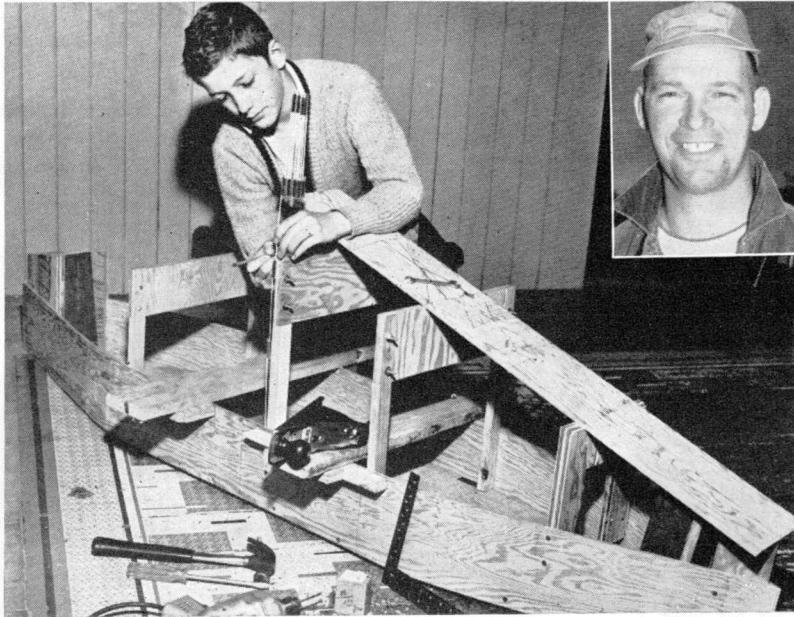




200 New Box Cars Ordered By MeC



MeC To Sponsor Employee's Son

A switch-tender's son will carry the colors of the Maine Central Railroad in the Bangor-Brewer Soap Box Derby June 17.

He's Danny Hafford of Hampden, son of Joseph W. Hafford, now working in the Maine Central freight yard at Brunswick. Danny is hard at work building his Soap Box Derby racer.

Beyond the familiar title of the event, there's little to suggest soap boxes in the Soap Box Derby. In the interests of safety and to give each competitor an equal chance, boys must put together racers that meet certain requirements for weight, height, length and sturdiness. They must roll on official standard wheels, and have official standard steering arrangements. That's where sponsors—the Maine Central in Danny's case—enter the picture. The 11-year-old Hampden lad's racer will roll on official wheels and axles purchased for him by the Maine Central, and will be steered by a wheel, cables and pulleys also provided by the railroad.

But the design and the carpentry will be Danny's own, and so will the task of steering his gravity-powered racer on a straight course June 17 at Bangor.

MeC DERBY ENTRANT—Danny Hafford, son of MeC switch tender Joseph W. Hafford of Hampden, (inset) will be sponsored by the Maine Central in his bid to win the 1961 Soap Box Derby in Bangor. He's hard at work building the car that he hopes will not only roll at Bangor, but also in the finals this summer at Akron, Ohio.

President Miller Elected Public Trustee

Election of E. Spencer Miller as a trustee of the Seashore Trolley Museum was announced in April, following a meeting of the trustees at Kennebunkport.

As the first of many electric railway museums throughout the world, the Seashore Trolley Museum at Kennebunkport now contains examples of the trolley builders art from Canada, Great Britain, Japan, Italy and New Zealand. This summer a train from Australia will joint the fleet of vehicles in the museum, most of which are operable.

The museum is still under construction, with the work being done by volunteers. During the tourist season many visitors ride the cars. Gradually as time, labor and capital permit, the society plans to put all rolling stock under protective cover. A four-mile main line of track will be completed, and a small vintage type village will be constructed around a portion of the street car operation.

Move Described As First Step In Service Improvement Program

Two million dollars worth of new box-type freight cars will be in Maine Central service by mid-summer.

Purchase of the new equipment—which President Miller has described as “the first step in a proposed multi-million-dollar freight service improvement program”—was announced late in April.

The 200 new cars will be the first of their type to be put in service by any railroad in New England.

President Miller described the proposed improvement program to the Taxation Committee of the Maine Legislature at Augusta last month. “At the time of my appearance,” said Miller, “I said ‘if the tax reform is passed and signed into law, we will engage in an ambitious car acquisition program . . . without tax reform, I could not see my way clear to recommend it.’”

“The purchase of these new box cars is the first step in that program. Urgency of the need for improved freight service to enable Maine's principal industries to keep competitive with the increasing threat from similar industries in other sections of the country has prompted us to go ahead and take the first step in what is the most important project for this state — maintenance, preservation and attraction of basic industry.”

“The fact that we have taken this first step should emphasize our sincere belief that the entire program is necessary if Maine's principal employers are to be kept prosperous and competitive.”

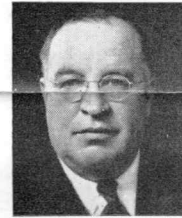
“I wish I could say our financial position had improved since my appearance before the taxation committee, but it has not. The facts of the situation are still the same as when I spoke at Augusta . . . we must have tax relief if we are to complete the \$8-\$11 million freight service improvement program so necessary for the future of Maine's basic industries.”

The new cars will have aluminum doors, a new feature in box cars on New England railroads. The doors are 9 feet wide, permitting mechanized loading. This

Director Graham Dies At 72

Edward M. Graham, who for 30 years had served as a director of the Maine Central Railroad, died on April 20. Death came at the age of 72, after a long illness.

Mr. Graham was born in Quincy, Mass., April 8, 1889, the youngest of 11 children of John R. and Mary Graham. He was graduated from Higgins Classical Institute and Worcester Academy.

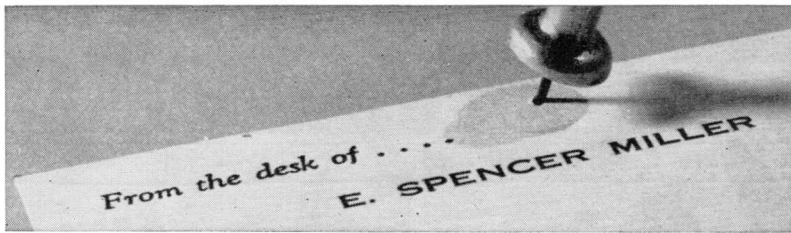


Graham

He entered utility service in 1908 with the Bay State Street Railway in Quincy. He came to Maine in 1910 and was engaged in railway and light and power operations. In 1913 he became assistant to the president, in charge of operations for the Bangor Railway and Electric Co. He was named vice president and general manager in 1915 and became president in 1920. When the property's name was changed to Bangor Hydro-Electric Co. in 1925, Mr. Graham retained the post of president until he became chairman of the board in 1958.

