

MAINE CENTRAL HONORED—Waterville civic leaders and Chamber of Commerce officials listen as Sumner S. Clark, assistant to the president, addresses the annual banquet of the Waterville Area Chamber of Commerce late in March. The Company was honored for its century as part of the Waterville community.

End Truckers' Welfare Plan, Urges Clark

A Maine Central Railroad spokesman called in March for an end to "government welfare programs for highway carriers and a return to free enterprise in the transportation industry."

Sumner S. Clark, Portland, assistant to the president of the Maine Central, told the annual dinner of the Waterville Area Chamber of Commerce there should be a "sweeping overhaul of Federal transportation policies aimed at making competition—not government—the main regulator of the conduct of for-hire transportation companies.

Clark also hit at what he termed "a mistaken idea held by many people that the last legislature abolished the excise tax on railroads." "On the contrary," he said, "even under the new law the state will get upwards of a million dollars in excise taxes from the railroads this year. Incidentally," he added, "the more business the railroads do, the more excise tax they pay to the state of Maine. Railroads are the only form of common carrier transportation in Maine which do pay a tax on gross receipts. Our competition pays no such tax."

Clark said "Four Freedoms" are sought by American railroads in their current drive for Congressional passage of the "Railroad Magna Carta." Realization of these goals, Clark said, "would eliminate discriminatory regulation and taxation of the railroads, stop or at least cut down government welfare programs for our competitors, and allow us to diversify our services to provide the type of transportation a shipper wants when and where he wants it.

"We Americans need this type of transportation overhaul," Clark said, "and we need it desperately. The chaos that is now transportation in the U.S. is a horrible example of what can be brought about by artificial, arbitrary and yes, rigged, economics.

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(Clark—Page 8)

President Spells Out Transport Reforms

Early this month, in what has been described as his final and most far-reaching message to the present Congress, President Kennedy made transportation history with a series of recommendations required by what he called "a chaotic patchwork of inconsistent and often obsolete legislation and regulation x x x."

"The troubles in our transportation system," the President said, "are deep; and no just and comprehensive set of goals—which meets all the needs of each mode of transportation as well as shippers, consumers, taxpayers and the general public—can be quickly or easily reached. But few areas of public concern are more basic to our progress as a Nation."

The President's transportation message is unique in that this is the first time such recommendations have been advanced and signed by the President with a full prestige of his office behind them. The previous administration served only as a conduit for the studies and conclusions of several study committees. The fact that this message is from the White House should thus have great direct and indirect weight in the thinking of Congress, the Interstate Commerce Commission and the state regulatory bodies.

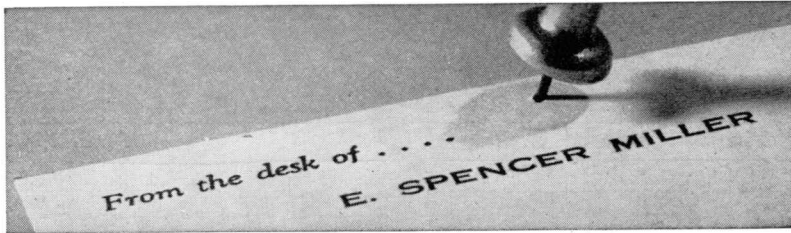
The message deals, of course, with the entire U.S. transportation system. The following is an outline of the recommendations that are pertinent to the railroad industry and which would be particularly helpful to the Maine Central:

Elimination of Subsidy to Highway Carriers

"During the last session of Congress, action was taken to place our Federal-aid highway program on a sounder fiscal basis.

"Some carriers benefit from public facilities provided for their use while others do not; and of those enjoying the use of public facilities, some bear a large part of the cost, while others bear little or none.

"The role of public policy should be to provide a consistent and comprehensive framework of equal competitive opportunity that will achieve this objective at the lowest economic and social cost to the nation.



The Annual Report

"One of the most unsatisfactory years in railroad history affecting with special severity the East and New England, where one major railroad became bankrupt and another suspended operations," is the way I have described 1961 in the Maine Central's annual report to its stockholders.

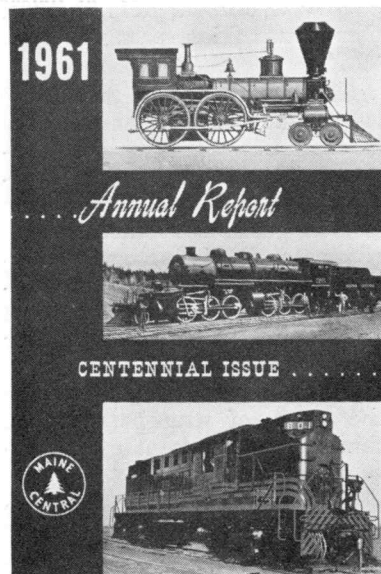


Despite the fact that management was able to do better than most railroads in the country, and particularly in the East, the Maine Central earned only a slim 2.62 per cent on its investment in 1961. This compares with a return of only 1.97 for the nation's railroads as a whole, and a mere nine-tenths of one per cent for the other Eastern carriers.

A few weeks ago, by way of suggesting that the railroads were exaggerating their problems, a truck spokesman declared that Maine's railroads "are hauling more freight now than in any previous peacetime period." The 1961 annual report of the Maine Central shows the true fact: that our railroad carried 137,844 less tons of revenue freight in 1961 than in 1960.

Aggressive management solicitation accounted for at least one bright spot in 1961, the increase in carriage of gasoline, fuel and lubricating oils. Successful efforts with consignees brought back to the railroad a total of 1,872 more cars of petroleum products than were handled in 1960, resulting in lower costs to several basic Maine industries. This moved petroleum products from fifth to fourth place in the total number of carloads carried, and raised petroleum products' importance from 7.4 per cent of the Maine Central's total carloads in 1960 to 8.6 per cent in 1961.

Maine Central has held traffic volume better than have most rail carriers as the result of rate reductions, expensive equipment innovations and more costly services for shippers. Management has provided these with the realization that the railroad business is a volume business, and that volume must not be lost, but rather increased. It has done so with the further realization that retention and growth of traffic depend finally upon the ability to furnish more desirable service at less cost to shippers than our competition can, or will, provide.



Although the national recession played its part in the low returns of 1961, the basic illness of the railroad industry stems from competition, principally highway, subsidized uneconomically and unjustifiably by the country's taxpayers.

