



Messenger

Vol. 2, No. 3

For Employees and Friends of the Maine Central Railroad

January, 1962

Bi-level Auto Carriers Appear On Maine Central

Bi-level automobile carrying rail cars, a familiar sight on trans-continental routes, made their first appearance in Maine during December and early January, carrying a total of 420 new Fords and Comets for Eastern Canada.

Built in Oakville, Ontario, the cars were unloaded at Machias and Woodland, then sent to dealers throughout New Brunswick and Nova Scotia.

Unloading the cars presented a problem that was quickly solved through construction of a ramp on a flat car at Waterville, then sent along to Machias with the first three bi-levels to arrive. The Fords on the first tier were driven off the Machias piggyback ramp, and the second tier reached the ground via the new rail-car ramp and the piggyback ramp.

In Woodland, where all except the first three carloads were unloaded, the automobiles on the lower level were driven onto a flatcar, then onto a side wharf, thence to the ground. The Waterville-built ramp was used in unloading the second tier.

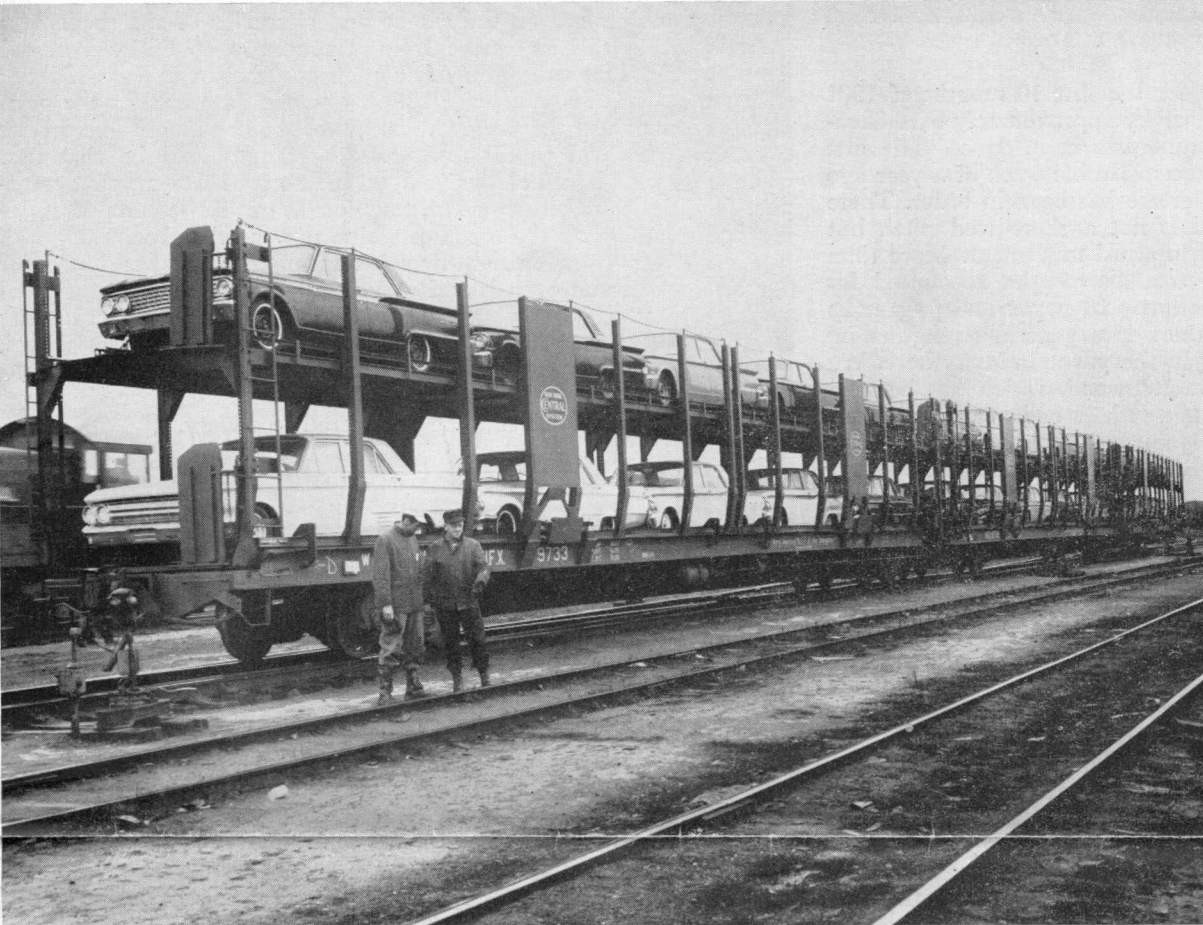
The Lehigh Valley Railroad was the originating carrier, with the Delaware and Hudson hauling 14 of the bi-levels and the New Haven handling the remainder. They come to Rigby via the Boston and Maine.

Although the Canadian bi-level automobile movements are not expected to be permanent new business for the Maine Central, American car builders were shown that their products can be handled efficiently by rail in the Northeastern United States.

(Other Photos, Page 4)

Post Office Department increase, he said, amounted to about seven per cent.

The dramatic jump in mail volume handled by the Maine Central was due to the fact that the Boston and Maine Railroad moved a considerable amount to and from Portland. McMulkin said this was not the case last year.



BI-LEVELS ON THE MAINE CENTRAL—The first three of 42 bi-level automobile carriers, each loaded with 10 Canadian Fords or Comets, is shown after arrival at Rigby in December. P.T.Co. Flagman P. R. Glidden, left, and Conductor John L. Logan check the loads. The bi-levels were bound for Machias.

Governor and Mrs. Reed Guests As Clerks Hold Joint Installation

The 11th Annual Joint Installation of officers of lodges 152, 374 and 2243, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station employees, was held Saturday, Jan. 13, at Valle's in Portland.

The evening program included a social hour, banquet and dance. Governor and Mrs. John H. Reed were honored guests, along with Maine Central Assistant General Manager and Mrs. Willard E. Pierce; U.S. Mail traffic Supervisor Thomas E. McMulkin and Mrs. McMulkin, director of personnel; General Chairman and Mrs. Joseph Connor; General Chairman and Mrs. George W. Hurley; Assistant General Chairman and Mrs. Oscar Derderian; REA Express manager and Mrs. R. Francis Jenkins; and Rabbi and Mrs. Harry Sky.

Chesley E. Robie, head clerk, Auditor Revenue department, served as master of ceremonies. The invocation was delivered by Rabbi Sky.

