for the good of the organization.

The Safety Board reading at this date is 230 days without a lost time accident.

With the VETERANS

Members of the Maine Association of Railroad Veterans will meet Sunday, March 26, at Theodore's on Commercial street, Portland. The program will be furnished by Edward M. Quinn of Island Pond, Vt., a Canadian National Railway brakeman, who will present a film on old-time railroad equipment.

Lunch is scheduled at noon, with the meeting at 1:15.

Sympathy is extended to the family of retired Operator Carroll Oakes on the death of Mrs. Oakes, January 17.

Trainman and Mrs. Emile Morin celebrated their Twenty-third wedding anniversary, January 26. Emile was ill in February, and is now on the mend.

Sympathy is extended to the families of Engineman Ralph Henry and Silas Burbank, conductor, who died recently. Mr. Burbank had more than 50 years service.

Sympathy is extended to Mrs. Moses King, Somerville, Mass., on the death of her husband, retired engineman of the Boston Maine Railroad. They had been married 57 years. He was a member of the Maine Association of Railroad Veterans.

Sympathy is extended to the family of retired Maine Central Engineman Thomas J. Crozier, who died January 29. He was the brother of Engineman Joseph Crozier.

Sympathy is extended to the wife and brother of retired Baggage Master William Curran of Bangor, who died recently.

Sympathy is extended to retired Union Station Train Announcer, Clifford H. Bachelder, on the death of his wife February 5.

Engineman James Fay has been a patient at the Mercy Hospital, Portland, medical observation.



TAKING IT EASY—Retired engineman Henry Messengale has no weather problems this winter . . . he's in Florida, along with many other veteran Maine Central railroaders.

TRAIN CREWS

The winter has been hard, and a very heavy toll has been taken on members of the Maine Central Family through sickness.

The following were taken by death and we all offer our condolences to the families:

Ralph Henry, engineer who worked in on DR2 and was found dead in his garage just after getting home from work; Silas Burbank, retired con-



WEEKEND WARRIORS—Clifford C. Clifford, left, Car Accounting Dept., serves as a part-time Captain in the Air Reserve, currently as an instructor in the Air Reserve pistol marksmanship program. Students are Major Frank W. McKinney and Capt. Donald W. Robinson, both of Portland.

ductor who worked many years on the thru jobs. He was in a rest home for about a week before he passed away; and Charles Hersey, who was off sick for about a week from his job on WK2-KW1 when he was fatally stricken.

Vern Hutchinson, second trick operator at Waterville, is coming along fine after an operation and we all wish him a speedy recovery.

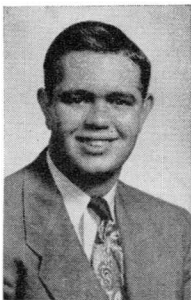
Retired Engineer Ray Parker returned from a stay in Florida the first of February. Got back here to be greeted with 20 degree below zero temperature.

Talked to retired conductor Whalen Bennett and he wished to be remembered to all of his former associates. Sleeps late every morning and waits until all the chores are done before he gets up. His old buddies, retired conductor Walter Stimpson and Al Spencer, call in on him quite frequently.

Miss Pauline King who worked in the office of the superintendent at Rigby, was married to Fred Coulter recently and has left the employ of the company to enter a new career of being a housewife. Many happy returns.

Trainmaster John Oberg recently fell and broke his hip and will be laid up for a considerable time. We all join in wishing for a speedy recovery. At this writing he is in the Eastern Maine General Hospital at Bangor and his room number is NWA 16.

Charles E. Johnson of 592 Hammond street, Bangor, grandson of Locomotive Fireman Millard E. South-



Johnson

ard, recently graduated from a course in embalming and funeral directing at the New England Institute, Boston, Mass.

Charles attended the Bangor Schools and graduated from Herman High School in 1953. He is now employed by the DeWare Brothers Funeral Home, Quincy, Mass.

