



# Messenger

Vol 2, No. 1

For Employees and Friends of the Maine Central Railroad

November, 1961



**MISS UNITED FUND**—One of the busiest—and certainly one of the prettiest—teenagers in Portland during October, was Suzanne Svenson, daughter of Maine Central Traveling Accountant and Mrs. Donald Svenson of Portland. The 15-year-old Deering High junior appeared in a torch-lighting ceremony opening the Greater Portland United Fund campaign, and at several similar United Fund events during the month. Saturdays found her wherever the DHS football team was in action, in the uniform of the head majorette of the Deering band. There were dancing appearances in between, and of course, homework which Susie manages to accomplish in such a manner that she's one of the top students in her class.

## MeC-PTCo. United Fund Total Hits \$8,310 In October Drive

Greater Portland Maine Central and Portland Terminal Co. employees pledged a total of \$8,310 to the United Fund during the month-long campaign that ended November 2. The total, while falling \$190 short of the assigned quota, nevertheless amounted to \$543 more than was pledged by railroad workers a year ago.

In a post-campaign message, H. Merrill Luthe, general chairman of the Greater Portland United Fund, added his appreciation to that of Vice Chairman George H. Ellis, Maine Central assistant comptroller, auditor revenues, who served as a campaign vice chairman; Chesley E. Robie, head clerk, auditor revenues, who served as a major in the Services and Utilities Unit, and Joseph H. Cobb, MeC public relations director and United Fund company chairman.

Luthe congratulated the Portland railroaders not only for increasing the total company pledge, but for increasing the per-employee average gift from \$6.87 in 1960 to \$8.11 in 1961.

A summary of the MeC-PT Co. campaign shows that 807 out of 1,023 employees participated in the drive, pledging an average of \$10.30, compared with 839 employees who pledged an average of \$9.25 a year ago. The percentage of employees who pledged rose from 74% to 79%.

All departments showed average pledge increases, and all but one showed increases in the total subscribed.

A total of 340 workers qualified for the company-purchased (United Fund—Page 8)

## Parker, Libby Named

### MeC Establishes Freight Analysis Section to Check Traffic, Boost Sales

A new approach to freight sales involving complete and continuing statistical analysis of industrial traffic was launched November 1 by the Maine Central Railroad.

The plan involves establishment of a new section within the Maine Central's freight traffic department to be headed by John C. Parker, former assistant engineer of structures, Maine Central engineering department. He will be assisted by Ralph W. Libby, former head clerk, stores bureau, Maine Central Auditor Disbursements office.

Parker's section will analyze all reports of carloads of freight originated and terminated on the Maine Central, together with those moving to and from connecting carriers, and make comparisons which will be of value to the railroad in meeting the transportation requirements of Maine industry. Parker's conclusions will be used primarily by traffic officers and sales representatives who are continually adjusting railroad service in line with industry needs.

Parker's title will be Traffic Engineer, and Libby's, Assistant Traffic Engineer.



Parker



Libby

A native of Morristown, N. J., Parker received his Bachelor's degree in Civil Engineering from Princeton in 1952, & joined the Maine Central in 1954 after two years in the U. S.

Navy's Civil Engineer Corps at Kodiak, Alaska. He served as a student supervisor in the Maine Central engineering department for two years, then entered the Amos Tuck School of Business Administration, Dartmouth College, on a leave of absence from the railroad. He was granted a (New Approach—Page 8)

### 'Messenger' Observes First Anniversary

This, you'll notice if you glance at the top left corner of this page, is Vol. 2, No. 1, of the Maine Central Messenger. To publishers, journalists, and to others who write and edit, the publication in which Vol. 1. is changed to Vol. 2 is an important milestone.

It is just that to us who write, edit and print the Maine Central Messenger. It means we have completed a full year of monthly editions and are starting now on our second year. It means we can look back on 12 full months of the worry and work that goes with rearing a new publication from infancy, and can take pride in the fact that our product has met with general approval.

With Vol. 2 to No. 1 goes our hope that "active and retired employees, customers and other friends throughout the nation" will continue to like the Maine Central Messenger.

## Poland Water Rides Piggyback

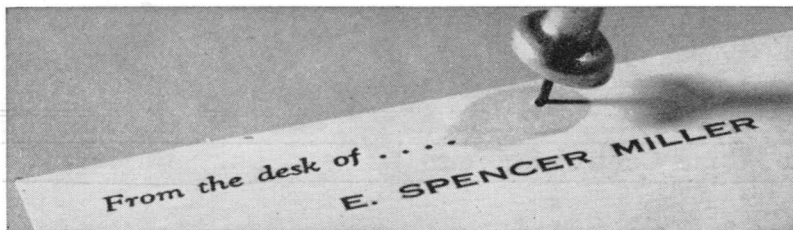
A new piggyback "pipeline" that will carry water 1500 miles by truck and train from Maine's most famous spring to Chicago was established in a Lewiston freight-yard christening ceremony in October.

A piggyback highway trailer, loaded at nearby Poland Spring, was christened after it had been moved over the highway and placed aboard a railroad flat car at Lewiston. Poland Spring President and General Manager Charles Connor smashed a bottle of famed Poland water on the underframe of the piggyback car. President Miller joined Connor for the ceremony inaugurating the new service.

The trailer carried 800 cases of Poland water for Chicago.

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### TO MY FELLOW EMPLOYEES:

The emergency need for some governmental action to aid the railroads in their fight for equal treatment with other forms of public transportation was a part of the agenda at the recent Eastern Governors' Conference in New York City.



Governor Reed of Maine told his fellow governors: "a joint effort on the part of the federal government and the individual states to continue the private operation of our railroads is most worthy of our concerted efforts."

One of the principal talks at the Conference was that of Jervis Langdon, Jr. president of the Baltimore and Ohio Railroad Company. I think he stated the railroad case in an admirable manner. I am, therefore, going to reprint major portions of his talk in my space in *The Messenger* this month. I recommend its reading to every Maine Central

employee.

President Langdon's topic was "Effect of Subsidized Competition and The Need For Adequate User Charges." He said:

"Once upon a time competition in the transportation world was confined to competition among railroads, and while there were casualties, the competition was at least on equal terms. Each railroad owned, maintained, operated, and paid taxes on its right of way, and was responsible for meeting its full operating costs, including return on investment. Land grants that had been made in the case of certain railroads, particularly in the West, had been repaid, or were in the process of repayment and every railroad was strictly on its own.