The following were installed:
Lodge 152: President, Reginald J. Thompson; Vice-President, Frank E. Garland III; Financial Secretary, William Griffith, Recording Secretary, Richard Talbot; Inner and Outer Guard, Edward Stanton; Chaplain, James E. Millett; Sergeant-at-Arms, Charles M. Talbot; Local Chairman, Joseph Flaherty.
Clerks Installed—Cont. on page 8

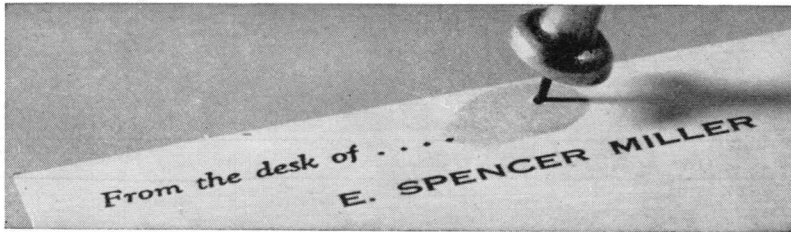
McC Yule Mail Volume Increases

The Maine Central handled half again as much mail as ever before in its history during December in what Post Office Department officials called "the smoothest operation we ever had."

Thomas E. McMulkin, MeC supervisor of U. S. Mail Traffic, said the railroad handled 915,628 sacks, pouches and parcels, a 50 per cent increase over the 1960 Christmas season. The overall

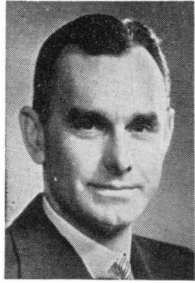
Collie Continues To Con Conductor
For years now, according to Conductor Norm Massengale, a collie of indefinite age and ancestry has met the train just above Curtis Corner on the Rumford Branch.
In the old days, he collected two newspapers, one from the head end crew, another from the trainman or conductor of the Portland-Rumford passenger train.
Norm says the pup is still at it, meeting RD1 daily, but ignoring the head end completely. Seems Conductor "Hank" Harradon not only gives him the paper, but a snack or two.

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Looking Ahead . . .

Traffic in Maine Central territory for the first 10 months of 1961 ran below the level of the previous year by approximately 6%. Commencing November 1 a marked upturn was in evidence. The first week of that month ran flat with the comparable week of a year ago and since then a small percentage increase has been in order. There are reasons to think that this trend is not a short-lived pitch but commences a long, although gradual, upward movement. More than 50 percent of our tonnage can be accounted for directly and indirectly by 18 paper and pulp mills on our lines and there is a general strengthening of business activity in the paper industry here. We further expect that pulpwood, which has been in the doldrums for more than one year, will commence to move in January under a new program instituted by most of the major consumers in an attempt to even out the flow over the entire 12 months of the year. This should increase volume as against the past year and a half and should provide more economical handling with higher monetary return as a consequent. Commencing about a year ago drives were instituted to return petroleum products, principally Bunker C Oil, to the railroad from the highway and we can report marked success with a recovery as of this month running to between 4000 and 5000 cars annually, while the potentials are by no means fully attained.



The foregoing states some of the reasons for expectation of increased carloadings and gross revenues in 1962. We feel that we have a reasonably good grip on expenses, barring unexpected wage and material escalations beyond our power to prevent, and therefore we should expect a more profitable operation in the coming year.

In response to a question concerning a single major goal for concentration by leaders of the railroad industry, I believe that the most productive effort could be in the direction of the third of the four freedoms, namely, "Freedom From Subsidized Competition." The struggle between the rail carriers and the highway carriers has, by virtue of the report of the study of the Bureau of Public Roads, become more properly a struggle between the United States and its citizens and the users of the highways who are operating the very large vehicles over them. The government body, after exhaustive research, has found that motorists operating Chevrolets and Fords are paying four to five times on a ton mile basis the amounts paid by operators of the heaviest trucks which also are run for their owners' personal profits. Imposition of fair and equitable and not excessive highway user charges will do more to restore railroad earning power, expedited service and an economically sound national common carrier system than realization of all of the other freedoms sought for our industry and all other statutory and legislative restrictions, regulations and reforms. No informed and unprejudiced economist has the slightest doubt as to the inherent supremacy of the railroad as the low cost and efficient transportation medium, and the way to bring it into its own is to remove the artificial subsidies of the competition.

The contention that not only trucks but civil aviation and waterway users do not now pay their fair share of the cost of government provided facilities is not without official support. President John F. Kennedy on February 8, 1961, in a message to the 87th Congress, said this:

"I prefer not to raise taxes on the general consumer at this time, and to emphasize instead a fairer allocation of the burden among those who use the highways. x x x This is only fair. Indeed, technical experts in the Bureau of Public Roads advise me that even this increase would not charge heavy trucks their fair share of the cost of this highway program."

Just about a year ago this was the summary of the final report of the Highway Cost Allocation Study, House Document No. 54, 87th Congress:

"There is a definite indication in the results of all three allocation studies that the heavier trucks and combinations (particularly the

latter) should be paying considerably more, in relation to the payments by the lighter vehicle groups, than they do now . . ."

The National Industrial Traffic League adopted this resolution in 1961:

"The League endorses the principle that users of transportation facilities, involved in highways, airports, and airways, created, improved and maintained by public funds for transportation purposes, should pay a reasonable user charge determined by appropriate authority, and reflecting the extent and character of use made."

And finally, this statement from a summary of Policy Positions issued by the Transportation Association of America in July 1961:

"In the United States, which stands before the world as the principal exponent and the principal exhibit of the benefits of free private enterprise, the aim in all forms of transport should be that user charges be paid by all classes of domestic users of Government transport facilities sufficient to cover their fair share of the costs of building and maintaining the facilities which they need to use."

The objective is not primarily salvation of the railroads, but order out of transportation chaos and a greatly reduced transportation bill to the nations' industries and its people. It is my belief that a uniting of railroad leaders, impartial and interested economists and legislators, and the motoring public, including operators of small trucks and commercial vehicles, must be accomplished and that all other objectives by our industry can logically be considered secondary.

Letters to the Messenger . . .

As an avid reader of the Messenger, much to my surprise I saw a photo of a "back road" freight crew at Winthrop in a recent issue.

I am the guilty party who took the picture about 1937 or 1938. I asked conductor Walter Driscoll to take the film to a Portland camera shop and have prints made. Each of the crew received a print, and I sent one to John Keating.

Rev. R. A. Martineau
St. Raphael's Church
Kittery, Maine
(former clerk, New York Central RR)

Please change my address to Bartlett, N. H. Sold out in Florida, got here Nov. 23 and it is like being born again. One can't have any ambition in life to stay in Florida.

James F. Chadbourne
(retired track crew foreman)



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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James E. Mills Ends MeC Services; Roche Named General Storekeeper

James E. Mills, general storekeeper, retired Dec. 31 after more than 52 years of continuous Maine Central service. H. M. Rainie, vice president, Purchases and Stores, presented Mills with an antique clock, and in behalf of Mills' many friends and business associates, a purse of money.