Trainman Malcolm MacDonald lives in the wilds of Scarborough not too far from Tower One. He has been in the habit of walking home after getting in on the head end and one night recently was offered a ride from a teen-ager who called him by name and "Mac" was going to refuse because his mother always told him not to ride with strangers. Turned out it was the son of "Teddy" Farrell who told his son to give Mac a lift after he left him off. Mac must have thought some of the ghosts of his younger doings were catching up with him.

Trainman "Joe" Meehan has finally shaved off his handle-bar mustache which he has had since last summer. Got too unruly to handle, he says.

Met retired conductor John Casey on the street in Portland the other day and is feeling fine and in good health. Has several grandchildren and great grandchildren in different sections of this county of ours. He wished to be remembered to all.

Chief Clerk J. Johnson of the superintendents office at Rigby has returned to work after a lengthy illness.

William "Bill" Curran former baggagemaster at Bangor, passed away in January. He had been retired on disability for several years. We all offer our sympathy to his family.

Retired yard clerk Lester York of the Portland Terminal Co. passed away in February and we all wish to express our condolences to his family.

Engineer Ben Berry has taken his pension and is heading to Florida just as fast as that little Volkswagon can get him there.

Engineer Joseph Crozier lost two of his brothers within weeks of each other last month. We all offer our sympathy.

This story was told me by Fireman Frank Jordan in all sincerity. During the big floods of 1936, Frank owned a house in Rumford that was a victim of it. He goes on to say that the family bible was on a shelf in a closet and also stored there were the spare leaves of the dining room table. At the height of the flood, the only part of his house showing above the water was the chimney and a small part of the ridge. He claims that when the water went down, the only thing dry was the family bible which floated up stairs on the spare leaf of

the table and deposited on a bed and not damaged one bit. Now whether or not Frank, being an ex-guide in the big woods, got carried away with himself after telling it so often is beyond me, but it could be treated with a good deal of thought, especially around a camp fire. Can you top this?

LEWISTON

Chief Clerk Howard Ham was honored by fellow employees in February as he took off for California, New Orleans, and Florida.

Retired Chief Clerk George Briery writes from Kissimmee, Fla., that he is enjoying his stay in the sunny south very much and is, at the moment, awaiting the arrival of the big league ball teams for their spring training. We hope George can enjoy watching them, he is a real ball fan.

Agent Maurice Sanborn informs us that the Railway Express boys are just about squared away in their new quarters across the tracks from the old passenger station. They are in the Roy Bros. Warehouse building on Bridge Street. We hope to send some snapshots of their new office soon.

Chief Clerk Johnny Myrand reported for work this week in his new Dodge. The girls in the office are waiting for an invitation for the ride, Johnny!

Yard Brakeman Charlie LaFlamme also reported in with a new car, a Pontiac. It looks as if Charlie will be heading for the lakes in this one, for he is one of our most ardent ice fishermen. When you find a good spot, Charlie, let us know.

GUESS WHO?



In case you can't, this is Gerard Gosse, of Waterville, age 20 in 1916, when this picture was taken. He's a millman at the Waterville Shops now, and expects to retire this summer, considerably older than 20 . . . and wiser, too.

WATERVILLE SHOPS

Crane Operator Tommy Hassan has been laid up with a torn leg muscle for three weeks resulting from an accident while changing a tire.

Employees recently trading cars have been Carman Roland Giroux for an Olds, Foreman Chick Pooler for a Ford, and Carman Helper Harold Slaney for a Ford.

Reshuffling in the supervisory ranks resulting from the retirement of Horace Nadeau finds Floyd Case foreman of the Steel Room and former Checker Wallace Jewell foreman in 'Casey's' spot.

The boy in the bright purple bow tie and the gray buck shoes is Win Reynolds, checker in place of Jewell.

'Blue Prelude' was the discordant music sung by Plumbing Supervisor Ralph Snow when he smacked his half hour old Pontiac with a truck in the parking lot. Estimated damage \$500!

Carman George Colford and Machinist Percy Butler win the Purple Heart this month with smashed fingers.

