



Messenger

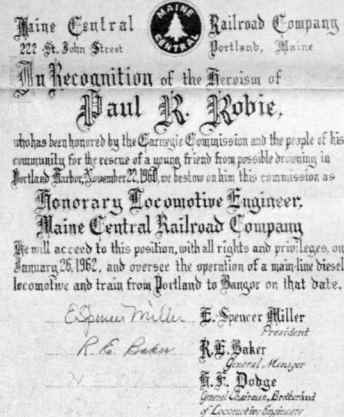
Vol. 2, No. 4

For Employees and Friends of the Maine Central Railroad

February, 1962



NEW HONOR FOR BOY HERO—Paul R. Robie, 14, of South Portland, son of a Maine Central Railroad employee, received a commission as an honorary Maine Central locomotive engineer in recognition of his heroism in the rescue of a young friend. Left to right, President E. Spencer Miller; Chesley E. Robie, head clerk, the boy's father; Paul R. Robie, and Roy E. Baker, general manager. General Chairman Herman F. Dodge, who also signed the "commission" at right, was unable to be present.



Fact Booklet Published By Maine Railroads

Importance of prosperous, efficient railroad freight service to Maine's principal industries and to the state's entire population is stressed in a booklet just issued by Maine's five principal railroads.

The 28-page booklet, issued jointly by the Bangor and Aroostook, Boston and Maine, Canadian National (Grand Trunk), Canadian Pacific and Maine Central railroads states: "railroads operating in Maine still employ more people, pay more taxes and spend more money with Maine merchants, and contribute far more to the state's economic welfare than any other form of common carrier transportation."

It also points out that "Maine railroad families—totaling some 16,000 persons—have \$24 million in wages each year to spend in Maine communities from Fort

Booklet—Continued on Page 8

Employee's Son Named 'Honorary MeC Engineer'

A 14-year-old South Portland boy who was awarded a Carnegie medal for heroism received a commission in late January as an honorary locomotive engineer of the Maine Central Railroad.

Paul R. Robie, South Portland high school freshman and son of Maine Central head clerk and Mrs. Chesley E. Robie, received his commission from President E. Spencer Miller in a brief ceremony at the Maine Central general offices in Portland.

Under terms of his commission, the lad "supervised" operation of a mainline diesel locomotive and its train from Portland

to Bangor. The document was signed by President Miller, General Manager Roy E. Baker and Herman F. Dodge, Windham, general chairman, Brotherhood of Locomotive Engineers.

A railroad spokesman said the Maine Central arranged the ceremony and trip in recognition of the honors paid to the son of an employee. Young Robie was awarded a bronze medal and \$500 by the Carnegie Hero Fund Commission for his rescue of Michael Demers, 8, also of South Portland, from the chill waters of Casco Bay November 22, 1960.

First to honor young Robie was Emile J. Morin, Maine Central trainman, who presented the lad a medal in December, 1960. It was the 9th such medal Morin has presented to youthful heroes throughout the state in Morin's own personal recognition project.

Paul Robie is a member of the freshman class at South Portland high school. He plans to use his \$500 Carnegie award as a start of a fund to be used for his college education.

The story of the boy's "commission" was carried on the wires of the country's major wire networks and was printed in scores of newspapers.

Messenger Seeks Historic Pictures

The 100th "birthday" of the Maine Central, which occurs in October of this year, will be the occasion of an appropriate observance. In this connection a historical brochure will be issued.

The Public Relations Department is seeking historical photographs for possible use in the brochure.

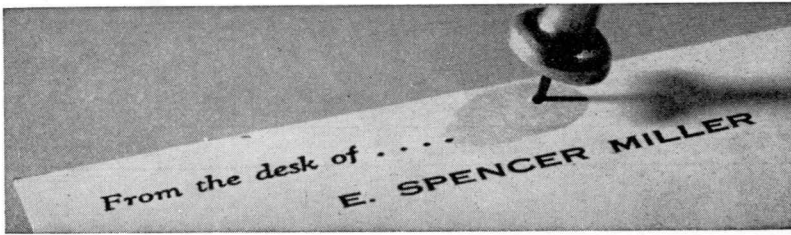
If you have an interesting picture, dealing with any phase of Maine Central's operations before the turn of the century, the editors would appreciate your assistance. Suitable credit will be accorded those who lend photographs to The Messenger for this purpose and all will be returned safely.

The editors are particularly interested in photographs of the ferry operation which served Bar Harbor, as well as any historical photograph.

Write or telephone Joseph H. Cobb, Director of Public Relations, Portland.

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President Miller, whose monthly message to Maine Central employees normally fills this space, is away on an extended business trip. In place of his message, we have written the following editorial:

The Press Calls for Action

Although birthdays of famous men, valentines and groundhogs are frequent grist for the editorial mills in February, it is only from the latter that we may draw a reasonable reference to the railroad industry and its problems.

The groundhog, emerging from its burrow under a bright sun on February 2, saw its shadow—or so it was dutifully reported by the nation's press. That we face another six weeks of cold weather was therefore a foregone conclusion. We face a long cold winter, no matter how much snow already has been shovelled and no matter how much coal and oil already has been burned.

This is exactly the situation in the railroad industry. We face the long cold winter of continuing discrimination, high taxation and outworn regulations, despite the fact that we have scored victories on several fronts in the past few months. We face this long winter because the Administration appears hesitant to recommend and Congress appears reluctant to come to grips with the legislation necessary to bring order out of the chaos that is American common-carrier transportation today.

