



## Rigby Heating Plant Project Nearly Complete

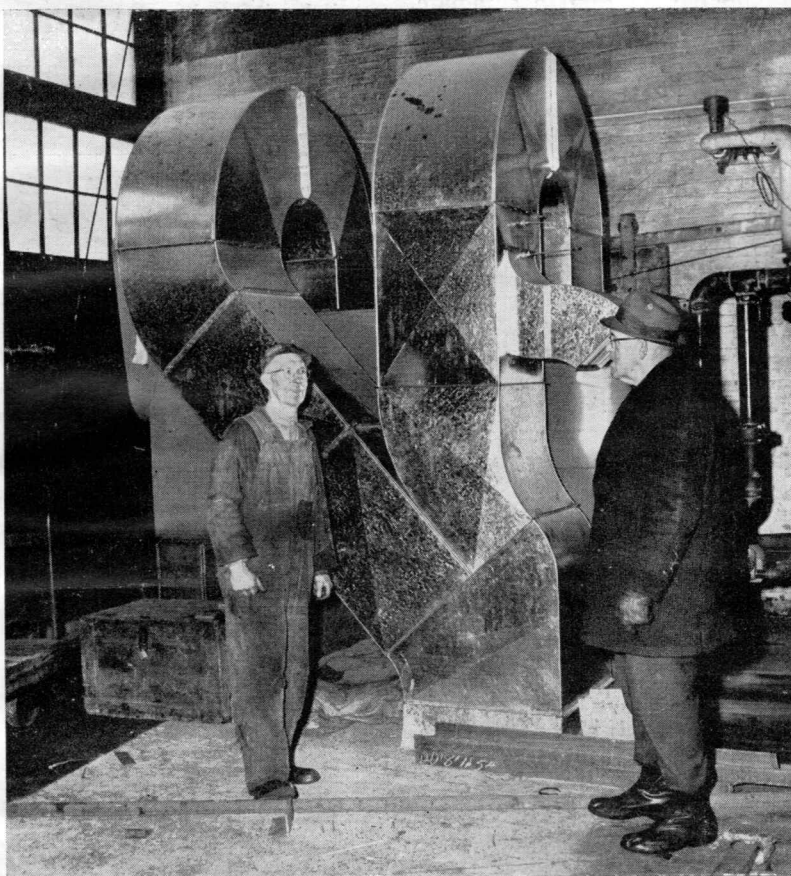
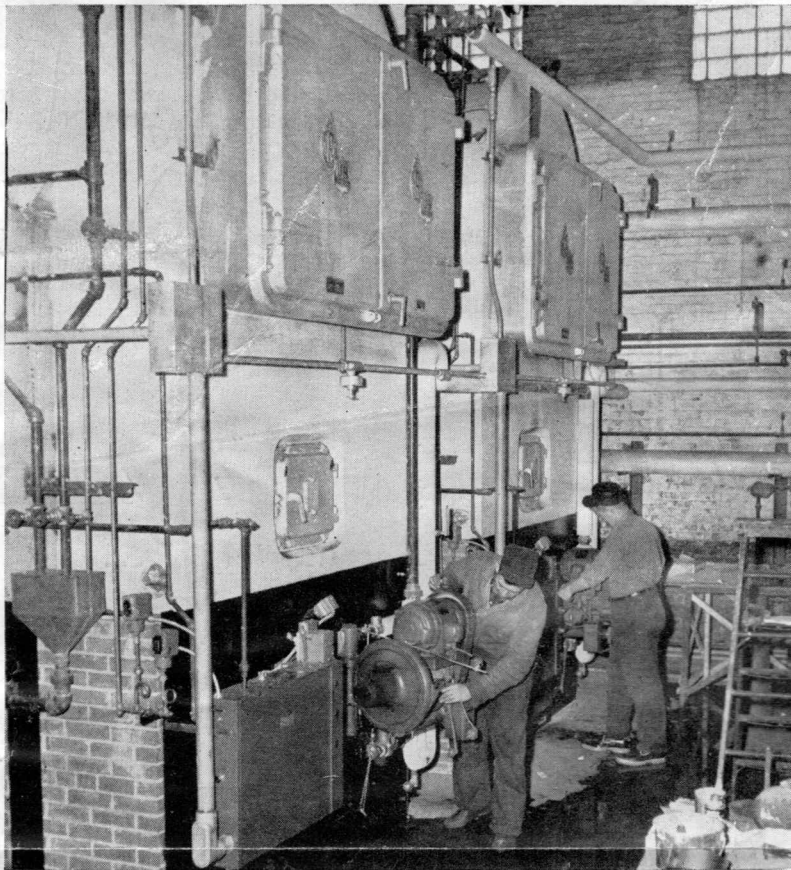
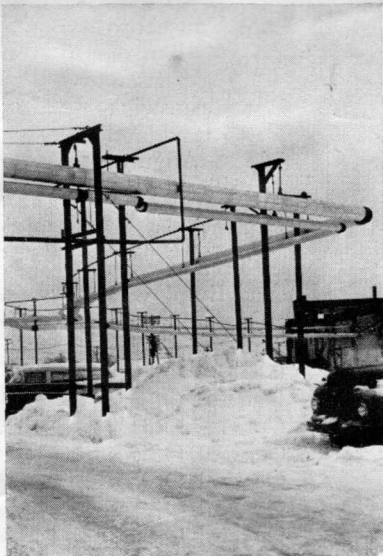
Only the finishing touches remain in the six-month job of replacing the old coal-fired boilers and other equipment with a modern, oil-fired heating system at Rigby.

The project—which was initiated after the retirement of four sections of the engine house—is expected to promote significant savings and includes several related improvements. Installed, besides new burners and boilers, were many items of completely new auxiliary equipment. A redesign of the steam distribution system eliminated nearly half a mile of steam pipeline.

Related improvements, not part of the project itself, but now being completed at Rigby, include installation of oil burner heads at one end of the turntable to melt snow on the circle rail in the pit, and a hot-air unit in the sand house to keep wet sand from freezing.

The new system, in addition to its other benefits, will improve the heating of the engine house. A new blower unit now pushes warm air into the ends of the pits, solving an old problem.

Another phase of the new installation was repair of three 10,000-gallon tanks in the basement of the office building. Last used in the steam era for storage of lubricating oil, these tanks now store bunker C used in the new boilers.



**NEW RIGBY HEATING PLANT**—NEW, automatic oil-fired boilers have replaced oil heating equipment at Rigby. TOP PHOTO shows the new boilers, with PTCO. Laborer Peter J. Welch, left, and Byron Rogers, Mechanical Services, Inc., employee, making adjustments. LOWER PHOTO shows Machinist Albert B. Wetmore, left, and Malcolm Billington, foreman, with new blower equipment in the engine house. LEFT PHOTO shows aluminum lines.

## 50 Reconditioned Box Cars Leased For General Use

The Maine Central's roster of new and improved freight equipment—already lengthened by the addition last summer of 200 new box cars and 50 pulpwood cars—will be increased by another 50 units before May 1.

The cars, now receiving their Maine Central paint jobs in the shops of the Chicago Freight Car Company, will be turned over to the Maine Central in Chicago between March 19 and May 1. MeC General Manager Roy E. Baker said the 50-foot, six-inch all-steel box cars will be placed in general service.