Born in Portland, Mills entered railroad service as a clerk in the motive power department at Thompson's Point in July, 1909. He was transferred to the PTCO. motive power department as a clerk in 1922, and became chief clerk, motive power, PTCO., in 1924. He was named Storekeeper at Rigby in 1933, Traveling Storekeeper in 1941, and general Storekeeper, Maine Central, in 1955.

Mills and his wife live at 32 Rhode Island avenue, South Portland. Two of their sons, Donald D. and Arthur P. Mills, are Maine Central-PTCo. employees.

Thomas F. Roche, a veteran of 41 years with the Maine Central, succeeds James E. Mills, who retired December 31 after a 52-year railroad career.

Roche joined the Maine Central at the age of 19 in Lewiston, first working as a laborer in the engineering department. He served in several capacities with the MeC engineering department at Lewiston, and became general foreman in 1933.

He was promoted to the post of foreman, stores department, Deering Junction, Portland, in 1936, and was named storekeeper, Deering Junction, in 1954. When maintenance of way stores were consolidated at Waterville, in 1958, Roche was appointed as traveling storekeeper, with headquarters at Portland.

Mr. and Mrs. Roche reside at 32 Rosedale street, Portland.



Thomas F. Roche



By Jerry Shea

The fourth annual mixed bowling match for Maine Central Railroad and Portland Terminal Company employees will be held at Bowl-A-Rama Alleys, South Portland, on February 22 at 2 p.m. By popular request we are having our Washington Birthday roll-off with everyone bowling against a handicap of 110 for men and 100 for women. If you haven't got a partner we will fix you up with one for the afternoon. This year Mert Neilson, Aud. Disb. Office, and Jerry Shea, Car Accounting, are anticipating a larger turnout and are planning on bigger prizes and better refreshments.

Larry Severance, Chief Clerk, Eng. House, Bangor, has agreed to keep us informed on how the fellows down east are hitting the maples. There is no regular team or league of Railroad workers around the Queen City, but they are well represented in most of the commercial leagues. Larry himself is hitting a 97 average and along with Larry Warren, Eng. Crew Dispatcher, a consistent 97 bowler, and John Shaughnessey, Cashier, Frt. Office, bowl for a team called the Round House "5" and are tied for first place, plus holding the high team three 1536 and single of 539.

Bowling with the American Scorecard—Continued on page 8

Trowel Club Team To Confer Degree

The Trowel Club Degree Team will be guests of Worshipful Master Royden M. Cote of Temple Lodge, Westbrook, on January 24 and will work the first degree. The first degree has never been worked by visiting degree teams in this area.

Members are asked to contact the Trowel Club secretary, Don Sinclair, for supper reservations, or Roy Cote of Traffic Department.



STOREKEEPER RETIRES—James E. Mills, left, general storekeeper for the past seven years, retired in late December. He is shown as he shared a laugh with Harrison M. Rainie, Vice-President, Purchases and Stores, as Rainie presented retirement gifts.

MeC Plans Boy Scout Railroading Course

A course of instruction leading to the merit badge in railroading will be offered to Greater Portland Boy Scouts in February by the Maine Central Railroad.

A \$25 U.S. Savings Bond will be awarded by the railroad to the boy who scores the highest mark in a written examination to be given at the close of the four-class instruction schedule.

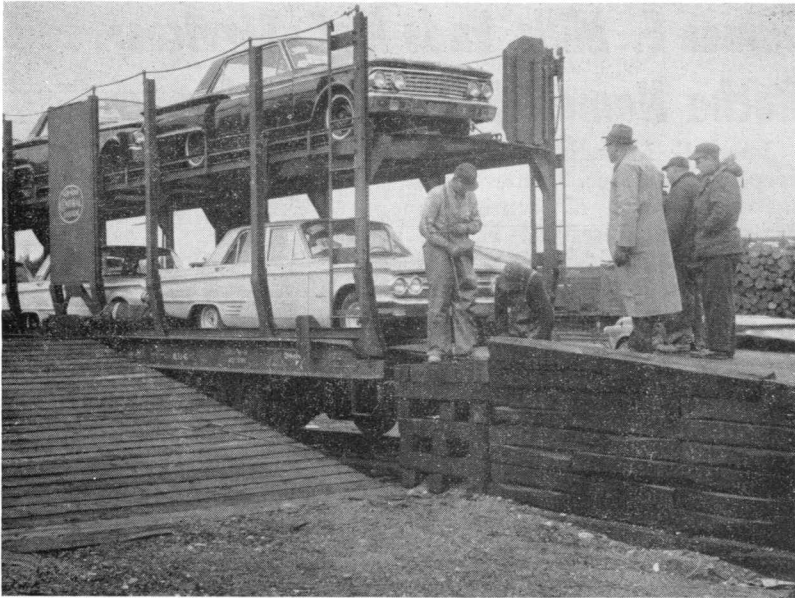
The course, which has the full approval of the Pine Tree Council, Boy Scouts of America, will be open at 7 p.m., Monday evening, Feb. 5, at the MeC general office building on St. John street, with two-hour class sessions scheduled on the three following Monday evenings. Material to be covered will generally follow the Boy Scout Railroading merit badge requirements. It will include both lectures and field trips covering railroad history, economic importance, operations, signals, safety rules and a section on model railroading.

Instructors will include Ansel N. Tupper, superintendent; George E. Phillips, assistant to the freight traffic manager; J. E. Lancaster, assistant supervisor, bridges and buildings; and R. F. Rackliff, examiner, MeC statistical department.

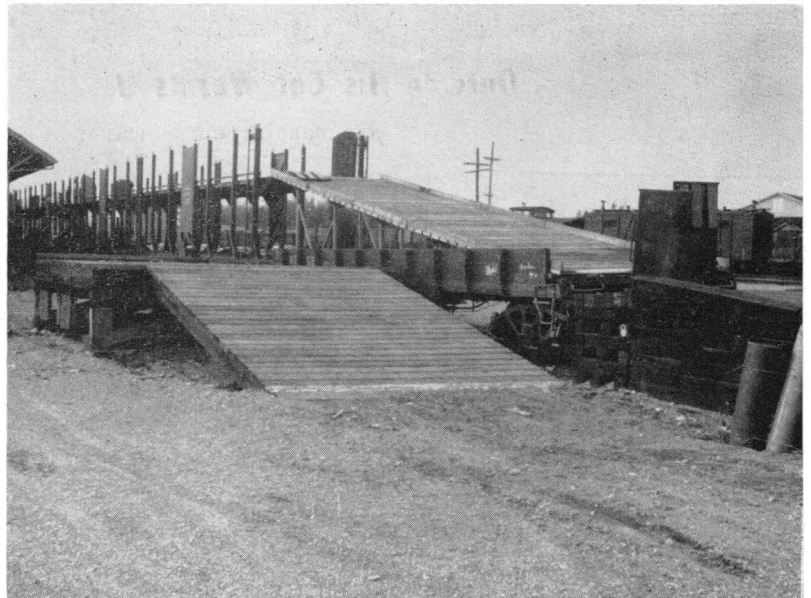
First class Scouts interested in the course have been asked to register as soon as possible with troop leaders, who will forward registrations in turn to R. F. Rackliff, 222 St. John street, Portland.