At the Maine Central directors meeting on April 26 Edward S. French, chairman of the Maine Central Board, payed tribute to Mr. Graham, as “a director whose loyalty and devotion to this company will be greatly missed.”

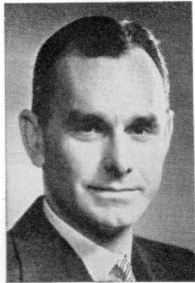
will enable easier handling at customers' plants, in that the weight of the doors is such that a single employee can open or close them with ease. Only three or four other railroads in the entire



HARD WORK

This is an attempt to look the railroad facts of life in the eye and to make a fair appraisal of our present and future and in so doing point out the part which every railroad man and woman must play day by day if his and her railroad future are to be as secure as they would wish.

Since World War II management has modernized this property which was one of the first railroads to become fully dieselized. Capital structure was streamlined with several bond issues and mortgages eliminated and the last leased line absorbed into Maine Central ownership. Our tremendous debt problems, amounting to maturities of over thirty millions of dollars, were conquered with the result that we have no maturing bonds until 1978. We have faced realistically the necessity of economy, eliminating with severe reluctance our entire passenger service. We are fighting presently what may be the last real economy battle which is, of course, for tax reform which some people call relief, but which in any event this railroad must have, and the industries of Maine must have, if it and they are to thrive and remain competitive.



While all of this progress has taken place, state and local government have been throwing hundreds of millions of dollars into provision for competing transportation media, siphoning off some of our most profitable freight business and forcing revenue reductions to retain other business. The pressure of competition is relentless and strengthening month by month. The Maine Central is one of the few eastern railroads which has continued to turn in black figures. Recently they have dwindled and this recent decline is also linked to the national recession. I expect, but cannot be sure, that the corner will be turned by mid-year. I am convinced that management has done about all that it can in the direction of savings and economies and that the next great battle will be for improvement in freight volume and freight dollar revenue. This means HARD WORK. Hard work involves analysis, operational and technical improvements, and expansion in modes of transportation and salesmanship. Nine or ten top officers of the railroad cannot do this job alone. Every man and woman on this property must be aware of the gravity of the railroad situation in general and the necessity of improving Maine Central's business in particular. Every one of us can help in his community in the creation of good will for our company and understanding of its problems and its essentiality to the welfare of the state. Many of us, including employees in the Operating Department, Engineering Department and Accounting Department, can be salesmen for our company too. Salesmanship consists, in addition to creation of good will, in specific solicitation and most important of all in passing information on to Mr. Merrow, our General Traffic Manager, and his staff. Every additional carload of freight which rolls over Maine Central rails increases your security and that of your family and I am urging every Maine Central man and woman to give to his job the best that he has and to bear constantly in mind that he is a representative of the railroad, a member of its family and a contributor to its success.

Read... Then Write!

For a century, the railroads of this country have suffered from nearly every type of restriction you can name. There were—and are—hundreds of things they can't do . . . and precious few that they can. For years, as an example, railroads were required to charge more for their services than they needed, merely to allow other forms of transport to undercut the rates, to develop and grow.

But three years ago, the considerable inequity of this situation was brought to the nation's attention, and the result was freedom for the rails to make rates realistically . . . on the basis of what it costs them to provide service.

Because of the inherent efficiency of railroads, rail freight rates then became lower, to the benefit of shippers and the general public as well as to the railroads themselves. Business lost to other means of transport began to come back to the rails, and the future looked brighter for the railroad industry.

Now our highway and waterway competition is feeling the pinch . . . thousands of new cars, for example, are riding the rails again, and many commodities, denied to the railroads in recent years because of their artificial, "umbrella" rates, are finding their way back to the rails because of the new freedom of the railroads to make lower, realistic charges.

Two Senate bills, S. 1197 and S. 1089, would restore the protective and artificial rate umbrella to the trucking and waterway industries respectively, and the former is solidly backed by James R. Hoffa, who, with his 1,700,000 Teamsters, is actively supporting these bills. We can help counteract their efforts by writing to Congress, making our position as railroaders clear.

**Let Maine's Senators and Congressmen know how you feel
and do it 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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Maurice Weeks and his Hereford heifers.



At right, Weeks gives his herd sire a little extra attention.

A neighbor lad, Ken Stimpson, with Weeks and two new arrivals.



Hereford Cattle Keep Rigby Worker Busy

With most of us, an eight-hour day is work enough, but with Maurice H. Weeks, an eight-hour day is only the beginning.

After spending his day at his railroad job as a machinist at Rigby, Weeks goes home to Falmouth and puts in the better part of another day's work as a raiser of pure-bred Hereford cattle.

The genial machinist-herdsman, who's been known as "Johnny" to fellow Maine Central workers for the past 38 years, has been raising white-face cattle since 1952.

That was the year he became interested in Herefords, and the year he bought 10 calves. In the eight years since, Weeks' herd has grown to its present 35 head. There were nine new calves in late April, and four more on the way.

The Falmouth cattleman began his railroad career as a call boy at Thompson's Point in 1923, and moved with the shop operation to Rigby a few years later. He lives—and raises Herefords—at the Elm Row Milk Farm in Falmouth, but agrees he should change the name.

"These are the wrong kind of cattle for milk," he says, "but the right kind for me."

Links Tourney Entries Near 50

William A. Chase, Jr., of Winslow, a Waterville Shops machinist, was the first employee to enter this year's Maine Central golf tournament being held at Waterville Country Club May 27.

Entries close May 17, after we go to press, but it looks like 50 MeC and P.T. Co. workers will be entered due to the central location of the tourney. There are

already about 20 new names that haven't played in any of the other previous matches with the Boston & Maine over the last five years.