The reconditioned cars will have a nominal capacity of 50 tons, with double doors that provide a clear opening of 14 feet. Conforming to the new Maine Central color standard, these doors will be painted yellow, presenting an eye-catching contrast to the dark green of the rest of the car. They will be numbered MeC 9050 to 9099 inclusive.

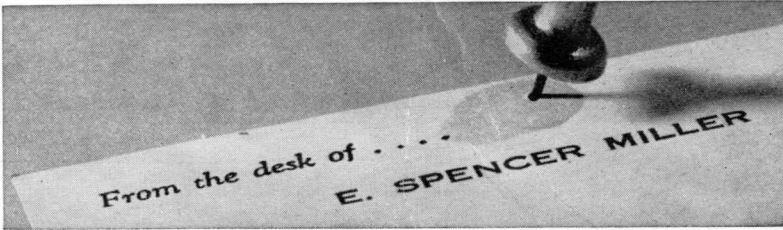
Completely new inside, the cars will have yellow pine floors and new side lining, applied with water-tight, countersunk bolts, floor clips and screw nails to minimize damage to freight.

Leased for an initial term of 11 years, the new equipment has been acquired under the Maine Central's continuing program of freight service improvement.

## Scouts Complete Railroad Course

More than 80 boys—all first class Scouts—completed a four-class railroad merit badge instruction course sponsored by the Maine Central in February and early March.

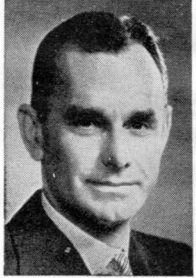
Only eight students of the original enrollment dropped out during the course, despite some of the worst weather of the season. The Railroading Merit Badge, which will put the scouts a step closer to the coveted Eagle rank, will be presented March 17 at the Pine Tree Council's (Scouts—Page 3)



### TO MY FELLOW EMPLOYEES:

I received a letter the other day from a senior at Bates College who asked the following question:

"Is any effort being made by the railroad industry to convince America's youth that railroads are not old-fashioned? This is a problem of importance to me, since many people claim that I have enthusiasm for a lost and dying cause."



This is a problem of importance to all of us who work to further the interests of the Maine Central, and to all of us who have enthusiasm and faith in the future of our industry. My answer to him was a definite affirmative, and one that should serve to educate those who feel he is wasting his enthusiasm on a lost and dying cause.

I'm afraid his critics, like ours, are products of an age that finds it easier to accept ready-made impressions rather than search for the truth; "moderns" who have half-formed but readily expressed opinions about nearly everything, all gained through superficial observation, little effort and no experience.

We thank this Bates senior for his letter and for his obvious intent to get at the truth. We were glad to be of some help to him, and feel quite sure that his inquiring mind will insure to him a successful future.

But his question, and other questions of a similar nature, are disturbing. They represent and crystallize a continuing problem that is now before the entire railroad industry. Because we have fought a long and bitter battle against the inequities under which our industry has continued its vital role, because we have gained almost complete editorial support in our effort to be relieved of these burdens, and because we have sought and been granted permission to eliminate unneeded services, the impression has been made that the objectives of the railroad industry are indeed a "lost and dying" cause.

This impression apparently has stuck, despite visual contrary evidence in the minds of many people who watch long freight trains at crossings; who watch tons and tons of paper being loaded at our mills; and who see the constant movement of switching locomotives and loaded box cars in freight yards in South Portland, Lewiston, Waterville, Bangor, Rumford and a dozen other locations throughout the state.

The truth of the matter—and it takes no great amount of diligence to determine this—is that the railroads of Maine are technically up-to-date and very much alive, and are continuing their vital services to the basic agricultural and manufacturing industries of the state. These industries, which provide income for most of Maine's families, could not exist without the rail transportation we provide. Businessmen are aware of this, but many others whose past experience was limited to passenger travel (always a mere by-product) apparently are not.

Efforts to correct false impressions have been a major task of the railroad industry for many years, and a description of one phase of this program would serve to answer the first part of the Bates senior's question.

We are fortunate that railroads always have held great fascination for youngsters, and continue to do so today, despite the strong competition for their enthusiasm from airplanes, at first, and now, of course, from the fantastic accomplishments of John Glenn and his fellow astronauts in outer space. We have had this advantage from the start in our efforts, as an industry, to retain and develop the interest of America's youth in railroads.

For years now, the Association of American Railroads has maintained a special section devoted to work with school and college groups. They have prepared attractive cartoon booklets which stress the important part played by the railroads in the development of the nation, the colorful record of the railroads in the Civil War, World Wars I and II, and their present-day task of moving the raw materials and manufactured products of our economy. They have published teachers' kits, with complete lesson guides, for use in the

schools, and many other study aids designed to continue and promote new interest in the railroad industry. The task of distributing these materials has been carried on by the individual railroads, along with a series of youth programs of their own.

The Maine Central has been active with a variety of continuing projects provided for youngsters. In recent years, they have included the highly successful college fund essay contest; business-education day programs; many tours of freight yard and shop facilities by school and Scout groups, career day appearances of railroad officials, class talks by others, and distribution of pictures and literature to the hundreds of youngsters who write to us during each year, asking for help in school reports.

One of the most recent, and certainly one of the most successful youth programs undertaken by our railroad is the current Boy Scout Railroading Merit Badge course, offered to First Class Scouts in the Greater Portland area in February. The response—a registration of nearly 100—more than justified our claim that today's youth is interested in railroads, and that this interest will grow.

We have, of course, answered the Bates senior by letter, but I thought that you, as employees, customers and friends of the Maine Central, also would be interested in his question, and in what is being done, and what will continue to be done, to show that railroads are and will continue to be a vital part of our prosperity and our way of life and the most vital force in mass transportation of the sinews of war and the products of peace.

### Mayhem For Sale . . .

"Chills, thrills, spills and crashes," says the catalog.

"Watch the engineer pour it on . . . makes a realistic noise. Cars race up to 150 scale miles per hour attempting to beat the train to the crossing."

That's the lyrical sales pitch for the newest toy for children, a brand-new refinement in model railroads, combining an HO scale model train, some track, two sports cars and a highway. There's also a grade crossing, and that's where the "chills, spills and crashes" take place.

You just plug it in, apparently, and let the violent tendencies of today's 12-year-olds—tenderly implanted by TV and nourished by comic books—take over.

But is this game something that they'll outgrow by the time they start driving real cars and approach real railroad crossings?

We hope so, because, unlike the new game, tomorrow's teenagers won't be built of "hi-impact plastic."



