



## Everybody Sell

(An Editorial)

Elsewhere in this issue is a picture of agents and officials of the Maine Central who attended another in a continuing series of freight meetings. This series has been in progress for several months, and has now covered every corner of the system. The purpose is to take a close look at traffic to see how it is moving, and if its not moving on the Maine Central, to find out why.

Implied, if not actually said, the message of these meetings is to get out and sell the service of the Maine Central.

There's no reason why this message should be confined to the agents and sales force, and no reason why everyone shouldn't take it upon himself to "sell" the Maine Central and its service whenever possible. Here are 17 ways we can help:

- Courteous words, not sharp retorts
- Smiles, not blank looks
- Enthusiasm, not dullness
- Response, not indifference
- Warmth, not coldness
- Understanding, not closed minds
- Attention, not neglect
- Patience, not irritation
- Sincerity, not sham
- Consideration, not annoyance
- Remembering People, not forgetting them
- Facts, not arguments
- Creative Ideas, not the humdrum
- Helpfulness, not hindrance
- Giving, not getting
- Action, not delay
- Appreciation, not apathy

The Maine Central Customer is not only right, but he's the most important person in the world.



You have a chance to help the lad shown in the picture—and hundreds of others who need similar help . . . but only one chance this year. That chance will come when the United Fund solicitor—probably one of your fellow workers—comes around this month asking you to make your annual pledge.

It's your one chance to help people like this boy, and many like him, who have real problems. It's your chance to give them a chance; to help soften the blow of illness, poverty or broken homes.

But let's talk for a minute about this particular boy. We can't say who he is, but obviously he's being helped by one of the larger Greater Portland United Fund agencies. First, he was treated, then fitted to his appliance, and now, finally, he's being taught to use it. He's had a terrific injury, one that could easily destroy his use to himself and to his community. But his expression shows that with help, he's well on the way to becoming what everyone expects a boy to be.

The answer to his problem—the best answer we have, at least—was and is the United Fund. And the United Fund is nothing more than you and I, sharing our good fortune with others who somehow aren't as fortunate.

Do you have a son or daughter in Scouts? Does your son swim at the Boys' Club? How about the YMCA? These are only three of the 40 Greater Portland agencies who are supported by your United Fund pledges. Each of these makes our community a better place, and each of us can help support them.

So let's be generous when the solicitor taps us on the shoulder. Let's do our share this month. It will be our only chance this year.

## United Fund Drives Begin

The United Fund campaign is on the move in the Maine Central's largest employee concentrations at Portland, Bangor and Waterville, with new goals set to meet increasing needs of public agencies.

In Portland, the annual campaign for United Fund pledges began on Oct. 2, after several organizational meetings. Company chairman Joseph H. Cobb was assisted in the early stages of the campaign by George H. Ellis, Assistant Comptroller, Auditor Revenues, who this year is serving as vice chairman of the Greater Portland United Fund Campaign. Louis Rancourt, legislative representative, Brotherhood of Railway and Steamship Clerks, also assisted in the organizational phase of the Portland Terminal - Maine Central campaign, as did Chesley Robie, head clerk, Auditor Revenues, who this year has been assigned to the Service and Utilities unit of the Greater Portland organization.

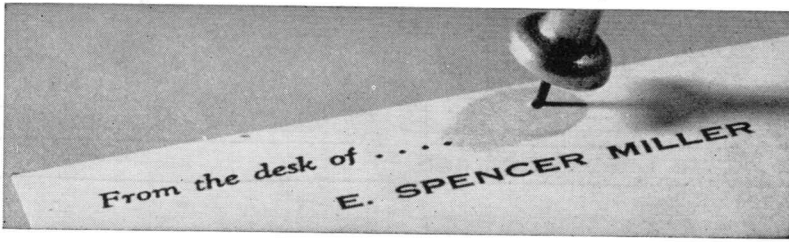
The Portland - Terminal — Maine Central organization includes the following:

Operating-Mechanical departments, John E. Hamilton, assistant to the director of personnel; C. R. Ball, transportation assistant; Melvin L. Charity, road foreman of engines; Malcolm D. Billington, foreman, Rigby Engine House; C. P. Lennon, trainmaster, and J. E. Buzzell, foreman, Rigby Car Shops.

Purchases and Stores, Earl Russell, Maurice Allaire and Hugh F. Flynn; Freight Traffic department, Royden Cote; Engineering Department, Richard M. Aylward; Accounting department, S. J. Conley; Executive, Statistical and Real Estate departments, Eric P. Smith, chief statistician.

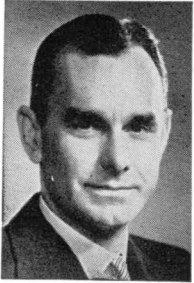
In Waterville, the United Fund campaign for Maine Central pledges is being handled by George P. Silva, superintendent, Waterville Shops, and Basil Higgins, general agent.

In both cities, the opening of the United Fund drive was accompanied by the circulation of letters from E. Spencer Miller, (United Fund—Continued on page 8)



### TO MY FELLOW WORKERS:

Running through recent articles on the railway problem by such literati as E. B. White and Lewis Mumford, and embedded in the remarks of certain members of our national legislature, are threads of insinuation, even outright allegations, that the railroad industry is suffering from management which is unprogressive, reactionary, inept and insincere in its dedication.



Following counsel of a great American political leader, "let's look at the record", first considering accomplishments of the Maine Central corporation over the past twenty years, and then reflecting briefly upon the performance of government in the transportation field.

Twenty years ago this Company had outstanding (as a heritage of the depression) two classes of preferred stock, both with substantial dividend arrearages, eight bond issues secured by eight different mortgages or indentures, four leased lines and one publicly-held issue of debt on one of these leased railroads. In less than two decades we have eliminated one class of preferred stock and its arrearages, cut the number of shares of the second class by two-thirds, eliminated all mortgages except one covering three issues of bonds, and eliminated through merger or acquisition every one of the lines of railroad which this Company once leased on onerous terms. By virtue of Herculean effort we have removed the impossible burden of the passenger deficit and the crushing weight of one of the most inequitable local tax structures in the United States. Severe opposition was encountered in both of the last two struggles.