Some of the new faces are Israel T. Racine, Brunswick; Ray Graham, Jr., Monmouth; George P. Silva, Waterville; Frank J. Gravel, Fairfield; James Roach, Bangor; Charles Wilson, Jr., Bangor; Milton J. Hartery, Winter-

port; Ben Whitney, Bangor; and Arthur P. York, Bangor. Many of the regulars from in and around Bangor are signed up, including Larry Warren, Larry Severance and Arthur Hutchinson, Jr. Robert Burdwood, John F. Gerity and Reginald E. Libby are the first few from Portland.

James F. Miller Is New Director

Re-electing the present 16 members of the Board of Directors of the Maine Central Railroad, the stockholders voted James F. Miller of New York City to take the place left vacant by the death of Edward M. Graham.

Mr. Miller, who is senior vice president and a director of Blyth & Company, Inc. of New York City is a native of Portland, Oregon. He received his education in the Pacific Northwest and attended the University of Washington. He is also a director of C. Brewer & Co. Ltd. headquarters in Honolulu, Hawaii.



Miller

Boynton Named Asst. Road Foreman

Appointment of Sewell C. Boynton of Bangor as assistant road foreman of engines of the Maine Central Railroad was announced in late April by Harold G. Hook, superintendent of locomotive maintenance. Boynton, whose home is at 781 Union Street, Bangor, will make his headquarters in that city. He assumed his new duties May 1.

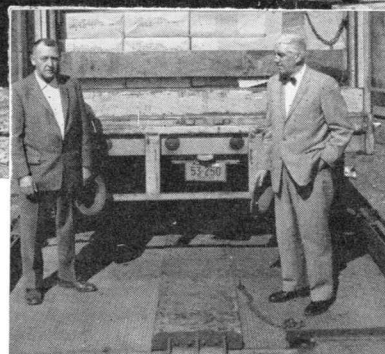


Boynton

Boynton was first employed by the Maine Central as a driver on the former Maine Central Bus Lines. He became a locomotive fireman in January, 1944, and was promoted to engineer September 24, 1950. He served as local chairman at Bangor for the firemen in the Brotherhood of Locomotive Firemen and Enginemen from 1955 until he was elected General Chairman in October of last year.



SCOTT'S FIRST TOFC—Three piggyback loads left Waterville the first week in May, including the first from the Scott Paper Co., shown above. Keyes shipped two trailers late in the same week. At right, Basil Higgins, general agent, and Paul Roberts, Scott traffic manager.



Meet The Night People:

A lot of people work for the Maine Central, but it doesn't take too long, really, to fit names to faces of those we see every day. It's a different story, however, with a few employees whose jobs keep them out of the general swim of daily association. Herewith one such group, the "night people" of the maintenance staff at the General Offices in Portland.



Mrs. Annie Morin

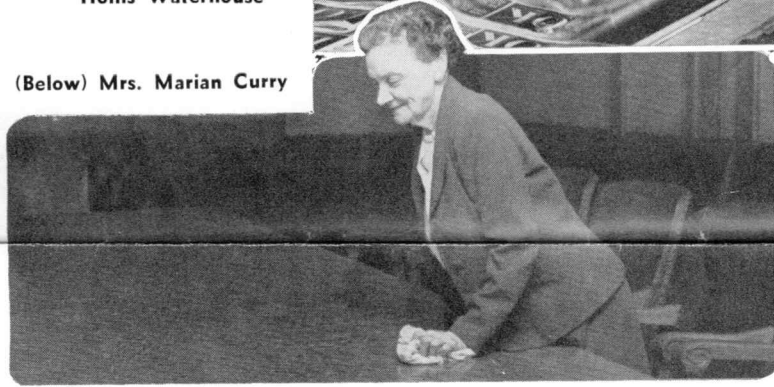
Joe Luke



Hollis Waterhouse

(Below) Mrs. Marian Curry

(Above) Mrs. Nina Luke



Phillips Elected N. E. Railroad Club President

Purchasing Agent Kenneth W. Phillips of the Maine Central Railroad and Portland Terminal Company was recently named president of the New England Railroad Club.



Phillips

The election took place during the club's annual business meeting at the Hotel Vendome, Boston. The club is composed of about 1,200 New England and Eastern railroad officials.

Purchasing agent for the Maine Central since 1955, Phillips has been a New England railroader

for 25 years. He was employed by the Boston and Maine Railroad before and after World War II, and was assigned to duty in the U. S. Military Railway Service during the war years.

He is an active member of the Maine Purchasing Agent's Association, The Trowel Club and other Masonic bodies, several committees of the Association of American Railroads and St. Albans Episcopal church, Cape Elizabeth.

Railroad Veterans Meet

The Maine Association of Railroad Veterans held a spring meeting at Fairfield Center Grange Hall, Fairfield, late in April with approximately 150 members and guests present.

All in all, everyone spent an enjoyable afternoon, meeting new friends and renewing old acquaintances. The committee in charge of the meeting consisted of Harold Clark, Melville L. Davis, Bart Lyden, John Burke, James Fay of Portland; Owen Thompson, Stanley Antworth, William Mingo of Waterville.

THE Feminine SIDE



It's Yo-Ho-Ho and a bottle of window cleaner or a can of paint these days for Mrs. Mary Ann Berry, assistant manager of the Railroad Workers' Credit Union and part-time Sebago skipper. Like many an amateur mariner, Mrs. Berry is spending her off-time these days fitting out for another season at Richardson's marina, White's Bridge, home port of her elderly but capable cruiser, "Ramblin' Wreck."



RECEIVE BOND AWARDS—Three MeC and PTCO. departments were presented citations for U.S. Savings Bond sales in the recent company drive. Left to right, as the awards were presented, Harvey Fickett, state director for the U. S. Treasury department; President Miller; R. A. Jackson, division engineer; J. F. Gerity, assistant comptroller and chairman of the campaign; and H. M. Rainie, vice president, purchases and stores.

Three Departments Awarded U.S. Bond Sales Citations

Three departments of the Maine Central Railroad and the Portland Terminal Company were honored by the United States Treasury Department on April 25, when they were presented with citations for bond sales.

Harvey Fickett, State Director for the U. S. Treasury Department, U. S. Savings Bond Division, in the office of President E. Spencer Miller presented citations to the Accounting and Engineering Departments of the Maine Central and the Portland Terminal Stores Department.