Prospects for the Maine Central, however, are not only good, but better than those of the industry generally. New traffic sources are opening for us, and volume long lost to the highways is being recovered in significant amounts. Expenses of our competitors are increasing, forcing higher charges to shippers, while we retain a reasonably good grip on costs.

It is further probable that governments will be increasingly insistent upon equitable charges for use of publicly provided plant. In this respect, President Kennedy's recommendations, as summarized elsewhere in this issue of the Messenger, will be of interest. With the elimination of requirements for passenger train service, management has obtained a desirable freedom to operate imaginatively and

successfully. Finally, inequitable railroad taxation in Maine has been reformed with significant future benefits for years of substandard earnings. Despite misleading statements by competitors, the state tax remains at previous levels for any year in which a fair return is earned.

My report to the stockholders ends with an expression of management's gratitude for the continued efforts of Maine Central men and women in all categories of employment, and for their loyalty to Maine Central and the railroad industry.

The Railroad Rings A Bell

(An editorial from the Portland Evening Express)

Boy Scouts of the Casco Bay District had a typically fine Boy Scout Field Day when they, their parents and friends, crowded Portland's City Hall Auditorium for a big Merit Badge presentation. It so happened that three boys from the Peoples Methodist Church of South Portland carried off the principal honors in the "Eagle Scout" bracket.

One of those honors was a most unusual one. It was the presentation of a U.S. Savings Bond to Eagle Scout Glenn Taulbee as prize for a score of 97 in a written examination following completion of a month-long course in railroading. This course was designed, instituted, guided and financed by the Maine Central Railroad, whose President, E. Spencer Miller, awarded the prize.

Eighty boys took the course. They all received railroading merit badges, and deserved to receive them. They had studied figures, examined facilities and equipment, ridden on trains, been briefed by officials and train crews, and had then taken a tough examination that tested their knowledge of what they had studied, and had studied with enthusiasm.

Boy Scout officials declared with emphasis that the Maine Central course was "the most extensive and successful" contribution to Boy Scouting ever made in the Greater Portland area, and no doubt it was. Out of it might well come similar contributions to Boy Scouting by important industries which are aware of the value to themselves as well as to those served.

There is no question of the fact that those 80 boys now understand pretty well what railroading is, its importance to people, communities and state. The Maine Central, of course, has made 80 new and intelligent friends. Perhaps if it, and all railroads, had pioneered with this course years earlier, there would be more champions and greater understanding of rail problems in these difficult times.

(See pictures, Page 4)



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Kennedy—from Page 1

"It means equality of opportunity for all forms of transportation and their users and undue preference to none. It means greater reliance on the forces of competition and less reliance on the restraints of regulation. And it means that to the extent possible, the users of transportation services should bear the full costs of the services they use, whether those services are provided privately or publicly."

Freedom to Compete

"Some carriers are required to provide, at a loss, services for which there is little demand. Some carriers are required to charge rates which are high in relation to cost in order to shelter competing carriers. Some carriers are prevented from making full use of their capacity by restrictions on freedom to solicit business or adjust rates. Restraints on cost-reducing rivalry in rate-making often cause competition to take the form of cost-increasing rivalry.

"Some carriers are subject to rate regulation on the transportation of particular commodities while other carriers, competing for the same traffic, are exempt."

National Necessity for a Privately owned, Efficient and Integrated Common Carrier System

"The basic objective can and must be achieved primarily by continued reliance on unsubsidized privately-owned facilities, operating under the incentives of private profit and the checks of competition to the maximum extent practicable.

"The common carrier is declining in status and stature with

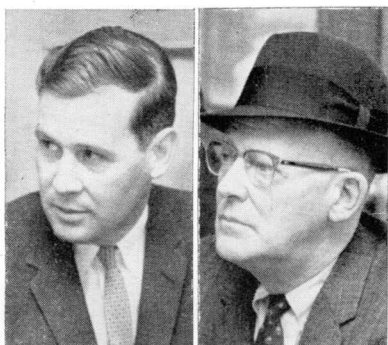
(Kennedy—Page 5)

Terminal Agent Matthews Retires

Leroy W. Matthews, Portland Terminal Company general agent at Portland since 1954, retired April 1 after nearly 46 years of railroad service.

He has been succeeded by Paul V. Bourque of South Portland.

Matthews, a native of Lowell, Maine, joined the Maine Central Railroad in 1916 as a freight clerk at Bangor. He was appointed freight cashier in 1936, and freight agent at Bangor in 1951. Matthews came to Portland as Portland Terminal Company general agent in 1954.



Bourque

Matthews

Bourque, born and educated in Augusta, began railroad service as a freight clerk in Portland April 1, 1942, and left for World War Two service in the same year. He returned in 1945 as a clerk in the Portland Freight office, where he has served until his present promotion.

Bourque, his wife and daughter, live at 12 Plymouth road, South Portland.



SECTIONMEN'S FEATHERED FRIEND—A partridge that apparently likes people meets Section foreman Bob Lane of Steep Falls, right, and Ray Burke of South Windham somewhere on the Mountain Division. It's a regular occurrence, and has been going on since last fall. (Photo by Gene LeTourneau).

Gregarious Grouse:

Partridge is Pal of Mountain Trackmen

For years now, Maine Central train crews and section men have been among the first to greet the Canada geese, returning to the Kennebec and Merrymeeting Bay in the spring. They've watched moose and bear from time to time, and counted the deer that—transfixed for a moment—stand on the track, then disappear in a graceful bound.

Now comes a new one . . . a partridge that has become the firm friend of Section Foreman Bob Lane of Steep Falls and Ray Burke of South Windham.

Here's the story as told by Gene LeTourneau, Gannett Publishing Company outdoor writer:

SOUTH WINDHAM—The modern gas-powered model of the hand-car squealed, rattled and boomed to a slow stop. Above the din of the rumbling exhaust we caught enough words and decoded signals from the two railroad hands that the combined noises would attract the objective, another unusual Maine ruffed grouse.

The putputting car had taken us several miles along the Presumpscot River on a still, blue-sky March morning. As Section Foreman Bob Lane of Steep Falls drove the car, Ray Burke of South Windham filled us in about the partridge we were about to meet.

"We were replacing ties when she first became friendly," Burke said. "First thing I knew there she was next to me while I was banging away with a hammer."