There have been dozens of surveys, all of which point to the essentiality of railroads and at the same time to the inequities that are responsible for the railroads present marginal condition. These studies have been summarized, publicized and discussed, but concrete results in terms of improved railroad economics have not materialized. Little has been accomplished and the Nation's railroads have continued to decline—not in importance, not in terms of the service they still are required to perform—but in terms of employment and returns on dollars invested. Despite the brief flurry of concern in Congress during 1959, and the minute measure of aid brought by the so-called Smathers bill, despite the surveys, demonstrated essentiality, unquestioned evidence of self-help by the industry, 1961 still went on the books as the worst financial year for the Nation's railroads since the end of World War Two.

It has taken the better part of the past decade, but public interest in the railroad industry and its problems has now been aroused. The people can see the waste of productivity that is represented by faltering railroads and the real threat that inefficient transportation holds to our National security.

"The day that United States trains stop," said one editor recently, "Khrushchev will win without firing a shot."

This editor was not alone in viewing the rail situation with more than usual alarm. During December, a month before the present Congress convened, at least 214 others published statements expressing concern for the railroad industry's future and sympathy with its legislative aims.

The editor of the Galveston Texas News said this: "The Nation's transportation policy must be entirely revamped to place all competing carriers on an equal footing so far as Federal controls are concerned. Discrimination of any kind eventually leads to trouble." This was written by the editor of the Macon Ga. News: "The interesting thing about the position of the railroads is that they are not asking for government handouts. They just want the chains to be taken off—the chains of discriminatory taxes and discriminatory regulations, plus freedom from government competition which comes about when Uncle Sam gives subsidies to other transportation industries." The Richmond Virginia News Leader said: "In Washington, there must be action—not talk—toward cutting through the fog of regulation that now smothers the whole railroad industry." Fort Wayne Indiana News Sentinel said: "Responsibility of the Legislatures and Congress who correct conditions of their own making can no longer be ignored or excused . . ." The Cleveland Tennessee Banner said: "Congress and State Legislators have for years played politics with the railroads. They have actually brought them to the point of economic death by failure to correct legislation which is as obsolete as the horse and buggy."

Finally, the Washington D. C. Star, which recalled Rudyard Kipling's observation to the effect that 'when a Nation is lost an underlying cause of the collapse is always that she can not handle her transport', said: "If this is an oversimplification it is still not an erroneous one. Our Nation is not lost but it has become clear that one of the most demanding and complex domestic problems of today is how to handle our overall transport system and the needs which it must meet."

Here then is what may be regarded as no less than a mandate for the Administration and the Congress—not from the railroads but from a free and responsible press and the people.

IT'S TIME TO STOP, LOOK... AND LEGISLATE!



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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Governor Urges Revitalized National Transportation Policy

Governor John H. Reed has declared that the economic problems of Maine's railroads are national in scope and should be dealt with in a "revitalized national transportation policy."

"I believe," he said, "that the public good will be best served by more and not less railroad service in the future. The need for this service will come as our economy expands, and can be met by well managed, efficiently operated systems, employing well trained, well paid and dedicated workers."

The Governor was the principal speaker at the 11th Annual Joint Installation of Portland Lodges, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, at Valle's Charterhouse in mid-January.

Governor Reed said: "Maine's industrial and commercial growth, by her very position in relation to the markets and business centers of the east, depends heavily on an efficient transportation system. I know that the contributions you are making to your particular segments of this industry are being reflected in the efficiency which many of our industries are able to operate."

"There is certainly agreement among those who are working to promote expanded growth of existing industry and the attraction of new industry to locate in

our state, that one of the basic assets we must first possess is a sound, efficiently operated railroad system.

"With a steady growth in peacetime development of national output, fuller employment and full consumption, it is clear that the railroads will be called upon to handle a steadily increasing volume of business in the 1960's. A danger does exist, however, that in time of national emergency our present railroad system would be inadequate to meet the nation's needs.

"It must be our constant goal to promote and insure that the State of Maine, and indeed, the entire Nation, has a strong railroad network, based upon a positive approach to the future, capable of expanding and sharing the benefits of a growing economy."

Shopsman Puts Ladies to Shame With Needlework

It's no novelty these days if father comes home from work, dons an apron, tells mother to go watch TV or something and puts together a fine supper.

Chances are that mother will wind up doing the dishes, and there'll be twice as many as nor-



AT JOINT INSTALLATION—Principal speaker at the recent installation of new officers by three Greater Portland lodges of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, Governor John H. Reed is shown with four prominent members. Left to right, Richard L. Thompson, president, lodge No. 152; Governor Reed; Robert H. Conroy, president, lodge No. 2243; Louis J. Rancourt, legislative representative; and Robert F. Lewis, president, lodge No. 374.

mal, but father will have proved again, if there was any doubt, that he's a pretty good cook.

But Elisha St. Peter, veteran Waterville Stores Department worker, leaves the culinary claims to his wife Frances. She does the cooking, and he knits, crochets and does needlepoint of a quality that rivals anything produced by feminine handicrafters for the fall fairs.

At it for years, Elisha has produced hundreds of items — samplers, embroidered center pieces, pillow covers and chair sets — even mittens and sweaters for his grandchildren.

He picked it up himself, with no instruction, long ago. We're betting he didn't consider the sensation it would cause now, when somebody admires a grandson's new mittens and the lad casually answers: "Yup, my grandfather knit 'em."

Outstanding Seniors

At least two Maine Central employees' daughters are making outstanding records in their respective high schools in Portland.

Mary Jo Sawyer, 17, daughter of Auditor Revenue Clerk and Mrs. Henry Sawyer, has been named one of four top speakers at Cathedral high school, and will soon compete in a state-wide speech contest. She is a senior, and plans to become a nurse.

Jane Budd, daughter of Treasurer and Mrs. Horace Budd, is one of Deering's most popular and active seniors, best known as a member of the varsity cheering squad for the past two years.