Fickett said that during the month of February a savings bond drive was conducted on the Maine Central with the goal of 50% participation of employees. The three departments which received citations exceeded the 50% quota, two of them going as high as 70%. Total participation on the Maine Central was 48% and on the Portland Terminal Co. 31%.

President Miller and Treasury Department representative Fickett joined in congratulating John F. Gerity, Assistant Comptroller of the Maine Central who was chairman of the campaign.

Trainman Morin Schedules 1961 Fishing Tourney

Emil Morin, who, when not aboard a Maine Central freight train may be found afloat somewhere southeast by south of the Portland Lightship, has announced plans for the Annual Salt Water Sports Fishing Tournament.

The rod-and-reel competition will take place July 1-4, with headquarters at Crescent Beach. An entry fee of \$2 will go to the Polio Fund. There'll be prizes for the heaviest cod, cusk, haddock, pollock, hake, halibut and striped bass.

'Perfect Shipping' Dinner Scheduled

Members of the Maine-New Hampshire Section of the New England Shippers' Advisory Board will hold their 22nd annual "perfect shipping" dinner at the Anchorage in Westbrook May 17.

Roy E. Baker, general manager of the Maine Central Railroad, will be the principal speaker. His address will outline last year's record of the railroad's efforts to reduce freight loss and damage, and the prospects of the continuing campaign in 1961.

R. H. Grant, traveling freight claims representative, Maine Central Railroad, also will speak as railroad chairman of the New England Shippers' Advisory Board's freight loss and damage prevention committee. Dana L. Woodbury, Portland, traffic manager of the Monmouth Canning Co., also will speak, presenting the shippers' views of the "perfect shipping" campaign.

Other speakers will include Murdoch Walker, Portland, assistant traffic manager, Oxford Paper Co., and Robert L. Travis, Westbrook, traffic manager of the S. D. Warren Co., and chairman of the New England Shippers' Advisory Board's executive committee.

A hospitality hour is scheduled for 6 p.m., followed by the dinner at 7 p.m.

Maine Central Trainman Emil, who has several other children's benefit programs in the planning stages, is president of the Cape Shore Salt Water Sport Fishing Club, sponsors of the July contest.

Famous Train Shed of Union Station Soon to Be No More

A crane and railroad engineering crews are at work these days removing the last vestige of what, only a few years ago was one of the busiest railroad stations in the country.

They're tearing up the tracks and the platforms of what was Portland Union Station. As one "old-timer" put it recently "they can tear up the tracks and they can take away the platforms, but they can't remove the memories." He was right.

It wasn't too many years ago—before the public decided it liked riding the private automobile better than riding the trains, that the platforms and the tracks in Portland Union Station were "hot". Station Master John McNally can recite, without any prodding, how there were many times when he didn't have enough tracks or enough platform to take care of the trains which were coming from the east and coming from the west.

Those were the days when the equipment of the Maine Central and the Boston and Maine bowed to none in the country. Over the platform of Portland Union Station passengers boarded the first streamlined train of any railroad East of the Mississippi River—the famous "Flying Yankee". The sleek streamliner made the run from Boston to Portland non-stop in an hour and fifty minutes. On board the passengers lolled in deluxe seats, while food was served by white-coated waiters or they enjoyed a cocktail or highball in the wide-windowed rear lounge.

Such trains as The Pine Tree, with its dining car serving meals that were second to none in the country rolled back and forth each week-day between Boston and Bangor, via Portsmouth. Later it ran via Dover. Its dining car, with its experienced waiters and snowy white tablecloths was a place you got into quickly when

(Union Station—Page 8)

Lewiston Passenger Station Is Sold

Another once busy passenger station has been sold to private interests who will put it to use for industrial uses.

The Lewiston station was sold on April 26 to Frank V. Hiltz, Auburn, president and treasurer of the Steel Service Center.

The former station will be used as a warehouse and a new structure, 70 feet wide and 135 feet long, will be built to adjoin it. Hiltz plans to start construction immediately with completion set for June.

Extensive track changes are planned and the site will then be used for receiving, warehousing and shipping structural steel and other metal products.

The new enterprise will also provide some new traffic for the Maine Central.



AN ERA PASSES—Platforms and rails in what was formerly the busy Portland Union Station are being removed by railroad crews. This was once one of the busiest stations in the East. Thousands moved over its platforms every day and in the summertime the place was "Jumpin'!" In a short time nothing will be left below the big roof in the former trainshed but a dirt flooring.



The Grapevine

GENERAL OFFICES

The Maine Central Women's Bowling League has completed a fine season, with the "Crawford Cuties" taking top honors. This team is headed by "Bea" Crawford, (wife of Disbursements Statistician Paul Crawford) as captain; Hazel Varney of Data Processing, Dot Conley, also of Data Processing, and Ernestine Miller of Payroll Deductions. High single was won by Bea Crawford, with a big fat 133; high three strings was taken by Hazel Varney, with a good score of 335; high team single went to the "Cuties," with 390, and high team total also went to the same team, with 1080 posted. The runners-up were the "Jellison Junkies," consisting of Jean Jellison, Captain, Hazel Wallace, Mary Joyce, and "Lollie" Grant. The "Calder Coasters," (Janet Calder, captain, Jennie Joyce, Alice Tessier, and Myrtle Neilson), and the "Nugent Noisies," (Mary Nugent, captain, Mary Donahue, Alice Eliason, Beryl Farrar) also turned in good accounts for themselves. The "gals" held a smorgasbord supper at Rose and Virginia's, Portland, on May 3, at which time the prizes were awarded.



Carol

Carol A. Grenier, 18, graduates from Old Orchard High School on June 15, 1961. She took the commercial course, and after graduation plans to go into airline service as a stewardess. She is the daughter of Lillian D. Grenier of Data Processing.

Congratulations are in order for Mrs. Judith Connors and her husband, Joseph, on the birth of a son April 6, at Brunswick Hospital. The new arrival is named Joseph Merrill Connors, III. Judith is a stenographer in the Superintendent's Office.

New faces on the general office scene—Mrs. Constance L. Irving, stenographer in E. Spencer Miller's office, replacing Claire (Webster) Heffron, who resigned at the time of her marriage; Betty Jane MacDonald in the Purchasing Department.