Attention has been given with excellent traffic results to the pioneering, engineering and construction of special railroad equipment tailored to the customer's needs and aimed at greater economy for him and greater traffic security for us. Ten years ago, in cooperation with International Paper, Maine Central engineered and constructed a fleet of open side, bulk head pulpwood rack cars similar to those utilized in the South, but with deck and center still designed to take care of snow and ice accumulations encountered in Maine. An entirely new concept of mechanical loading and unloading of clothespins came into being through equipping new types of covered hopper cars with pneumatic hose attachments. Specially designed cars for the handling of crumb pulp from Shawmut to Fairfield have been constructed with completely smooth interior, double doors and other special features. A fleet of gondolas and flats has been converted into heavy duty cars for handling loads of slabs (heretofore a waste product of many saw mills) into a new chipping plant at Oakland where specially designed high side gondolas carry the finished product to destination. Less spectacular and more orthodox procedures have included standard hopper cars for the handling of cement to a bulk plant in Massachusetts with a new rate concepts bringing increased efficiency to the shipper and securing this traffic to Maine Central—a type of traffic which has been lost to so many eastern carriers. Recently hundreds of cars of petroleum have been taken off the highways and returned to the railroad through new procedures, car acquisitions and new sales approaches.

The foregoing does not attempt a comprehensive recitation of accomplishments or new departures by a management which has been forward looking and productive, but it is a description in miniature which will be now set against a brief but factual account of procedure by the sovereign power of government.

Congress has passed laws compelling Maine Central to pay railroad retirement taxes at the rate of 6¾% while our competitors' rate will be increased next January to 3 1/8%. It requires Maine Central to pay an unemployment tax at 3¾% of its payroll, while our competition in the State of Maine pays at the rate of 3.1%. Through the Employers' Liability Act it is possible to sue the Maine Central in case of the death of the employee for \$500,000 (which has recently been done), while the maximum recovery for the death of an employee of a competitor under the Maine Workmens' Com-

pensation Act is \$12,150 including burial expense. Is there any economic or social sense to this differentiation in legislative treatment?

In conclusion we enjoin the facile writer with no transportation education, and the American Congressman, to take a "look at the record" before freely criticizing railroad management and before being proud of governmental regulation of transportation.

### THEIR HANDS OUT KEEP HIS DIGGING IN



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.

#### Editor

JOSEPH H. COBB, Director of Public Relations

#### Assistant Editors

Mavis O. Blanchard	Vanceboro
Frank E. Ware	Bangor
O. R. Burdwood	Bartlett
R. S. Thing	Brunswick
F. L. Carsley	Rockland
Horace Rodrigue	Augusta
Elaine Snow	Waterville Station
G. K. Stevens	Waterville Shops
Joe McMorro	Lewiston
Norman Massengale	Train Crews
John J. Keating	Retired Employees
Albert B. Wetmore	Rigby
Alice McLaughlin	Portland Freight Office
Ernestine V. Miller	General Offices
Myrtle Neilson	General Offices
Doris Thomas	General Offices
Marion Stevens	General Offices
Marion Adler	General Offices
E. L. Kennedy	General Offices
Jerry Shea	General Offices

# Average Maine Central Worker Gets 'Fringe' Benefits of \$1,007 A Year

You don't see it in your paycheck, but Maine Central and Portland Terminal Company employees receive an average of \$1,007 in "extras" every year.

Some call them "fringe benefits," but "fringe" is an inadequate term for the \$2,740,890 the companies spent in 1960 for health and welfare, railroad retirement, vacations and other programs.

Rather than fringe benefits, they should be called employee benefits, because they mean security for Maine Central and Portland Terminal Company workers now and in the future.

The \$2,740,890 in these employee benefits spent by the companies in 1960 was about three times the Maine Central's net income for 1960. The per-employee average is slightly more than \$1,000, varying with job classification.

But whatever you call it, "fringe" or employee benefits constitute a big responsibility for the companies, and a big contribution to your well-being.

The actual employee benefit figures for 1960 are as follows:

Vacations	\$825,605
Holiday Pay (est)	244,846
Railroad Retirement Act	896,776
Railroad Unemployment Insurance	498,234
Health and Welfare	260,929
Sick Leave Allowance	14,500

Total Cash Contributions in 1960 \$2,740,890



Hospital, surgical and medical benefits for non-operating employees and their dependents cost the two companies in 1960 a total of

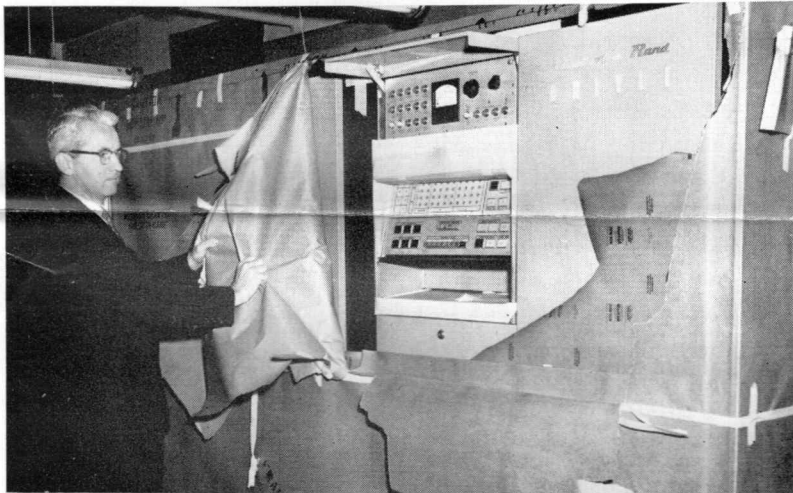
**\$260,929**

(Effective March 1 this year substantially increased benefits went into effect for these employees).



Precious vacation periods for Maine Central and Portland Terminal Company men and women aren't just weeks of relaxation and rest, free from work . . . they're paid for at full pay rates. In 1960 this cost the two companies

**\$825,605**



**WORKING ON THE RAILROAD**—The new solid-state Univac, a close cousin to electronic brains now serving in the BOMARC and Nike-Zeus missile programs, joined the Maine Central Railroad in September to replace an earlier model used by the company's accounting department to compute wages, revenues and statistics and to carry out many other mathematical assignments. Ralph Gordon, MeC auditor of data processing and systems manager, unwraps one of the new Univac's four units.