"Instead of receiving taxpayers money in the form of subsidies, the railroads were among the nation's largest taxpayers. Some did well; others got by and still others went through the wringer of equity receivership.

"Everyone is aware of the upheaval in the last 30 years, particularly since World War II. Competition among railroads is largely incidental. The competition now going on is among different forms of transportation. Some are subsidized directly; others are subsidized indirectly. Some are free of all regulation; others are exempt in part. Two forms, railroads and pipelines, pay their own ways. Only one, transportation by railroad, is also closely regulated by the Federal government.

"No one questions competition on equal terms. Thousands of tons of bulk liquids now move by pipelines, but the railroads have no complaint. The pipeline pays its own way but is still more efficient for particular movements. The railroads must and do recognize this fact. Fortunately the law does not prevent the railroads from operating pipelines themselves, and several of them do so, to their advantage.

"But competition on equal terms is one thing. Competition on unequal terms is something else. Whatever one may think of the railroad problem, the subsidizing of important competitors of the railroads is highly relevant to any inquiry as to why the railroads are doing so poorly as they are and why there is a problem. Subsidies for inland water carriers and motor carriers may be the order of the day, but certainly the railroads have an obligation to point out that such a policy, along with other gross maladjustments, may well lead to their nationalization and, ultimately, to the nationalization of all forms of transportation. x x x x x x

"A barge line competing with a railroad for a particular movement of say 1,000 miles can quote a rate to the shipper that takes no account of costs aggregating \$1.30 per ton. The shipper is not obliged to absorb these costs; the general taxpayer pays in his stead. Railroads, on the other hand can not shift any part of its costs to the taxpayer and in consequence, what is a compensatory rate for the barge line, with responsibility for partial costs only, is non-compensatory for the railroad with responsibility for the whole costs. In consequence the railroad loses the competitive business, and four things happen:

"1—The shipper does not pay for the cost of his transportation.

- 2—On its remaining traffic the railroads unit costs are increased (because the divisor for the heavy fixed costs is reduced).
- 3—As railroad earnings decline, their tax-paying ability to help support local government activities shrinks.
- 4—The barge line, with subsidy forgotten, is accepted as the 'low cost' form of transportation by the Interstate Commerce Commission and thus entitled to preferential treatment when in competition with the 'higher cost' railroad form of transportation.

"Only in degree is the situation any different with motor carriers operating on public highways. They do pay user charges, but in no sense are such charges compensatory. Merely to reimburse the Federal government for its 90 percent portion of the cost of constructing the so-called Interstate Highway System, the heavier trucks (72,000 pounds registered gross weight) should pay at the rate of from 2.5 to 5.1 per mile (on the basis of 70,000 miles per year) and yet the actual Federal user charges amount to only 1.5 cents per mile—a clear subsidy of from 1 to 3.6 cents per truck mile. These are the actual and official finds of the Bureau of Public Roads announced in April of this year. On the basis of an average load of 20 tons, this subsidy ranges from 0.50 to 1.80 mills per ton-mile, and if the Baltimore and Ohio received a comparable subsidy, its annual freight operating expenses would be reduced by \$12.4 to \$44.7 million or an amount sufficient to convert a heavy deficit operation into a handsomely paying one.

"The foregoing subsidy to motor carriers is of course only a part. It does not include reimbursement for the share of the construction cost borne by the state, nor does it include anything for highway maintenance and operating costs, also borne by the states. Their inclusion might well double the subsidy to motor carriers. x x x x x

"In short summary, the railroads, operating without subsidy, are forced to compete with transportation forms that are subsidized, and the uneven competitive situation thus created is very likely to wind up in the forced nationalization of the railroads. One alternative is fully compensatory user charges for all forms of transportation using public facilities. Another alternative would be a right in the railroads to enter (without the present special restrictions) into these subsidized forms of transportation by way of diversification.

"States have an important stake in fostering sound economic conditions in the transportation industry. Not only would delay in bringing these about be disastrous from the point of view of those who are trying to preserve some semblance of the free enterprise system in our country's transportation, but it would also mean less and less revenue from the railroads until, with their nationalization, payments to state and local governments come to an end."



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

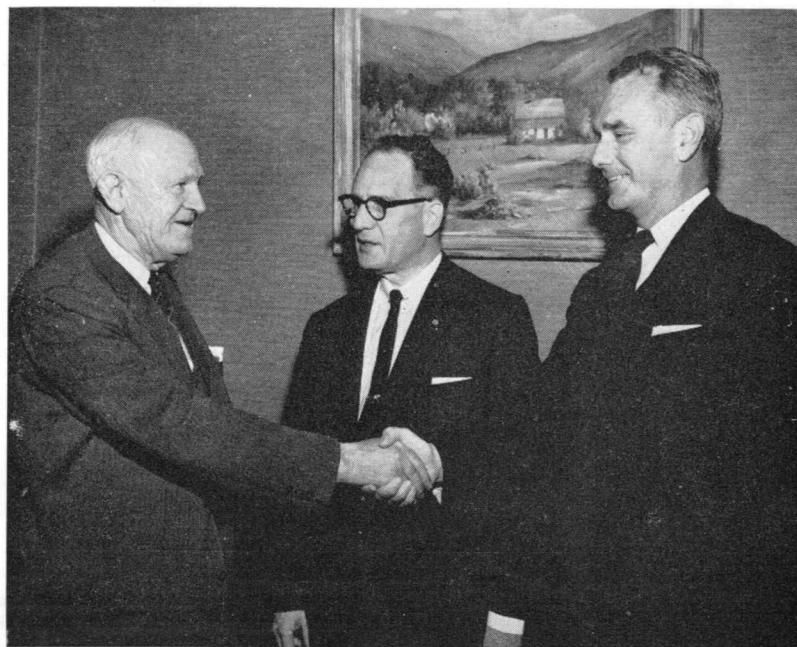
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**CHRISTENS POLAND WATER PIPELINE**—Charles Connor, president and general manager of the Poland Spring Hotels, Inc., smashes a bottle of Poland Water on the underframe of a Maine Central piggyback car to inaugurate the Poland Water piggyback "Pipeline." President E. S. Miller joined Connor for the ceremony at Lewiston.



**HONORED AT TESTIMONIAL**—Walter F. Bird, claim agent in the Maine Central Law Department since 1938, retired in October. He is shown at left as he was congratulated at a Portland testimonial by Archibald M. Knowles, general counsel, and by E. S. Miller, president.