"Ray" Pullen of the Purchasing Department is all smiles over his "brand-spanky" new 1961 charcoal colored Chevrolet.

Harold Maloy of Auditor Revenues Office has returned to work after illness. Stephen Thomas of the same office has been out for surgery at Mercy Hospital. Margaret Briggs is on leave of absence.

Alfred Chapman, Jr. of the Disbursements Office has returned from sick leave.

Former Assistant Comptroller Edward C. Paine and Mrs. Paine have returned from a most enjoyable winter at Winter Haven, Florida.

Gordon Williams, cashier, had his "coming-out" party on April 24, having the cast removed from his foot at that time.

Winnie Nixon has returned to Data Processing, substituting for Mrs. Virginia Lee, on sick leave.

Barbara Gain, Data Processing, plans to attend University of Maine's Senior Prom and Graduation. Her husband, Leo, is a member of the Class of 1961.

Roberta A. McDonough, 18, graduates from Portland High School on June 15, 1961. She took the commercial course and will go into the secretarial field. She is the daughter of Rosemary McDonough of Data Processing.



Roberta

Arthur Stearns of Auditor Revenues is another employee on sick leave.

Robert Grant and George Sharpe, with their families, enjoyed Florida vacations in April.

Fred Jordan of the Disbursements Office is a hospital patient.

Mrs. Margaret Haley, who has been working in the Superintendent's Office, has transferred to the office of the Assistant Comptroller-Disbursements.



The Maine Association Veterans held their regular monthly meeting March 26, at Theodores Lobster House, Commercial Street. Ninety-six members attended. Mr. Cobb of Kittery showed slides of old time engines. Mr. Horatio Clark, a former paymaster of the Maine Central Railroad, one of our members, received a nice ovation from our President, Harold Clark, and the entire membership on his coming birthday which was April 10. He was 90 years of age. Also attending for the first time, was Retired Conductor Harold Card.

Sympathy is extended to Mrs. Melville Davis, on the death of her Mother.

Two members of the Maine Association of Railroad Veterans left the first of April, with their wives for a trip by auto to Florida. They are Howard and Mrs. Burnham, Guy and Mrs. Sautelle. Their destination was Clearwater.

Just as the birds, who winter in the sunny south, return to Maine in the Spring, so do our Veterans and their wives. "Timmie" Neville, George Kimball, Carl Pierce, Carl Haynes, A. R. Batley, and Bill Robbins and Mrs. Robbins, are all back home.

Retired Superintendent H. I. Strout has moved to Sebago Lake. He occupied Retired Conductor Carl Pierce's apartment while he was at St. Petersburg, Florida.

Word comes from Harry L. Wright, one of the Maine Central's retired employees, that his son Linwood W. Wright died in Hyannis on April 8.

Linwood had been in poor health for about five years. He worked as fireman on the Boston & Albany and went overseas during World War I.

Now 90, Harry Wright joined the Maine Central 75 years ago.

RIGBY

"Jay" Welch, laborer, decided to move into the suburbs for a change. A short time after that he went into the hospital for a check-up. Every thing seems to be all right. So he's happy.

Wrecking Master Donald MacVane of the car department, has changed his practically new Studebaker, "Lark", for a new Ford "Galaxie".

Electrician Holman "Bill" Danforth went into the hospital for a possible operation, but it was decided by the surgeons not to perform surgery.

Carman Wayne Twombly has a new power boat, complete with motor and trailer.

Laborer and Relief Blacksmith Bronislaw Tatarczuk has bought a 1955 Cadillac. He also announces the birth of his first grand-child to his son Thomas's wife. It is a boy and will carry the name Thomas, Junior.

The men participating in the various bowling leagues and teams are looking forward to the final "banquet", which terminates the season.

Machinist Lucien Carignan has returned to work after an injury to his thumb caused by a table saw. He was out three weeks, and visited his daughter in Connecticut while convalescing.

Laborer Albert Meade is out sick at this date.

Carman Merle Cook has another car, a 1959 Chevrolet station wagon.

Hostler's Helper Stephen Kutcher jammed his finger quite severely, thereby causing our safety record to drop to a new low figure.

We regret to report the death of

Alfred Parent of Yarmouth, brother-in-law of Machinist Ralph McKelvey.

Carpenter's Helper Gerald Woodrow of the Bridge and Building Crew is now back to work after a back injury. Benjamin Sinclair was covering for him.

Carpenter Guy Briggs of the same crew is giving his car a repair job.

Machinist George Miller, who has been on sick leave for some time, has now retired on account of a disability.

Laborer and Spare Boilermaker Charles Jackson who suffered a heart attack some time ago is on the mend.

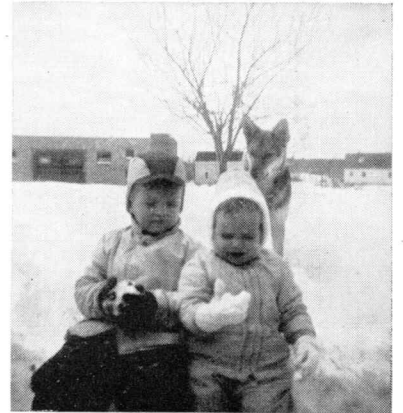


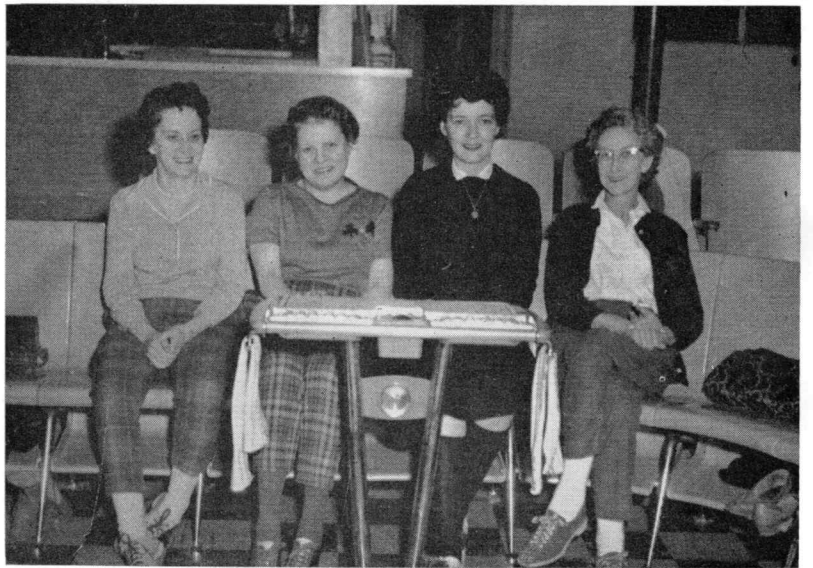
Photo of children of Marine Tech. Sergeant James DeRoche and Mrs. James DeRoche. The family of James is living with his father and mother, Machinist and Mrs. James DeRoche, while he is attending the Anti-Missile School in Texas.