The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

Editor

JOSEPH H. COBB, Director of Public Relations

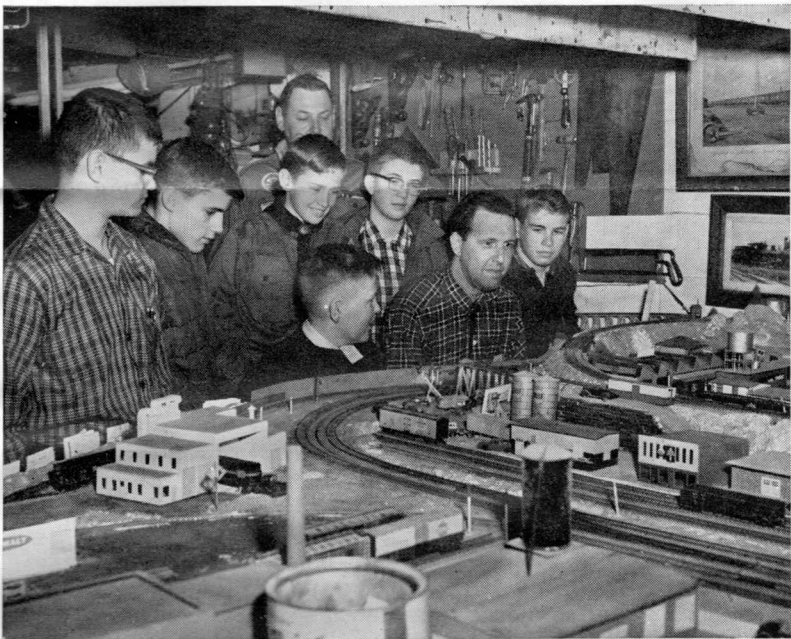
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# Scouts Learn Railroading



**IN CLASS SESSION**—The center room, auditor revenue department, Portland, was turned into a classroom for the Boy Scout railroading merit badge students. Here they are listening intently as Instructor J. E. Lancaster, assistant supervisor, bridges and buildings, lectures on the functions of the Engineering Department and on model railroading.



**SUPERVISE MODEL OPERATIONS**—Members of Boy Scout Troop 23, South Portland, watch as railroad operations were demonstrated by the Brotherhood of Model Railroad Trainmen on Washington's Birthday at the New England Midland Railroad, a king-size HO layout in the West Falmouth home of J. E. Lancaster, MeC assistant supervisor, bridges and buildings. BMRM members William Shelley and Maurice Pope are operating, watched by, left to right, Robert Tripp, Glen Taulbee, John Gorman, William Wilson and Steven Gorman. Scoutmaster James Wyman is at rear.

**Scouts**—from page 1

Merit Badge Exposition in City Hall.

The top Railroading merit badge student — the lad who scored highest on a written test that ended the course—will receive a \$25 savings bond from President E. Spencer Miller.

Approved by the Boy Scout Council, the course opened Feb. 5, and was held each Monday evening except for Feb. 19, when

a storm forced postponement. The exam was given March 5.

Instructors included Ansel N. Tupper, superintendent; George E. Phillips, assistant to the freight traffic manager; J. E. Lancaster, assistant supervisor, bridges and buildings; R. F. Rackliffe, examiner; and Joseph H. Cobb, director of public relations.

The course included a Washington's Birthday visit to the property of the New England Midland Railroad, an extensive

HO-gauge model layout in the home of J. E. Lancaster at West Falmouth. Railroad operations were demonstrated by Lancaster and other members of the Brotherhood of Model Railroad Trainmen.

## Rainie Reappointed By Governor Reed

Harrison M. Rainie, vice president—purchases and stores, was reappointed to the Maine State Standardization Committee by Governor John H. Reed in February.

The committee advises the State purchasing agent on standardization of specifications on purchases made through competitive bidding.

Rainie was first appointed to the committee in 1958.

## Falmouth Elects Knowles, Goddard

Two members of the Maine Central family have won public office in Falmouth, where voters launched their town's first council manager government March 9.

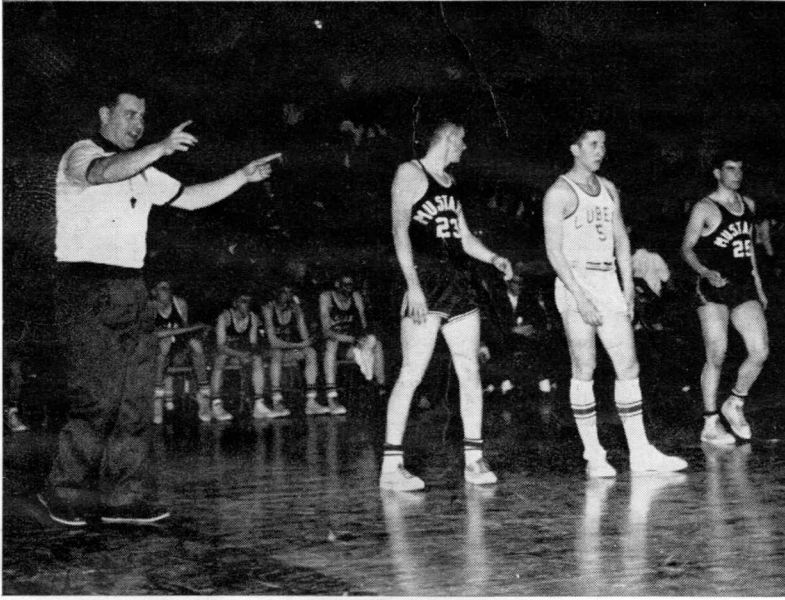
Archibald M. Knowles, MeC general counsel, was elected to the town council, while Everett K. Goddard, MeC manager of car accounting and statistics won a school board post.

Knowles is a graduate of Boston English high school and Northeastern University Law School; a vestryman of the Church of St. Mary the Virgin; a past president of the Portland Lions Club; a member of the Knights of Pythias, the Masonic bodies, the Bar associations, the New England Railroad club and the Falmouth Republican Town Committee. He also served as chairman of the committee that drew up the new council-manager charter.

Goddard, a Portland native, has been a resident of Falmouth for the past 11 years. He has been active in the Masonic bodies, the New England Railroad Club and the U. S. Coast Guard Auxiliary, and is a former vestryman of the Church of St. Mary the Virgin.



**A CENTURY OF SERVICE**—Herman F. Dodge, Sr., left, and Harold L. Bryant, both reached the 50-year employment mark in early March. They are shown as they were congratulated and presented service awards by President E. Spencer Miller.



**JUMP BALL AT BANGOR**—Bill Monroe, (left) Waterville Yard checker, in action at Bangor in the Eastern Maine high school tournaments. He'll be just as busy with baseball this season, both as an umpire and as Maine scout for the Houlton Colts.

## Railroader Referees Hoop Tourney; Now It's Baseball, As Umpire, Scout

One of the busiest Maine Central railroaders in February was Neil W. Monroe of Waterville, third trick checker in the Waterville Yard and a prominent figure in the fast-moving world of Maine high school basketball.

Bill, as he's known in sports circles, served as a referee for the third consecutive year at the Eastern Maine High School Basketball Tournament at Bangor in late February, completing a season as president of Central Board No. 20, International Association of Approved Basketball Officials. He continued his share of the officiating at the State Foul Shooting Contest at Colby, and served as referee for many other high school, prep school and college games.

Now, with Spring just around the corner, Bill is looking forward to an active baseball season as an umpire, an assignment he's been handling since he was 15.

Bill was Umpire-in-Chief in the old Somerset League at 18, and since then he's worked all brands of baseball, from Little League to the Yankee Conference. He'll be busy with the latter, plus high school, prep school and State Series games this season.