## Waterville Old-Timers' Night Honors Veteran BRT Members

A banquet was held at the Elmwood Hotel in Waterville October 28 honoring the "Old Timers" of the Brotherhood of Railroad Trainmen. Seventy-seven members and guests were present.

Arthur Genest served as toastmaster. The invocation was given by Father Sullivan of the Sacred Heart Church followed by short speeches from Robert Ewer, Legislative representative for the Brotherhood, Mayor Arthur Bernier of the city of Waterville, Vice-President Paul McNamara of the Grand Lodge, Calvin Clark, Trainmaster at Waterville, R. W. Williams, Superintendent of the Portland Terminal Company, and Earl Kelly, Acting General Chairman of the Trainmen.

The Benediction was given by the Rev. Ralph Reynolds of the First Baptist Church of Waterville.

Visiting officers of Ladies Auxiliary Lodge 146 of Portland, Ernestine Miller and Euphrasia Kilmartin, and Secretary N. J. Massengale of Lodge 82 were introduced.

Vice-President Paul McNamara presented continuous membership pins to the following:

- 25 years—Carl Proctor, Y. C. Nielson, Albert Genest, Joseph LaLiberty, Clyde Caswell.
- 40 years — Wayland Bennett and Joseph Poirier.
- 45 years—Archie Martin and "Al" Spencer.

- 50 years — Edward (Hand Brake) Allen.
- 55 years—Edward (Five Star) Hennessy.
- 60 years—"Del" Wright.

All were present to personally receive their pins. Members of the committee for the event were Chairman, Arthur Genest; Vice-Chairman, Gerald Gagnon; Ticket Chairman, Arthur Doucette; and Secretary, Raleigh Williams. Dancing followed the banquet.



**HONORED AT WATERVILLE**—Veteran members of Lodge 343, Brotherhood of Railroad Trainmen, were honored late in October at an "Old-Timers' Night" banquet at the Elmwood Hotel, Waterville. Seated, left to right, Ralph A. Allen, 51 years; H. Adelbert Wright, 62 years; and Edward V. Hennessy, 58 years. Standing, Wayland L. Bennett, 44 years; Paul J. McNamara, Boston, vice president, BRT; Alfred L. Spencer, 45 years; Archie F. Martin, 46 years; and Joseph A. Poulin, 45 years.

## Bird Retires; Grant Named to Claim Post

Robert H. Grant, named assistant claim agent in June, has been appointed to the post of claim agent in the Law Department, succeeding Walter F. Bird who retired in October.

A testimonial honoring the latter was held at the Cumberland club in Portland, Oct. 11, with many Maine Central officials and associates attending. He was presented with a camera and a purse of money.

Bird entered Maine Central

service as claim agent in the Law Department on Sept. 15, 1938, after many years in a similar capacity for the Travelers' Insurance Co.

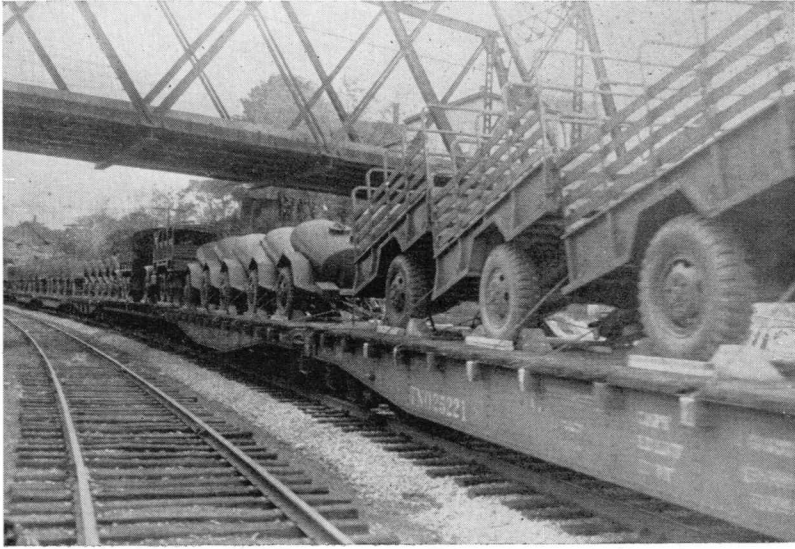
Grant, who served as traveling freight claim representative for 15 years prior to his initial Law Department appointment in June, is a native of Westbrook. He entered Maine Central service in 1946 as a clerk in the Auditor Revenue office, and was assigned to the freight claims section soon afterward. Grant also has been active in the railroad section, Freight Loss and Damage Section, New England Shippers' Advisory Board.

## RRB Adds 140 MeC Employees to Rolls

About 960 men and women whose last railroad service was with the Maine Central Railroad Co. were receiving employee annuities from the Railroad Retirement Board at the end of 1960, the Board recently reported. Their annuities averaged \$128. About two out of five of these employees had wives who were also receiving monthly benefits.

During 1960, some 140 former Maine Central employees were added to the Board's retirement rolls. Their annuities averaged \$140.

The Railroad Retirement Board pointed out that last year some 47,900 employees of the Nation's railroads retired on annuities averaging \$145 a month. Of this number, 78 percent retired because of old age and 22 percent because of disability.



**BOUND FOR KENTUCKY**—Equipment of Lewiston's Second Medium Tank Battalion, Maine National Guard, leaves Lewiston in one of three military rail movements in connection with the unit's assignment to Fort Campbell, Ky., for a year's federal service.

## Lewiston Troop Movement Recalls WW 2 Operations

There were 11 Pullmans, a baggage car and a diesel locomotive. There were uniformed men with rifles and packs. There were porters, floodlights, women with worry in their faces and youngsters who didn't understand, and there were tears, kisses and farewells. It was in Lewiston, Wednesday night, Oct. 25, 1961, but it could have been in the 40's, during the sad, early days of World War Two.

