



# Messenger

Vol. 3, No. 2

For Employees and Friends of the Maine Central Railroad

December, 1962

## Season's Greetings



### Santa Goes Piggyback

### Railroads Open Drive To Win JFK Legislation

A campaign to win a fair competitive break for the railroad industry—backed by shippers, the general public and by the President of the United States—has opened throughout the Nation. The objective is to gain passage by the new Congress of legislation implementing President Kennedy's transportation reform message of last April.

In New England, where the effects of over-regulation, excessive taxation and discriminatory government policy are felt most keenly, the effort to win Congressional support began Nov. 29 with a meeting of 165 railroad officials, business and political leaders in Boston.

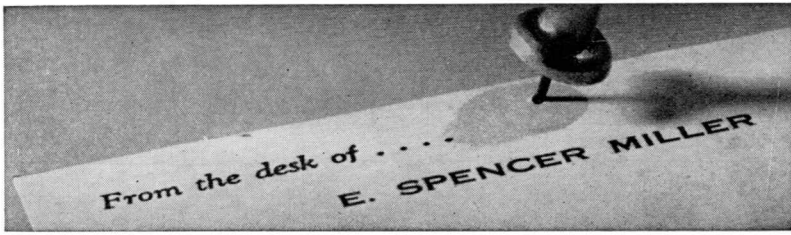
The consensus was that 1963 is the critical year for the railroad industry in Congress, and that with direct Administration backing, this is the time for the railroad industry to reverse the tide and win legislative changes that would be of great benefit, not only to the carriers, but to industry, the people they employ and the entire economy.

In general, passage of President Kennedy's transport recommendations would go a long way toward restoring free enterprise, not only to the railroads, but to all forms of common-carrier transportation. Most vital to the railroads of the President's 11 recommendations is one that calls for an end of the Interstate Commerce Commission's power to fix minimum rates.

This would allow railroads to lower their charges for transportation of bulk commodities to meet the competition of highway carriers, now free of such regulation under the ICC's so-called agricultural exemption. To put it another way, if minimum rate regulation were repealed, railroads could take advantage of built-in efficiency and low unit costs to cut artificially high rates and win back millions of tons of farm products that the ICC, with its complete power over railroad

(Drive—page 8)

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To My Fellow Employees:

Month by month, this column is devoted to serious matters relating to problems of our industry and of our own here on the Maine Central. In this season, however, we defer these problems in order to extend to every Maine Central employee and to our many loyal friends, our most cordial and warmest wishes for



# A Merry Christmas

and a

# Happy New Year



*Spencer Miller*  
President

## SHOULD HAVE A TOP PRIORITY



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

*Assistant Editors*

- |                     |                    |
|---------------------|--------------------|
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| F. L. Carsley       | Rockland           |
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| Elaine Snow         | Waterville Station |
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| John J. Keating     | Retired Employees  |
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| Eleanor Flaherty    | Rigby Yard Office  |
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| Myrtle Neilson      | General Offices    |
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| Marion Adler        | General Offices    |
| E. L. Kennedy       | General Offices    |



## \$7,795 Pledged In MeC-PT '62 U-Fund Campaign

A total of \$7,795.45 was pledged to the Greater Portland United Fund by Portland-area Maine Central and Portland Terminal Company employees during the recent campaign.

Frank W. Alger, Jr., manager of highway operations, served as company chairman of the 1962 United Fund campaign.

The average employees pledge was \$10.28, just two cents below the 1961 average.

The average pledge in the executive, legal, real estate, public relations and statistical departments was \$54.08. Purchasing and Stores was next with an average gift of \$16.95; then came Freight Traffic with \$15.42; Accounting and Treasury, \$14.45; Engineering, \$8.13; and Operating-Mechanical, \$7.80.

The Engineering and Freight Traffic departments recorded the only departmental increases over the total pledge a year ago. The Engineering department increased its total pledge by \$6.95, while Freight Traffic boosted its 1961 pledge by \$83.00. Other departments pledged less than a year ago.