American Legion baseball has claimed much of Bill's attention, and for the past six years he has been a member of the Legion's

state athletic committee, handling umpire duties in the Legion State Tournament each summer at Togus. Last year, Bill was the only Maine umpire selected to officiate at the games of the five-day New England American Legion Tournament at Keene, N. H.

Along with Bill, other officials, 100-odd ballplayers, and Legionnaires from all over the six-state area, the crowd at Keene included a total of 32 major league baseball scouts, there to look over the young players. At least one was also looking Bill over, and afterward, came a bid for Bill to represent the Houston Colts as a scout in the state of Maine. Bill said "yes" in December and signed a contract, so this season, while calling the balls and strikes in a long series of games, he'll have a sharp eye for playing prospects to beef up the roster of the Colts, the National League's newest club.

Bill, who joined the Maine Central in 1944 after war service, has been active in the work of the Brotherhood of Railway Clerks, and is now legislative chairman and chairman of the board of trustees of the state legislative committee. Between his duties for the Brotherhood, as a railroader, as a basketball referee and a baseball umpire, Bill is remodeling a new home at East Vassalboro.

## MeC Bowling Tournament Slated Saturday, April 7, At So. Portland

Saturday, April 7, is the date selected for the Maine Central and Portland Terminal Bowling Tournament.

Mill Creek Bowl-A-Rama, South Portland, at 1:30 p.m. is the place and time. The General Office is the host this year.

Waterville "A" team of Don Priest, B. Ladd, Ted Jewett, C. St. Peter and Ken Reed are the defending champs. They will be present to try for their second leg on the MeC Director's Trophy. Arthur York, Bangor Trainman, who won the individual championship last year at Waterville, will be back to defend his title.

This candlepin tourney is open to all male employees of the Maine Central and Portland Terminal Company. There will be not only the Director's team trophy, but a trophy for each member of the winning team, and for the first time will have an individual high single and individual high total trophy for the five strings.

Since the company is furnishing all trophies this year, each man will be asked to pay the \$1.50 cost of his own bowling.

This year if there is a bowler from a station or department that does not bowl on one of the teams from Waterville, Bangor, Rigby and General Office league, he will still be able to enter and win one of the individual prizes. If there are any fellows who plan to bowl for the individual awards, please let Jerry Shea, Car Accounting Department, General Office, Portland, know so enough alleys can be reserved.



By Jerry Shea

Thanks to Myrtle Neilson and her husband John, the mixed couple bowling on February 22 was an outstanding success again this year. We had 47 teams entered and hope everyone had a good time and will plan to have it again next year. Thanks to Steve Conley, John Murray and Bob Brewster for their help in scoring; Beryl Farrar for those delicious sandwiches and Mert Neilson for those delicious dips and all the other headaches and

hard work that go into running an affair of this size. Next year we have been promised a lot of help on the scoring and hope we will be able to get the results much faster.

The prize winners without handicap were Patricia Conary, high single; Hazel Varney, high three; Bill Manning and Dick Esty, high men single; Marty Holmes, high three; Karen Greenleaf and Jerry Shea, high couple total; Dick and Mrs. Coggins, high couple string. The winners of the prizes with handicap were Mr. and Mrs. Reggie Roy, high three; Mr. and Mrs. Don Pettengill, high single string; Mable Rivers, high individual string; Glenda Gilman, high three; Larry Smith, high single, and Bill Knox, high three.

Door prize winners of three free strings were Jan Clarke, Ray Jackson, Tressa Bither, Jan Calder, Sam Napolitano, Reg Libby, Mary Nugent, Doris Ellis, Bill Knox, Mrs. Dick Coggins, Muriel Murray and your correspondent. We thank Dick Perkins, alley manager, for these prizes.

By press time for the next issue of the Messenger, all of the league bowling will be completed. The prizes will have been awarded, and I hope the ice will be out of the lakes and the snow will have disappeared from the lawns and golf courses. Therefore, we will not go into too much detail of the results of the bowling leagues this month. Waterville Shop's bowling league is still being headed by Ted Jewett's team with Don Priest and Bernard Ladd's gang still very much in contention.

In the Rigby league team No. 3 headed by Tate, Capozza, Steeves and McDonald are only a couple of points ahead of the rest of the pack. The Punchers of the MeC Women's League have about sewed up first place. They are captained by Bea Crawford with P. Dorsey, M. Donahue and G. Gilman. John Tracy, Herb Sullivan, Tony Notis, Dick Esty, Lennie MacDowell and Bill Manning only have to win four more points out of the last 20 to take first place in the General Office men's league.

Dave and Ruth Gardner had a seven point lead over three teams in the couples' league. Lil Grenier and Larry Smyth, Mable and Charlie Rivers, and Hylda and your correspondent are still within striking distance.

## Service, Satisfaction Pay Enough For Railroad Hospital Volunteers

With hospitals crowded and help scarce, there are few people's efforts more appreciated these days than those who find time to serve as hospital volunteers.

They're just that . . . volunteers, whose presence and willingness to carry out the incidental hospital tasks relieves technical personnel for their intended work. Administrators are sure that hospitals could not operate as they are presently required without these volunteers.

Although there may be many more, we found three Maine Central people working as volunteers in the hospitals of Portland in February. Pat Connary, purchasing department clerk-typist, serves customers at the gift shop of Mercy Hospital; Morton A. Thomas, retired general manager, works in the distribution of patients' mail at the Maine Medical Center; and Mrs. Alice McLaughlin, clerk, PTCO., freight Office, serves at the Medical Center information desk.

All agree that the pay is good . . . even if it's only the personal satisfaction that comes from helping others.

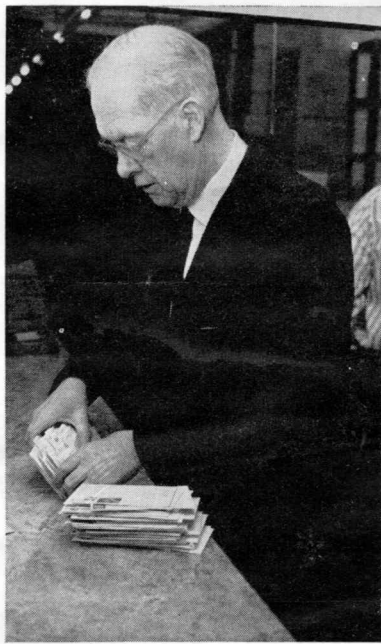
### Four Titles Changed In Accounting Dept.

Four title changes were announced early in March by Comptroller and Treasurer Horace N. Foster. He said the new titles will define responsibilities and authority more clearly and strengthen the accounting department's table of organization.

George H. Ellis, formerly assistant comptroller-auditor revenue, has become assistant comptroller-revenue and freight claims.

Benjamin B. Braasch, formerly traveling freight claim representative, has become chief freight claim representative and traveling auditor.

Eugene E. Miller and Thurlow L. Woodbury, formerly traveling auditors, will be freight claim representatives and traveling auditors.



**LETTERS FROM HOME**—Morton A. Thomas, retired general manager, sorts patient's mail before its delivered at the Medical Center.