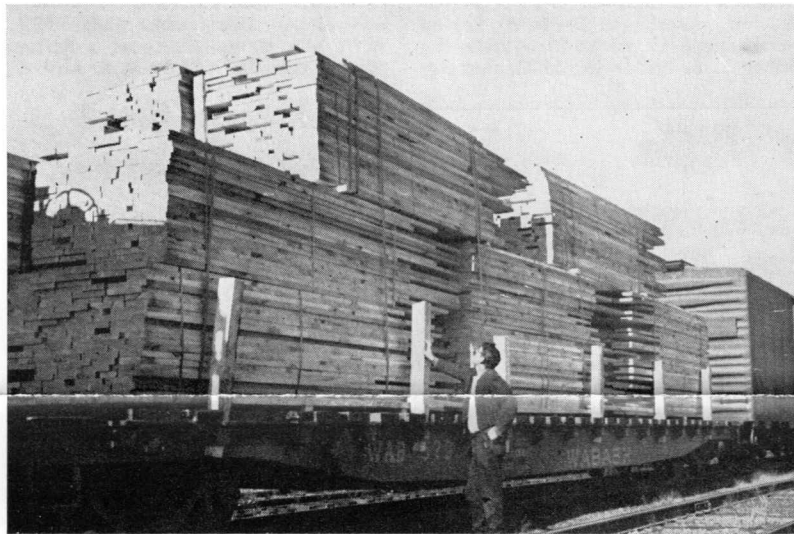
To many a Maine Central Railroader, it was the war all over again, but just for one night, as members of Lewiston's Second Medium Tank Battalion embarked on a troop train for Fort Campbell, Kentucky, and a year of active duty. And . . . as if the carmen, yardmen and train crews did it every day, the Maine Central's first military personnel operation in 16 years went off without a hitch.

The troop train had been preceded by two long trains of the Tank Battalion's equipment—everything from tanks to jeeps and tools, all expertly loaded by the Lewiston guardsmen themselves assisted by Quartermaster Corps specialists.

The three train movements—and especially the last one involving the Lewiston troops—occasioned these comments:

From Trainmaster C. P. Lennon . . . "You can really see the difference between this outfit and trainees."

From Lewiston General Agent Richard L. Achorn: . . . "The loading of both freight and per-



**FIRST UNIT LOAD OF LUMBER**—Carman Donald Perkins of Scarborough inspects the first shipment of lumber to be unit-loaded under a new system recently approved by the AAR. The shipment originated at Washington Junction and was bound for Olean, N. Y.

sonnel was carried out in a highly professional manner."

And from Capt. Bertrand L. Couture, Battalion Commander: "We, the officers and men of the 2nd Bn 20th Armor, wish to express our appreciation for your cooperation in preparing ourselves to depart for active duty. Your willingness to help made the task much easier."

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## Retirements

Willis L. Elliott, traveling auditor, Portland, October 1. Neils Axelsen, Sr., carman, Portland, October 24. Joseph E. Robert, clerk-telegrapher, Lewiston, October 24. Ralph L. Maddocks, trackman, Ellsworth, October 24. James P. Noonan, agent, Lisbon Falls, October 25. Alfred J. Lindstrom, crossing gateman, Portland, October 29. Frederick G. Benson, yard clerk, Portland, October 31. Walter F. Bird, claim agent, Portland, November 6.

## Ellsworth Shipper Unit-Loads First Maine Lumber Shipment

A new lumber loading system that saves time and money on both ends of the rail trip was put to use in October for the first time in New England by a Hancock County producer.

The new method involves quick loading of packaged or bundled lumber onto a flat car with use of a fork-lift, and arranging it in such a way that the bundles are joined to form a complete unit.

The new method, besides providing economies in loading and unloading, also eliminates the costly and time-consuming pro-

cess of bracing and separating the load to withstand coupling impacts.

Maine Central traffic officials said the new method, recently approved by the Association of American Railroads, is expected to supplant more costly systems of loading lumber in box cars or flat cars with high side stakes. It has been tested on the West Coast in 125 shipments covering more than 100,000 road-haul miles.

The first unit load was put aboard a flat car at Washington Junction, near Ellsworth, by the Ellsworth Milling Co. It consisted of 39,998 board feet of 2 x 8 and 2 x 10 pine destined for Olean, N.Y. The lumber was purchased for sale by R. E. Cleaves and Son Company of Portland.

The Maine Central also is working on development of a lumber-loading system that would employ packaged lumber wrapped in waterproof paper. This, they say, would combine the loading advantages of flat cars with the weather resistance of conventional box cars.

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## Deaths

Clarence H. Basford, carman helper, Waterville, October 3. Albert W. Crocker, locomotive engineer, Brewer, October 15.

Paul Cereste, carman, Portland, October 28. Frank M. Harrington, conductor, Portland, October 28.



**TRAVELING AUDITOR RETIRES**—Willis L. Elliott, left, a veteran of 56 years' railroad service, retired in October. The veteran traveling auditor was presented with a purse on the occasion by Carl W. Baldwin, assistant auditor revenue, and George H. Ellis, assistant comptroller, auditor revenue. Thurlow L. Woodbury has been appointed to succeed Elliott as traveling auditor.



## Maine Central History

## 2-Day Bangor Celebration Marks European and North American Opening

(This is the third of a series of articles based on original research by R. F. Dole, Mechanical Engineer, on the historical background of the Maine Central Railroad.)

By 1871, Bangor had 20,000 people, and was city enough to entertain Daniel Webster, to ship 200,000,000 feet of lumber annually, to have had concerts by Jenny Lind, and to play host to the President of the United States at a two-day celebration that marked the long-awaited opening of the European and North American Railroad.

Under construction for 20 years, and a dream of financiers and politicians for twice as long, the E. and N. A. was hailed as "a great artery which will bear the commerce of the earth, from China and the Indies via San Francisco and Halifax and across the Atlantic and around the globe."

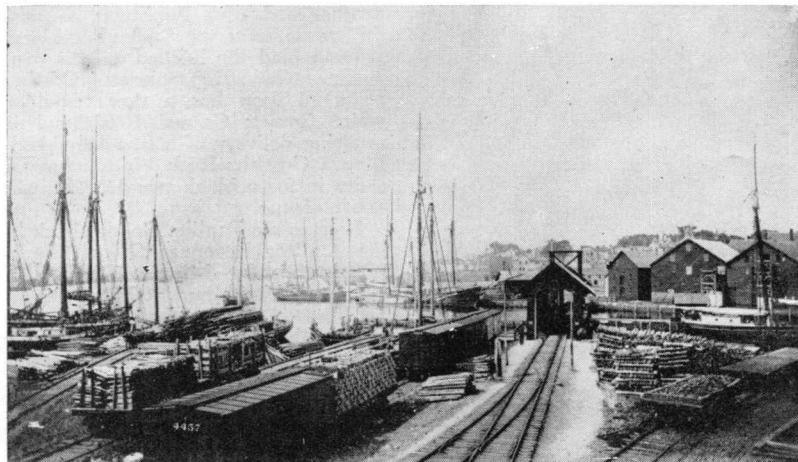
The name of the man who first visualized linking Newfoundland and New Brunswick with Maine and the middle Atlantic cities by rail is lost in the mists of time, but his idea appealed to leading minds on both sides of the ocean. Offering relatively quick travel not only to Boston and New York, but to Montreal and other Canadian cities, the concept had wide appeal as early as 1850. This rail link would bring Europe and North America closer by 700 miles, and shorten the travel time between London and New York to six or seven days. Record speed for trans-Atlantic travel by passengers and freight was the prospect, along with rapid development of towns along the projected right-of-way.