Lane accelerated the motor of the put-put. As it cracked in response and the smoke belched from the exhaust, Burke pointed to a nearby snowbank. There was the partridge, running at top speed from the woods towards us.

The ruffed grouse is considered the wariest and most unpredictable of wild game birds. These are among the characteristics which have helped partridge survive in a fast changing world and surroundings. They can outwit the keenest-nose bird dog and put a tree between them and the line of a hunter's fire where no foliage seems to exist at the flush.

Lane cut the engine and for the next several minutes "Casey Jones" grouse went through her paces. Both railroad men could lead her around, spar with her. The bird kept a constant patter of grouse talk and seemed disturbed when not receiving the complete attention of her railroad pals.

The grouse walked the rails, perched on Burke's arm. She played tug of war with him as he extended one of his gloves. She was still anxious to play when we boarded the car for the station.

"She'll probably buzz us when we work up speed," Lane said. And, sure enough, as the engine picked up, the grouse took off from the distant bank, flew directly at us, banked over the car and headed back for her nearby home.

Lane and Burke hope they can keep this grouse out of harm for a long time . . . They saw her through the hunting season last fall . . . They're anxious to learn, too, whether "it" is a hen or not . . . If the bird raises a brood they expect her to show up with the chicks eventually.



TERMINAL GENERAL AGENT RETIRES—Fellow employees gathered to congratulate Leroy W. Matthews, general agent, Portland Terminal Co., as he ended his final day of work March 30. Left to right, Robert Labree, Roland Chaisson, Fay Marcroft, Willard Cooney, M. F. O'Brien, assistant superintendent; Paul Bourque, who succeeds Matthews; Matthews, Wendell MacDowell, R. W. Williams, superintendent; Sally Hasson, Christine Heskett, Florence Cooper, Eva Nelson, Alice McLaughlin, Mary Norton and James Stanton.



Nancy Libby

Miss Libby Named SPHS Valedictorian

Nancy Lorene Libby, daughter of Assistant Traffic Engineer and Mrs. Ralph W. Libby, has been named Valedictorian of the South Portland High School Class of 1962. As top senior student, Miss Libby will deliver the valedictory at graduation exercises in June.

She hopes to train as an English teacher, but her plans for college in the fall were uncertain at press time.

Active in extracurriculars as well as an honor student, Miss Libby has been a member and treasurer of the SPHS Commercial Club, a member of the American Field Service Club and the Yearbook advertising staff. She has played the French horn in the SPHS band for four years, and in her Junior year served as a member of the committees for the Western Maine and All-State Concert Festivals. She has been a member of the SPHS Band executive committee this year.

She also is a member of the first Congregational Church of South Portland and the Order of Rainbow for Girls.

**STOP
ROUGH HANDLING**



Morin Lists Fishing Tournament Plans

Emile J. Morin, Maine Central trainman and president of the Cape Shore Salt Water Fishing Club, announced in March that the annual Maine salt water fishing tournament will be held in July.

Proceeds, as was the case last year, will go to the Hyde Rehabilitation Center of the Pine Tree Society for Crippled Children and Adults, from which will come a lad who will be crowned "king" of the event on July 29.

Last July, there was a "queen" from the Bath facility, seven-year-old Marlene Hansen of Peak's Island.

Morin, who has made a practice of honoring youngsters for acts of heroism in recent years, received an honor himself last month. It came in this form:

MAINE ASSOCIATION OF RAILROAD VETERANS

Portland, Maine
March 3, 1962

Mr. Emile J. Morin

Dear Emile:

This letter is from the officers and members of the Maine Association of Railroad Veterans to notify you of a motion that was made by Walter P. Stanton at the Maine Association of Railroad Veterans meeting held Sunday February 25, 1962 in Theodore's Lobster House, 123 Commercial street, Portland, Maine. The motion was made for the secretary to write a letter to you commending you for the praiseworthy act presenting a medal of your own personal recognition to Paul R. Robie, fourteen years old of South Portland, Maine for his rescue of his young friend Michael Demers, eight years old of South Portland, Maine, from the chill waters of Casco Bay Nov. 22, 1960, also the commendation be entered in the record of the Association's meeting. The motion was seconded, approved and accepted.

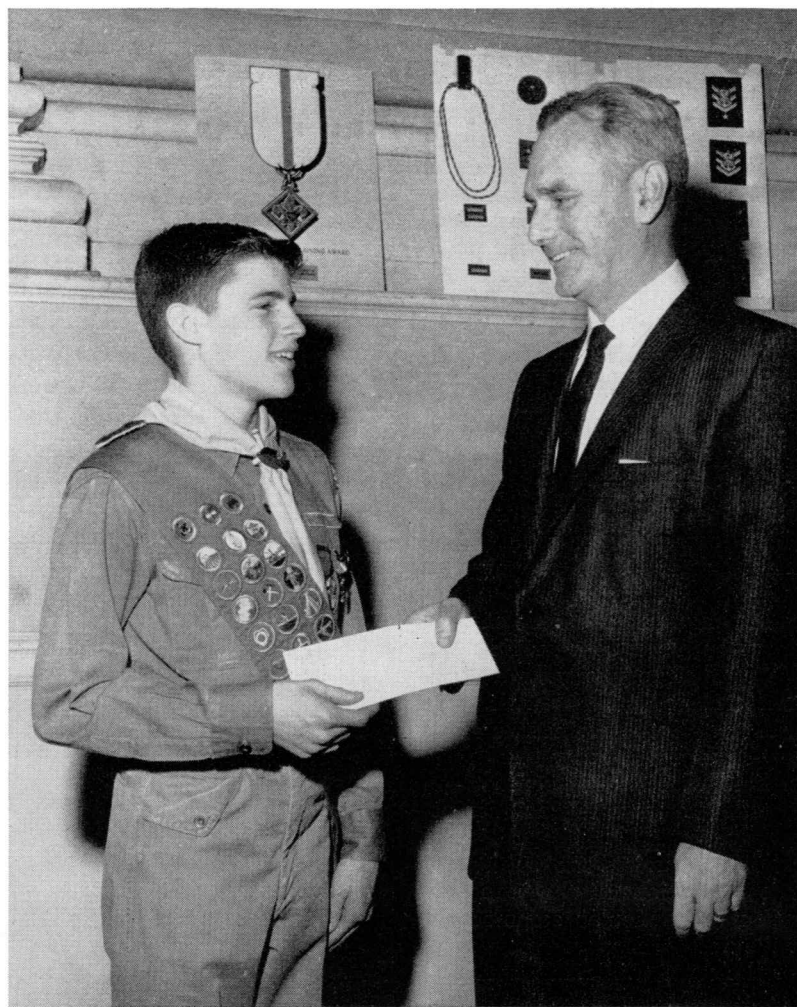
From the secretary on behalf of himself, the officers and members of the Maine Association of Railroad Veterans it is a pleasure for me to write this letter to you and to enter your commendation into the record of the Maine Association of Railroad Veterans meeting held February 25, 1962.