REPLICA LIVES ON—A detailed model of Portland's Union Station, now only a memory, is owned by Frank P. Cummings, Sr., above, president and treasurer of Cummings Bros., Portland wholesale grocers. Built in 1936 by Lester Murray, South Portland carpenter, the replica was part of a giant model train layout in the Cummings residence on Parrott street, South Portland, and is now stored in Cummings' new home at Shore Acres, Cape Elizabeth. The miniature Union Station is 75" long, 40" wide and 29" high.



BEFORE—This was the scene at Machias as preparations were made for unloading the first bi-level. The people are employees of the Canadian dealers, who then took the cars to salesrooms in Nova Scotia and New Brunswick.



AND AFTER—Unloading completed, the empty bi-level stands at the Machias piggyback ramp. This photo shows the rail-car ramp, built in Waterville as the answer to the problem to unloading the second tier of new automobiles.

Rail Credit Union To Make Loans On Automobiles

The Railroad Workers' Credit Union announced in early January that it will enter the automobile financing field to provide a more complete financial service to Maine Central-Portland Terminal Co. employees.

The move, made in response to many requests, comes as the Railroad Workers' Credit Union enters its 35th year of operations.

RWCU President Harold J. Foster said the organization will loan up to \$3,500 on new and used cars to Credit Union members at 4½ per cent per year. This interest rate, Foster said, is the lowest offered by any Credit Union or loan company in the state.

Automobile loans, like those made by the RWCU to cover purchase of household furnishings, vacation expenses, hospital bills or debt consolidation, will be insured, Foster said. This insurance will pay the balance of a loan in the event of a borrower's death.

The Credit Union President also announced that the annual stockholders' meeting will be held at 7:30 P.M., Monday evening, Jan. 22, in the Colonial room of the Lafayette Hotel, Portland.

Railroad Advances New Film Subject

The Association of American Railroads has released a new motion picture, "Science Rides the High Iron," depicting dra-

matically the technological and scientific development of the nation's railroads. It will soon be available for showings on the MeC system.

The 16 mm color film, narrated by news commentator Chet Huntley, shows how new ideas and designs for modernizing and improving railroad operations and services have resulted from teamwork between railroads and scientists and engineers.

The 25-minute film takes the viewer inside the modern laboratories studying problems ranging from atomic locomotion to stress research. Other laboratory scenes show development of better ways to stow newsprint safely in transit, radio-isotope studies of lubricating oils, and groups of students viewing tests of stresses on diesel locomotive wheels.



VETERAN TRACK SUPERVISOR HONORED—Carl T. Davis, track supervisor of Maine Central Railroad district five, Bangor, for the past 19 years, was honored at a retirement testimonial by fellow workers in late December, at the Oronoka restaurant, Orono. Left to right, David C. Eldridge, Waterville, who will replace Davis in Bangor; Wesley M. Martin, Brewer, Division Engineer; Davis; and James W. Wiggins, Portland, Maine Central Chief Engineer.

Track Supervisor Retires At Bangor

Carl T. Davis, Bangor, Track Supervisor of District 5 for the past 19 years, retired Jan. 1 after entering his 47th year of Maine Central service.

Fellow engineering employees and railroaders from many Maine Central departments honored him at a testimonial Friday evening, Dec. 29, at the Oronoka Restaurant, Orono.

Born at Sebago, Davis joined the Maine Central in 1915 as a chainman. He then served as a transitman, and in 1922 became acting assistant roadmaster, at Waterville. He became track supervisor at Mattawamkeag in

1932, track supervisor at Bartlett in 1936, and track supervisor at Bangor in 1943.

Mr. and Mrs. Davis reside at 68 Boutelle road, Bangor.

David C. Eldridge, assistant track supervisor at Waterville since 1958, has been named to replace Davis at Bangor.

Born in 1925 at Fall River, Mass., Eldridge holds degrees from Boston University, the University of Massachusetts and the New York State College of Forestry. He served as a student track supervisor and as an assistant track supervisor for the Boston and Maine Railroad from 1952 until he joined the Maine Central at Waterville in 1958.

Eldridge, his wife Elizabeth, and children Nancy, Susan and David, have been living at 61 Roosevelt avenue, Waterville, and will soon move to the Bangor area.

In other engineering department appointments, Herbert D. Sullivan, who has been acting signal supervisor at Portland, has been named Signal Supervisor.

Wilhelm G. Schloth, who has been serving as assistant track supervisor at Brunswick, has been appointed acting track supervisor at Bartlett in the illness of Track Supervisor A. S. Dodge.



"You're in excellent shape for a man of 73. Just forget you're only 46."

Waterville's Silva Has Second Cup While Outside His Car Warms Up

A Maine winter is just what you make it, and at least one Maine Central railroader has made it as easy as possible.

He's George P. Silva, superintendent of the Waterville Shops, who combined some ingenuity, wire, spare parts and a natural dislike for cold weather to solve a problem that plagues us all: getting a cold car started and warmed up so that there's solid comfort, rather than danger of frostbite, on the way to work.

George has rigged things so that while he shaves or has an extra cup of coffee in the morning, and long before he gets his shoes on, his car is running, its heater and defroster going full blast. By the time his cup is empty, and when he steps onto the back porch, his car is warm and ready to go.

It all happens when George pushes a set of buttons and switches on a control panel in his kitchen. The car is in the driveway outside, colder than a Machias mackerel . . . but here's the way George describes it:

"The auto remote control panel consists of five switches and an indicator light connected to the car through a six-wire cable and plug connector. Current for the panel operation and to operate relays mounted under the hood comes from the car battery.

"A generator switch connects the indicator light on the control panel to the generator armature. When the light is out, the generator is charging, the same as the familiar indicator on the dash of most cars.

"An ignition switch operates a relay to connect the battery and the ignition coil.

"The start button is held in to operate a relay connecting the battery to the starting solenoid until the light goes out. This shows that the motor is running and the battery charging.

"The heater switch operates the car's blower for windshield defrosting and car interior heating.