Ernest N. Smith Dies At Winterport

Ernest N. Smith, 73, a retired Maine Central carpenter, died April 21 at the home of his daughter, Mrs. John Woodman, in Winterport.

Mr. Smith was employed by the Maine Central for 23 years, retiring in 1952 because of ill health. He and Mrs. Smith, who survives him, had been married for 53 years. He also leaves a son and two daughters.

Services were held in his native Jonesport.



CRAWFORD'S CUTIES—Top honors in the Maine Central Women's bowling league were won by this team, headed by Beatrice Crawford. (See details in General Offices column). Left to right are Hazel Varney, Ernestine Miller, Mrs. Crawford and Dorothy Conley.

TRAIN CREWS

Sympathy is extended to Trainman John Feeney on the death of his Uncle with whom he made his home.

Passing away very suddenly at his home in Hermon the middle of April was Engineer Earl Stevens. We all join in offering our condolences to his family.

Engineer Arthur Hawks is confined to a hospital in Boston, with a back injury.

Engineer Joseph Napolitano has been operated upon in a Portland hospital and is not expected to be able to return to work for quite a while.

We wish to take this opportunity to appreciate the assistance given by Section Foreman Ralph Call and crew of Freeport for the aid given to the crews on the long jobs especially B12 when with over 200 cars or better experiences a "Hot Box" or defective brake at Yarmouth Junction. On several occasions Ralph has put his motor car at the train crew's disposal to expedite matters.

Car Inspector John Murphy of Rigby has put up his skis for the season and hopes now for good sunny weather so he can get his boat in the water at Sebago for summer cruising.

Trainman Harry Mulhern is getting ready for his annual fishing trip to Moosehead Lake. Last year they had to wear winter underwear in July and is going prepared this year by putting in heat in the tents.

Conductor "Hank" Harrodon has taken his vacation to attend his wife who suffered a broken bone in her leg in a fall at home.

Yard Conductor P. J. Conley took his vacation and flew to Ireland to visit his Uncle. Spent his time visiting and was there on St. Patrick's Day. Had a wonderful time and expects to go again in a few years.

Sympathy is offered to Section Foreman Winfield Thompson of Winthrop on the death of his wife Lucy. She was the mother-in-law of Conductor Marshall Pratt also of Winthrop.

Conductor Marshall Pratt who holds the Augusta switcher has been off sick for some time. He has been operated on and at this writing is convalescing at home.

Relief Dispatcher "Bobby" Burdwood has purchased himself a new Volkswagen.

Also trading cars are Engineer Carl Jenkins and Fireman Sammy Drowns. They both got the maximum out of their old cars before they traded though.

Trainman Allen Edwards has returned to duty after being out of service for a long period with an injury.

Former Trainmaster John Oberg of Veazie has been discharged from the Eastern Maine General Hospital and returned to his home for further recovery from his injury suffered in a fall the early part of the winter.

General Yard-Master Floyd Aldrich of Rigby has been a patient at the Maine Medical Center, Portland, for a heart condition and is coming along as good as can be expected.

Crew Dispatcher "Pat" Tracy of Rigby has returned to his home for further recovery from an operation. We all join in hoping for both Floyd and Pat a speedy recovery.

Trainmaster Arthur Lennon has returned to his home after being hospitalized when he was hit by falling ice. He should be able to return to his duties soon is the last report.

Bowdoinham Station closed its doors April 15th. The last Agent there was Henry Preble.

The first geese arrived in the Kennebec River along Dresden around April 4th, just as soon as there was open water. There were a great number of black ducks noticed this year along with the thousands of Canadian Geese which feed there annually.

Yard Conductor Edward Corbett of Bangor has returned to work after spending about three months of the winter in California together with his wife visiting their daughter. They saw some interesting sights there including the famous Disneyland and other points of interest.

LEWISTON

Our sympathy is extended to Retired Telegrapher Charlie St. Hilaire on the death of his wife. Charlie is former agent-telegrapher in Auburn.

Retired Yardman Ed Kelley died in March.

The alleged fishermen in Lewiston-Auburn have failed us. Much talk was made, many predictions put forth, tremendous enthusiasm expended, but alas, no fish—yet. Telegrapher Gene Soyckuck and Freight Handler Henry White were cheated out of a trip to Moosehead by the weather last weekend but we hope they manage to get up there later on.

Crossing Tender Jules Caron, presently on the sick list, is reported on the mend. Best wishes to you, Jules. Best wishes also for a speedy recovery to Crossing Tender Edmund Ouellette who has been out for some time.

Crossing Tender Ray Flynn is sporting a new Buick. We can see it now en route to various lakes and streams with Ray and his boundless enthusiasm for fishing.

AUGUSTA

Millard Tracy, Section Foreman, season's hunting by trading for a new seasons hunting by trading for a new rifle. More big game are shot with shotguns, Millard.

Miss S. O. Comeau, Stenographer, has returned to work after recovering from a broken hip.

Freight Checker Burleigh Foster has cured his car fever by trading cars.

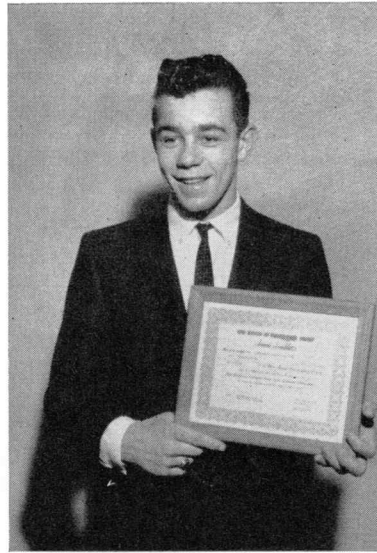
Freight Handler Wilbrod Audet has returned to work after being on sick leave for several months.