We have read in the Labor International weekly newspaper, the local newspapers and the Maine Central Railroad Messenger of your good deeds and generosity that you have bestowed upon other boys like Paul Robie locally and elsewhere. You being a member of the Maine Association of Railroad Veterans we are in a just manner highly pleased.

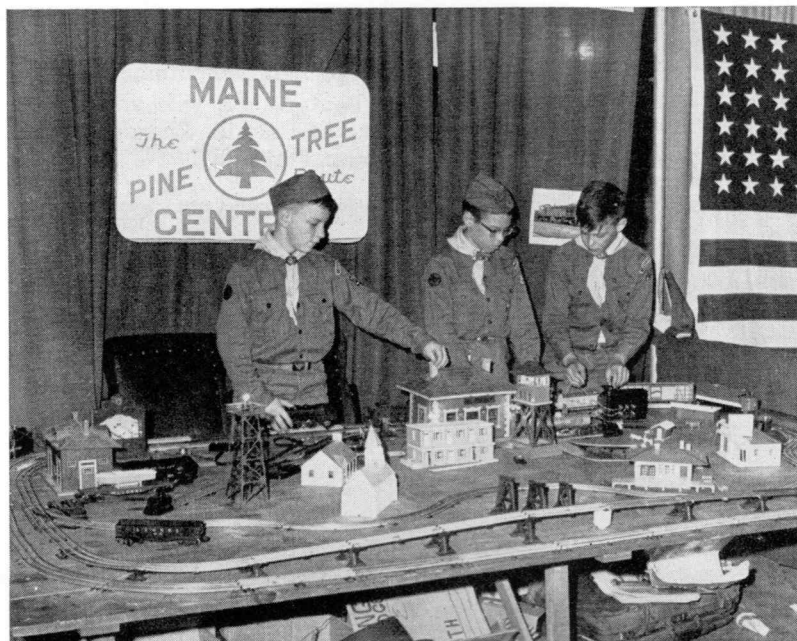
I want to take this opportunity on behalf of myself and the members to sincerely thank you for your trouble, efforts and favors that you have accomplished and obtained for the good and welfare of the Maine Association of Railroad Veterans in the past years.

With every good wish,

Sincerely and Fraternally yours,
Harold C. Clark, President
Bart P. Lyden, Secretary



TOP RAILROADING STUDENT—Glenn Taulbee, an Eagle Scout from South Portland, received a mark of 97 in a written exam that followed the Maine Central's four week course in the Boy Scout railroading merit badge. Taulbee was the top scorer of 80 Scouts who enrolled and completed the course. He is shown above as he was presented his prize, a U.S. Savings Bond, by President Miller during a ceremony at Portland City Hall.



MERIT BADGE BOOTH—Scouts of Troop 25, Falmouth, were sponsored by the Maine Central in their presentation at the recent Casco Bay District Merit Badge Exposition at City Hall. Their exhibit included a display of model railroad equipment, one phase of the merit badge course conducted in February and March by the railroad. Left to right, Kenneth Chaplin, John Soles and Ronald Ricker.

Waterville Shops Bowlers Win Annual MeC Candlepin Tourney

A fired-up Waterville Shops team rolled over their nearest rival by 26 pins to win the annual Maine Central bowling tournament April 7. Led by Don Priest, the shopsmen toppled a total of 2503 to win over the runner-up general office "B" team. Priest who scored 519 was backed up by Ted Jewett, 470, Bernard Ladd, 500, Charles Derocher, 525 and George Moreau, 489.

Bill Brownell, scoring 513, was captain of the second place "B" team of the general office, Portland. He was assisted by Phil O'Donnell, 532, Francis Cameron, 433, Everett Spires, 491 and Sam DiPhilippo, 508.

Arthur York, Bangor yard brakeman, won the high single honor with a blistering 157, while A. C. Dumont, also of the Bangor yard, won the high five string total with 562.

Trophies, furnished by the Company, were presented to the five Waterville champions who also received a team trophy. Awards also went to York and Dumont as top individual bowlers.

Bangor entered three teams, Waterville, five, Rigby, five, and the General Offices, seven, to fill every alley in South Portland's Bowlarama for the afternoon tournament.



TOP MAINE CENTRAL BOWLERS—Members of the Waterville team that won the Maine Central bowling tournament April 7 at South Portland are shown with their trophies. Left to right, Ted Jewett, George Moreau, Don Priest, Bernard Ladd and Charles Derocher.



By Jerry Shea

Two of the bowling leagues we have been reporting on all winter have finished for the season. Rigby and Waterville men's leagues still have a couple nights to go and the general office couples league ended another successful year on April 12.

The general office men's league ended March 27 with team No. 2 capturing the first place trophies with a six-point spread over the second place team, captained by Dave Gardiner, PTCO. yard brakeman. At the banquet held at Carolyn's, Cape Elizabeth, April 14, John Tracy, yard conductor, and his fellow team mates, not only received first place prizes but also bowled a single string total of 516 to break up a three way tie. Tracy was second high average for the league with a 101. He was helped all season by Herb Sullivan, engineering department; Tony Notis; Dick Esty, auditor disbursements office; Lenny McDowell, car accounting department; and Bill Manning, statistical department.

Team No. 8 lost their opportunity for the crown when they dropped five points to the winners the next to the last night of bowling. Dave Gardner, who lead team No. 8 with a 101 average, was given a lot of help the latter part of the season by Phil O'Donnell, Jim Brice, John Morrison, Tom Baldwin and Russ Rackliffe.