The editor of the Bangor Whig and Courier, to whom we are indebted for much of the material in this installment, did not neglect the expected impact on Maine and especially on Bangor, of the European and North American.

"Railroads," he wrote, "are most potent instruments for developing the resources of a country, and the Queen City of the East will gather into her lap, by the means of her iron arms, all that is needed in wealth and population to make a large and prosperous metropolis."

To John A. Poor, whose resourcefulness and vision planted the seeds from which the present Maine railroad system has grown, goes the credit for the initial steps in the development of the European and North American. His name headed a long list of Bangor citizens who petitioned the Maine Legislature of 1850 to "cause to be surveyed and ascertained the most practicable route for a railway from the City of Bangor to the eastern boundary of the state in the general direction of the city of St. John, New Brunswick, and to take such further action in the premises as will tend to favor construction of a railroad from the city of Bangor to some good harbor on the eastern shore of Nova Scotia, or Cape Breton, best fitted to become the entrepot and terminus for the most direct line of trans-Atlantic navigation."

Copies of the petition went to the Provinces, where it found ready approval, due in part, at least, to the fact that the Crown



**E. AND N. A. RAILROAD DOCKS AT BANGOR, 1882**—This photo, taken from the site of the former Bangor Union Station looking down-river, shows the extensive yards and docks of the European and North American Railroad. The pulpwood, box shooks, poles and other forest products shown are in addition to some 200,000,000 feet of lumber shipped through the port at the height of Bangor's lumber hey-day.



**HALF CENTURY OBSERVANCE**—Joseph B. Crozier, right, of 14 Orchard street, Portland, who joined the Maine Central in 1911 intending to work only two weeks, is congratulated by President E. Spencer Miller of the Maine Central Railroad for completion of fifty years of railroading. Crozier, still active as a locomotive engineer, runs freight trains between Portland and Rumford. President Miller presented him with a wallet with a suitably engraved gold nameplate.

had denied support for construction of a railroad that would connect Quebec City and Halifax. The eastern Provinces wanted a railroad, it seemed, and were quick to place their bets on the horse that seemed to have the best chance to win.

The next move was a three-day convention in Portland, with Maine's Governor, John Hubbard, presiding, and with a long list of business and civic leaders from both sides of the boundary in attendance. A letter from President Millard Fillmore, in which the nation's chief execu-

tive lent his support, enthusiasm and wishes for success, was read to the convention.

Three more years passed, and in 1863, the Maine portion of the E. and N. A. began to take shape, moving from Bangor north along the Penobscot to Old Town, Lincoln and Mattawamkeag, and eventually through the forests to Vanceboro and the boundary. Built in sections, many of them separated by a hundred miles from the next, it was eight more years before the E. and N. A. finally was joined to become a reality.

## THE Feminine SIDE



**MISS HAZEL VARNEY**, Machine Operator, Data Processing, puts the finishing touches on one of several dozen unusual Christmas wreaths she's making in preparation for the holiday season. Using pine cones, acorns and chestnuts rather than the conventional fir, she comes up with a product that will probably find more use as a Christmas table center-piece than as a door decoration

## With the VETERANS

Retired Engineman and Mrs. "Guy" Sawtell, have purchased a brand new home on Massachusetts avenue, Portland.

One of our South Portland businessmen went deep sea fishing with Emile Morin the other day, but Emile had to return and put him ashore because he was sea sick. Conductor Garland and your correspondent had the same experience.

Sympathy is extended to retired conductor, Joseph Poirier, on the death of his brother, Dr. Poirier.

Retired Conductors, A. J. Parent and George Larsen recently visited Retired Conductor John Jordan of Keswick road, South Portland.

Retired Conductor Sam Skillings and Mrs. Skillings were in Portland the week of October 10 visiting Mrs. Skillings' sister.



**ENDS CN SERVICE**—D. J. O'Dowd, veteran Canadian National conductor, made his last Portland-Montreal run Oct. 10, rounding out 49 years of railroading, during which he worked on every CN train from Portland.

### Word Gets Around

A picture of the Portland Union Station tower crumbling to earth has been used in newspapers all over the nation. Taken by one of four Portland Press Herald photographers at the scene August 31, the spectacular shot was distributed by the Associated Press Photo Service to client newspapers from coast to coast.

But we were really surprised when C. A. Plumly, retired principal assistant engineer, dropped into the Messenger office the other day with a clipping. Sure enough, it was a page one, two column picture of the tower in mid-crumble . . . from the Pacific Edition of Stars and Stripes, printed in Tokyo, Japan.

Thirty-five members of the Maine Association attended the United Veterans Association Convention in Washington.

Happy to announce that Retired Conductor Ernest Biladeau is home from the hospital and feeling much better. Engineman "Jim" Fay also is doing fine. He and his dog take a walk every nice day.

Retired Engineman and Mrs. Howard Burnham entertained their daughter and son-in-law, Mr. and Mrs. Richard Clemmons and their two daughters, Nancy and Jane, recently. They reside in Shelburne, Vt.

Retired Conductors Harold Card and Leonard King went to Harold's camp at Bigelow for a little hunting.

Retired Conductor Frank Harrington, 86, died suddenly Oct. 29 at the home of his grandson with whom he made his home. May we offer our sympathy to them. He was 86 years old at his death.

The 47th wedding anniversary of Mr. and Mrs. Harry D. McAllister was observed Oct. 20, at their home in South China. They live on route 9 opposite the South China Elementary School and would like to see any of the fellows who happen to be down that way. Many happy returns, Harry.



**POLICE VETERAN RETIRES**—Walter S. Murray, right, Lieutenant of Police, Maine Central Railroad and Portland Terminal Co., retired in October after 50 years of service. He is shown as he was congratulated by Chief Special Agent Albert E. Christie as Murray was honored by fellow workers at Waterville.

Are you still a hammer mechanic?

Sympathy is extended to retired Conductor Clyde Caswell who lost his wife after an extended illness. He now lives in South Paris.