Marshall Pratt, Conductor, Augusta switcher, is still on sick leave and is expected to have further treatment at a Massachusetts hospital.

Malcolm Graham is covering third trick telegraphers job at the new Augusta Station.

WATERVILLE SHOPS

A recent visitor at the Shops was former Superintendent Frank Bennett. He is very alert and gets around surprisingly well and was very interested in the shop procedure and practices.



Richard Ifill, 17, son of Foreman and Mrs. Llewellyn Ifill, Waterville Shops, who won the state schoolboy wrestling championship at Sanford recently. "Dick" competes in the 165 lb. class.

Blacksmith Aimee LaLiberty has been laid up with the gout.

Roland Wyman died March 23 after a prolonged illness. He worked in the Car Department for some 15 years. He was active in the Odd Fellows and had served in the Marines during World War II. He was 36. Among the bearers were Foremen Nubert Estabrook, Edwin Pooler and Wallace Jewell.

Blacksmith 'Big Pete' Gagnon has been laid up for some time in a local hospital. Helper 'Little Pete' Gagnon has recently been set up to Blacksmith.

Clerk and Mrs. Connie Begin and daughter Rachel have been visiting relatives in Americus, Georgia, recently.

Sympathy is extended Carman William Witham whose mother, Mrs. Lida Witham of Winslow died recently. In lieu of flowers from the Carman's fund a donation to the Osteopathic Hospital Building fund was given.

Carman Bob Vashon has been an emergency appendectomy patient at the Sisters Hospital recently.

Transfer Table Operator Archie Smith is confined to his home by an old leg injury.

Supt. and Mrs. George Silva have recently been in Sayre, Penn., where he was inspecting machinery for possible use in the Wheel Room. En route they paid short visits with a son and family in Boston and another son and family in Schenectady, N. Y.

The entire Shops personnel was shocked at the sudden death of Machinist Helper Hector Michaud on April 12. Hector was always a busy, bustling and genial fellow and apparently was all right the previous day, when he worked. He was widely known as the Conductor with the Maine Central's Miniature Train of a few years back. He was 56.

Assistant Supt. Alden Finnimore and Foreman Don Russell were recent attendees at the New England Railroad Club meeting in Boston. The check reins were along.

Supt. G. P. Silva and General Foreman Nubert Estabrook have been recent business visitors in Portland.

And then there is the clerk who, while making out the new insurance forms, had to call his wife to find what her middle name was. *They have been married 24 years!*

VANCEBORO

Sympathy is extended to the family of Harold Beers, Trackman, who died April 9th.

Harry Louder, Engineer, retired April 11th after 48 years of service, the last 16 years at Vanceboro. A party was held in his honor by friends and associates April 8th.

First Trick Operator's position was abolished April 13th. Incumbent K. A. Gray is now covering second at Mattawamkeag.

Looks like everybody's doing it—Carman Stanley "Jiggs" Farnham has a new White Ford Pickup. Immigration Inspector E. E. Palmer has a new White Ford Sedan. Customs Inspector C. S. Whitcomb has a new Black and White Buick.

Glad to see Muriel Nason, wife of Cashier Bruce C. Nason, out around again after an operation and lengthy convalescence.

Retired Cashier Villa Wescott and Estelle Philbrook, widow of deceased Engineer C. A. Philbrook, have returned from Florida and from visiting at Mobile, Ala. They called on Mrs. I. A. Manuel, widow of Yard Clerk Manuel, who is staying with her daughter, Hazel, at Biloxi, Miss.

BARTLETT, N.H.

Spring is lingering so long in the lap of Winter that it's causing considerable comment: but the lawn cleaning and raking is taking place somewhat. Snow to shovel and cold to endure, then work away outside all Summer—you can't win.

We were all sorry to learn of the death of John Chase, signalman, who had been working at Portland the past few years. He worked in Bartlett with Signalman Mallett for a number of years, then went to Lancaster.

Mrs. Harry Bond, widow of former engine house hostler at Bartlett, died recently.

A. C. Henn, clerk for Mr. Dodge, had the 19th off, and felt pretty good since he was the only railroad man for miles around who had the day off; but his wife spoiled the day by having him cart off the garbage and rubbish. He allows this deflated him no end.

Sectionman Carroll Kelley has gone to North Concord for a few weeks, or until the spare crew gets onto the road.

Trackman Fred Stewart has returned to work on the Fabyan section after a long illness.

Trackman Ray Burke of South Windham has also returned to work after an illness.

The State highway department has finally moved into the Engine House here and some equipment and salt have been placed inside. They have a mighty nice building for their use and it should prove to be convenient for them in many ways.

Due to new highway construction the crossing at Intervale is being moved westward about the length of it. The change in highway location starts near this crossing and across fields and meadows for three or four miles, coming back to the old road again. This will cut out a rather narrow and curving stretch and should improve traffic conditions down that way.

(New Cars—From Page 1)

country are now offering aluminum door service on box cars.

The special draft gear under the cars provides a cushioning effect which prevents damage to car contents, in that the cars ride easier and with less shock when being shifted. The cars are also being equipped with roller bearings, first such equipment on Maine Central freight cars.

The new cars will be 50 feet in length and of 50 ton capacity. They will be painted the standard Maine Central box car green, but the unpainted aluminum doors will mark them in freight trains.

Pullman-Standard, the builders, say about half of the 200-car order will be delivered late in June, the other half in July.



Thursday, Many 4, saw the start of the General Office golf at Larry Rowe's, with 20 divot diggers trying out the new clubs and balls they got for Christmas or as birthday gifts.

Paul Crawford has scheduled a 12 week league with John Biladeau, Reggie Libby, Art Mills and Bill Brownell selected as team captains. Other players are Ed Libby, Tony Notes and Larry Smyth on team "A" with Russ Rackliffe, Billy Knox, Tug Wilson and Ken Currier on team "C". Backing up Art Mills on team "B" are Dick Esty, George Stanley, Reggie Roy and Francis Cameron. Bill Brownell has Tony Hayes, Lenny McDowell, George Setlin and Bob Rounds, on his "D" team.