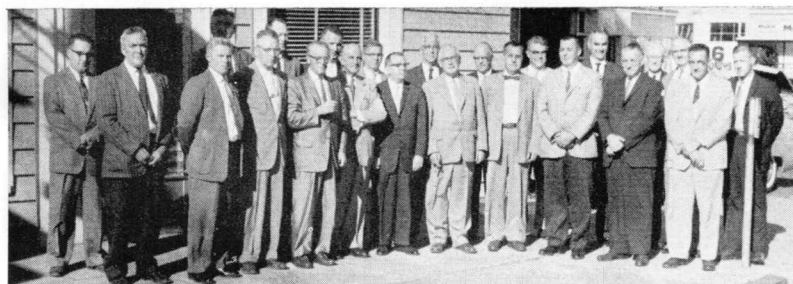
Towards the helping hands of railroad unemployment insurance the Maine Central and Portland Terminal companies in 1960 contributed

**\$498,234**

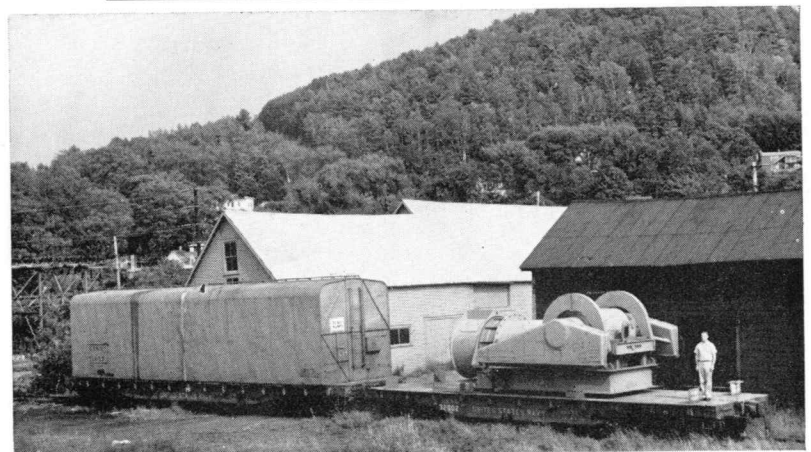


Insuring the welfare of Maine Central employees when they reach the age of retirement the railroad and terminal company in 1960 paid out

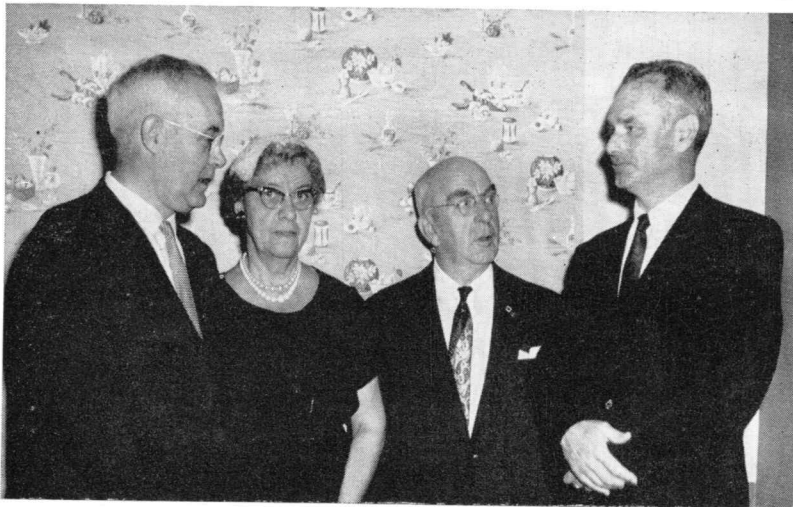
**\$896,776**



**AT CALAIS FREIGHT MEETING**—Agents, officials and freight traffic representatives attended another in the continuing series of freight meetings at Calais in September. Left to right, W. E. Strout, agent, Calais; W. E. Bridgman, agent, Machias; W. I. Leighton, agent, East Machias; J. W. Wiggins, chief engineer; L. W. Neal, Danforth; M. C. Olsen, assistant sales manager; J. E. Bouchard, trainmaster, Bangor; Frank Alger, manager of highway operations; Victor Brown, agent, Eastport; R. L. Wakefield, agent, Columbia Falls; R. L. Spaulding, commercial agent, Bangor; W. L. Blanchard, agent, Vanceboro; Phil Holmes, agent, Woodland; Willard E. Pierce, assistant general manager; H. M. Brown, agent, Dennysville; R. E. Baker, general manager; W. E. Grass, agent, Mattawamkeag; President E. S. Miller; R. C. Mellow, freight traffic manager; J. P. Scully, executive assistant; Warren Overlook, eastern agent, Bangor; R. E. Farren, Jr., agent, Cherryfield; R. E. Foley, sales representative, Portland.



**A MILLION DOLLARS WORTH OF FREIGHT**—Ordnance for a Navy vessel on the ways of the Bath Iron works is shown at St. Johnsbury enroute to the famed Maine shipyard. The over-width loads included the box car, its contents worth \$700,000, and the flat, worth \$300,000.



**RAILROAD VETERANS MEET**—E. Spencer Miller, president of the Maine Central Railroad, was the guest speaker at the season's first meeting of the Maine Railroad Veteran's Association at Theodore's Lobster House in September. Left to right, before the meeting, were Harold C. Clark, president; Mrs. Clark, Bart P. Lyden, secretary-treasurer, and Mr. Miller, who outlined the organization and financial structure of the Maine Central.



**MESSENGER EDITORS MEET**—Members of the Messenger staff—assistant editors from all over the Maine Central System—were invited to a luncheon in September at Valle's in Portland. Seated, left to right, Elaine Snow, Julia Roper, Marion Adler, Marjorie Mulkern, Doris Thomas, Ernestine Miller, Myrtle Neilson and Gertrude Holbrook. Standing, G. K. Stevens, A. B. Wetmore, E. L. Kennedy, Jerry Shea, Joe McMorrow, John J. Keating, Horace Rodrigue, Norman Massengale, R. S. Thing and J. H. Cobb.



**HONORED AT RETIREMENT**—Clifford L. Quigley, center, retired in September after 44 years of Maine Central service. He had been rules examiner and safety and fire protection supervisor since 1948. Shown at a brief farewell ceremony, during which Quigley received a gift, are, left to right, Roy E. Baker, general manager, Quigley, and Willard E. Pierce, assistant general manager.