BRC Lodge 884 Installs Officers

Lodge No. 884 (Baggage and Mail Handlers, Freight Handlers, and Station Employees) held its annual installation of officers January 27 at Presumpscot Grange Hall, Portland. A fine roast beef dinner was served by the Grange Members, with a cocktail hour preceding the dinner. There were about 60 members and guests present.

Past President Bartley Flaherty installed the following officers for 1962: President, Peter Bortniak; Vice-President, John McFarland; Sec.-Treasurer, Stephen Kilmartin; Local Chairman, George Purdy; Outer Guard, William Roach, Jr.; Inner Guard, John O'Donnell; Chaplain, John Burke; Sergeant-at-Arms, Newton Rodgers; Board of Trustees, Edwin Whalen, chairman; John Coyne, James Whitten.

After the installation, stereophonic music was furnished by Edwin Whalen for dancing.



ELISHA AND HIS HANDIWORK—Elisha St. Peter, veteran Stores department worker at Waterville, displays some of the items that have established him as a needlework master. They include fine needlepoint, embroidery, crochet and knitting.



"Our cardinal rule is clarity, Jamison! Into what lake?"

Bulk Rail Plan Aids Maine Beef Cattle Producers

Bulk rail shipment of a hitherto wasted product may be the key to large-scale, economic beef production in Maine by cutting feed costs in half.

The by-product is dehydrated potato pulp—the material that remains after starch is extracted from Aroostook potatoes. Once relegated to the dump heap, or to nearby streams, the pulp has been found to produce as good beef as corn, and at half the cost.

All it needs, Maine beef breeders say, is blending with concentrates to build up protein, and this is quickly accomplished at bulk grain plants.

After months of testing by specialists at the University of Maine, the first carload of dried potato pulp was shipped from the Colby Starch Co., at Caribou early in January. It was mixed with protein concentrates at the new Steep Falls plant of the Wirthmore Feed Co., for truck delivery to members of the Maine Livestock Producers' Cooperative.

Henry W. Swanton of Hollis, one of Maine's principal Hereford breeders, says feeding potato pulp results in quick growth and good quality, allowing production of 1,000-pound top-market animals at the age of six months. This, he says, is what it takes to make raising beef cattle completely practical in Maine.

Swanton credited low rail rates and bulk handling with making the development possible.



THEY LIKE IT, TOO—Swanton's Herefords really "go" for dried potato pulp, a vital fact in the plans of Maine beef producers to use the hitherto wasted material and raise marketable animals at about half the expense necessary when corn was used.



FIRST BULK POTATO PULP SHIPMENT—Henry W. Swanton, Hollis, and Allen P. Hague, Buxton, inspect the first bulk rail shipment of dried potato pulp at the Steep Falls plant of the Wirthmore Feed Co. Regular shipments are expected to continue.

Nearly 100 Scouts Register for Course

Nearly 100 Greater Portland Boy Scouts registered for a course leading to the merit badge in Railroading sponsored this month by the Maine Central Railroad.

The first class session was held Monday evening, Feb. 5, at the General Office building, with three others to follow, scheduled Feb. 12, 19 and 26. A written examination will be given during the final meeting.

Members of the "faculty" include Ansel N. Tupper, superintendent; George E. Phillips, assistant to the freight traffic manager; J. Emmons Lancaster, B and B engineer; and Russell Rackliffe, examiner, statistical department.

The instruction will include material on history and development of the nation's railroad system, functions of the various railroad departments, signals, safety and operations.

The course has the full approval and support of the Pine Tree Council, Boy Scouts of

America. It is believed to be the first course of its type undertaken by a business firm in greater Portland, if not in the entire state.



SEEK RAILROADING MERIT BADGE—A total of 92 Greater Portland Boy Scouts are enrolled in a course on railroading sponsored and arranged by the Maine Central in Portland. Left to right, discussing the approved text at the first session of the four-night course, are George E. Phillips, assistant to the freight traffic manager, one of the instructors, and Nathan Rand, Falmouth; Orman Cleaves, Portland; and Allen Heald, South Portland.



Dave Gardner put his new bowling balls to good use Feb. 6 to hit strings of 153, 125 and 115 for 393. His 153 is a new high for the Maine Central General Office Men's League and his 393 is the highest ever bowled in the league's history.

Dave had four strikes for 47 extra pins and 9 spares for 66 bonus pins. With his team using his new bowling balls, they have moved from 7th place into third in league standing, plus tying for high single with 543. They share this honor with the league's leading team captained by John Tracy, Herb Sullivan, Tony Notis, Leonard MacDowell, Bill Manning and Dick Esty, which, is starting to walk away with the league. Team No. 5's combine of George Ellis, George Stanley, Wake McGorrrill, Ray Williams, Chet Robie and John Foley, still hold team high three with 1536.

In the Maine Central Couple's League, Jerry Shea had one of those nights, making nine marks in one string for a 169 and could have made himself a weeks pay if he had done it on TV. He finished with strings of 104 and 122 for 395. Hylda Shea with the help of Jerry has moved into a tie for first place with the Gardners.

The team of Mildred and Al Kennedy are only one point off the pace. Ruth and Dave Gard-

Scorecard—Continued on Page 8

K.F.O.R.

. . . Not merely a new set of initials to stand for some new government bureau or alphabetical agency . . . but a new slogan that railroad people across the nation are using in 1962 to cut down transit damage and **KEEP FREIGHT ON THE RAILS**.

It's an important new slogan for all of us on the Maine Central in an effort to do our part in a year-long campaign to bring about a marked decrease in claims, to provide the type of service that will keep old business and attract new customers, and in the process, to maintain a high level of railroad employment.