Edward R. Harlow, retired Maine Central engineer, and

Mrs. Harlow, left in mid-November for the winter in Florida. Heading first for Zephyr Hills, they'll visit several areas of the Sunshine State before spring, returning to Maine in May. Their address will be Zephyr Hills Trailer Park, Zephyr Hills, Florida, c/o Mrs. Reiger.

## The Grapevine

### GENERAL OFFICES

Mary Nugent, Data Processing, spent a week's vacation in Avon and Marblehead, Mass., visiting friends.

Ruth Watson and her husband, "Med," attended the birthday party

of their godson, Stephen Rasch, age 3, at Coventry, Rhode Island.

Jeannette Calder of Freight Traffic has returned to work after a bad bout with a cold virus.

Mr. and Mrs. Eugene Trueworthy and their six children spent a recent weekend in Boston.

Clifford Hawkes Jr., general accountant, who has been having a rather rough time physically, having been hospitalized three times in as many weeks, is improving satisfactorily at Maine Medical Center.

Ernestine and Stephen Miller attended the dinner-dance given by the Brotherhood of Railroad Trainmen, Lodge 343, at the Elmwood Hotel in Waterville, on October 28. This event was in the form of a testimonial honoring the Old-Timers of the Brotherhood. Mrs. Euphrasia Kilmartin, treasurer of the Ladies Auxiliary, accompanied the Millers on this trip.

New Car Department: Gordon (Tug) Wilson has a new two-door white Comet; Carmel Robichaud is awaiting delivery of a two-door black Monza Corvair; Ruth Watson has an order in for a black two-door Impala Sport Coupe.

Nice to see Pauline Gelinis back in the Auditor Revenues Office. She is substituting for Minnie Shine, who has been hospitalized at Maine Medical Center during the past month. We are happy to report that Minnie is progressing on the road to health.

### TRAIN CREWS

Conductor Arthur Roy suffered a broken foot recently when he was struck by an angle bar account of a derailment recently at Brunswick. He will not be able to return to work for several weeks.

Conductor "Herbie" Howard had his picture in the Bangor Daily News



**WED 40 YEARS**—Assistant Auditor Revenue and Mrs. Carl W. Baldwin were honored by members of their family in October as they observed their 40th wedding anniversary. The event took place at the home of their daughter, Mrs. Frederick J. DeWaters, Belknap street, Portland.





**AT WATERVILLE, 30 YEARS AGO**—Walter P. Stanton, Portland, retired engineer, supplied this shot of a crew at Waterville around 1930. Left to right, Stanton, Scott Boyington, Jack Hayes, George Kennedy and Phil Nelson.

along with a nice write-up upon making his last trip on BR2. He is now visiting his family in Albany, Ga., and expects to remain there for several weeks.

Engineer Joseph Crozier at this writing is hospitalized and will be off several weeks due to surgery.

Engineer Carl Jenkins has recently returned to work after being off account of having an eye operation.

Several job changes have been made recently with the curtailment of RW9 and W12 and restoring WF2 and FW1 out of Waterville. Many of the Portland boys have taken jobs out of Waterville recently.

Recent track changes at Brunswick have made it necessary for the switchmen there to seek jobs in other territory if seniority permits.

The neatest piece of construction along any of the tracks on the system is the rifle and pistol range for the State Police and other law enforcement agencies at the State Prison in Thomaston.

Trainman "Jack" Keating, Jr. is still in hopes of getting a running job on the ring jobs but has been beaten out at the last minute by someone with just a little more rating. He has become very adept in swapping cabs in the middle of the night and then moving right back again into his old one.

Conductor "Roy" Garland is shopping for a truck in the Bangor area to use at his camp in Aurora. Has one almost in his grasp if the sharpies down east don't beat him to it.

Carmen "Ernie" Burnham of Bangor Yard has purchased a nice farm at Palmyra. He now has ducks, geese, laying hens, cows, crows, pigs and other farm animals. His family likes the place very much.

A daughter was born to Trainman and Mrs. George DiMauro, Sunday, Oct. 22.

Sympathy is extended to the family of Engineer "Wes" Crocker of the Eastern Division who passed away suddenly at his home in Bangor.

Engineer "Jim" Fay is up and about after a sickness. There is a rumor that he might take the pension but has not decided as this is written.

Much credit is due to the crew who went to Deering Junction Sunday night, Oct. 22, when a bad fire broke out there. "Bucky" called for a switcher in a hurry to haul out cars spotted there containing very expensive equipment. Responding was

Conductor W. J. McDonald with D. M. Pettingill and R. C. Jones as brakemen and Engineer Leon Hunter and Fireman K. F. Ireland on the engine. Very high praise was given to them for the way the job was handled under very dangerous conditions.

Trainman Merle Plummer has shopped high and low for a new truck and finally settled on Freeport and purchased a nice new Chevy. Wanted a four wheel drive for the woods of Washington County, but had to settle for a regular. Trainman Stan Mattatall bought his old truck for use on his farm in Scarborough.

Fireman Christian Nielson's family is slowly diminishing with one daughter entering the school of nursing at Central Maine General Hospital in Lewiston and a son being recently married.

Recent visitors at the yard office at Rigby were retired conductors Albert Parent of Lancaster, N.H. and George Larson. Both look as well as ever.

Many railroad employees and their families are taking the course in small boat handling at the University of Maine in Portland. Herbert Hamilton, platform man at Commercial Street, Lester Pettingill and daughter, Trainman Joseph Meehan and family along with Norm and Mrs. Massengale.

Trainmen "Joe" Meehan and John Keniston along with fireman Donald Ward spent the summer in Rockland getting pointers on docking boats at the public landing there. The boys have had a few visits with Chief Boatswain Mate York at the Coast Guard Base there and wish to thank him for the pointers received from visits to the Search and Rescue vessel Snohomish stationed in Rockland.

## WATERVILLE SHOPS

Delivery of a long awaited run-about took place at the Sisters Hospital on October 18. She was named Darlene and shipping weight was 8 lbs., 12 oz. Production manager was Marcennette Dunton and the Designer was Laborer Alfred Dunton.

Recently retired Machinist Pat Larracey has blossomed forth with a new Pontiac.

Furloughed Carman Clarence Basford died October 3, apparently from

a heart attack resulting from a minor automobile accident. He had worked for the Company since 1945.

Paint Helper Red McCaslin has recently swapped for a new Chevy 4-door.

Charles Bean died Oct. 3 at his home in Waterville after a long illness. He had been employed many years here as a Stores Department crane operator.

Storekeeper James Blethen is at home making good recovery after a long seige in the hospital with a severe heart attack.