## Philbrick's Moose Wins Photo Contest

Ken Philbrick, a laborer employed at the Stores Department in Waterville, has won the first prize in the Messenger's vacation photo contest for Maine Central and Portland Terminal employees.

A check for \$10 will go forward to him shortly. At the same time the three runner-up prizes of \$5 each will go to Mary Morse, stenographer in the Engineering Department, Portland; Retired Locomotive Fireman Bernard P. Coffin, South Portland and Mrs. Grace Hoglund, secretary in the executive department, Portland.

Philbrick's winning photo appears with this story. Mrs. Morse's effort showed her in the Alps in Switzerland. Coffin's winning photo showed the monument to the Vista-Dome passenger train coach in Colorado while Mrs. Hoglund's prize-winning effort was a photo showing her spending her vacation painting a room at home.

The contest proved one thing, even for those who did not win a prize. Maine Central and Portland Terminal folks spend their vacations in a lot of unusual ways.



**THE WINNING PICTURE**—An unidentified moose poses for Ken Philbrick at Baxter State Park.

## Retirements

Clifford L. Quigley, examiner, Portland, Aug. 31. Margaret H. DeCelle, stenographer, Portland, Sept. 5. Martin F. Reagan, crossing tender, Portland, Sept. 15. Arnold S. Baker, locomotive engineer, Portland, Sept. 26. Arthur L. Dougall, yard conductor, Portland, Sept. 27. Ferd L. Flagg, switchman, Waterville, Sept. 27. Henry H. Howard, conductor, Portland, Sept. 29. Frank A. Nicholson, conductor, general chairman, BRT., Portland, Sept. 30. Joseph A. Poulin, conductor, Portland, Sept. 30. Murray E. Allen, conductor, Calais, Oct. 1. James B. Jenkins, Sr., locomotive engineer, Portland, Oct. 1. Harold S. Marden, electrician, Portland, Oct. 4. Walter S. Murray, lieutenant police, Portland, Oct. 15.

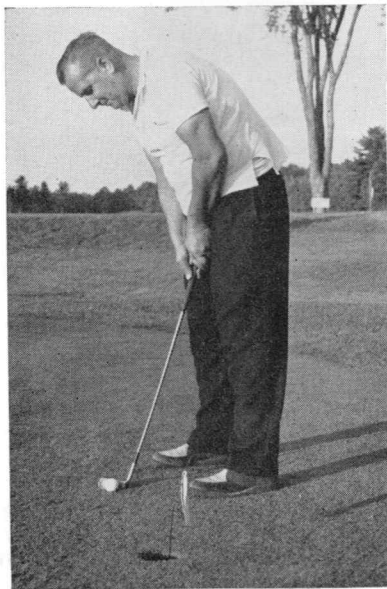


**RETIREMENT PRESENTATION**—Marin F. Reagan, right, a Maine Central crossing tender in Portland for more than 50 years, was presented with an inscribed billfold as a retirement memento by Sumner S. Clark, assistant to the president. Reagan and his wife left in late September to establish a permanent residence in Pompano Beach, Florida.

# MeC Wins Again; 28-Stroke Margin Downs B&M at Sanford

The Maine Central and Portland Terminal golfers continued their domination of the Boston & Maine for the fifth straight match at Sanford Country Club September 16. Twenty eight strokes was the winning margin this year, 1767 to 1795.

This golf match, played in perfect weather conditions, proved



**Bill Martin, Brewer**  
Class A low gross with a 79

to be our biggest and best to date with 57 MeC and 54 B&M players. Nearly every department and part of the state was represented by the Maine Central with 32 General Office workers, 9 from Rigby, 6 from Bangor, 4 from Waterville, 3 from Brunswick, Mal Bowie, Steep Falls, and Ralph Jellerson and Ben Whitney coming out of retirement, making up the strong winning team.

Maine Central individual trophy winners were as follows:

### CLASS A

- Bill Martin, Bangor  
41-36-79—Low Gross
- Jim Brice, Rigby  
87-14-73—Low Net

### CLASS B

- George Ellis, Gen. Office  
41-44-85—Low Gross
- Art Edwards, Gen. Office  
92-24-68—Low Net

### CLASS C

- Art Hutchinson, Bangor  
46-49-95—Low Gross
- Clyde Luce, Gen. Office  
105-34-71—Low Net

### CALLOWAY

- George St. Pierre, Brunswick  
131-56-75—Low Net

### Putting Contest

- Class A—Bill Martin, Bangor
- Class B—Ed Haley, Gen. Office
- Class C—R. Jellerson, Retired Calloway—Francis Cameron, Gen. Office

### Nearest Pin

- Class A—Jerry Shea, Gen. Office
- Class B—Geo. Ellis, Gen. Office
- Class C—P. Getchell, Waterville Calloway—Bob Rounds, Gen. Office

Special prize winners were: Fred Peterson, Gen. Office; George Ellis, Gen. Office; H. Harriman, Rigby; F. A. McKenon, Brunswick; Ted Whiting, New Haven RR; and Dennis Shea, retired, P. T. Co.

Henry Kenny, Clerk, Cumberland Mills, tied with Art Edwards for low net in Class B, but Art won the sudden death play-off on the first extra hole, with a regulation par 4 to Henry's 5. In the putting contest Bill Martin, Steve Conley and George DiMauro tied in Class A, but since Steve had won the driving contest and George wasn't present for the play-off, Martin was declared winner. Ralph Jellerson sank his putt on the second extra hole to beat out B. Tatarzuk, Rigby, and Tom Hayes, General Office, for Class C putting contest.

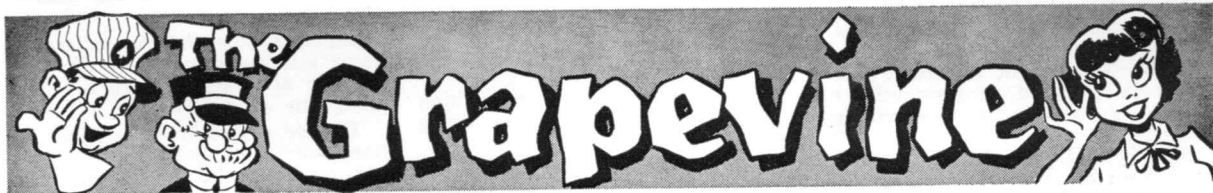


**MeC-B&M TOURNEY WINNERS**—Holding their trophies, left to right, are George St. Pierre, Brunswick, Calloway class winner; Jerry Shea, holding E. Spencer Miller trophy won by the Maine Central team; George Ellis, Portland, Class B low gross winner; and Arthur Hutchins, Bangor, Class C low gross winner.