Attesting that the Shops are a good place to work is the Fletcher family, who led off by father Bob, now retired. Carman Helpers Paul and Bill; Carman Ralph, Piper Helper Bryon and Blacksmith Helper Stan. Also in the same category could be the Knights brothers, Welder Howard, Laborers Ken, George and Irving and Bob, car cleaner in the Yard. Another brother, Roland, worked here at a recent time in the Yard.

Carman Roland Boulette has been confined to the Sisters Hospital with a heart attack. He is 31.

Carman Clyde Dow has recently been hospitalized.

The ground hog was due to help Millman Gerard Gosselin celebrate his 65th birthday, but the 'chuck never showed, and then Gerard found out from official records that his birthday wasn't the 2nd of February after all.

Reenlistments in Major Estabrook's shock troops are long time removed Rudy Ware, Arnold Boivin, Clarence Richardson and Alton Holt. Each has previously been employed here as Carman at some time or another.

Bob, son of Clerk and Mrs. Guy Wentworth, has been recently confined to the Sisters Hospital with a dislocated hip and a fractured thigh requiring surgery.

Piper Dana Sturtevant has recently resigned after some more than 20 years service and has entered the chicken business full scale with facilities for raising over 30,000 birds at one time.

Paint Helper Arthur Campbell has recently completed a new home on the Cushman road in Winslow.

Blacksmith Foreman Owen Thompson, has been confined to the Thayer Hospital.

Yard Foreman Harmon Moreau suffered a fractured ankle when a piece of sheet iron being moved by tractor bounced and hit his leg.

Sympathy is extended Foreman Ralph Patterson and Electrician John Patterson whose mother, Mrs. Sarah Patterson, 90, died at her home in Fairfield, Feb. 14.

RETIREMENTS

A. S. Lovett, hostler, Waterville, Feb. 8.

B. L. Berry, locomotive engineer, Portland, Feb. 14.

Leo Grant, trackman, Bangor, Feb. 14.

A. H. Spinney, signalman, Pittsfield, Feb. 16.

Mrs. Lillian McCurdy, chief clerk, Rockland, March 1.



Machinists Carl-eton R. Buzzell, left, and Lionel D. Cote, Waterville.



Mrs. Barbara Gain, machine operator, Portland.

H. N. Hunter, yard brakeman, Rigby.

DEATHS

Arnold Miller, conductor, Portland, Feb. 18.

A. O. Emery, carman, Portland, Feb. 20.

H. S. Compton, locomotive engineer, Portland, Feb. 26.

E. E. Walker, clerk, Augusta, Feb. 26.

WATERVILLE YARD

In the Yard, Bill Monroe has bid off the first trick Bill Rack Clerk's job account Herbie Oakes being out sick. Harry Nason has bid off Bill's job of third trick checker.

Merle Swett was called to Ohio because of a death in his wife's family.

V. J. Hutchinson, second trick operator, has been in the hospital and will be out for quite some time.

Harry Ramsey, Car Inspector, Waterville Yard, also has been off sick for some time.

Former Yardmaster Adelbert H. Wright is now sporting a brand new 1961 Buick and is planning to vacation a few months in Texas with his wife.

Trainmaster John Oberg slipped near the Yard Office and broke his hip. He was operated on in the Eastern Maine General Hospital, Bangor. We wish him a speedy recovery.

Carl Proctor, Assistant Yardmaster, is off sick. Joe Vigue is taking his place.

Switchman J. E. Poulin is off sick.

Bert Therriault, Yard Conductor, has been working as third trick Asst. Yardmaster for the past month.

Bill Monroe is quite busy in sports affairs. He is Vice-President of the Central Maine Basketball Officials Board No. 20, Secretary-Treasurer K & S Baseball Umpires Association, member of New College Board of Baseball Umpires, member of International Board of Approved Basketball Officials, member of Maine Dept. American Legion Athletic Committee, Legislative Chairman of Local Lodge No. 32, Vice-President Local Lodge No. 32, member of Winslow Sportsman Association and on the Board of Trustees, Maine State Legislative Committee. Besides all this, he and his wife have bought an old home in Vassalboro which they are fixing up themselves.