Here's what has happened to damage claims on the nation's Class 1 railroads during the past 30 years:

- In 1930, there were 5.27 claims per 100 carloads.
- In 1940, it was 6.55 claims.
- In 1950, 8.73 claims.
- In 1960, 9.44 claims.

To put it mildly, the claim picture has not improved, despite the many technical improvements, new types of dunnage and new loading systems. The problem remains a human one . . . and it remains as a menace to railroad prosperity and railroad jobs.

A roll of paper aboard a box car on the Maine Central means a profit for a manufacturer, a paycheck for a paper mill worker, a profit for the railroad, and a paycheck for a railroad employee. It means all this if its delivered in good condition, round and ready for the press. If it's not round, having been pounded oval by handling impacts, it's useless, and represents a total loss to all concerned.

All railroad employees, whether they are assigned freight yard tasks or not, should be personally concerned with mounting claims for losses which are the result of in-transit damage to freight. These losses, as they affect the company's prosperity, affect every one of us.

Three-Quarter Century Bowlers Issue State Wide-Challenge

Three veteran Maine Central railroaders make up half of a Bangor bowling team whose members are all at least 75 and who have issued an open challenge to any team—young or old in the State of Maine.

The Three-Quarter Century bowling team includes Pasquale Caruso, 79, a hostler in the Bangor yards; W. J. Mahaney, 76, retired yard clerk, Northern Maine Jct.; and Ben Whitney, 77, retired assistant track supervisor, Bangor. Other members are Arthur Kendall, 76, Jim Curran, 75, and Forrest (Pappy) Marsh, 76, the captain.

All take their bowling seriously, and are out to win . . . not only on Monday nights, when they bowl in the Bangor Bowling Academy's Major League, but any time someone drops a challenge.

Right now, each of the Old-Timers can be depended upon to roll strings from 10 to 15 pins higher than their ages, and the team stands fourth in their league.



ISSUE CHALLENGE—Taking their bowling seriously, and out to win every match are members of Bangor's Three-Quarter Century Bowling team, of which three members are Maine Central railroaders. They've offered a hard-fought match with any team, young or old, in the state. Left to right, holding balls marked with their ages, are Pasquale Caruso, W. J. Mahaney and Ben Whitney. Of the three, only Caruso, the eldest, is still an active employee of the Maine Central.



VISITORS FROM SAUDI ARABIA—Three Saudi Arabian Government Railroad officials check locomotive specifications with William E. Maloy, MeC Rules Examiner, during their brief visit to the Maine Central early in February. Left to right are Nassir Mani, assistant road foreman; Ali Ghosson, trainmaster; Ali Abdullah, road foreman; and Bill Maloy.

NOTE OF THANKS

May we express our sincere appreciation for the get-well cards, notes of encouragement and phone calls to the editor during his recent confinement, and of course for the 17 clippings of the "Big George" cartoon with the hero swathed in bandages after having slipped on his ski wax. It didn't happen quite that way, but the results were similar.

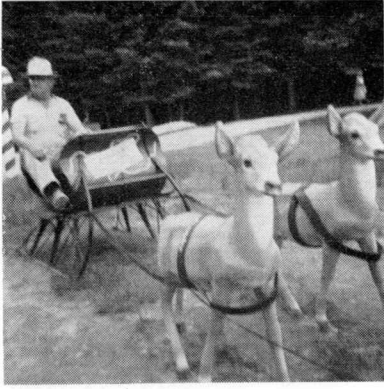
Arabian Rail Officials Guests of Maine Central

Five officials of the Saudi Arabian Government Railroad completed a four-month study tour of American railroads with a visit to the Maine Central in early February.

Although they had spent time on the property of the Wabash, the Frisco and the Chesapeake and Ohio Railroads, their Maine Central visit provided at least two new experiences: their first close look at a paper mill, and their first dealings with sub-zero temperatures.

Under the guidance of Melvin L. Charity, Road Foreman of Engines, they visited the Pejepscot Paper Co. mills in Brunswick to watch manufacturing and rail loading operations; they rode a main-line freight and finally, the day before they left for their homeland, rode a diesel through Crawford's Notch. In between were technical sessions with William E. Maloy, rules examiner, and a visit to the Waterville Shops.

The group included Mohammad Ali Qarni, Assistant General Superintendent of Operations; Ahmad Mane', Train Chief Dispatcher; Ali Nasser Ghosson, Train Master; Nasser Mane', Assistant Road Foreman of Engines; and Ali Abdulla Qarni, Assistant Road Foreman of Engines.



SUMMER SANTA — Matthew "Frank" Kane, Stores department clerk, Rigby, rehearsed for his Christmas role as family Santa Claus by riding behind these reindeer at Jefferson, N. H. last summer.

RWCU Directors List Dividends

Dividends totalling 5¼ per cent were declared by directors of the Railroad Workers' Credit Union and announced at the annual meeting Jan. 22 at the Lafayette hotel. A refund amounting to 5 per cent of all interest paid by borrowers also was announced.

All officers were re-elected, including Harold J. Foster, MeC executive representative, who has been president of the RWCU since its founding in December, 1927.



Foster

Others re-elected were Clifford R. Ball, vice president; Hugh F. Flynn, treasurer; Mary Ann Berry, assistant manager.

Also re-elected were members of a supervisory committee including Willard D. Cooney, Fred L. Harris and Alice McLaughlin.

Directors re-elected were Clifford R. Ball, Portland; John F. Bevan, Bangor; Raymond F. Briggs, Raymond; Parker L. Brooks, Portland; Roland F. Chaisson, Portland; Stephen J. Conley, Portland; Hugh F. Flynn, South Portland; H. J. Foster, Portland; Thurlow L. Woodbury, Portland; Wendell D. MacDowell, Portland; Joseph S. McMorrow, Sabattus; Chester L. Shepherd, Old Town; Archibald E. Smith, Fairfield; and Merrill B. Stanley, Portland.