The committee of Steve Conley, Ed Haley and Jerry Shea wishes to extend its thanks to all who participated, with special mention to the following for their assistance in conducting the tournament: Bucky Gato—Scorer; Mrs. Sam Napolitano, Mrs. George Silva, Mrs. William Martin and daughter, for their help in conducting the putting contest and helping with listing scores. We would also like to thank Clayton Plummer and

Dick Harrington of the B&MRR for making all the arrangements with the golf course for date and perfect weather, and the excellent meal after the match which was served to 70 hungry golfers.

Plans are now being made for the Maine Central Tournament next spring at either the Waterville or Penobscot Valley Country Clubs. Any suggestions on how to improve or help the committee run next tourney will be greatly appreciated.



## GENERAL OFFICES

Congratulations to Arthur Edwards of Data Processing, and his wife, whose fourth child, (their second girl) was born September 11, at the Maine Medical Center. The newcomer is named Linda Jean.

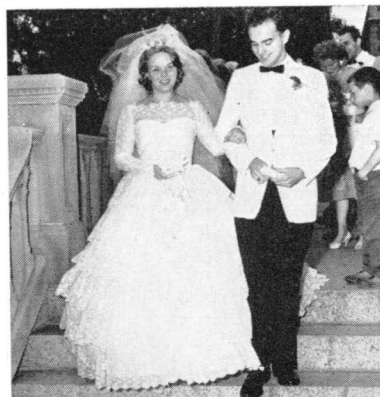
Mrs. Marie O'Connell of Data Processing has returned to work after a leave of absence.

Mrs. Rosemary McDonough and husband, Martin, are going to Cleveland, Ohio, to visit their son, stationed there with the Navy, and their new daughter-in-law.

Paula Harrison has her son, daughter-in-law, and granddaughter visiting her from Sea Isle City, New Jersey.

Mrs. Lillian Grenier and daughter, Carol, have moved to Portland, and are now living at 237 Woodford Street.

Mrs. Jennie Joyce and husband, John, celebrated their 21st wedding anniversary with a surprise party given by their children and friends. Many more happy anniversaries are wished both of these people!



**On September 2 Robert Engelhardt of Data Processing was married to Miss Simone Lemieux in Sacred Heart Church, Portland. After a wedding reception at Smith Farm, West Falmouth, Mr. and Mrs. Engelhardt left on a honeymoon to Canada. They are now living at 67 Washburn Avenue, Portland. Clyde Bailey, Remington Rand engineer, employed in Data Processing, sang at Bob and Simone's wedding.**

Eleanor Frates, formerly of Payroll Deductions, has "bumped" Mrs. Margaret Haley, mechanical device operator in Mr. Gerity's office.

"Jack" Coyne of Mr. Gerity's office was a September vacationist.

Mrs. Shirley Wilson spent part of her vacation in Boston, and some of it getting a head start on fall cleaning at home.

Mr. and Mrs. Raymond A. Jackson have two daughters away to school. Natalie, a graduate of So. Portland High School, is now a Freshman at the University of Maine. Judie, a graduate of Bradford Junior College is now attending Katherine Gibbs Secretarial School in Boston.

Mr. and Mrs. Jim Born are the parents of a new son, Douglas James, born September 23.

Jo-Ann Irving, daughter of Constance Irving of the Executive Department, is a member of the Freshman Class at Westbrook Junior College.

### THANK-YOU NOTE

Walter Randall, section foreman, Ellsworth, asked the Messenger to say "thanks" for him to C. C. Shoppe, signal maintainer, and all District Six section men who helped out recently while he was ill.



**SUMMER WORKER'S SEND-OFF**—Harris Chik, employed as a draftsman in the Engineering Department, Portland, for the summer, was given a send-off by fellow employees in September before he returned to the University of New Brunswick for his final year. Left to right, Ken Brann, Ed Stuart, Chik, Betty Jane MacDonald, Wendell Quimby, Phil Lentz and Edith MacGibbon. (Photo by Mary Morse)

## RIGBY

We all feel better with the advent of the cool fall days after some of late summer's hot humid weather. The change in seasons seems to be one of the State of Maine's chief assets, giving us something to look forward to.

Machinist Theodore Cote, and family, (numbering 31 in all) met recently at Two Lights State Park for a family reunion. Ted's son, Theodore, Jr., has entered Knowlton's Machine Shop for apprentice training as machinist.

Foreman Frederick Lombard at this date is in one of our local hospitals for a check-up and possible treatment.

Mrs. Michael Gresley, widow of former Laborer "Mike" Gresley, died recently. Flowers were sent.

Store's Department Laborer Frank MacDonald, retired, died recently at the age of 75 years. A floral tribute was sent.

Machinist Robert "Bob" McKinney's latest hobby is motorcycling. He has a Harley Davidson and will use it for transportation as long as weather permits.

Machinist Joseph Nalbach visited Norfolk, Va., on his vacation.

General Foreman Malcolm Billington was recently in Chicago attending a convention in connection with railroad business.

Retired Machinist Clyde and Mrs. Burnham are on their way to California to see the country in that section of the United States. On the return trip they will take a side trip to Fond-de-lac, Wis., where Mrs. Burnham has a sister. "Who knows, we may stay there and settle," Clyde says.

Your reporter, on vacation, visited Presque Isle, accompanied by Mrs. Wetmore, and her mother who visited relatives, and saw the potato industry at the height of the fall harvest.

## TRAIN CREWS

Engineer "Jim" Fay at this writing is coming along good after being hospitalized at Portland.

Engineer Earl Drew of Bangor recently has been off duty to enter a local hospital for treatment.

Trainmaster "Ed" Bouchard is sporting a nice new Pontiac four-door hard top. All black with white top. A very nice looking car.

Also sporting a new DeSoto is "Rollie" LaFlame, car inspector at Northern Main Junction.

Conductor Raymond Bond of the Eastern Division spent his vacation with his family touring Prince Edward Island. Stopped at Moncton to visit the new hump yard that has just been completed there and was given a personal tour of the yard. He reports that everything is up to the minute in modern railroading, TV and all.