Team No. 6 made up of Sam Cavallaro, Ralph Gordon, John Bilodeau, Norm Jackson, Bucky Gato and Timmy Kelsea, blew the lead they had all year in the last three nights to end in third place. They still held on to their high three total so received two trophies each.

Kennedy—from Page 3)

the consequent growth of the private and exempt carrier. To a large extent this change is attributable to the failure of Federal policies and regulations to adjust to the needs of the shipping and consuming public; to a large extent it is attributable to the fact that the burdens of regulation are handicapping the certified common carrier in his efforts to meet his unregulated competition. Whatever the cause, the common carrier with his obligation to serve all shippers—large or small—on certain routes at known tariffs and without any discrimination performs an essential function that should not be extinguished."

Merger

"The soundness of mergers should be determined, not in the abstract, but by applying appropriate criteria to the circumstances and conditions of each particular case.

"Effective competition should be maintained among alternative forms of transportation, and, where traffic volume permits, between competing firms in the same mode of transportation. The goals of economical, efficient, and adequate service to the public—and reduction in any public subsidies—should be secured by the realization of genuine economies."

More Rigid Policing of Highway Carriers

"Develop and urge adoption of uniform state registration laws for motor carriers operating within states but handling interstate commerce.

"I recommend that all common carriers, including freight

Guidance Teachers See New Univac

A close look at the relatively new occupational fields of mechanized accounting and data processing was offered guidance counselors of the Greater Portland schools in early April.

The teachers were guests of the Maine Central Railroad for a full afternoon of discussions and demonstrations during which the railroad's new Univac, largest electronic computing system in the state, played a principal part.

Theme of the discussions was the changing requirements and opportunities for careers in electronic data processing.

The presentation was by Ralph H. Gordon, Maine Central auditor data processing and systems manager, who acted as host for the afternoon program. Gordon, a member of the National Machine Accountants' Association, serves as national director of the Pine Tree State Chapter of that organization.

forwarders and motor carriers, be required to pay reparations to shippers charged unlawfully high rates.

"Finally, I recommend that the civil penalty now imposed on motor carriers for failing to file required reports be substantially increased; that the same civil penalty be imposed for violations of safety regulations and for operating without authority."

Proposed Action

"This Administration's study of long-range transportation needs convinces me that current Federal policies must be reshaped

(Kennedy—Page 8)

\$28,000 Loaned In RWCU Auto Financing Plan

Demand for Railroad Workers' Credit Union automobile loans have exceeded all expectations, RWCU President Harold J. Foster said in early April.

Nearly 30 loans had been approved at press time, after a little more than two months of operation. The loans total about \$28,000.

Foster said the RWCU will lend about two-thirds of retail price on cars five years old or less, with 36 months maximum payment time. Borrowers must pre-pay premiums for collision and comprehensive insurance for the length of the loan before the loan can be made. All loans are covered by life insurance.

The borrower pays a \$2 loan fee and interest at the rate of 4½ per cent per annum.

A total of 14 insurance firms have issued necessary automobile policies.

Takes Vows

Miss Eileen Sanborn, daughter of Signal foreman and Mrs. Joseph Sanborn, 28 James street, Portland, joined the Marist Missionary Sisters in a recent ceremony at Bedford, Mass.

The Marist Sisters conduct missions in the South Pacific Islands, and operate a leprosarium in Jamaica, B.W.I.

Deaths

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

Joseph A. Roy, trackman, Waterville, March 15.



GENERAL OFFICES

Welcome visitors to the Bill Woods home recently were his daughter, Gayle, and her husband and the first Woods grandson, William Charles Smith, two months old.

Reg Roy moved across the street this month—but from 6 Canon Road to 112 Colin Kelly Road, Redbank. Sounds like he had moved to another county.

Dot Hollywood and her sister Marguerite recently visited Boston to view the spring styles.

Charles Anderson, Clerk-Messenger, Aud. Disb., a member of the Portland Symphony Orchestra, participated as the orchestra played at two schools in a program designed to interest the younger set in cultural music. Charles reports it was very successful and the audiences were more than receptive. This is an experiment by the Symphony, and they plan to visit more schools in the near future.

Lou Davis' wife Marcella recently fell and broke her wrist and is confined to the Osteopathic Hospital.

One of the winners of the prizes at the Veterans' monthly meeting was Fred Jordan who won a lovely tie clip and cuff links.

Marjorie Mulkern, former Portland freight house employee, fell and broke her shoulder recently. She is resting at home.

Mrs. Judith Connors, stenographer in the Superintendent's office, is on maternity leave. Her job is being covered by Mrs. Aileen Carroll.

Mrs. Lawrence O'Bryan, mother of Donna O'Bryan of the Superintendent's office, fell at her home and suffered a broken hip. She is confined to Maine Medical Center.

Mrs. Germaine Deschenes will return to her duties in Data Processing on April 30 following maternity leave.

Gordon Wilson of Data Processing spent March 29 and March 30 at the Knickerbocker Hotel in Chicago, Illinois, attending a Seminar of the Railway Systems and Management Association.

John Murray, building superintendent, took an early spring vacation, spending a few days in New York, visiting friends and meeting television and radio celebrities at the "Village."

New cars are still being seen: Sam Ruth of Car Accounting and Statistics with a 1962 Buick; Sam Di-Philippo of the Disbursements Office also has a Buick; Everett Goddard of Car Accounting and Statistics has a Chevrolet; Edith MacGibbon of the Engineering Department has a real sporty Oldsmobile Starfire; Marty Holmes of the Assistant Comptroller's Office has changed to a Plymouth wagon.

Ernestine Miller and husband, Stephen, were elected members of the Republican City Committee at a recent city caucus. Stephen was also

elected a delegate to the State Convention, to be held in Bangor in April, and Ernestine was elected alternate delegate.

The gals of the Maine Central bowling league concluded their season, officially, on April 4. Awards to the winners will be made at their banquet on April 25 at the "Paddock," Prides Corner, Westbrook. Many of the team members will continue bowling after the season's end—everyone seems to enjoy their Wednesday nights out, and of course the exercise is wonderful for those slim, trim figures! On the last night of bowling, the girls held a "punch bowl" party (harmless ingredients!) at the Bowl-A-Rama, South Portland. This party was under the very capable organization of Myrt Neilson—what would we ever do without her to get things going?



THE EYES HAVE IT—Brian Edward, almost-brand-new son of Clerk and Mrs. William D. Knox, Portland, makes like a model for a baby food advertisement.