"An idle switch operates a solenoid that trips a linkage on the carburetor to reduce motor speed from a fast starting idle to a slow idle after the car has run for two to three minutes."

It's as simple as that, but George has added a refinement that insures remote starting even on the coldest mornings. It's a clock-operated thawing tape that runs around the distributor, ignition wiring, carburetor and battery that runs on house current, and turns on automatically at 6 a.m. to eliminate frost and



THIS IS THE EASY WAY—George P. Silva, Superintendent of the Waterville Shops, shaves, reads the morning paper, and enjoys a second cup while flipping switches to warm his car outside.

warm up parts before the kitchen start switch is thrown.

George says running the car ten to 12 minutes usually brings the engine up to a good operating temperature, defrosts and deices the windshield and doors, and warms up the interior to the comfort point.

When he leaves the house, he puts the key in the ignition lock, unplugs two small cables from the front of the radiator, and heads for the shops.

It all works fine, he says, but adds this word of caution:

"Don't leave your car in gear the night before."

General Chairmen Guests at Annual President's Dinner

General chairman of the Railroad Brotherhoods were guests of President E. Spencer Miller at the 6th annual President's Dinner Dec. 11 at the Lafayette Hotel.

The group also included heads of railroad departments employing brotherhood members.

Mr. Miller spoke briefly, expressing the company's appreciation for the continuing cooperation of the brotherhoods, and his confidence in the future of the railroad as one of the state's largest employers. He was introduced by Maine Central General Counsel Archibald M. Knowles, who served as master of ceremonies.



AT ANNUAL PRESIDENT'S DINNER—General Chairmen of the Railroad Brotherhoods and department heads were guests of President Miller at the annual President's dinner in December at the Lafayette hotel, Portland. Clockwise, W. E. Pierce, assistant general manager; E. O. Kelly, acting G.C., B.R.R.T.; C. D. Prentice, engineer of track; J. H. Cobb, director of public relations; A. N. Tupper, superintendent; H. Erickson, G.C., B.L.F.&E.; Mrs. K. C. McMullin, director of personnel; J. O. Born, principal assistant engineer; O. Derderian, assistant G.C., B.Ry.S.S.C.; J. D. Rourke, superintendent car maintenance; R. W. Williams, superintendent, P. T. Co.; L. P. Caret, G.C., B.R.R.S.; H. N. Foster, comptroller and treasurer; P. A. Sullivan, G.C., I.A.M.; E. S. Miller, president; T. Christensen, G.C., B.M.W.E.; R. E. Baker, general manager; S. O. Chandler, G.C., O.R.R.T.; S. S. Clark, assistant to the president; J. Connor, G.C., B.Ry.S.S.C.; H. G. Hook, superintendent locomotive maintenance; J. E. Hamilton, assistant to director of personnel; A. J. Bergeron, G.C., B.Ry.C.A.; J. F. Stanford, signal engineer; R. J. Coffin, G.C., A.T.D.A.; J. W. Wiggins, chief engineer; F. A. Hagan, G.C., I.B.F.&O.; H. M. Rainie, vice president, purchases and stores; H. F. Dodge, G.C., B.L.E.; A. M. Knowles, general counsel.

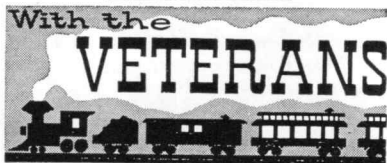
Railroad Cap, Anyone?

Memo to Railroad buffs, or general managers of Christmas-gift model railroads:

Bart Lyden, 344 Auburn street, Portland, is taking orders for railroad caps with the Maine Central insignia. They cost a buck, and proceeds go to the Maine Association of Railroad Veterans, of which Bart is treasurer.



"We have 3,842 employees and every one of them has heard about your baby, so I'm transferring you from accounting to advertising!"



Sympathy is extended to the family of Patrick F. Ridge, who died recently in Bethesda, Maryland. He was employed as Conductor at the Portland Terminal Company, Rigby Yard, was a member of the Brotherhood of Railroad Trainman and Conductors, the Order of Eagles, and the Maine Association of Railroad Veterans.

Retired Portland Terminal Conductor George Pryer is a patient at the Hyde Home, at Bath, Maine, for observation.

Sympathy is extended to the family of Mrs. Helen C. Pritchard, who died Dec. 7. Mrs. Pritchard was the widow of the late "Al" Pritchard, a Maine Central Engineman for many years.

Sympathy is extended to the family of Mrs. Frank Hollis, who died Dec. 11. Mrs. Hollis was the widow of the late Frank Hollis, a Maine Central Engineman for many years.

Sympathy is extended to the family of retired Engineman Elisha Searls who died Dec. 15.

The Maine Association of Railroad Veterans held their annual Christmas party at Theodore's Lobster House on Commercial Street Dec. 17. One hundred and ten attended, exchanged Christmas gifts, were entertained by Miss Gardiner, Miss Pattie Delaney, Paul Landry, and his son Dennis, Lester Cole. Prizes were won by Mrs. George Bourne, fifty gallons of fuel oil, Walter Stanton, turkey, Norm Massengale, chicken, Mrs. Harold Clark, chicken, and Ralph E. Macomber, a bushel of apples.

NOTE OF THANKS

Through the Messenger, I would like to thank all my good friends who contributed so generously to my retirement present. It has been a privilege and a pleasure to know each and every one of them, and I sincerely hope our association will continue indefinitely.

"Chet" Freeman
Electrician, PTCO.



GENERAL OFFICES

Gordon Williams reports that he went swimming during December in the pond at his home in Windham Center. It was not a planned swim—he went to take the ducks from the pond and fell through the ice. Nice cold weather for that sort of thing!

Mrs. Shirley Wilson and husband William entertained at a cocktail party in their new home at Cape Elizabeth, having as guests her office associates, and their wives, Mr. and Mrs. Horace Budd, Mr. and Mrs. Gordon Williams, and Mr. and Mrs. John Dresser. The guests presented the Wilsons with Hummel figurines as a housewarming gift.

Mrs. Marion Faibisy and son John spent the Christmas weekend in Philadelphia.

Mr. and Mrs. Thomas Hayes are celebrating the birth of their sixth son, David Patrick. Tom is employed in the Purchasing Department.

Thomas F. McDonough, son of Mrs. Rosemary McDonough of Data Processin, was married on January 13, to Miss Vanier, at the Sacred Heart Church. Father Hayes of St. Joseph's church, a cousin of the bride, officiated at the ceremony. A wedding reception followed at the Graymore Hotel.

Sympathy is extended Mary E. Mingo, Freight Traffic Department, on the death of her father, Harry J. Dowd Sr., on December 12.