Sympathy is extended to Conductor James Hayes on the sudden death of his wife Florence who passed away at their summer cottage at Old Orchard Beach the latter part of August.

Station Agent "Bud" Burdwood of Cornish has resigned and plans to go back to college to get his degree. Having already completed three years, has only one to go. Brother "Bob" has bid in the job vacated by his decision.

Retiring after many years is Earl Crocker, first trick at Tower MD. Mr. Republican, as he was sometimes called, has been in the same locality for many years. His job was bid in by Tom MacDonald, former operator at Waterville.

Operator "Charlie" Whittaker of Rumford has retired after many years at the same spot.

The old station at Gardiner has been taken over by an auto parts concern. New construction is being started on land which formerly was the parking lot.

The old station at Lewiston is now occupied by a steel company. Also new construction is being carried on there in the parking lot which will be quite a size when completed.

Trainman "Ted" Farrell has returned to work after several weeks of sickness.

Trainman Gayland Wheeler has purchased a cottage at North Belgrade and has enjoyed the summer very much.

Engineer Roy Adams suffered a severe attack and was hospitalized for a while at Waterville. He's coming along fine at this writing.

The old engine house at Rigby has been demolished along with the heating plant trestle. Looks very bare around there now.

Chief Signal Engineer P. A. Stanford and his assistant Phillip Lentz have been riding the different jobs trying out a new type of radio for future use. From the results on the job we were on, they will be very much improved over the old sets.

Retired Conductor George Larson and wife Ester, Conductor "Jimmy" Hayes and Yard Conductor and Mrs. Arthur Genese of Waterville, Euphrisia Kilmartin of the Ladies Auxiliary of The Brotherhood of Railroad Trainmen were at Cranston, R. I., recently attending the New England Convention of the Railroad Trainmen.

The battle of the bovine between section foreman "Eddie" Bolduc and the fence in which it was hung up in on three different occasions at Cumberland Center has been licked. For a period of several days, it seems as if the same cow got caught in the fence and could not free itself without human help and was necessary to go to its assistance. Coming of the cooler weather, it will be housed so "Eddie" can eat in peace.

Most of the fellows in train service have had their vacations now and the rest are waiting for hunting season which will soon be with us.



**ENDS FINAL DAY**—Arnold S. Baker, South Portland, engineer of the Yard 8 switcher, stepped down from the cab for the last time Sept. 22, completing 49 years and seven months with the Maine Central and Portland Terminal Companies. Co-workers presented him with a box of cigars along with their best wishes for a long and happy retirement.

## AUGUSTA

Gen'l. Agent Ralph Tracy recently enjoyed two weeks vacation. Ralph did a little painting on his house and also attended a family reunion in Bar Harbor.

Freight Checker Burleigh and Mrs. Foster enjoyed their vacation in New Brunswick and Nova Scotia.

Conductor Marshall Pratt recently underwent minor surgery at the Augusta General Hospital and now is at home recuperating.

## LEWISTON

Operator Gene Soycheck is week-ending at Moosehead Lake. If we can believe him, some good pictures of some splendid fish will appear in next month's Messenger.

Track Supervisors clerk Monique Levesque has had some of the boys excited over her recently acquired culinary ability. After all, there is no coffee like good coffee.

Chief Clerk Howard Ham is taking the last two weeks of his vacation. We hope Howard survived the hurricane out at Tripp Lake. Other than that he hit the jackpot insofar as weather is concerned.

Yard Brakeman Charlie LaFlamme is spending a weekend in Three Rivers, Que.

Crossing Tender Ray Flynn made a flying trip to Bangor recently to say goodbye to his son who was enroute to college in Canada.

Freight House Foreman Fred Jumper did some deep water sailing over Labor Day. We wonder if he acquired a Third Mate's ticket? At any rate, he suffered no ill effects and the salt air must agree with him.

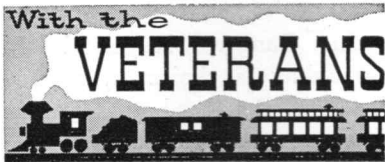


**RIVERSIDE CHAMPS**—Members of the top team in the General Offices Riverside Golf League are shown with trophies received at the annual banquet at the Cascades. Left to right, Ralph Jellerson, Bill Welch, Milton Tabbutt and Ray Williams. (Photo by Mary Morse)

Freight Handler Henry White and Operator Gene Soycheck did a bit of fishing a short time ago at Thompson's Pond and were quite successful.

Crossing Tender Ernest Malenfant is still confined to St. Mary's General Hospital. We hope to see him home and recovered in the near future.

Crossing Tender Forrest Dearborn's wife is confined to a nursing home. Best wishes for a speedy recovery.



Sympathy is extended to the family on the death of Mrs. Elizabeth Madigan, widow of John Madigan, a Portland Terminal conductor for many years.

Received a nice letter from Retired Engineman William R. Stanchfield who has a home at 2911 N. E. 11th Terrace, Pompano Beach, Florida. Bill says he enjoys the "Messenger" very much, and says it keeps him in touch with the Maine Central.



**BACK TO BELFAST**—H. P. Crowell, left, former general manager of the Belfast and Moosehead Lake Railroad, made a late-summer visit to his old headquarters, traveling from his retirement home in East Highgate, Vt. He is shown with his successor, W. L. Bowen. R. J. Thurrell, McC re-audit examiner, furnished the photo.

Sympathy is extended to Conductor James Hayes on the recent death of his wife.

Mr. and Mrs. Herbert Strout, Fort Pierce, Florida, were recent visitors in Portland. They formerly resided on Mitchell Road, Cape Elizabeth. Mrs. Strout, the former Winnie Mohan, was employed as telephone operator for the Portland Terminal Company.

Mr. and Mrs. Patrick Mulkern, have left on a trip to the west coast. Both are enjoying their retirement from the Portland Terminal Company. On returning, they plan to attend the United Veterans Convention at Washington, D. C., October 13th-14th and Sunday the 15th.

Your correspondent's granddaughter, Linda G. Atherton, 590 Sawyer Street, South Portland, who won an essay contest of the Maine Central, Bangor Aroostook Railroad, has entered the University of Maine, studying surgical nursing. She is the daughter of Arthur and Dorothy Atherton.

They tell me that Ashley Wood, former Station Master at Bangor Union Station, and Bill Cobb, retired Conductor, Eastern Division, were in Portland recently for a visit.