**CANDY IS DANDY**—suggests Pat Connary, full-time clerk-typist, Purchases and Stores Department, and part-time proprietor of the gift shop at Mercy Hospital.

### Railroad Enthusiasts To See New Univac

The Auditor Data Processing and Systems Department will be host to the Portland Division of Railroad Enthusiasts Inc., at their next meeting to be held Wednesday, March 21, 1962, at 7:30 p.m.

The evening's feature event will be an introduction to the Univac Solid State 90 computing system, the largest data processing system in Maine. The presentation will be by Ralph Gordon, auditor data processing and systems manager.



**A HELPING HAND FOR VISITORS**—Mrs. Alice McLaughlin, PTCO. freight office clerk, is a volunteer receptionist and information specialist at the Maine Medical Center.



This is the scene in the key punch room, Data Processing department, general offices, as statistics become holes in cards for processing by the Univac. Left to right, by rows, are Marion Adler and Barbara Gain; Lillian Grenier and Hazel Varney; Ruth Watson and Carmel Robichaud; Dorothy Conley and Mary Nugent; Jennie Joyce and Marie O'Connell, Pauline Harrison and Rosemary McDonough. That's Gordon L. Wilson, assistant to the systems manager, amidst.



National Society for Crippled Children and Adults  
2023 W. Ogden Ave., Chicago 12, Ill.

## 68 MeC Employees Win Service Awards

Twenty-Five year service pins were awarded to 68 Maine Central and Portland Terminal Company employees in March.

The following received the service awards:

Raymond A. Jackson, division engineer, Portland; Wesley M. Martin, division engineer, Bangor; Herbert D. Sullivan, signal supervisor, Portland; Raymond H. Noble, section foreman, Hiram; Earl I. Miller, section foreman, Rockland; Robert A. Albert, section foreman, Brunswick; Ralph H. Call, section foreman, Freeport; Antonio S. Lord, trackman, Brunswick; Warren D. Smith, section foreman, Rockland; Millard F. Tracy, section foreman, Augusta.

Joseph O. Carrier, trackman, New Gloucester; Oscar W. Brown, trackman, West Pembroke; Charles A. Pomeroy, trackman, Calais; Waldo M. Tarbell, trackman, Ayers Jct.; Joseph J. Conrad, signal helper, Vanceboro; Otis H. Springer, cook, Danforth; Ralph J. Dyer, truck driver, Brunswick; Joseph A. Brown, painter, Wiscasset; Harry J. Gayne, trackman, Foxcroft; Beverly R. Bryant, trackman, Etna.

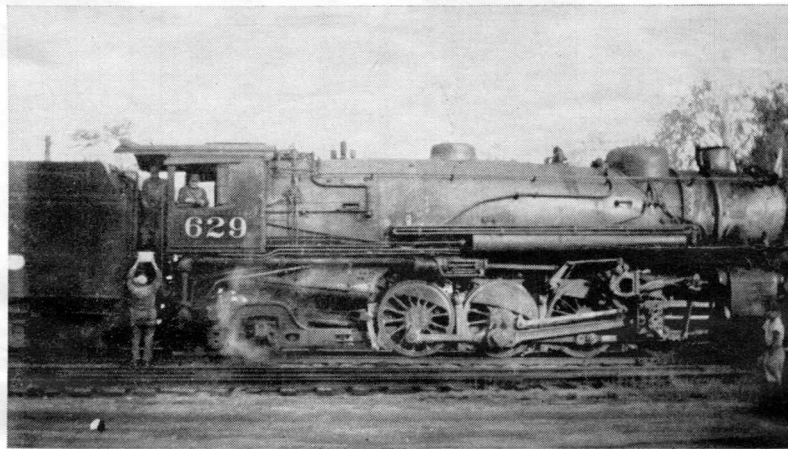
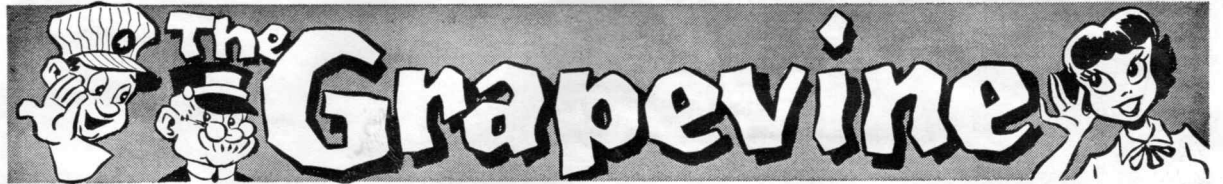
Elden E. Murphy, machine operator, Waterville; Perly P. Colson, foreman, Etna; Foster L. Cowan, foreman, Newport; Charles S. Proctor, trackman, Waterville; Vernon C. Bowden, trackman, Newport; Walter J. F. Boyle, section foreman, Cumberland Mills; Leo A. Baker, carman, Fairfield; Darrell K. Bridgham, carman, Bangor; Donald L. Gerald, carman helper, Albion; Abbott L. McKenney, machinist, Clinton.

Winston W. Reynolds, carman, Waterville; Charles E. Roberts, machinist helper, Waterville; Ralph W. Roberts, carman, Vassalboro; George K. Stevens, mill room foreman, Fairfield; Ernest L. Taylor, carman, Fairfield; Carlton E. Walker, laborer, Rockland; Alfred P. Lampron, carman, Westbrook; C. G. Moreau, stores, Waterville; Thomas McCafferty, stores, Portland; W. F. Chaplin, crossing flagman, Woolwich.

J. A. Cosgrove, clerk, Vassalboro; B. R. Cross, conductor, Portland; J. J. Feeney, conductor, Portland; R. A. Green, conductor, Westbrook; J. J. Keating, conductor, Portland; M. E. Lake, yard brakeman, Rockland; M. C. MacKenzie, conductor, Bangor; F. I. Martin, conductor, Perry; G. C. Morrell, conductor, Portland; J. E. Poulin, switchman, Westbrook.

K. L. Reynolds, crossing flagman, Winslow; A. J. Roy, conductor, Auburn; L. E. Traynor, yard brakeman, Lewiston; C. L. Witham, crossing flagman, Hallowell; E. E. Wortman, conductor, Thorndike; P. J. Conley, conductor, Portland; Thomas F. Conley, crossing tender, Portland; James M. Coyne, loader-caller, Portland; John T. Curran, Jr., loader-caller, Portland; Martin A. Flaherty, yard laborer, Portland.

L. S. Keites, conductor, Portland; S. J. Kilmartin, yard laborer, Portland; Dennis Manos, conductor, Portland; W. J. Mazula, watchman, Portland; Albert N. McCormack, ticket clerk, Portland; Michael Norton, conductor, Portland; L. F. Pettengill, messenger, Portland; Michael Wallace, crossing tender, Portland.



**IN THE 30's AT BUCKFIELD—Engine 629** paused to pose for Jerry Russell's camera 30-odd years ago. The engineer is Lou Proctor, the fireman, Elwin Seekings, and the head brakeman, passing up the lunch pail, is the late Henry Bourgea.

## GENERAL OFFICES

Lillian Grenier, Data Processing, plans on spending St. Patrick's weekend in Boston, attending the basketball tournament.