One new director, Glendon C. Morrill, South Portland, was elected.



RIGBY

GENERAL OFFICES

New Car Department — General Bookkeeper Erroll Libby is driving a 1962 Mercury Station Wagon; "Percy" Campbell of Car Accounting and Statistics is enjoying a 1962 'Chevy'; Tom Earls of the Dispatcher's Office is very proud of his new red Ford.

"Athie" Bryant of the Augusta Freight Office, with her son, Wayne, was a recent visitor in the Data Processing Department.

Prospective Machine Operators in Data Processing a few years from now: John Gerard Deschenes, born January 23, 1962 at Maine Medical Center, the fourth child and second son of Mr. and Mrs. Gerard Deschenes of Saco; Terry Sue Peasley, born January 26, 1962, at Maine Medical Center, second daughter of Mr. and Mrs. Richard Peasley, Route 1, Westbrook. Both Mrs. Deschenes and Mrs. Peasley are employed in Data Processing.

Mrs. Irene Kelsea, Auditor Revenues Department, entertained on January 22 at a surprise stork shower in her home for Mrs. Margaret Haley, employed in the same office. Mrs. Haley was the recipient of many lovely and practical gifts, which were piled in a very attractive baby basket lined in pink and white. As a table centerpiece Mrs. Kelsea made a beautiful cake in the shape of two pink and white baby booties, which was too pretty to cut.

Cookies, brownies, cakes, and home-made candy—out of this world, and oh those calories!—were served by Mrs. Marion Stevens and Mrs. Beryl Farrar. Others attending the party were Glenda Gilman, Pauline Gelinas, Theresa Slattery, Jean Gilpatrick, Dorothy Ohl, Marguerite and Dorothy Hollywood, Ruth Kelley, Anna Biggins, Martha True, Mary Tabbut, Dorothy Proctor, Eleanor Frates, Doris Thomas, Margaret Briggs, Grace Thompson, Lena Hodge and Ernestine Miller.

The mild days in mid-January might be classified as the old New Englanders put it, "Weather Breeders," but nevertheless we enjoy them.

Foreman Frederick Lombard and Mrs. Lombard spent a few days in Philadelphia visiting their son and his family.

Machinist Theodore Cote sustained a minor foot injury during the month, but lost no time.

Machinist Edwin Temm is well pleased with the work that was done on new "Chevy" after his accident on Memorial Bridge early this winter.

Visitors at the shop during the month, included four retirees, Clyde Burnham, Fred Bustin, Raymond Klinger, and Alvin Miller. There were also a group of about 60 children from the Harrison Lyseth School. They were accompanied by Principal Mr. Coyne.

Machinist Arthur Shaw is on his honeymoon at this date.

Laborer Joseph Cribby is still in the hospital after a series of operations. We all wish him well and a quick recovery.

Your reporter is now at his new address in Westbrook, Maine, No. 527 Brook Road.

Carman Clarence LaBerge was injured when he slipped and fell on the ice while at Yard No. 8. He recently visited his son who has been transferred from an Air Force Base in Texas to Limestone.

Carman Carl Carter is a new father. The baby's name is Howard Francis.

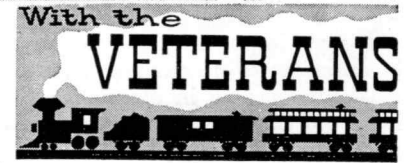
Clerk "Pat" Conley is back to work after operations of a serious nature.

Carman Robert Mulherne is vacationing with his brother Lt. Col. John Mulherne, in Georgia.

The wife of retired Carman John Murphy died during the month. Her two sons, Phillip and Eugene, also are employees.

Carman Donald Perkins has a new Ford "Galaxie."

Carman Thomas Manning was injured on the Memorial Bridge, and his car quite badly damaged while coming to work. He's back on the job however.



Retired Conductor John Jordan's new home is expected to be finished in February.

Retired Conductor and Mrs. Leonard King plan a visit to Riviera Beach, Florida, where Retired Conductor W. T. Locke resides.

Retired Conductor Carl Pierce has returned to St. Petersburg for the winter.

Sorry to hear that Retired Boston Maine Conductor "Timmie" Thomas Neville will be unable to return this winter to Florida, on account of an injury to Mrs. Neville last fall.

Retired Portland Terminal Conductor George Pryer, who was a patient at the Hyde Home in Bath, has returned Home.

Retired Conductor Ernest Biladeau and Mrs. Biladeau, spent the holidays at Christmas Island, N. H., with their daughter, Alma, who resides there.

Sympathy is extended to retired Maine Central Engineman William R. Stanchfield, on the death of his wife, Jan. 16. Interment will be in Fort Lauderdale Memorial Gardens, Florida.

Enjoying the winter months in Florida are William Robbins, "Benny" McCracken and Allen Batley, who attended the monthly railroad outings during the winter.

Charles H. Leard forwards a clipping from the Largo, Fla., Sentinel about a recent meeting of the Veteran Railroad Club attended by retired eastern division engineer Len. J. Grant, retired eastern division conductor Virgil Nowell and himself. Charles is spending his eighth winter in Florida, and expects to be back in Maine in mid-April.

His note, he says, was typed by the Biblical method: "Seek and Ye Shall Find."

TRAIN CREWS

Yard Brakeman E. L. Polk of Rumford started the new year off with a streak of hard luck when he returned home from a shopping trip to find his home burning to the ground, with a total loss. He is grateful to the people who have come to his aid.

Trainman E. L. Bow is off for an operation and is not expected to return for several weeks.