Retired Conductor Jim Plummer has just returned home from the Thayer Hospital, after spending thirteen days there for eye surgery.

## WATERVILLE SHOPS

Assistant Superintendent Alden Finnimore and Painter Parson Lawry have been recent attendees at a State meeting of Safety Supervisors at Poland Spring.

Foreman Chick Pooler has been a recent surgical patient at the Thayer and has returned to work after a three-week stint.

Machine Apprentice George Clark and Carman Roland Boulette have returned to work after two weeks National Guard training at Camp in New York. They are members of the Waterville Unit which has been alerted for induction into National Service.

Carman Frank Bragg has recently celebrated his 65th birthday by swapping for a new IHC four wheel drive "Scout." Frank is making preparations for the big day somewhat later in the year.

Checker Win Reynolds made an elaborate study of time tables and schedules and received his passes to

## Larracey Elected Fire Department Captain

Lieutenant John E. Larracey of Ladder Co. No. 1, Waterville, was recently elected Captain. He has served the Ladder Co. for the past 20 years, the last five years as Lieutenant. The Waterville Fire Dept. is on a volunteer basis.

Larracey also has been a Reserve Police Officer on the Waterville Police Dept. for the past 20 years. He has been employed as a machinist at the Waterville Shops of the Maine Central for the past 26 years. He is also active in union affairs, and is President of Local No. 409, International Association of Machinists, and Chairman of the Federated Committee at the Shops. He was recently re-elected to the office of Vice President of District No. 42, I. A. of M. representing the Maine Central employees.



Larracey

spend his final week of vacation in Pittsburgh, Pa. recently. He wound up at Webber Pond.

Carman Sam Merrow has recently traded for a big new car and states that it will pass anything on the road except a gas station, and now says the 'compacts' are beginning to look good.

Storekeeper James Blethen has recently suffered a severe heart attack and has been confined to the Thayer for several weeks. As of this writing 'Jimmy' is coming along fine, tho it will be quite some time before he will be able to return to work.

On a recent morning, Carman Sam Desveaux jumped from his wife's car, placed his new lunch bucket on the ground and dashed madly for the time clock in the Shop. Electrician Dan Giroux, leaving early for a call to Pittsfield, backed his car from his parking place smack over the new lunch bucket, thermos and all. Sam is now feeding from a paper bag.

Painter Helper Don Gerald has been a recent visitor. He has been on the sick list nearly all summer with a serious heart condition.

We are becoming somewhat disillusioned with human nature, especially when some of the ex-commissioned officers around here have convenient lapses of memory about statements that they have previously made resulting in serious breaches in beautiful friendships which the writer has striven diligently to build over the years.

Shop Carpenter Ken Strout has been confined to a local hospital for some time for tests and treatment.

The Stores Office Force remembered the birthday of Clerk Ralston Armstrong (the All American Boy) on Sept. 12. He was presented with an attractive cake, tastefully frosted and decorated by Stenog Yvette Guite, complete with candles. The 'cake' was a wooden disc. 'Rollie' was heard to mutter, when he attempted to cut the 'cake' that the "oven must have been too hot."

Carman Glenn McCarrison opines that Messenger correspondents resemble one-eared, one-eyed base ball pitchers in that they only see and hear half of what is going on but they are good at throwing!

## WATERVILLE YARDS

Kennebec Lodge 343, Brotherhood of Railroad Trainmen, Waterville, will sponsor a banquet and dance; namely, Old Timer's Testimonial, on October 28th, at 6:00 PM DST, at the Hotel Elmwood. All friends and relatives of the BRT are invited.

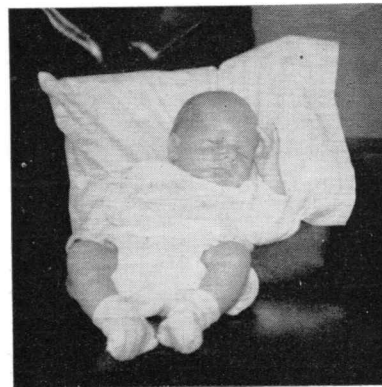
A. E. Genest, Secretary-Treasurer of the BRT, and his wife have just returned from the National Convention in Rhode Island.

Brakeman K. A. Fitton and J. J. Peaselee are now on vacation. It seems Jerry has to spend his vacation cleaning up around his farm. His little boys spilled grain around the yard just so their father would have something to do!

Back from recent vacations are Asst. Yardmaster A. E. Miller, Conductors C. F. Hodgdon and B. C. Hillman, and Brakeman R. E. McPherson.

C. J. Damon, switchtender at Waterville, has bunted a job at Brunswick.

Brakeman R. G. Cook has been ill. Brakeman A. L. Doucette has qualified for Yardmaster.



**ARRIVED IN AUGUST**—Jeffrey Allan Steeves, son of Carman and Mrs. James Steeves, was born at the Waterville Osteopathic Hospital Aug. 10 weighing in at 5 lbs. 11 oz. He was 4 weeks old at the time of the picture and had gained 3 lbs.

Brakeman Tom Barnett, formerly from Rumford, is now working in Waterville.

Brakeman Mike Mitchell has returned to his old job at Rockland.

Retirements effective September 30th are: J. A. Poulin, Road Conductor and Frank A. Nicholson, General Chairman of the BRT. We wish them both a long and happy retirement.

One of our new Brakemen, E. J. LaLiberte, rear brakeman one day with a drag of cars from Track No. 19 was asked what was on the rear.

Not knowing himself, he replied, "Box cars, mostly empties and loads."

Due to abolishment of two clerical jobs in Waterville, Dick Fecteau has bunted into the Engineering Department office. Marje Armstrong is now laid off.

We are all sorry to hear of J. L. Blethen's illness and wish him a speedy recovery.

Dick Fecteau and his wife spent the weekend with their daughter and her family in Lynn, Mass., recently.

Ralph Snow has been taking his wife out to dinner at the Lobster Pound in Lincolnville Beach quite often this summer. The only trouble is he eats his dinner and part of hers!

The luncheon held at Valle's Steak House in Portland for the correspondents was very enjoyable. It was very pleasant to see everyone again.

## BARTLETT, N.H.

Mr. and Mrs. Fred Pickens have a new little boy in the family, named Jay Elson. Congratulations to them.