Blair Walls is anticipating the delivery of a 1962 Pontiac Hardtop, in burgundy color.

Ernestine Miller, and husband, Stephen, spent Christmas weekend at friends and relatives in Augusta and North Whitefield.

RIGBY

The "Harmonica Kids," the family of Engine Dispatcher Frank Garland, appeared recently on a television program sponsored by the American Dairy Council.

Electrician Edgar Allaire has been out sick for some time, as well as Laborer Joseph Cribby, who has had his second serious operation. Both men received Christmas baskets with a generous supply of food, which included a good-sized turkey. A fairly



JAY SENIOR—Merita Bellmore, of Jay, grand-daughter of retired Conductor Gilbert Fournier, now living in California. Merita is President of the Jay High School Student Council, President of Majorette Club, a member of Future Homemakers of America Club. A senior, she plans to attend the I.B.M. School in Portland after graduation in the spring. She has many talents and has appeared on television in Portland as a dancer. She also is gifted with the sense of humor for which her grandfather is so well known.

large amount was raised by popular subscription around the shop. The balance over the cost of the baskets was sent to the Press Herald "Bruce Roberts" fund for needy children at Christmas time.

A former employee, Painter Charles Lombard, retired, and uncle of our 2nd. trick Foreman, Fred Lombard, died recently. A floral tribute was sent.

Steam Fitter and Plumber Wiliam Grace is back on the job after his accident while using a "Skil-Saw". It slipped and cut a gash in his leg several inches in length.

Laborer and Mrs. Albert Meade recently celebrated their 40th wedding anniversary. He is now on leave of absence.



AT TROWEL CLUB MEETING—Veteran railroaders were honored at the December meeting of the Trowel Club held at Trinity Episcopal church, Portland. Seated, left to right, Ralph Lunt, R. A. Stanley, Harold C. Clark, Norris L. Wiggin, Ernest H. Moody and William S. Stanley. Standing, Gordon L. Wilson, Vice President; Charles Anderson, A. C. Pollock, E. M. Quinn, the late Elisha Searles, Robert R. Lewis and George H. Ellis, President.

A late report came in stating that Alfred Cross shot a deer during the hunting season just closed.

Electrician Joseph Madjerac distributed cigars early this month to commemorate the birth of a son and first child, another Joseph.

The new oil fired boilers at the Engine House were started December 8. The installation of the heating system is only partially finished.

Laborer Bronick (Tate) Tatarzuik took his vacation late this year, attending professional basket-ball and hockey games in Boston.

Laborer and Spare Boil-maker Charles Jackson retired early in December.

Carman and Mrs. Herbert Sampson are very happy to announce the birth of a daughter, Brenda Ruth, after 12 years of marriage.

Carmen Mulkerne, Herbert Sampson both shot deer during the recent season.

The annual business meeting of Railroad Workers Relief Association was held during the month.

Machinist Theodore Cote reports his son Royden, the McC Freight Traffic Department, has been elected "Master" of the Temple Lodge, A.F. and A.M., Westbrook.

TRAIN CREWS

Sympathy is extended to the family of Trainman "Joe" Giger, who passed away recently after a lingering illness.

Conductor Marshall Pratt has returned to work after being off sick for almost a year. He took the conductors job on WK2 and KW1.

Trainman Glen Morrell has bought a new Rambler. Hopes to be trouble-free again for a few months.

Lola Kilgore, chief clerk at Rumford, is convalescing after suffering a broken arm in a fall. Hopes to be back to work soon.

Sympathy is extended to the family of retired engineer Elisha Searles who died suddenly in December at his home in Cumberland. He retired last February.

Trainman Donald Peterson has returned to work after being off with an infected leg for several weeks.

Conductor Robert Seymour has returned to work after suffering a broken wrist in a fall while working.

Walter "Doc" Easler passed away Dec. 19 after being in ill health for several months. He served as General Chairman for the Brotherhood of Railroad Trainman for many years and on his retirement was honored by officials and associates for his many years of faithful service. He retired in 1950 and since that time has assisted his wife in running a catering service in Portland. We all join in offering our condolences to his family.

Cheryl Mattatall, daughter of Trainman Stan Mattatall, suffered a broken ankle while helping her daddy hunt deer this past season.

"Dick Frank, Ralph Poore, "Abe" Hall and "Don" Peterson have successfully passed their Conductors examinations and now are full fledged members. Hope you have a trouble-free trip on your first one, at least.

The job at Beecher Falls has been put on a two-crew assignment recently and probably will remain this way for the winter.

The two-crew assignment on RN1 and NR2 has been abolished and a turn-a-round has been put on out of Rockland and one out of Rigby to run a far as Bayview and return.

The most avid railroad "buff" we've encountered in a long time is former trainman Jerry Russell of Buckfield who now carries the Lewiston papers to the north country of Oxford County. Stops every morning at the engine house at Rumford to talk things over. He was greatly pleased with a gift purchased by the fellows in Rumford for his thoughtfulness. If anyone has any old railroad papers or relics that they do not want, send them to Jerry. He sure would appreciate them.

On a recent hunting trip with Stan Mattatall and Abe Hall, Trainman Jimmie Allen was elected to get the fire going in the morning. Before retiring, Stan put some kindling in the oven to dry out during the night and, with the assurance that Allen knew how to build the fire in the morning, retired for the night. At dawn, Stan awoke with a start. The camp was filled with smoke. They scrambled downstairs to find that Allen lit the fire in the oven instead of in the fire box.

Conductor "Bill" Gallison made his last trip on the thru jobs recently and called it a day. Hopes to renew visits with his and his wives relatives in several sections of the country.

Did you ever cook a full course meal without one single piece of equipment? Well ask Engineer Frank Jordan how it is done. Even makes coffee in a paper bag over an open fire. How to get the coffee out of the fire? "Simple", says Frank. "Just make a birch bark cup." He also hooks rugs.

Engineer James Fay has returned to work after being off sick several months.

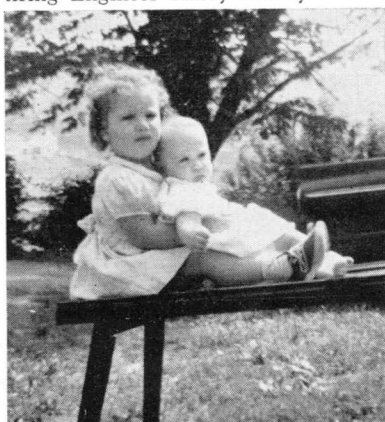
Engineer Joseph Crozier spent the Christmas Holiday visiting his children in Baltimore, Md.

Crew Dispatcher "Pat" Tracy has returned to work at Rigby after being off sick for a long time.