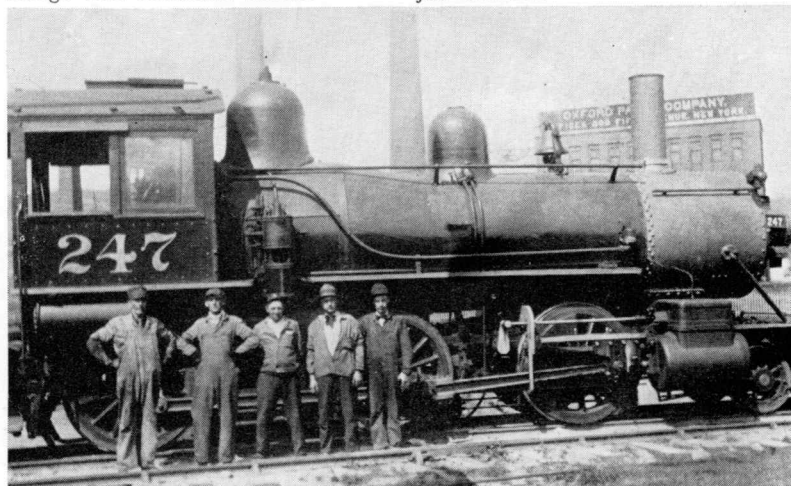
Trainman "Abe" Hall has a nice looking chestnut color Ford Galaxie.

Operator and former dispatcher "Bob" Houle now has a position with the Western Union Co., in New Haven, Conn. We all wish him success in his new job.

Several new road brakemen have been employed and at this writing are doing their "striking" on various locals.

Engineer "Charlie" White is confined in a Portland Hospital with a serious stomach disorder. A speedy recovery is our wish.

Trainman Norman Sawyer spent the Christmas holidays at home, and has returned to the hospital in Maryland for further treatment.



AT RUMFORD, 30 YEARS AGO—The crew of a work train paused in the yard at Rumford for this picture, taken about 1932. Left to right, Fred Parsons, Walter Williams, Ernest "Buster" Edgcomb, Steve Young and Jack McLeod.

Trainman "Happy" Day has been off on account of an injury and is expected to return to work soon.

Operator "Pete" Tenneson has bid off the agent's job at Livermore Falls, vacated by Charlie Richenson who went to Lewiston.

Recent job assignments have been made with WK2 and KW1 abolished and W11 and WR 4 Waterville to Rigby restored with two crews. RA1 and AR2, formerly on a two crew assignment, has returned to a one crew job out of Rigby.

The two crew assignment of WB1 and BW2 is abolished with one crew working out of Bangor to Foxcroft and return and a one crew assignment out of Waterville to Newport and return with a side trip to Harmony.

Portland Terminal Yard Conductor "Jimmie" Riley has been busy lately preparing for his trip to Florida for a vacation.

Yard Conductor and Mrs. Walter Allen recently celebrated their 25th wedding anniversary with a family party at a famous Portland Restaurant. You're not the only one getting old, Walter. Yours truly and the Mrs. celebrated too in the same month.

Fireman and Mrs. "Gene" Plourde recently had an addition to their family, their sixth child. Congratulations.

Conductor "Del" Needham suffered a broken leg recently in a fall on the ice and will be laid up for some time.

Trainman "Bobby" Gibbs has left the North Country at Beecher Falls and took a job on the "Night Freight". He says his father, retired Conductor Harry Gibbs, and wife are living in Clearwater, Florida and like it very much only have not been getting the "Messenger" to keep in contact with former associates. Will take care of it right away.

Nice to know that Father Martineau is keeping in touch with the Maine Central family. Having been at parishes in Winthrop and Richmond many years and being near the tracks has made friends with many train crews, both working and retired.

J. J. Keating, Jr., finally got his running job. Best cab on the system and all.

Engineer Ralph Hopkins and Trainman Harry "The Kid" Green inspected the satellite tracking station recently constructed at Andover. Both gave their approval.

Portland Terminal Conductor Eugene Lyden recently won the election to serve as General Chairman for the Brotherhood of Railroad Trainmen. He will take office soon.

LEWISTON

Crossing Tender Forest Dearborn, 1st trick at Middle Street, Lewiston, is now a patient at the CMG Hospital. Best of luck to you, Forest, and a very speedy recovery. Your many friends from the shoe shops send their best regards and best wishes.

Yard Brakeman Charlie LaFlamme tells us he is planning on a bit of ice fishing at Range Pond this weekend and we suspect Chief Clerk Howard Ham may be a visitor to check on Charlie's prowess as a fisherman.

Several of our co-workers in Lewiston are talking about new cars and we are anxious to see how they make out. Lets hope they utilize our Rail-

road Worker's Credit Union facilities for buying; you can't get a better deal anywhere.

It has been brought to our attention that retired Chief Clerk George Briery has been ill in Florida but is now on the road to recovery. A recent card from George states he is up and about and almost ready for spring training with the baseball teams. We trust George is still a Red Sox fan. Would hate to see him rooting for any other team. Good luck, George, hope your able to get to Maine this summer and can find time to pay us a visit.

Actually its pretty difficult to get some of our retired friends to drop into the office. Retired conductor Archie Martin, engineer Bunny Utecht, Elmer Grant and the rest would all be welcome if they could find time to drop in and say hello.

Car Inspector Clayt Mitchell tells us he spent a hectic New Years Eve in Times Square while vacationing in New York.