Clyde Luce Jr. has purchased a Cape Cod home on Dorothy street, Portland. As plans stand now, Clyde, Barbara and family will move in about April 1. We all hope the moving won't bother the bowling arms of either of the Luces.

Beryl Farrar, stenographer in Purchasing Department, with two of her children, Kathleen and Robert, attended the Ice Follies in Boston and visited for a weekend with Mrs. Farrar's brother in Whitinsville, Mass.

Marion ("Perkie") Perkins attended the wedding of a friend, Miss Helen Wright, in Augusta, Maine.

Hearts and flowers at Valentine's time—Hazel Varney of Data Processing is announcing her engagement to Leo Davison of Portland. Although no definite date has been set for the wedding, everyone wishes the happy couple the best of everything!

The gals with whom Hazel works chipped together and had a flower-decorated cake brought in to surprise her.

New cars are still being seen around the General Office Building—"Ken" Phillips, purchasing agent, bought Mrs. Phillips a new Tempest. Roy Cote of Freight Traffic has traded cars, and now drives a 1959 Rambler, black in color. Gordon Barron of Revenues Department also has a new Rambler. Shirley Wilson of the assistant treasurer's office is very proud of a "Wedgewood Blue" 1962 Oldsmobile.

At a meeting of the Pine Tree Chapter National Machine Accountants Association, held at the Eastland Motor Hotel on February 15, 1962, Ralph Gordon was presented a miniature gavel and block in recognition of his services as President during the past year.

Nice to see Mrs. Janet Ireland back, in the assistant comptroller's department, for a short while at least.

Good to report that Arthur Stearns of the Revenues Office, who has been hospitalized at Togus, has been able to get home occasionally on weekend passes, and has stopped in to see his friends in Revenues.

Blair Walls and wife Kay drove to Conway, N. H., for the Washington's Birthday holiday to do some gift shop browsing.

Clarence Conner, clerk in the Disbursements Office, is at home after several weeks hospitalization in the Osteopathic Hospital of Maine. Hurry and get well, Clarence—everyone misses you!

Elbert ("El") Kennedy is back at his desk in the Engineering Department after recent hospital session.

Clarence E. Conner, timekeeper in Auditor Disbursements office, is now at home after being confined to the Osteopathic hospital. Everyone is wishing Clarence an early recovery.

Reg Roy, whose Renault was damaged in an accident, is now sporting a 1941 Studebaker—look out for the smoke screen if you happen to get behind him.

Larry Smyth of Purchasing was a victim of hard circumstances when

he took his car to the car wash only to have it fall off the track and damage the right side.

Bill Manning of the Car Accounting office is another hard lucker. His car was jammed in the rear causing considerable damage as well as personal injury to Bill.

The girls are taking advantage of the stormy weather we have had lately to catch up with their fancy work. Margie Sterling can be seen doing a new needlepoint square and Elta Benner is crocheting a beautiful afghan.

Bowling banquets are in the air—seeing as the leagues are nearing the end of the season. The Men's Bowling League will be stag this year (as per request of the wives) and the Women's Bowling League is looking for a suitable site.

Nice to see Jan Ireland back in the office again. She has a nice family of two boys, which keep her busy.

Margaret and Ed Haley are the proud parents of a daughter born Sunday, March 4. Congratulations!

Just to remind you that you are only as old as you feel—John Snell is now going into his 92nd year. His birthday was in January (being 91) and he comes up those stairs to the Aud. Disb. office much sprier than the younguns. Wonder what he has for breakfast!!

## RIGBY

The heavy snowstorms during the period ending February really bogged traffic down, and it is safe to say the only persons that are happy about it are the skiers and other winter sports.

Machinist Helper Joseph Ashley was out sick for a few days, due to a broken blood vessel in his leg. He is now back to work, fit as a fiddle.

Mrs. Billington, wife of our General Foreman Malcolm Billington, has been confined in the hospital for a few days.

Laborer Robert "Bob" Casey is a dad for the second time. He announces the birth of a daughter.

Your reporter has purchased a new Dodge "Dart" 4 door sedan. His old car with 81,000 miles and other ailments had seen its best days.

Store Keeper Hugh Flynn is back after another period of confinement in the hospital.

Sergeant Guy Briggs, Jr., and family are visiting his parents Carpenter Guy Briggs. Guy, Jr., is reenlisting and has a 30 day leave. He is planning to make the service his career.

Carpenter and Mrs. Boyle Thorne motored to New Orleans, to visit his brother, and watch the Mardi Gras festivities.

Robert Malone (a former employee) and his family have moved to California where he has relatives.

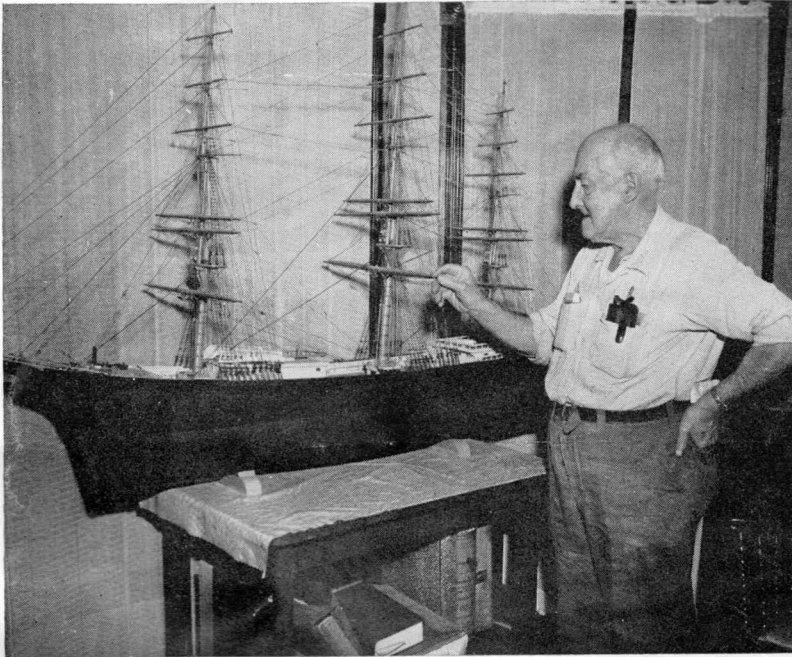
Machinist Theodore Cote attended the funeral of his brother-in-law Edward Doyle, who died recently.

Laborer Fred Cole recently was involved in an auto accident on the way to work.

Machinist Arthur Hutchinson of the Bangor shops, formerly a machinist here, was a visitor in February.

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**A REMINDER OF THE OLD DAYS**—Clarence Blackmon, a Class A Carman in the cabinet shop, Waterville, is a native of Woolwich, and spent his early working years as a carpenter, working on the wooden ships in the yards at Bath. He joined the Maine Central 40 years ago, and has hand-crafted this detailed model of the "St. Paul," built in Bath in 1874. More than six feet long, the model has several hundred feet of thread in its rigging, and claimed Blackmon's spare time for about four years.