We have received a note from retired crew foreman Jim Chadbourne in Florida. Seems he takes exception to our quote in the last issue, "New England is very nice in the summer time." He allows his meaning was that its very nice all of the time, both winter and summer. We agree.

Car inspector E. M. Dinsmore had the misfortune to have a large bear run afoul of his car the other evening, doing some damage to the front end of the car but unknown damage to Mr. Bear. The bear was rolled around somewhat but collected his marbles and lit out for the woods.

Peter's outfit, with plenty of help from local section crews, is laying rail in the mountains. About one mile is to be renewed.

A. J. Whitten, foreman of the Conway Centre section, is having his vacation.

# THE SCORECARD

The Rigby Bowling league started off Friday, Sept. 29, at the Monument Square Alleys, Elm St., Portland with eight 4-man teams. It is made up of four men from the car Shops, Engine house, and Portland Terminal Co. yard and track men. They only have three men to use as spares, so could use a few more before season gets too far along. Contact Jay Welch, Eng. House, Rigby if you would like to bowl with this well organized and friendly group.

Benny Leonard started where he left off last season with a fine 339 for the first night. Leonard also has high average with 113. Jay Welch, league commissioner, has high single string of 121. Team No. 7 made up of L. Parker, P. Maddocks, Tom Manning and R. Brown hit 417 for high team single and 1190 for high three.

The General Office Bowling league started Sept. 26 at the Bowl-A-Rama Alleys, So. Portland. Larry Smyth and Reggie Roy, league commissioners, have ten—6-man teams with one member of each team rotating as spare.

Some of the new faces in the league are Ray Williams, Frt. Traffic, New Haven R.R.; Tony Notis, who played in the Larry Rowe golf league this past summer; Bob Lewis and Everett Spires, Auditor Revenue Office; John Biladeau, Mailroom; Ralph Libby, Aud of Disp.; Martin Stratton; Machinist Rigby; and John Tracey, PTCO. conductor. Team No. 5 made up of C. Robie, J. Foley, Wake McGor-rill, Geo. Stanley, Geo. Ellis, and C. Clark, who was sitting out the first night, hit 1471 for high team total. Team No. 4 with R. Luce, C. Luce, E. Spire, B. Walls, Ed Haley, and F. Cameron hit high team single with 502.

High single is currently held by Dick Coggins with 116. Reggie Roy hit high three with 318.

The Maine Central Couple's league, which bowls at the Bowl-A-Rama Alleys, Thursday nights at 9, had 20 couples up out of the 24 who signed up this year. New faces this year are Fred Bither, Car Acct. Dept. and wife Tressa; Ken Brann, Engr. Dept. and his wife Beep; Ed. and Peg. Fairweather, Barbara Gain, Data Processing Dept. and husband Ed; Dave Gardner, PTCO. yard brakeman and his wife Ruth, Edward and Nancy Jackson; Al Kennedy, Engr. Dept., and wife Mildred; Bob Lewis Aud. of Rev. and his fiancée Sheila Farnsworth; Bill Welch Aud of Disp. and his wife Nan. Charlie Rivers and Charlie Jackson are in charge of the league this year.

## United Fund—from page 1

president of the Maine Central, and from the General chairman of the Railroad Brotherhoods, endorsing the campaign for funds, and urging employees to be generous in their annual pledges for the support of local participating agencies.

In Bangor, Raymond L. Spaulding is chairman, assisted by J. E. Bouchard, trainmaster; Laurence P. Severance, Engine House; Winifred Carroll, Agent's office; Sheila Dempsey, Engineering Dept.; Charles Loftus, Car Dept.; and Catherine Jameson, trainmaster's office.

## THE Feminine SIDE

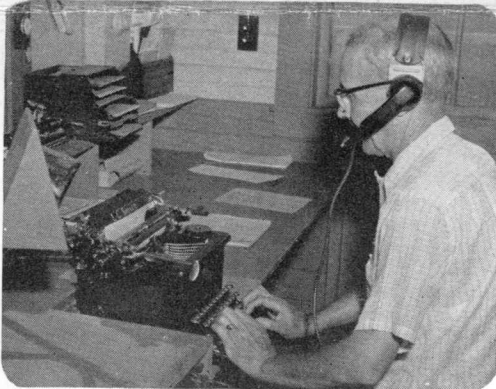


Mrs. Camille J. Plummer, wife of Trainman Merle Plummer, has completed another successful season with her gladiolus hobby, growing about 6,000 bulbs at her South Portland field, and continuing her activity as a member of the Maine Gladiolus Society. She is shown with a prize-winning arrangement of glads at a recent show. It all started, she says, when husband Merle bought 60 bulbs as a birthday present in 1952, but next season—her tenth as a glad hobbyist—may see as many as 10,000 bulbs in the ground.

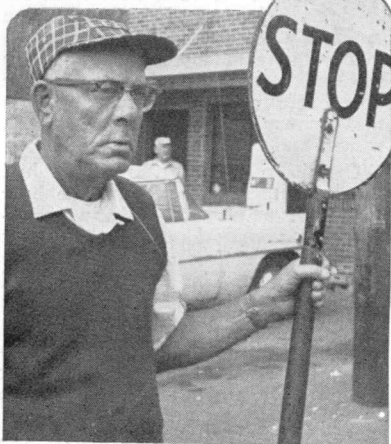
## On the job... ALONG THE LINE



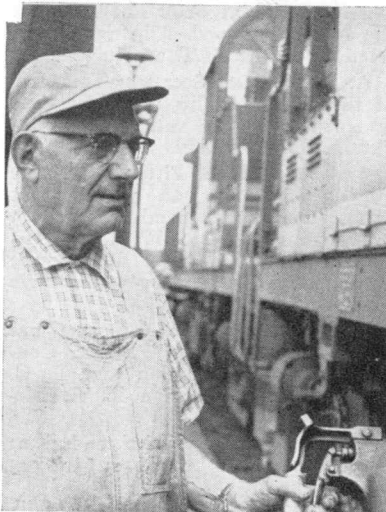
Leo LaPierre, yard brakeman, Waterville



R. C. Cascadden, agent, Pittsfield



Albert Cole, crossing tender, Front street, Bangor



Pasquale Caruso, hostler, Bangor

Bulk Rate  
U. S. POSTAGE  
PAID  
Portland, Me.  
Permit No. 16

SAM VAUGHAN  
44 THISSELL ST.  
PRIDE'S CROSSING, MASS.