AUGUSTA

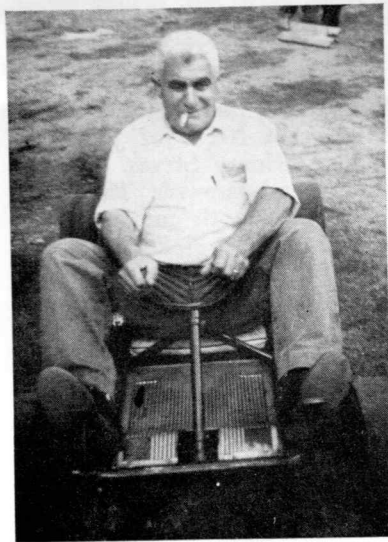
Former General Agent and Mrs. Herbert Thing recently motored to Winter Haven, Fla., where they plan to spend the winter.

Freight handler Leland Hopkins retired Jan. 5 after more than sixteen years of faithful service. We wish "Hoppy" many years of good health and enjoyment.

H. N. Brown has accepted the freight handler position vacated by Leland Hopkins.

Stenographer S. O. Comeau had one week's vacation in December and was relieved by spare clerk F. C. Cooper, formerly of the Gardiner Freight Office.

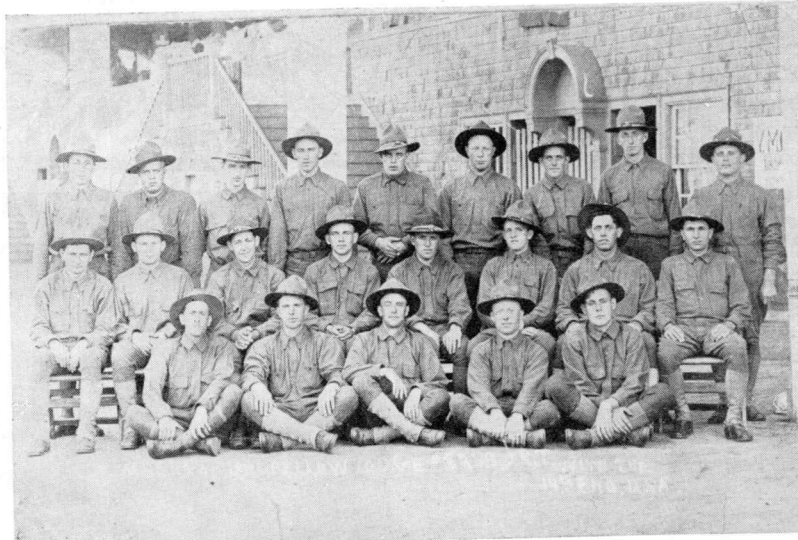
Telegrapher Richard Lougee has bid off a temporary vacancy, 3rd trick, Augusta.



WHEELS FOR ROCKY—A great one for wheels is Rocky Risberra. He "wheels" a crane all week for the Stores Department in the Waterville Yard and wheels a "Kart" on Summer weekends at his cottage on Forest Lake, Gray.

WATERVILLE SHOPS

Gleason's Give-Away of the Month Club recently awarded 300 pounds of animated fox-bait to Carman Sid Brown who 'happened' to hold the right combination. In a previous Club



"OVER THERE" IN 1918—Members of the Henry W. Longfellow Lodge, No. 82, Brotherhood of Railroad Trainmen, all employees of the Portland Terminal Company, became part of the 14th Engineer Battalion in France during World War One. Maine Central veterans say the group includes Dick Kelley, Charles Mountford, Jim Hayes, "Hank" Harradon and Alfred Downs, but are unable to identify the others. Let us know if you can.

a watch figured prominently as being the right offering.

Mrs. Betty Estabrook, wife of the Major, has been a recent patient at the Sisters.

In the Stores exchange of gifts at their Christmas party, an alarm clock would have been a much better present to the senior clerk in lieu of a loving cup.

It is with extreme sorrow and reluctance that we have to report that our pal and bosom buddy did not get the appointment to the position of Waterville Police Commissioner. After 30 more months he will have time to campaign seriously.

Foreman and Mrs. Wallace Jewell have recently been in Castine to see their son Libby off on the annual cruise of the Maritime Academy training ship.

One of the smoothest running cars driven to work is a '36 Studebaker acquired some time ago by Carman Roland Boulette.

Piper Romeo Cyr, Laborer John Eames, Carman Bob Vashon, Carman George Colford and Helper Ike Walker are on the sick list.

Due to a resurgence of work in the Passenger Room carmen Ralph Roberts, Jimmy Walker and Glenn Bumps have been transferred there from freight.

Fellow employees were shocked by the sudden death of tractor Driver Leon Drury during the night of January 12. He had worked all that day and appeared in his usual state of health. He had worked in the Stores Dept. crew some 19 years.

Painter Leroy Jackson is confined to his home after being hospitalized for a time. Parson Lawry is keeping the store.

Old-timers recently visiting have been Harry Townsend, Gerard Goselin, Ray Dillon, Joe Prout and Bill Mingo. Mingo has recently taken over the local affairs of the Railroad Veterans.

Helper Albert Dudley has recently been recalled to the Paint Shop.

Reports from usually unreliable sources (in the Freight Office) had Carman Glenn McCorrison's recent accidental leg sprain resulting from doing the 'twist'! We doubt it.

Miss Betty McCaslin, daughter of Helper and Mrs. Don McCaslin and a senior at Erskine Academy, has

recently been awarded a Certificate of Merit from the Maine Teachers Association for outstanding scholastic achievements.

Installed as president of the Machinists Local 409 was John Larracey, for the fourth time; Lester Butler as Vice President, Eddie McAleer as Rec. Secretary, Diamond Sherrard as Financial Sec., Don Priest as Treasurer, Rick Chamberlain as Conductor and Wayne Ladd as Trustee.

Machinist and Mrs. Charles Whitney announce the engagement of their daughter, Miss Helen, to Ronald St. Amand of Winslow. A summer wedding is planned.

After listening to Carman Sid Brown's cries of anguish about how cold his barn is, The Major has presented Sid with a sheep-skin covered milking stool.