The Maine Association of Railroad Veterans held their regular monthly meeting Sunday, January 28, at Theodore's Lobster House, Commercial Street. Fifty-two attended. Mr. Winthrop K. Dean of Peaks Island gave a talk on the problems of Casco Bay transportation. Two new members, John R. Stanton and retired Maine Central Engineman Charles J. Bolduc of Bartlett, N. H., were welcomed.

A few of the receipts for passenger fares paid on the trains came into your correspondent's possession last summer, and in turn, he sent them to the conductors who had signed for them, or to their wives: Mrs. J. Alton Emery, St. Petersburg, Fla.; Ali Atkins, Rockland; Allen Batley, St. Petersburg, Fla.; James Plummer, Waterville; Harold Card, South Portland; and Clayton Williamson, Jacksonville, Fla.

Retired Conductor Albert Spencer visited his sister in Largo, Fla., in February.

Sympathy is extended to retired Portland Terminal Conductor George E. McCoy on the death of his wife, Feb. 13.

Our genial barber removed his old car plates and proudly attached the 1962 ones. Arriving at home his wife discovered he had put them on upside down.

Sympathy is extended to the family of William M. Phee, retired Portland Terminal Conductor, who died Feb. 13.

Sympathy is extended to retired Portland Terminal Conductor Bernard Quinn on the death of his wife.

Wintering at St. Petersburg, Fla., are "Bill" Robbins, Phil Gardner, Arnold Baker, "Ben" McCracken and Carl Pierce. They all attend the monthly Maine State picnic.

Retired Conductor Bill Coulthard has been confined to a Portland hospital and at this writing is coming along fine.

Sympathy is extended to retired Engineer James Gould on the death of his wife. Jim has been in ill health himself for some time.

Word has been received from St. Petersburg, Fla. that retired Engineer Harry Gordon is confined to the V.A. Hospital there and is in very serious condition. His address is Bay Pines V.A. Hospital, Room 231, South St. Petersburg 18, Fla. I know he would be very pleased to hear from his old friends.

Sympathy is extended to the family of retired Operator Lester Burnell of Richmond, who passed away recently after a short illness. He worked the second trick at Leed's Junction for many years.

## TRAIN CREWS

Crew Dispatcher Pat Tracy is off duty again, and at this writing is confined to Mercy Hospital, Portland.

Trainman Ralph Poore has traded cars and bought another new Ford.

Trainman Charlie Harper had a narrow escape when a flash fire started in his fairly new home in South Portland. Quite a bit of damage was caused before it was brought under control.

Trainman John McCommie and party went to Moosehead recently and had good luck, bringing back 15 togue. Two inches of fresh snow and high wind made the trip very comfortable(?).

Trainman Johnny Feeney has the new car fever and has been keenly looking over the new models trying to decide on one.

Trainman Leo Gilbert has been off sick several weeks and at this writing should be back to work soon.

Conductors Glen Morrell and Al Laberee have bid off running positions on the 5 ring crews.

Conductor Del Needham along with his broken leg had to be taken to the hospital with complications recently. Wishing you a speedy recovery.

February was about the roughest month weatherwise in a long time. Cold weather, snow and more snow. Several derailments complicated matters.

Sympathy is extended to Engineer Ralph Blish on the sudden death of his wife in an automobile accident on the Veterans Bridge late in February.

Received a note from a retired Conductor Gil Fournier of Santa Barbara, Calif., and on 28th of December he saw a new MEC box No. 9456 there and 3 days later saw the same car going south again towards Los Angeles. Gil says he would like to jump aboard and return home again for a feed of Maine lobsters. He says they had a cool spell a few days ago with readings of 40 to 50 degrees (above, that is). He expects Engineer Dobie White to visit him soon. Gil sends his regards to the boys, and would like to see anyone who happens out that way.

## WATERVILLE SHOPS

Feb. 12, 1912, to Feb. 12, 1962, is a long spell and nearly an average lifetime. This period marks the employment record of Painter Charles Lawry, and Charlie is still going strong. We believe that Charlie is the oldest employee here at the shops from a service standpoint. A source of pride to Charlie is the fact that in all this time he has never had a lost-time accident.

Machinist Burr Blanchard is a surgical patient at the Thayer Hospital and Wade Richardson is covering the maintenance job during Blanchard's recovery.

Knot-hole inspector Al Cunningham has recently traded his ranch wagon for a Jeep.

Carman Helper Florian Jacques died in his sleep at his home in Waterville recently. He had worked at the Shops for some 17 years.

Noise abatement week was observed in the Paint Shop recently. (That was when Chester had his teeth out.)

Carman Leo Fredette had his car stolen from his home in Winslow recently. It was recovered in Bowdoinham the next day.

Helpers recalled to the Freight Shop are Ken Richardson, Maurice LaPlante and Clyde Brackett. Arthur Campbell has returned as a helper to the Paint Shop.

## WATERVILLE YARDS

At the recent installation of officers of Lodge No. 32 held at the Legion Home, Dick Fecteau was installed as Local Chairman. After the meeting and installation, refreshments were served by Mrs. Ruth Brochu, Mrs. Gloria LaLiberty and Dick Fecteau.

Dick Fecteau and his wife attended the Roger Williams concert in Portland in February.

Ray Coulombre is kept quite busy finding and counting coins for his daughter's collection.

Clerk Herbie Oakes has retired on a disability pension.

Employees in the Track Department off sick are: Foreman C. F.

Crockett, Skowhegan; L. R. Lawrence, East Newport; F. E. Giles, Pittsfield; Machine Operator E. E. Murphy; Trackmen N. A. Chamberlain and J. A. Roy.

Plumber James A. MacGregor is on sick leave.

Leading Plumber Harold A. Milton has had two bouts with the virus flu. Laid off Plumber Ted McCausland filled in.

Among the recent retirements are: Section Foreman H. R. Fillmore of Hartland, Trackman J. F. Burke of Corinna and Trackman L. E. Libby of Waterville.

Congratulations to Mr. and Mrs. Lee Bureau (Jane T. Bureau) on the birth of a son Feb. 3.

Clerk Conrad Mason was on vacation.

Operator Verne J. Hutchinson was on vacation in February. During his vacation his daughter, Sandra Lee Hutchinson, became the bride of Carl Sullivan Feb. 10 at St. Xavier Church in Winthrop. "Hutch" of course gave the bride away. Mr. and Mrs. Sullivan are residing on the Eastern Promenade in Portland as Mr. Sullivan is an auditor with the Internal Revenue Service there.

Brakeman Jerry Peaslee has been off on vacation.

D. E. Carter has bid off the third trick operator's position in the Yard.

## BARTLETT, N. H.

Former Conductor Alex Sullivan has returned home from a visit to the hospital, where he underwent surgery. He is doing very well, we are pleased to hear.

Conductor Halsey Chandler has sold his home in Bartlett and moved to Berwick, Maine.

Track Supervisor A. S. Dodge, who has been on the sick list since early winter, is getting along quite nicely, we hear. His place has been taken by W. G. Schloth who has recently moved his family to North Conway.

Signalman F. E. Pickens has moved to Bartlett from his old home in South Gardner.

We are intrigued by the stories coming from out of West Glen. Trackman C. W. Kelley allows he saw a large animal, believed to be a mountain lion, right up next to his home. He went back for his gun, but the animal took to the woods.