Sorry we did not plan anything in the golf tournament line for the women workers or wives of employees, but if enough are interested, we will include them another year. I heard from Mrs. William A. Chase, Jr., and I know there must be quite a few that play and would enjoy meeting and playing with other railroad wives and workers. There has always been a very sociable group of women accompanying their husbands from Bangor. Therefore, if enough are interested, please let me know and we will work on it for the fall or next year.

The General Office Riverside League hope they can get started the first good Tuesday night after the course dries out. Bill Welch and Sam Di-Phillippe were elected to run this league and have selected George Ellis, Steve Conley, Walter Towle and Jerry Shea as captains for the four teams, 24-man league. Other players include Vin Morse, Sam Napolitano, John Biladeau, Pat Scanlon, Bill Hayward, Herb Whitmore, Milt Tabbut, Ralph Jellerson, Ray Williams, John Gerity, Henry Kenny, Clyde Luce, Ted Whiting, Bob Brewster, Ed Haley, Art Edwards, Don Feeney and Blair Walls.

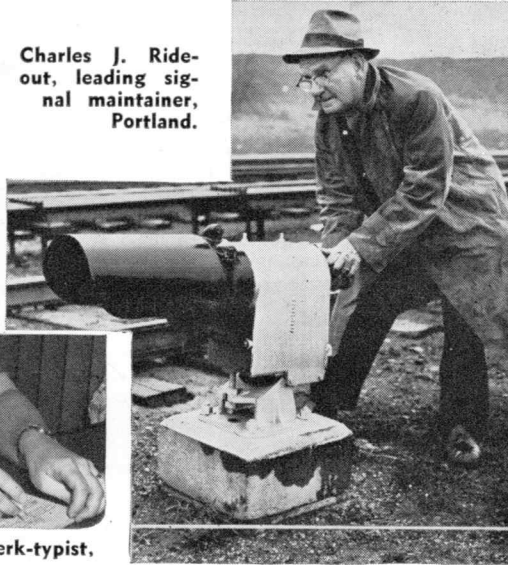
Charlie Rivers, Reggie Roy, Joe Coombs, Pete Stannard, Dave Gardner and Herb Sullivan, bowling as team 5, won the rolloff for the championship in the Maine Central General Office league. The champs and the team No. 6 combine of Lindy Burgess, Larry Smyth, Dick Coggins,

On the job... ALONG THE LINE

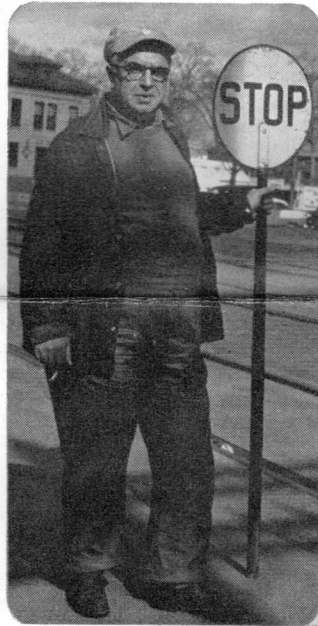


Mrs. Elaine Snow, clerk-typist, Waterville.

Charles J. Ride-out, leading signal maintainer, Portland.



Douglas Thompson, Tower A, Waterville.
Bill Cunningham, crossing tender, Waterville.



Lenny King, Sam Cavallaro and Jim Brice wound up the regular season deadlocked at 88-47. Team No. 3, Dick Luce, John Michaels, Dick Esty, Frank Cameron, Bill Brownell and Paul Crawford took team honors with 565 and tied with team 6 for high team total at 1545. Wake McGorriroll rolled the high single 151 and Jerry Shea crayoned the high three, 384.

RETIREMENTS

L. M. McCurdy, clerk, Rockland, March 1. W. I. Elston, trackman, Newport, March 17. M. J. Plummer, stenographer, Portland, March 16. A. M. Jenkins, stenographer, Portland, March 20. L. F. Martin, crossing tender, Old Town, March 27. G. W. Tinker, carpenter, Bangor, March 31. E. D. Sweeney, locomotive engineer, Beecher Falls, April 1. A. A. Rumery, cook, Bangor, April 3. P. J. Dellama, trackman, Norridgewock, April 10. H. D. Lounder, locomotive engineer, Vanceboro, April 11. P. T. Norton, yard conductor, Portland, April 12. A. L. Warren, telephone operator, Portland, April 14. H. J. Thing, general agent, Augusta, April 17. L. Williams, telegrapher, Royal Junction, April 24.

(Union Station—From Page 5)

the train left North Station each evening or you stood in line to get in. Its Pullman cars were sold out night after night. Its deluxe coaches were crowded and in the summertime the Pine Tree ran in sections many nights. Then there was the Gull, the famous train to and from the Maritimes. Long lines of sleepers—and you made reservations weeks ahead or you didn't get accommodations—were destined, or came from St. John, Halifax and Aroostook County. This famous train also carried a Bangor sleeper and that was sold out almost every night. It also carried an Aroostook County sleeper.

Then there was the State of Maine, the Portland-New York every day run with long lines of sleepers and coaches. For several years in the summertime there was the East Wind, the first reserved seat coach train in this section of the country. Painted yellow it was "something to see" as it made its daytime trips in each direction between Portland and New York City.

Many the day when Station Master McNally and Train Caller Batchelder were driven frantic trying to keep order in the station . . . McNally trying to get room to take in a train when all the tracks were already loaded and "Batch" trying to herd the hundreds of people dashing about the station platform away from the switchers as they split and assembled the various drafts.

Summertime was "a madhouse" in the Union Station trainshed. More often than not the Pine Tree, the Flying Yankee (after it became a conventional train with the first deluxe streamlined coaches in New England) ran in two and three sections. It was not uncommon for a dozen camp trains to roll into the station at 15-minute intervals from Boston and New York.

But all things pass to progress and Portland Union Station's once busy train shed will soon hold only memories.

DEATHS

R. C. King, laborer, Waterville, March 5. J. L. Chase, signal helper, Portland, March 22. R. L. Wyman, carman, Waterville, March 23. C. L. Cameron, machinist, Calais, March 27. H. L. Beers, trackman, Vanceboro, April 9. H. R. Michaud, laborer, Waterville, April 13. E. H. Stevens, locomotive engineer, Bangor, April 19.

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