RIGBY

Spring seems to be right on schedule, and some of our group at the engine house have already started their spring crop of seedlings. Several attended the annual flower show in Boston.

Mrs. Charles Whitten, and son, the family of Laborer "Charlie" Whitten, have visited her parents in Cocoa, Florida, in the Hollywood Hills area. Charles was a very lonesome fellow, as well as having the "flu," while they were away.

Machinist Arthur Shaw has been confined to the hospital for an operation. He is now on the mend and should be back to work soon.

The "odds and ends" of small outlying buildings around the Rigby property have been put up for sale, and have been purchased by various persons. Carman Carl Carter has acquired the garage and storage shed adjoining the engine house, which had to be cut into two parts to be moved. Fireman Leonard Jaynes, Jr., has also bought one or two buildings.

Mrs. Thomas Calverley, wife of former Machinist Thomas Calverley, died recently.

George Martelle, nephew of former Boilermaker Foreman James Martelle and a cousin of Carman Joseph Martelle, died early in March.

The snow storm of March 13 caused some concern among the men

having cottages at the various lakes, but I heard of no casualties.

Machinist Maurice "John" Weeks is doing a thriving business. He expects the birth of at least 17 purebred Hereford calves. Seven or eight have already been born.

Electrician Edgar Allaire came back to work after six months sick leave but is out again on account of illness.

Stores Department Clerk Everett Haley has a new "Chevy" Biscayne. Laborer Robert Casey has acquired a car, and is driving after passing his driver's test.

Machinist Joseph DeRoche has a 1958 Buick with low mileage.

Chief Clerk Leo Bellefontaine has a new Oldsmobile.

Storekeeper Hugh Flynn has returned to work after his second operation.

TRAIN CREWS

Conductor Andy Caldwell suffered a broken bone in his hip when he fell recently in Bangor and is confined in the Eastern Maine General Hospital there. He is slated to retire in June and probably will not be back before that time. I'm sure a card would cheer him up a little.

Trainman Leo Gilbert has been off sick for quite a while now and is not expected to be able to return for some time.

Trainman Emile Morin has bid off a regular job on the Merchandise trains after doing spare work most of his railroading days.

Sympathy is extended to the family of Engineer Frank Greslick on the accidental death of their 6 year old son in a fall while playing in a lumber yard near their home in South Portland.

Conductor Malcolm MacDonald is very pleased with his new Volkswagen which he recently purchased.

Trainman John Feeney has been off several days in March due to a back injury.

Conductor Donald Peterson at this writing is confined to the hospital again with blood poisoning in his legs.

Trainman Arthur Roy has returned to work taking the flagging job on RA1-AR2 after suffering a broken foot in an accident several weeks ago.

Trainman Ernest Everett and Herbie Mottram are still off sick and are not expected to return to work for some time.

Conductor Delmar Needham has been in serious condition in the Maine Medical Center, Portland for some time and we all wish for a speedy improvement.

Conductor Stanley Karnes and Trainman Fred Sandy have bid off respective jobs on WF2 and FW1.

Engineer George Clark, who holds the Augusta switcher, has been off sick for some time. Engineer Leon Philbrick has bid off the job left open there leaving the Lewiston switcher open for Engineer Sparky Holden to have a job home for a while.

RB3 and BR4 have been added to the symbol train roster again. Ken Sampson and George Sullivan hold the running jobs at the present.

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Trainman Marshall Pratt left a conductor's job and took a braking job on the Augusta switcher.

Portland Terminal Conductor Bill Crangle has finally taken a day job after working nights for the last fifteen years. He is now trying to stay awake in the evenings now to get a look at a few of the T V shows he hasn't seen.

Engineer Henry Barker of Jay has been off on account of the serious condition of his wife who has been ill for some time. We all wish for a speedy recovery.

Trainman Keith Walker has become an avid golfer and is anxiously waiting for good weather. So is Roma Drouin, who can't wait to get out on the course.

Engineer Joe Patterson had an accident with his Caddie recently driving to work from Bangor and has decided to take a job at home and avoid the hazards of highway travel.

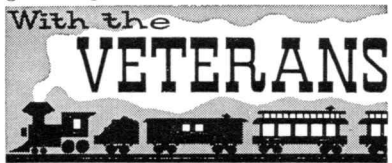
Trainman Rodney MacLearn, Edgar Googins, Hilding Gleason and Norman Penney have recently taken jobs on the five ring crews.

Recently observed on a trip to Rumford: one hawk, one mink, two pheasants, many gray squirrels, three deer, two beaver and one fox. Looks like hunting next fall should be very good.

Trainman and Mrs. Kenneth Nutting have been in Florida looking over the baseball teams for the coming season. They have been taking their vacation at this time for several seasons now.

Telegraph operator Malcolm Graham has purchased a new home in Monmouth. The fun of owning a new house soon was dimmed by a recent frantic call to Rumford from Mrs. Graham asking what to do when water started to flood their cellar.

About seventy Railroad Veterans and their guests sat down to dinner the last Sunday in March. Lin Wells, well known coach and sports commentator, was the guest speaker and gave a very interesting talk to the gathering.



Portland Terminal employee and Mrs. John (Jim) Stanton recently spent three weeks at Miami Beach, Florida.

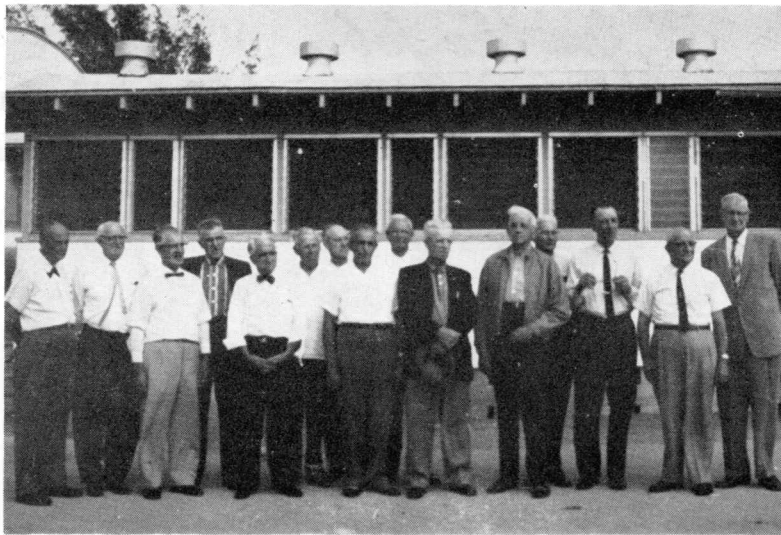
Sympathy is extended to the Family of Mrs. Anne L. Kelley, who died March 13. She was the widow of the late Richard M. Kelley, former PTCO. employee.