Clerk Connie Begin has recently traded for a new American.

Carman Helper Ike Walker is a patient at a local hospital.

Retired Painter Helper Ralph Allen has recently been presented with a 50 year medal at the Waterville Lodge F. & A.M.

Blacksmith Clayton Johnston has recently bid off a lead man's job in the blacksmith shop.

Late vacationers include Millmen Clarence Blackman and Chris Carstensen, Assistant Superintendent Alden Finnimore and Painter Chester Craig.

## WATERVILLE YARDS

Ralph Snow had a week's vacation and went bird hunting with his son, Ralph Jr. Ralph, Jr., got two partridges, and all Ralph, Sr., got was tired feet!

Dick Fecteau and his wife spent a week's vacation with his daughter and her family in Lynn, Mass., and helped them get settled in their new home.

Dave Eldridge spent a week's vacation duck hunting which was quite successful. His party shot ten ducks.

Maurice Thorne and his wife have moved in town from their camp at China Lake.

The Freight Office recently attended the Smorgasbord at the Lancey House in Pittsfield. Those attending were: General Agent Basil Higgins, Retired Chief Clerk Raymond Reny, Mr. and Mrs. Denis Chamberlain, Mr. and Mrs. Lawrence Ridley, Mr. and Mrs. Arthur Grenier, Mr. and Mrs. Earl Brochu, Mr. and Mrs. Ralph Barton, Mr. and Mrs. Ernest LaLiberty and Mr. and Mrs. Joseph Cosgrove.



Attached picture is of Miss "Fluffy", pet cat of General Agent and Mrs. Basil Higgins. Fluffy is sitting on the kitchen cupboard and was caught in the act of eating shrimp!

Those on recent vacation at the Yard are Conductor Bill Hill and Brakeman Mark Michaud.

Hunting season is now open and yard crews are readying their rifles for the big ones. Last year's stories are still unfinished, especially about the one that got away!

Brakeman Arthur Doucette has been substituting as Yardmaster occasionally.

## LEWISTON

Freight House Foreman Fred Jumper is taking his vacation now, enjoying, we hope, this lovely Fall weather. Henry White is filling his job and Albert Oliver is pinchhitting for Henry.

A recent trip to the Central Maine General Hospital showed three of our employees as guests of the hospital. Crossing Tenders Ernest Malenfant and Ray Flynn, and Operator Gene Soychack. Best wishes to all for a speedy recovery.

General Agent Dick Achorn recently received a letter from Captain Bert Couture of the 20th Bn., 20th Armored Div., thanking the Maine Central RR for the excellent job done in shipping the equipment and men. It was quite a movement but rather depressing to see the National Guard leave town. Although none of our employees were involved, most of us had friends or relatives leaving.

In a few weeks it will be time for the United Fund Drive to begin. Last year's drive in Lewiston and Auburn was 100% and General Agent Dick Achorn feels certain that 1961 will be every bit as successful with each and every employee doing his part.

Waybill Machine Operator Rita Cronin is on vacation now and her place was taken by Betty Achorn, wife of our General Agent. Nice having you with us, Betty.

Operator Phil Carr of Brunswick has bid off the job here in Lewiston, pending the return of Gene Soychack.

Operator Joe Roberts dropped in the other day to start retirement proceedings. We'll all hate to see Joe leave but trust he will drop into the office often to say hello.

While on the subject of retired employees, we wonder when Archie Martin and Bunny Utecht plan to pay us a visit in Lewiston. Best regards via the Messenger to both, and hope to see you soon.

## ROCKLAND

We had the pleasure to hear from Retired Conductor Walter Stimpson while he was attending the meeting of the Veterans of the Rockland-Thomaston-Camden Street Railway. Walter was conductor of the street cars before going with the railroad. Also had call from Retired Conductors Carl Pierce and Sam Skillings. Nice to see you fellows and do call again.

Telegrapher Earle Walker was involved in automobile accident in which his car was badly damaged. Earle suffered a cracked bone in the wrist. Operators D. E. Carter, P. L. Carr, G. H. Dumas, E. S. Anderson and D. W. Pomerleau were covering his job while the wrist was mending.

Those having their vacations recently included Engineer G. W. Bean, Yardbrakeman M. P. Mitchell, Chief Clerk Fred Snowman and Billing Clerk Stanley Prescott. Spare Clerk E. J. Sullivan covered the freight jobs. Agent K. A. Lash of Warren is enjoying his vacation, with Operator Tupper filling in.

Car Cleaner Fred LaBranche has been called back into Air Force service. Furloughed Laborer Carleton Walker will cover the car cleaner's job.



By Jerry Shea

The Maine Central again this year will hold a bowling championship roll-off in April, and we hope many more stations and departments will have a team participating. The General Office League of Portland is host this year and Reggie Roy and Larry Smyth are already making plans to have one of the best tournaments to date. Waterville Shops' team of K. Reed, C. St. Peter, T. Jewett, B. Ladd and Don Priest will be the defending champs.

Arthur York, Bangor Trainman, won the individual championship last year at Waterville and will be back to defend his title. Should we plan anything on a roll-off for the fair sex, which would be held at the same place and same time as the fellows, I thought the first year we could have bowling for individual high single and high three for women railroad workers. We'd like comments—

for or against—so please drop me a line so we can make plans.

Real enjoyment of bowling comes easily if you learn the basic rudiments of the game. Learn the rules and etiquette. Be a good sport. And, always remember, it's just a game. Here's a tip or two for better bowling: The delivery of the ball should not be hurried. Walk, don't run, to foul line. "Get down" to the alley in the actual delivery, and lay the ball on the alley smoothly. Don't drop or bounce it, and always follow through . . . that is most important.

Frank Cameron, son of Francis Cameron, Auditor of Disbursements office, made the sport headlines this past football season while playing fullback for Cheverus High of Portland. Billy Welch of Portland High is making a name for himself, as did his father, Bill Welch of Auditor of Disbursements, a few years back playing football for Portland High.

Maine Central women's bowling league, which has names instead of numbers for their teams, after four nights, are being headed by the Dealers with a 9 won and 3 lost record. Hazel Varney, captains the leaders with help from Mary Nugent, Dolly Gears and Ernestine Miller.

They also hold high team single with 380 and high team total with 1007. Hazel Varney holds high average with a 99 (fellows, please note). She also holds high individual single with 109 and 306 for three. Other top bowlers are Bea Crawford with 94 average, Beryl Farrar, 89; Jeanette Calder 87; Theresa Slattery and Jean Jellison are tied with 86 average.