Another Yardmaster we have heard from recently is Norman "Skish" Weymouth. He is not feeling too well.

During that recent cold spell on the coldest morning of all, Ray Coulombre was the only one on his street that could not start his car!

Retired Baggage-master Raymond Barriault comes to visit us occasionally.

Dave Eldridge and his family went ice fishing recently and got a togue.

Ray Coulombre has been making quite a few business trips to Portland recently and Ralph Snow has been going to Bangor, Bucksport and Veazie on the new diesel oil facilities.

Fred C. Sautter, Jr., from Fairmont Railway Motors, called our office recently. He had added a bird and a dog to his family. He now has three children, a bird and two dogs.

Jane Bureau filled in on Marge Armstrong's job in the Engineering Department one day while Marge was sick. Jane has also filled in at the Freight Office recently. She and her husband have purchased a new 1961 Comet.

Maurice Thorne and Ray Coulombre attended Pete Connary's funeral. We were sorry to hear of his death and extend our sympathy to his family.

Mrs. Joseph Roderick, widow of Switchman Joseph Roderick, passed away recently which we were sorry to hear.

Among those off sick, in the Track Department are: Section Foreman C. F. Crockett, Skowhegan; Section Foreman H. R. Fillmore, Hartland; Trackman Nelson Chamberlain, Waterville; Trackman Frank Nason, Jr., Madison and Leslie Tapley, Trackman, Carmel.

BARTLETT, N.H.

Trackman Fred Stewart has returned home from the hospital where he was seriously ill for a time. He is doing well now, however.

Since there is no golf around these parts, Albert Henn, clerk in Mr. Dodge's office, pursues the bounding rabbit on weekends.

Trackman C. W. Kelley has a new son, Curtis Lee. Congratulations to Mrs. Kelley and Paw.

Foreman N. B. Currier of Lunenburg is off sick this winter.

Signalman Fred Pickens is covering the signal job out of Bartlett, W. McCray having returned to a job at Lewiston.

Car inspector E. M. Dinsmore has been going, but plenty, this winter. What with hot boxes, broken drawbars, and pulpwood cars needing attention, he has used the old truck and covered a lot of mileage.

Jones and Nealley went up to Mt. Willard the other day and pumped the basement water tank full. Holds about 800 gallons. They take a small powered pump outfit and lower it off the trestle, about 80 feet down, then work their way down, attach the hose and go to it. So much cold weather has diminished the brook supply and they pumped the pool dry before quite filling up the tank.

Heber A. Smith, retired engine house machinist, died Feb. 18. He was employed here for about 40 years, and had many friends up and down the line.



ROAD FOREMAN HONORED—Charles L. Sherman, road foreman of Engines, retired in March after 45 years of Maine Central service. He was presented a purse by his fellow operating-mechanical department workers. Left to right, Clyde Gary, supervisor, locomotives and crews; Mary O'Connor, stenographer; R. F. Dole, mechanical engineer; Harold Hook, superintendent of locomotive maintenance; C. L. Quigley, rules examiner, safety and fire protection agent; J. D. Rourke, superintendent of car maintenance; Mr. Sherman; Gordon Sears, chief locomotive inspector; William E. Maloy, road foreman of engines; and M. L. Charity, assistant road foreman of engines.

(Scoreboard—from Page 3)

Hazel Varney, data processing, and Sam DiPhilippo, auditor disbursements, topped 32 couples with a 698 in the Third Annual Mixed Bowling Match Feb. 22 at the Bowl-O-Rama, South Portland. Hazel and Sam had identical totals of 319 plus a ten-pin handicap for each string.

Beryl Farrar's 126 was high single for the women and Janet Knox's 339 was high three. Jean Jellison and Peggy Dorsey shared most spares for the women with five each.

George Stanley hit 135 on his first string to capture high single for the men, with Everett Spires back in form with strings of 117, 111 and 134 for high three. Jerry Shea's four strikes won a prize, while Joe Coombs and Al Goodwin split more spares with 8 apiece. Many thanks from all participants to Myrtle and John Neilson for all their work setting up and conducting this Annual Mixed Couple Handicap event.