Robert G. Forbes, retired MeC Engineer, has returned after a five-week stay in Florida. It was his 14th trip, he says, and adds that he met Arnold Baker, retired engineman, and Allen Batley on the street in St. Petersburg.

Retired Conductor Leonard King was a patient at the Maine Medical Center for surgery in February.



National Society for Crippled Children and Adults
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VETERANS AT ST. PETERSBURG—A group of retired Maine Central railroaders met last month at St. Petersburg, Fla., and one result of the session was this picture. Left to right are Charles H. Leard, Walter F. Bird, Phil Gardiner, Arnold Baker, Mr. Jeffrey, Almond Dunham, Leonard Grant, William Robbins, Ben McCracken, Harry Gibbs, Leon Merritt, A. R. Tracy, Don Pomerleau, Carl F. Pierce and John Wilkins.

Retired Boston Maine Engineman Howard Burnham and Mrs. Burnham, left March 10, for Daytona Beach, Florida.

Sympathy is extended to the family of retired Engineman Harry Gordon who died in St. Petersburg, Fla., March 9.

Two veteran Maine Central Conductors, Herbert W. Fogg of South Portland and Adelbert Wright of Waterville, visited the Messenger offices in March. Unlike many retired railroaders, they stayed in Maine this winter.

LEWISTON

Car Inspector Louie Bowie gave the boys quite a jolt recently when he drove to work in a new Falcon. We suspect he may be trying to influence his colleague, Carman Clay Mitchell.

Crossing Tender Ernest Malenfant was recently discharged from St. Mary's Hospital after a brief illness. Good luck, Ernest, hope you are back to work soon.

Yard Conductor Leo Bouffard had some interesting stories to tell after his jet flight to Miami, Fla. and San Francisco, Calif. He's pretty sure he'd like to travel that way all the time, and we can't say that we blame him. To cover all that ground in less than two weeks is quite a feat.

Waybill Machine Operator Rita Cronin had a letter from retired Chief Clerk George Briery who has recovered from his illness and is now up and about enjoying the winter racing season in Florida, as well as the spring training camps of the big league baseball teams.

Those Auburn residents are certainly the public spirited, civic minded folks. At a recent meeting to discuss the tax structure of their community all our Auburn people showed up with bells on. Let's hope their presence will help obtain the desired results.

Freight Handler Henry White is a busy man these days supervising the construction of his new home on Montello Heights.

Crossing Tender Joe Dulac is reported to have given up those great big cigars for Lent. Any truth, Joe, or just scuttlebutt?

Yard brakeman Vic LePage of the 1st switcher is back to work after a two week layoff with a bum knee. Good to have you back, Vic.

WATERVILLE SHOPS

Carman Walter McCaslin suffered a major loss recently when he was awakened in the early morning, finding his garage and ell afire. Arousing his family, they fled and summoned aid, but by the time the fire departments had arrived, the entire homestead had been demolished with most of the contents, including his car. A substantial purse was raised and given to the family by fellow Shops workers.

Shops winners in the Messalonskee Fish and Game Association Derby were Stenographer Mrs. Beverly Cook, a set of Keyes Chinet dishes, and Carrier Pigeon Reny Jacques, who won enough wool plaid material for two outfits of kilts.

Mobile Crane Operator Harry Ashby had the misfortune to break both bones in his right wrist when the crane's front wheels hit some obstruction and snapped the steering wheel.

Then there's the carman who flipped over his check, signed it, and gave the wife half of the paper. She went to town and did the family shopping and presented the check as payment. It was the stub. (Oh well, even an angel can make a mistake.)

Still another carman worked a full day and overtime into the wee hours of the night recently. Bushed, he went to the locker room and doffed his work clothes, washed and changed. He carefully put on the new overshoes that the Mrs. had given him for Christmas, buttoned his shirt, put on his heavy coat, grabbed his lunch bucket and headed out. When he opened the door he felt a draft, then discovered he had forgotten to put on his pants.

Foreman Bill Chase, William A., that is, has a new Mercury.

Blacksmith 'Big Pete' Gagnon has been confined to his home by a heart attack.

Carman Bernard Peabody collapsed one day recently while at work and was rushed to the hospital in an ambulance. He has recovered sufficiently to be out around but has been advised

to take some time off to lower the blood pressure.

Machinist Bert Jewett lost a one-round decision to an air powered nut runner which severely jammed and mangled a couple of fingers, requiring several stitches.

Painter Don Gerald, who has been on the sick list for some time, has taken the pension on disability. Don is in his latter 50's and had some 23 years creditable pension time.

Piper Romeo Cyr has returned to work after an extended illness.

Carman Bill Witham has returned to work after more than a year's illness.

Carman Sebastian Bushey recently had his car demolished in a collision with another car, while coming to work one foggy morning.

Laborer John Eames had the misfortune to experience a fire at his home in Benton recently to the extent of several thousand dollars damage.

Dick Ifill, son of Foreman and Mrs. Lew Ifill, and a student at Winslow high school, is an outstanding wrestler and athlete at the school. He has won 30 consecutive matches and is the present High School champion in the 167 pound class for Maine and New England.

Among those on the sick list have been Machinists Percy Butler, and Everett Pollard; Painter Warren Underwood; Carman Curtis Orchard, hospitalized in Bangor; and Carman Manley Dixon, a patient at Togus.

Carman George Colford has been discharged from Togus and has been a recent visitor at the shops.

Painter Leroy Jackson has been to the Lahey Clinic in Boston recently for a check-up.

Laborers Roland Anderson and Eddie Gurski have been recalled, filling vacancies due to sickness.



ENGAGED—The engagement of Miss Marilyn R. Silva, daughter of Waterville Shops Superintendent and Mrs. George P. Silva, was announced in March. Miss Silva, is betrothed to William O. Chase, son of Mr. and Mrs. Kenneth L. Chase of Waterville. Both were members of the Waterville high school class of 1958 and are now seniors at the University of Maine. No date has been set for the wedding.