The Maine Central couple's league, after the fifth night, are being led by Dave and Ruth Gardner with a 19 won and 1 lost record. Mable Rivers has high single for the women with 113. Lil Grenier, Data Processing Department, has high three with 273. Mrs. Rivers holds high average with a 86.1 followed closely by Tressa Bither with a 85.6 average. The men are all chasing Herbie Whitmore, Auditor of Revenue, who has a 115 average while hitting a 147 for high single and a 371 for high three. Irene and Charles Jackson with the help of Hylda and Jerry Shea currently hold high team single with 424 and 1123 for high team three.

At the end of October Teams #3 and #7 were tied for first place in the Rigby Bowling League. Team #3, besides having a 17 won and 8 lost record, also has high team single with 430. Brownie Tate, Red MacDonald, Henry Steeves and Joe Capozza make up this strong team. Team #7 is made up of Tom Manning, C. Campbell, Ray Maddocks and Parker.

Benny Leonard has high average with 103.1 followed by John Broderick, 102.1; Brownie Tate, 101.1; and Combs with 100. Combs has high three with 342 and high individual single with 139, and with the help of Bill Mizula, Whitten, and Vaughan, team #4 has high three with 1232.

Team #6 is starting to pull away from the rest of the teams in the General Office Men's Bowling League. Sammy Cavallaro has been hitting consistently above 300 and besides leading the league with high average of 105, he has come through with the strikes or spares in the last box to pull out with a win for his team. The rest of the team that has come through in the clutch are Ralph Gordon, Manager, Data Processing; Timmy Kelsea, John Biladeau, Mailroom; Norm Jackson, Mailroom, and Bucky Gato, Auditor Revenue Office.

Four wins behind the leaders are the teams of Ed Haley, Traveling Car Agent; Everett Spires, Auditor Revenue Office; Blair Walls, Supervisor, Group Insurance; Clyde Luce, Supervisor, Data Processing; Dick Luce, Auditor Disbursements Office, and Francis Cameron, Auditor Disbursements Office; and team #9 captained by Paul Crawford, Disbursements Statistician; Joe Coombs, Track Supervisor; Charlie Hagar, Mechanical Department; Ralph Libby, Freight Traffic Statistician; Larry Smyth, Chief Clerk, Purchasing Department; Henry Kenny, Clerk, Cumberland Mills.

Team #5 led by George Ellis, Asst. Comptroller-Auditor Revenue; George Stanley, Auditor Revenue Office; Wake McGorrell, Traffic Department, Oxford Paper Company; John Foley, Grand Trunk RR Clerk; Chet Robie, Head Clerk, Auditor Revenue. Besides holding high three with 1536 they also hold high team single with 539.

**United Fund**—from page 1

United Fund souvenir gift by pledging at least \$14. The gift, a come-apart key chain and nickel caddy bearing the Maine Central insignia, will be delivered or sent to each within a few days.

One will go all the way to Japan, where James B. Keegan, a PTCO yard clerk, is touring. Unsolicited, he sent his pledge by mail from Hawaii.

**New Approach**—from page 1  
Master's degree in Business Administration by Dartmouth in 1957, returning to the Maine Central as assistant engineer, then as assistant engineer of structures.

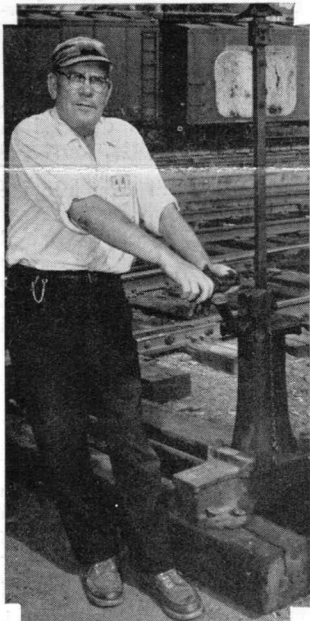
A member of the Railway Engineering Association and a State of Maine Registered Engineer, Parker is training officer of Sea-Bee Division 1-5, South Portland. He and his wife, the former Ann Payson of Falmouth, reside with their two children at 61 Foreside road, Falmouth.

Libby, who will assist Parker in the new section, is a native of Portland and was educated at Mechanic Falls high school and the Maine School of Commerce. He joined the Maine Central in 1939 as a clerk in the Maine Central Transportation Co., leaving for Air Force service in England in 1943. He returned to his Transportation Company post in 1945, and soon became supervisor of purchases. With the sale of the bus firm to Greyhound in 1955, Libby became head clerk, stores accounting, Maine Central Railroad Co., and has held this position until the new appointment.

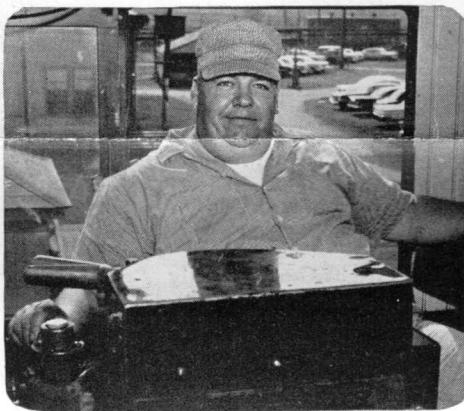
Active in the First Congregational Church, South Portland, Libby and his wife, the former Ardith Frank of Portland, live with their two children at 74 New York avenue, South Portland.

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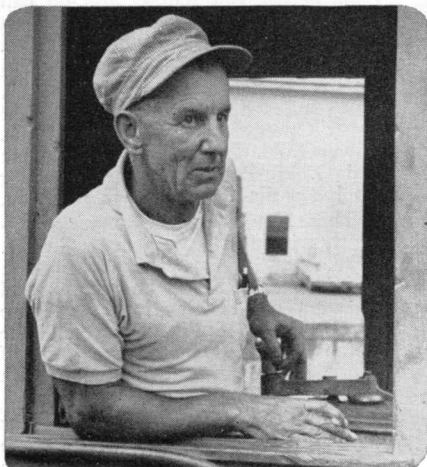
## On the job... ALONG THE LINE!



George E. Pearson, switch tender,  
Waterville



Paul Jordan, fireman, yard switcher,  
Waterville



Whitney Hanson, turntable operator,  
Bangor



Wallace Pooler, section foreman,  
Bangor

SAM VAUGHAN

44 THISSELL ST.

PRIDE'S CROSSING, MASS.