Heard that Trainman Malcolm McDonald is thinking of starting a kennel and raising shepherds. Considering calling it the "Kennel in the Pines," Scarborough.

Looks like Trainman Johnny Keating will get a regular running job in the near future. Don't move until you are sure this time, Jack.

Engineer Leonard Jaynes was recently installed President of the Locomotive Engineers succeeding retiring Engineer Harry Maxcy.



FAIR PAIR—The Misses Cindy and Gale Adams, granddaughters of Bangor Engine House Laborer and Mrs. Romeo Rancourt of Winterport.

BRUNSWICK

Mr. and Mrs. John McCallan are the proud parents of a daughter born October 28 at the Bath Memorial Hospital. Name, Pamela Sue. John is Billing Clerk at Brunswick.

Lewis Stark, Cashier at Brunswick, has undergone an operation at the Regional Memorial Hospital in Brunswick and is now recuperating and should be back on the job sometime after the first of the year.

Operator D. A. Pomerleau is on leave of absence for the winter account of ill health, and will reside in St. Petersburg, Fla., until warm weather returns to Maine.

Spare Clerk Harold Fletcher is relieving the Cashier's position at Brunswick.

Yard Clerk, Fred Benson retired Nov. 1, and we understand he is taking it easy at home.

The Messenger's right arm in Brunswick, agent R. S. Thing, would like to hear from all MeC radio amateurs and to have a QSL card from each. His call letters are WISJN, so give him a QST.



EILEEN MARIE—All prettied up for a summer Sunday is Eileen Marie McMorrow, 4-year-old daughter of Mr. and Mrs. Joe McMorrow of Lewiston. Joe says Lewiston railroaders seem to be shy about pictures for the Messenger, but not Eileen Marie.

LEWISTON

Car Inspector Clayton Mitchel vacationed between Christmas and New Years. And was looking forward to some of that real good Rumford skiing.

Rate Clerk Johnny Myrand took his last week of vacation early in December, no doubt to get all that Christmas shopping done. At any rate he was able to get squared away around the house for the winter season.

Retired operator Joe Roberts is a frequent visitor at the Freight Office and is looking very well after his illness.

Crossing Tender Ernest Malenfant is out of the hospital and beginning to feel like himself again. Hope to see you back at work soon, Ernest.

Yard Conductor Leo Bouffard was delighted that his son-in-law, Sgt. Paul Parent, was home for the Christmas Holidays.

Operator Charlie Richardson is beginning to feel at home with us in Lewiston now after a few hectic weeks of familiarizing himself with the job.

A Happy New Year from all of us in Lewiston.



INSTALLED IN DECEMBER—Officers for 1962 of the Ladies' Auxiliary to Brotherhood of Railroad Trainmen, Evangeline Lodge, No. 146, are shown above. Front row, left to right: Mrs. Euphrasia Kilmartin, treasurer; Mrs. Blanche Coffey, vice-president; Mrs. Norma Kennedy, president; Mrs. Dorothy Massengale, past president; Mrs. Ernestine Miller, secretary. Back row, left to right: Mrs. Gladys Roles, chaplain; Mrs. Esther Larsen, warden; Mrs. Gladys King, pianist; Mrs. Minnie Clark, inner guard; Mrs. Marion Libby, conductress. (Outer Guard, Mrs. Florence Biladeau was not present.)

WATERVILLE SHOPS

Sliver and Knothole Inspector Al Cunningham has recently purchased a 62 Rambler American four-door station wagon.

Retired Superintendent Frank Bennett has returned to his home in Vassalboro after a short spell in the Thayer. F. H. suffered a slight shock with partial facial paralysis but made an excellent recovery.

Retired Shop Switcher Conductor Arthur McClain died Dec. 7 at his home in Connecticut. He had been retired for about six years.

Foreman Bill Chase has been laid up for a spell.

Machinist Eldon Fish has returned to work after treatment at the VA in Togus.

If you should note a '62 car license plate bearing the identification TINY-1 it will be none other than fork lift operator Elton 'Tiny' Gibbs.

Late December vacationers include Laborer Joe Gilbert, Machinist Ken Fletcher and Foremen Don Russell and Wallace Jewell.

Foreman Don Russell and his crew have done a fine job in repairing the lower transfer table, making and applying positive clutches to replace the old cone drives.

The Annual pre-Christmas party of the office force and the supervisors was held Dec. 20. Retired supervisors present were Eddie Johnson, formerly of the Freight Shop; George Stinchfield of the Stores Department; Ray Clark of the Machine Shop, and Owen Thompson of the Blacksmith Shop. Other retirees unable to attend were Frank Bennett, Karl Lamont, Ray Snow and Percy Brown.

Supt. and Mrs. George Silva and daughter Marilyn left Dec. 21 for Denver, Col., to attend the wedding of their oldest daughter, Roberta, to Estes VanDyke. Mrs. VanDyke is a guidance counselor in the Denver school system and Mr. VanDyke, a native of Texas, is employed by the Government. The wedding was Dec. 26.

At the clerk's exchange of simple gifts before Christmas, Storekeeper Jimmy Blethen was presented with a pair of miniature red rubber boots. Guy Wentworth and Vernal Hersom were given appropriately inscribed loving cups; Carroll Huard, a bottle of Father Johns; Arnold Dow, a suede lined bean pot; and Ralph Barton, a bottle of Vitalis.

This column, since we started writing it some 15 years ago, has always been dedicated to news and truth; no needles, barbs or pungent remarks and definitely not partisan politics. In the interests of unbiased reporting, however, we feel duty bound to quote somewhat from the local newspaper about the possible appointment of a prominent Shop personality to the office of Police Commissioner for the City of Waterville. We will not attempt to toot his horn, as it is not necessary. His innate modesty prevents us from using his name in this column. We all know him to be of retiring nature and a man of few words although well-spoken when the need arises. We hope he gets the appointment and feel that he would capably fill the office. (and we wouldn't ask him to fix a ticket, either). Others from the Shops who have filled the office efficiently have been retired Upholsterer Ray Dillon and Machinist John McAleer.

Pvt. Betty Boucher of the WAC, daughter of Millman and Mrs. Dick Boucher, spent the holidays with her parents. She has returned to Ft. McClellan Ala., for further training pending assignment to Texas where she will attend basic medical school.

Mrs. Florian Jacques, wife of Carman Helper 'Jakey', fell on the ice during the holiday season breaking an ankle.

Sympathy is extended to Carpenter Wes Morang, whose mother died recently in Eastport.

Blacksmith Lorrie Oleson returned to work Dec. 22 after a long illness starting June 6th.

Sympathy is extended to Carman Ralph Roberts whose father died recently in a Swansville rest home.