—from Page 5)

in the most fundamental and far-reaching fashion. The transportation of bulk commodities by water carriers is exempt from all rate regulation under the Interstate Commerce Act, including the approval of minimum rates; but this exemption is denied to all other modes of transportation. It is an inequity that should be removed. Extending to all other carriers the exemption from the approval or prescription of minimum rates would permit the forces of competition and equal opportunity to replace cumbersome regulation for these commodities, while protecting the public interest by leaving intact the ICC's control over maximum railroad rates and other safeguards.

"An exemption similar to that described above, and now available only to motor carriers and freight forwarders, relates to agricultural and fishery products. This exemption from minimum rates should also be extended to all carriers.

"Repeal the provision of the Interstate Commerce Act which now prevents a railroad from hauling cargo it owns. The need for this provision, which goes back to the days of oppressive railroad monopoly, has largely passed; and its current effect is to handicap the railroads in competing with other modes of transportation.

"Another effort to improve equity in taxation is being taken by the Treasury Department, which is reviewing the administrative guidelines now governing depreciation rates in the railroad industry.

"In addition, I recommend that the Internal Revenue Code be amended to increase from five to seven years the period during which regulated public utilities, including those in transportation, can apply prior year losses to reduce current income for tax purposes."

Fred L. Strange Dies In Portland

Fred L. Strange, Pleasant Hill Road, Scarborough, former superintendent of car service for the Maine Central Railroad and Portland Terminal Co., died March 30 at a Portland Hospital after a brief illness.

He was born in Portland, son of John and Henrietta Steupes Strange. He attended local schools and began his railroad career in 1905 as purser on a Maine Central steamboat operating on Frenchman's Bay. He was in the car service department many years, retiring in 1956. His

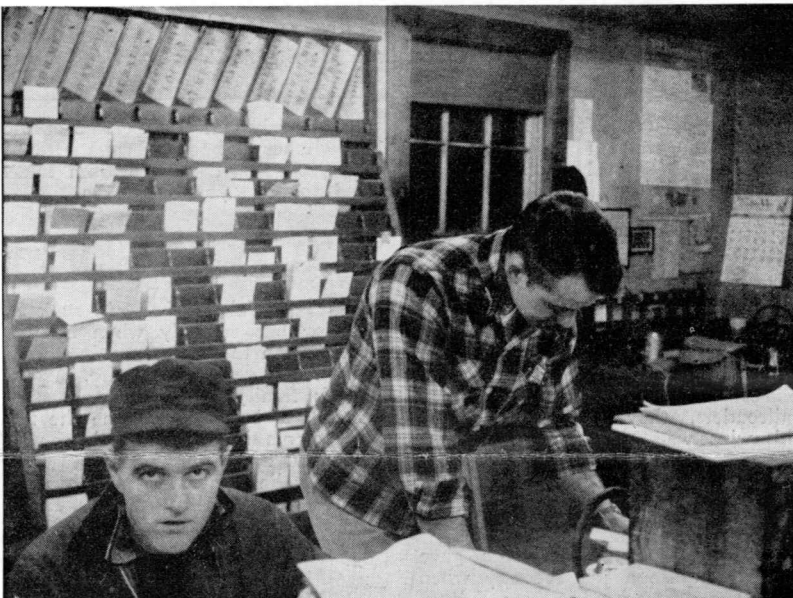
On the job... ALONG THE LINE



Andrew Gavett, Agent, Madison.



Mrs. Viola Prentiss, clerk-stenographer, Waterville.



Al Applebee and William Darling, yard clerks, Rigby.

service in the car service department was recognized nationally by the Association of American Railroads.

Mr. Strange was a member of Ancient Land Mark Lodge, AF & AM; Greenleaf Royal Arch Chapter, Portland Council, R & SM; St. Alban Commandery, KT; a 32nd Degree Mason of the Scottish Rite Valley of Portland; Maine Conclave, Knights of the Red Cross of Constantine; all of Portland; Kora Temple Shrine, Lewiston; Put Stevens Court, Royal Order of Jesters; Deering Chapter, OES, and a former member of the Woodfords Club.

Survivors include his widow, the former Lucina Chase, and a niece and a nephew.

Funeral services were held April 2 in Portland.

Retirements

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

Leslie E. Soule, agent-operator, Hallowell, February 28.

Pearl D. Gross, foreman carpenter, Bangor, March 9.

Warren B. Tate, section foreman, Brewer, March 13.

Daniel G. Norton, carman, Portland, March 19.

John W. Prater, trackman, Portland, March 19.

Forrest M. Dearborn, crossing tender, Lewiston, March 23.

Cecil I. Robinson, locomotive engineer, Bangor, March 27.

Minnie F. Shine, mechanical device operator, Portland, March 28.

Leroy W. Matthews, general agent, Portland, March 31.

Clark—from Page 1

A return to transportation free enterprise would bring us back to reality.

"Of course the railroads would benefit," Clark said. "They could then price their services on the basis of actual costs, and again take full advantage of the physical principles that make trains the most efficient means of moving things from one place to another.

"But every shipper, receiver, and all industry also would benefit through lower transportation costs, increased transportation efficiency and a higher level of industrial prosperity. The nation would be stronger, Maine would be a more attractive location for industry, and Waterville, as a railroad center, would be a busier, more productive industrial heart of the Pine Tree State."

Clark said that Federal, state and local government expenditures for highways, waterways and airports will break records this year, "reaching a whopping 13.8 billion dollars—up a billion from last year and more than double the amount spent for the same purposes ten years ago. This is an average of more than \$271 for every family in the nation."

Clark said these expenditures of tax funds are direct aid to the railroads' competitors, dictated "by a policy of government that has seen fit to assist in their birth and adolescence, and is now continuing, apparently, to insure their good health in maturity."

The railroads, Clark said, "receive no government handouts. They build and maintain their own rights of way and pay heavy taxes for them. These costs, which are hard, down-to-earth private expenses, have their effect on rates, on service, on technological progress, on credit, and of course on investors' return.

"I submit," Clark said, "that the long-haul trucking industry, and certainly the airlines, would not exist today if they had been required, as the railroads were, to pay their own way."

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