Machinist Wade Richardson has been installed Master of Meridian Splendor Lodge, A.F. & A.M., in Newport.

WATERVILLE YARDS

Congratulations to Dave Eldridge on his recent promotion from Asst. Track Supervisor to Track Supervisor, District No. 5 with headquarters at Bangor. We will miss Dave.

Ray Coulombre and his family went to Massachusetts one weekend visiting relatives.

Dick Fecteau spent the day in Portland on union business recently. Marge Armstrong substituted in his absence. Seemed nice to have you back Marge. She has also been substituting at the Freight Office and Stores frequently.

Yardmaster Joe Vigue is sporting a new 1961 Comet.

Yardmaster Joe Vigue and Bert Therriault, Brakeman, have been vacationing lately.

Some of the lucky deer hunters from Waterville Yard are the following: Conductors Ralph Lalibertie and Joe Boudreau, Brakemen Charles Hodgdon and Lloyd Powers, Car Inspector Percy Saucier and Clerk Bill Monroe.

Bill shot a 192-pound 10-point buck at Embden.

Les Anderson is quite an ardent ice fisherman, but we haven't seen any of his catches yet!

Booklet—From Page 1

Kent to Kittery. The greater portion of this money is spent with local merchants, tax collectors and professional men."

The booklet states that 1960 wages of railroad men and women employed in Maine totaled \$24,954,515, as compared with wages of \$14,533,750 paid to common and contract carrier trucking employees in Maine. During 1960, the booklet says, the average number of railroad employees in Maine was 4,176 as compared with 2,750 Maine people employed by common and contract highway trucking firms.

Other figures in the booklet indicate that in 1960 the railroads in Maine moved in and out of the state 12,492,824 tons of freight, as compared with an estimated 3,838,833 tons moved by common and contract highway carriers.

The five railroads paid a total of \$3,845,314 in 1960 to Maine concerns for purchases, the booklet states. It also says that state and city and town tax collectors received more than \$2 million dollars from the railroads in 1960, with the state receiving a total of \$1,660,189 and local tax collectors \$494,625. Every county in the state, a map in the booklet shows, benefited by railroad tax payments.

Letters from nine executives of some of Maine's principal industries and largest employers are included in the booklet. One of these says "the paper and pulp industry, which I believe is the largest industry in Maine, is in my opinion entirely dependent on good rail freight service, and I can not for the life of me figure out why volume shippers and bulk volume receivers should not do everything possible to receive and ship via rail, thus giving the railroads sufficient revenue to keep furnishing service we must have."

Here's a chance for MeC employees to help circulate the facts about the Railroad Industry in Maine. If you'd like a copy of the new booklet, "Facts that Concern You," or would like to distribute copies to friends, let us know and we'll send them along to you. Just drop a card to J. H. Cobb, director of Public Relations, 222 St. John street, Portland.

On the job...
ALONG THE LINE!



AUGUSTA OFFICE FORCE—The freight office force in Maine's capital city took a picture break in January with this result. Front, Mrs. Athleen Bryant, clerk; and Susie O. Comeau, stenographer. Back, Ralph Tracy, general agent, and Horace L. Rodrigue, cashier.

Scorecard—From Page 4

ner with the help of the Shea's big night took over high team single with 428 and high three with 1209. Fran Matthews leads the women with a 94 average, and holds both high single with 115 and high three with 310.

The fellows in the Rigby League had a night for themselves Feb. 2 when half the 32-man league hit three hundred or better. Brownie Tate was the big gun with a 363 followed by Jay Welch with 355, Emile Casey

345, Eddy Montgomery 327, Winey 325, and Benny Leonard 321. Team No. 3 of Joe MacDonald, Henry Steves, Joe Cazzoza, and Brownie Tate have moved into a tie for first place with team No. 6 keglers Eddie Thorne, Pete Murphy, Eddie Montgomery and Russ Proctor.

Benny Leonard holds high average with 105, followed by Joe Weingaertner 103, Emile Casey 102, and John Broderick, Brownie Tate, Bud Combs and Tom Coulfield all with 101. Tate holds high three with 363, Joe

Weingaertner has 144 for high single.

It must be catching, because even the fellows in Waterville all had a big night on Jan. 29. Haven't got all the details yet, but Charles Derocher had a good 147 for one string, which helped Ted Jewett, Larry Ridley and Al Denton to hold on to first place tie with Don Priest's team of Ken Snow, Abbott McKinney and Rocky Risbera. Don holds high average with 102, followed by Bernard Ladd 101, Ted Jewett 100, George Moreau 97, Charles Derocher 96 and Kenneth Snow 95.

Capt. Bea Crawford, Pat Dorsey, Mary Donahue and Glenda Gilman bowling as the Punchers held on to their lead in the Women's Bowling League, three points in front of the Switchers, headed by Jan Calder, Beryl Farrar, Mary Berry, Barbara Luce. The Sidecars, made up of Lil Grenier, Jenny Joyce, Dot Conley and Nancy Gilbert are only a couple of points behind in third place.

The Punchers hold high team total with 1057 and the Switchers high single with 381. Bea Crawford holds high individual records with 98 average, high three of 343 and high single of 120. Hazel Varney is only a point behind Bea averagewise and has had the most strikes—hus far in the season with eight.

Are You Getting Your Messenger?

Obviously you are, if you read this, but mailing lists have been known to be imperfect, and while it is the intent of the Maine Central for each and every employee to receive the Messenger at his home, a few may be going astray.

If you are an employee, and you're reading a borrowed copy, let us know about it. And, while you're at it, give us names and addresses of any retired MeC railroaders we may have missed.



"Boy, what a tough day at the office! Air Conditioning went off for about an hour this afternoon!"

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