Clerks Install—Cont. from page 1

Lodge 374: Acting President, Robert F. Lewis; Vice-President, Richard D. Greene; Financial Secretary-Treasurer, Lawrence W. Reinsborough; Recording Secretary, Ernestine V. Miller; Chaplain, Sabato DiPhilippo; Sergeant-at-Arms, Richard Esty; Inner Guard, Dorothea R. Smith; Outer Guard, Marion D. Faibisy.

Lodge 2243: Robert H. Conroy; Vice-President, Isidore J. Demers; Financial Secretary-Treasurer, Stanley E. Haskett; Recording Secretary, Vesta E. MacDougall; Chaplain, John A. Moreshead Jr.; Inner Guard, Robert W. Flaherty; Outer Guard, Raymond V. Mitchell Jr.; Sergeant-at-Arms, Paul Townes; Legislative Representative, Louis Rancourt.

The committee for the event included Alfred P. Chapman, Jr., chairman; Ernestine V. Miller, secretary; Chesley E. Robie, A. Louise Scannell, Arthur Liscomb, Andrew Blackwood and Louis J. Rancourt.

Scorecard—Cont. from page 3

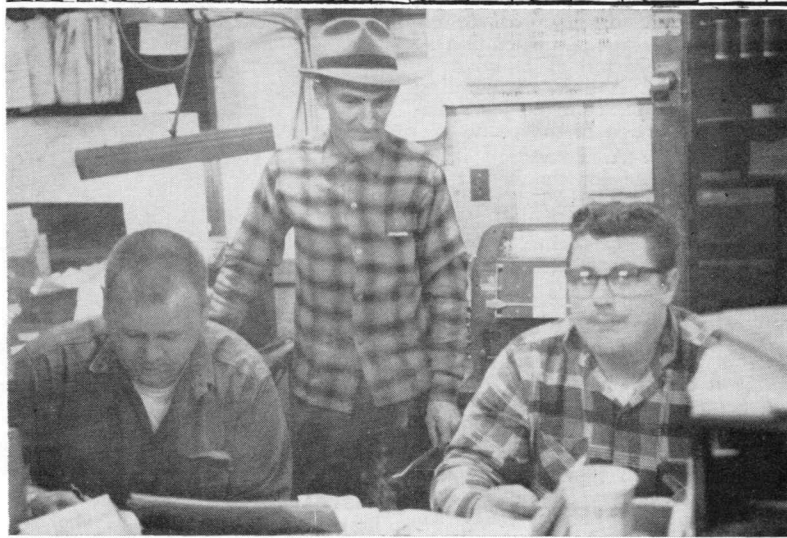
Legion team from Winterport is Sylva E. Doyon, Laborer, Eng. Hse., who holds a 91 average Arthur York, Yard Conductor and "Parky" Dumont are getting in shape for MeC tourney on April 28.

In the MeC Couple's League, Ruth and Dave Gardner, with the help of their new bowling balls, are still leading the league, three wins ahead of Mildred and Al Kennedy. Dave hit a 347 on December 28th and his wife Ruth had strings of 100 and 92 while only sporting a 78 average. Kathy Walls, wife of Blair, just missed her first 100 string by a couple of pins and had everyone in the league stomping and trying to talk the pins down for her. With the help of Gardner's better than average night Jerry Shea and his wife Hylda took the high team single from Al Kennedys with 426 and just missed high team three by two pins.

Bobby Clarke, Asst. to Aud. Disb., was real proud of his wife, Janice. While bowling in a couple's league at the Big 20 alleys she hit 158 - 114 - 99 for a 371. She had 2 strikes for 20 extra pins and 5 spares for 41 extra pins in her first string, having seven marks in a row starting with her fourth box. I understand this was no fluke because she had a 100 plus average and 19 strikes for the thirteen nights before she hit her high totals that are much better than any of the



On the job... ALONG THE LINE!



AT RIGBY YARD OFFICE — The lights are never out at the yard office in Rigby, where Conductor Bob Seymour made these shots with his Polaroid. Top photo, left to right, R. J. Thompson, yard clerk; L. W. Matthews, general yardmaster, and P. M. Snow, yard clerk. At left, George DiMauro, trainman; and John Kenniston, conductor.

men have hit in either General Office or Rigby Leagues.

Team No. 3 won the first half of the Rigby Bowling League. The winners are captained by "Judas" Tate, 100 avg.; "Carrot-Top" MacDonald helped with his 98 avg.; "Clipper" Capozza from the Grand Trunk, 96 avg.; and Henry Steeves, who is retired from the Stores Department, had a 95 average. Besides winning first half Team No. 3 holds high team three with 1243. Team No. 6 with Russ Proctor, Ed Montgomery, Pete Murphy and Ed Thorne hold high team single with 438. High average thus far is held by Ben Leonard, 104.4 followed by John Broderick 102.3, Emil Casey, 101.5. Combs and Joe Weingartner are the only other bowlers averaging over 100, besides sharing in the high single with 139.

Captain Bea Crawford and her Punchers teammates, Pat Dorsey, Mary Donahue and Glenda Gilman vaulted into the sunberth of the MeC Women's League. The Derailers (Capt. Hazel Varney, Mary Nugent, Dolly Gears and Tina Miller) previous month

Milltown Agent Dies

A 68-year-old Maine Central Railroad station agent died at the wheel of his car as two vehicles in front of him skidded on the icy highway at Baring Dec. 20.

Authorities said Philip Holmes of Milltown was dead when found in his car which left Rt. 1, brushed a telephone pole and plowed into the ditch.

Dr. Hazen Mitchell of Calais, Washington County medical examiner, said Holmes died of a heart attack before the vehicle left the road.

Officials said two cars preceding Holmes skidded on the highway and that Holmes apparently pulled toward the side of the road road to avoid them when stricken.

Retirements

Adam Caiazzo, trackman, Livermore Falls, December 1. Ralph C. Eddy, laborer, Waterville, December 11. William O. Gallison, conductor, Portland, December 20. Frederick K. B. Johansen, car inspector, Portland, December 20. Francis L. Toole, laborer, Bangor, December 18. Joseph F. Burke, trackman, Corinna, December 29. James E. Mills, general storekeeper, Portland, January 1. Oscar A. Rodrigue, ticket clerk, Portland, January 1. William J. Nicknair, laborer, Portland, January 2. Valentine I. Robinson, foreman, Livermore Falls, January 2. Reuben O. Smith, loader-caller, Portland, January 4. Nicholas M. Foley, general foreman, Portland, January 5. Leland S. Hopkins, freight handler, Augusta, January 5.

Deaths

Joseph L. Giguere, trainman, Portland, December 10. Philip Holmes, agent, Calais, December 20. Samuel J. Demers, retired crossing tender, Lewiston, December 10.

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