Jerry Shea has the best average, 106, and the best three string total, 384, in the General Office Men's League. Wake McGorrill holds the high single mark of 151. Rounding out the Big Ten averagewise behind Shea are Herb Whitmore, 105; Ed Haley and Roy Taylor, 103's; Peter Stannard and George Ellis, 102's; Sam Cavallaro, Paul Crawford and Blair Walls, 101's; Dave Gardner, Lenny King and Reggie Libby, 100's.

Team No. 6 consisting of Burgess, Smyth, Coggins, King, Cavallaro and Jim Brice have 73 won and 32 lost record, are still holding the top in team standing. Trailing them by six points is team No. 5 which is led by Dave Gardner, Stannard, Coombs, Roy, Rivers and Sullivan. Team No. 3 holds high team single with 565 and shares high team total with team No. 6 with 1545. Paul Crawford, Brownell, Cameron, Esty, Luce and Michaels make up team No. 3.

Ken Brann, Engineering Department, would like to hear from anyone interested in organizing a rifle team for postal and shoulder-to-shoulder matches under National Rifle Association standards.

S. A. McTaggart Dies In Portland

Sidney A. McTaggart, who entered Maine Central Service as a waterboy and rose to become assistant comptroller, died in Portland late in February at the age of 84.

Born at Brooks, he was graduated from Maine Central Institute at Pittsfield, then joined the Maine Central in 1893, working as a waterboy on the leased Belfast and Moosehead Lake Railroad. He later became, successively, a clerk, a telegrapher, freight brakeman, agent, traveling auditor, freight cashier, station accountant, auditor of agencies, auditor of passenger receipts, and finally, assistant comptroller.

He retired in 1946 after 54 years of Maine Central service.

Income Tax Tip

With the April 15th deadline for Federal income tax returns not too far off, the Railroad Retirement Board reminds persons who received retirement and survivor benefits under the Railroad Retirement Act in 1960 that such payments are not subject to Federal income tax.

The pamphlet of instructions, which accompanies Form 1040, U. S. Individual Tax Return, states that benefits under the Railroad Retirement Act should not be reported as income on the return.

(Railroad Week—from Page 1) vate ownership than it or any other country has ever known.

"If," he added, "it becomes impossible in a very short time for this sort of cooperation to be cultivated and to bear fruit, then obviously the wraps should be taken off the railroads, the straight jacket removed, and they should be empowered by legislation to create by themselves the supplemental highway transportation which the public so desperately needs."

President Miller said the ills of the railroad industry have led to the present state of emergency in many parts of the nation.

"Because it is an emergency," he said, "the railroad situation is finally gaining some attention. Government is now looking into what we have known for years is an inequitable tax situation, and into the morass of cross-purposes policy that has allowed air and highway transportation to be born, to grow and to prosper at the direct expense of the public and at the expense of the

essential rail carriers' deterioration."

President Miller predicted that the next decade will see the "advent of the atom age in railroading, with revolutionary changes in tractive power; the greater use of railroads as essential tools of national defense; and re-affirmation by the railroads of their economic superiority to any other form of long-distance land carriage".

(Entries—from Page 1)

Central or Portland Terminal Company or the Bangor & Aroostook Railroad or the Bangor & Aroostook Corporation, or their subsidiaries or affiliated companies are, of course, excluded from the competition because of the advantage they would enjoy in doing the research and preparing the essay.

Judges will be Carleton G. Lane, Portland, president of the Union Mutual Life Insurance Co.; Dr. Clifford O. T. Wieden, president of Aroostook State Teachers' College; and Dr. Robert M. York, Professor of History, University of Maine.



SIGNING UP—Four students at South Portland high school sign entry blanks for the Maine Railroad Week Essay Contest open to juniors and seniors in any high school in Maine. Left to right: Daryl Geer, Allen Harvie, Dick Gilmore and Linda Atherton. All but Gilmore are seniors.

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