Section foreman Percy Chandler has hardly dared to go outside after dark lately. Who can blame him?

Trainman H. Greenwood holds forth on the St. Johnsbury to Beecher Falls and return extras.

Mrs. Langill, wife of retired crossing tender Clarence Langill, has been ill and in the hospital.



"You say something about wanting some time off?"

## MeC Agent Holds Reunion By Radio

When Bob Thing, general agent at Brunswick, flips the switch of his amateur radio transmitter, he never knows who'll be on the other end of his signal. That, he says, is what makes amateur radio so much fun.

Last month, and he sent along the QSL card to prove it, he talked with at least one member of the Santa Fe Railway Employees Amateur Radio Club in Newton, Kansas, establishing a wireless, trackless interchange of sorts between the Santa Fe and the Maine Central.

Just a few days later, he received a letter from an amateur in Seattle who turned out to be a former Maine Central conductor. Bob passed along the letter, from Harvey W. Locks, who was on the MeC payroll as early as 1906, running out of Rockland, feeling that other railroaders would be interested. Here it is:

Mr. R. S. Thing WISJN  
Brunswick, Maine.  
Hello Ham Friend;

Greetings to you from Seattle, on the "Sparklin Blue Pacific" in the (EVERGREEN STATE) of Washington, from an old Maine Central R. R. Conductor. I guess my time there was a little to far back for your time with the railroad there. I am sure that there is not one now working there that was there when I was. I started out of Rockland, as a student brakeman on a way freight running between Rockland and Brunswick, with one Geo. Glidden as conductor. I started under pay out of Waterville July 1906, and was promoted to conductor in January, 1909. Y. C. Neilson was one turn ahead of me. If he is still around there say hello to him for me. Also, Eddie Hennesey. I wound up my connection with the MeC. as I was conductor on what was known then as the Leeds Jct. "Merry Go Around" mixed passenger and freight Brunswick to Leeds Jct. Via Crowley's Jct., engine No. 121 with Engineer Lowell Chapman. We lived in Brunswick at that time. G. A. Priest Gen. agent then.

I was born near Auburn and Poland Springs and I well remember when they were building the Portland & Rumford Falls R. R. through our town in 1893. My wife came from Richmond. We migrated to near Calgary, Alberta, Canada, and lived there for 20 years before coming out here to God's country in 1937. We visited back there by car in 1941. Been here in Seattle, mostly, since 1942. Ended my R. R. work here as switchman in our coach yard in 1942.

I worked for C.N.R. R. R. in Alberta, as brakeman and yardmaster 1918-21.

We just passed our 57th wedding day last December. Retired and living by ourselves now. May God bless you and all yours.

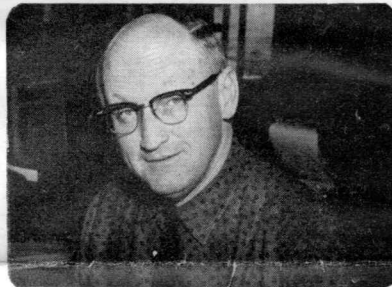
HARVEY W. LOCKE



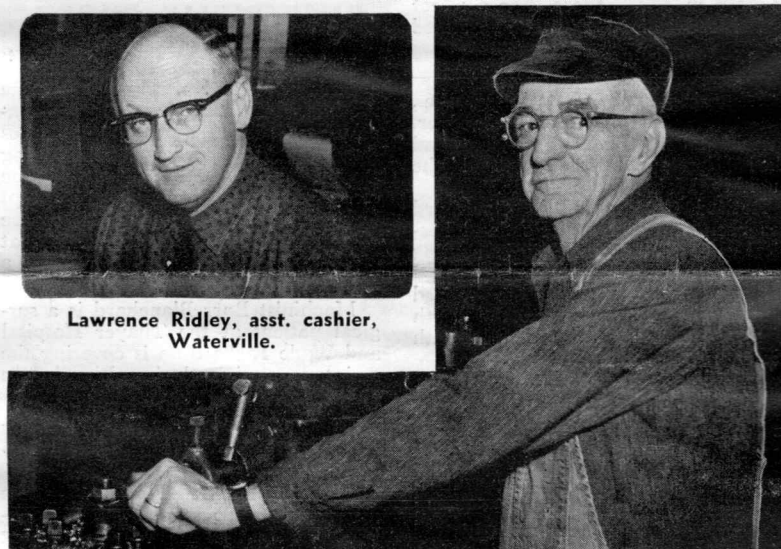
H. B. Higgins, general agent,  
Waterville.



Shirley Barton, clerk, Waterville.



Lawrence Ridley, asst. cashier,  
Waterville.



Charles Robinson, machinist, Waterville.

### Retirements

Carl T. Davis, track supervisor, Bangor, Jan. 1.

Villebon Boisvert, assistant yardmaster, Waterville, Jan. 8.

Charles H. Jackson, laborer, Portland, Jan. 16.

Rodney A. Lowell, locomotive engineer, Bangor, Jan. 29.

Arthur F. Brookings, baggage and mail handler, Portland, Jan. 31.

Charles Cummings, captain, red caps, Portland, Feb. 23.

Nathan B. Currier, section foreman, Lunenburg, Vt., Feb. 19.

Albert E. Newell, track foreman, Portland, Jan. 13.

Robert J. Jacques, trackman, Lewiston, Jan. 23.

Frederick C. Stanton, leader loader, Portland, Feb. 7.

Earle F. Hutchinson, trackman, No. Concord, Vt., Feb. 8.

Floyd E. Giles, section foreman, Pittsfield, Feb. 12.

Ora Frost, freight handler, Waterville, Feb. 12.

## Ralph E. Graham Dies At Brewer

Ralph E. Graham, 69, former Maine Central Commercial Agent at Bangor, died March 9 at his Brewer residence.

He had retired in 1959 after 36 years of railroad service, the last ten of which were spent as Maine Central Commercial Agent. He was employed by the Bangor and Aroostook Railroad for about a year before entering Maine Central Service.

Born in Bangor, May 18, 1892, he was the son of George and Lucinda (Morton) Graham. He was a member of the First Universalist Church, Bangor; Polar Star Lodge, AF and AM, Bath; St. John's Commandery, Bangor; Mount Moriah Chapter, Royal Arch Masons, Bangor; all Scottish Rite bodies; a 32nd degree Mason and a member of the Red Cross of Constantine; Anah Temple, Order of the Mystic Shrine, the Anah Temple Mounted Patrol and an Aide to the Potentate of Anah Temple; and the Bangor and Brewer Shrine Club.

He is survived by his wife, Marion A. Graham of Brewer, and by three sons: Lester C. Graham of Brewer; Ralph E. Graham, Jr., of Dallas, Texas; and Theodore W. Graham of Nashua, N. H.

Services were held Sunday, March 11, at Brewer.

Clancy J. Crandlemire, trainman, Bangor, Feb. 27.

Florian E. Jacques, carman helper, Waterville, Feb. 16.

### Deaths

Leon G. Drury, laborer, Waterville, Jan. 12.

Floyd B. Aldrich, general yardmaster, Portland, Feb. 27.

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