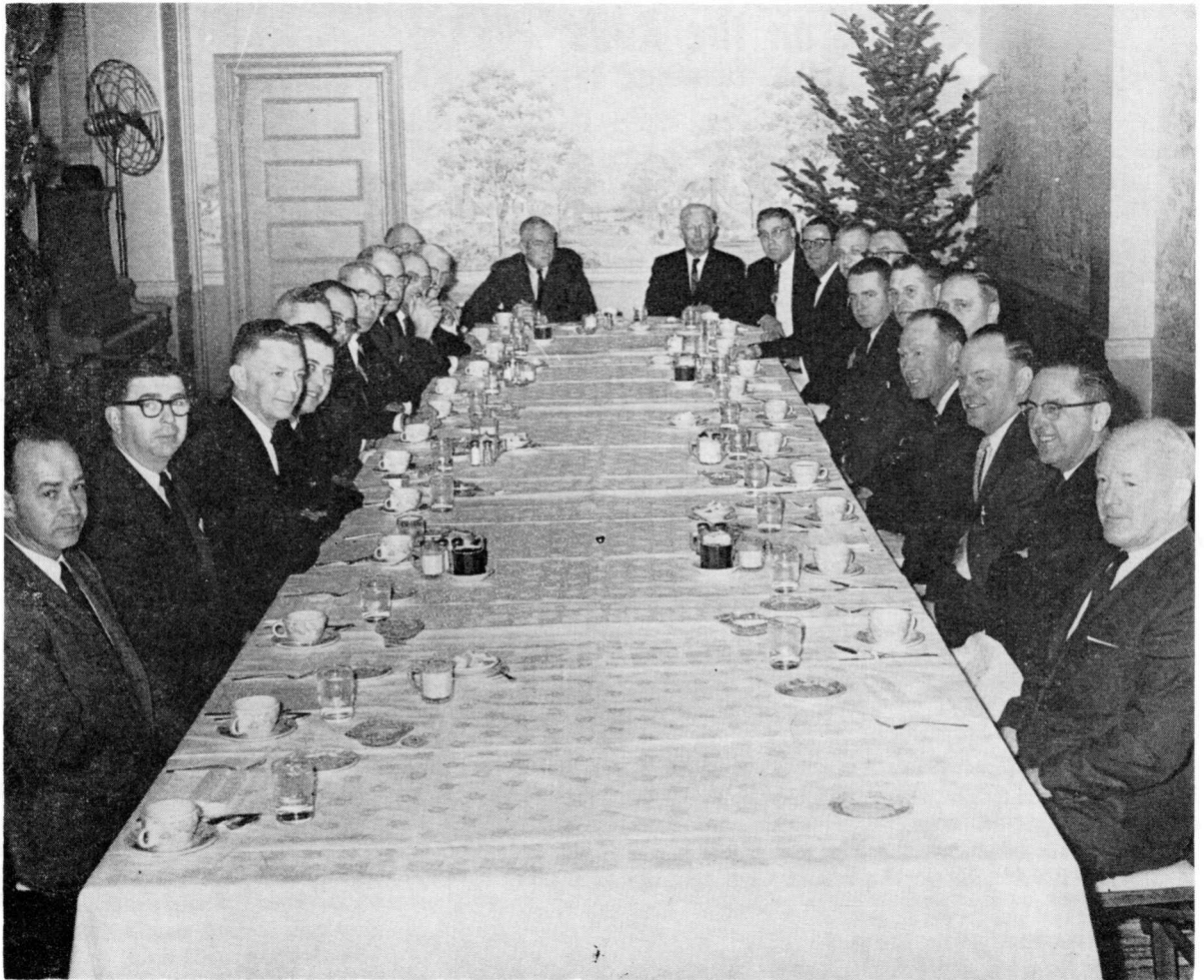
A total of 758 employees pledged or made direct gifts to the United Fund in the 1962 drive, compared with 807 a year ago. About 50 fewer employees were solicited in the 1962 drive than was the case a year ago.

## Portland Clerks Plan Installation

The twelfth installation-banquet of officers of General Office Lodge No. 374, Brotherhood of Railway Clerks, will be held Saturday evening, January 26, 1963, at Presumpscot Grange Hall, Forest Avenue, Portland, with the Grangers catering the banquet.

The usual social hour will start the evening at 5:15. Joseph Connor, general chairman, has been invited to officiate at the installation ceremonies. There will be dancing to a good orchestra following the installation.

This is somewhat different than in previous years, and the committee is working hard to make the party a bigger-than-ever success.



**WELCOME NEW NEIGHBORS**—Officials of the Maine Central freight traffic department welcomed members of the First National Stores' Northern New England Region staff at a Portland breakfast before immediately opening of First National's supermarket in the new shopping center on the site of the old Union Station in Portland. Attending were, clockwise, J. H. Cobb, MeC director of public relations; Francis E. Curran, MeC commercial agent; John Marino, FN Portland grocery supervisor; Fred Mullins, FN meat supervisor; Daniel Hourihan, FN produce buyer; Frank L. Noyce, FN purchasing department; Ray Smith, FN meat buyer; William J. Berry, MeC assistant to sales manager; Arthur Rogers, FN meat sales manager; John P. Scully, MeC executive assistant; Willard E. Peirce, MeC assistant general manager; Geoffrey R. Stanwood, FN director of public relations; M. F. O'Brien, assistant superintendent PTCO.; Roy E. Baker, MeC general manager; Leo Marquis, FN grocery sales manager; R. C. Merrow, MeC freight traffic manager; Stanley Ostriche, FN division general manager; Robert Clark, FN assistant director of public relations; R. W. Williams, superintendent, PTCO.; H. E. Buchheim, MeC sales manager; M. C. Olsen, MeC assistant sales manager; George E. Phillips, MeC assistant to the freight traffic manager; Frank W. Stoddard, FN assistant warehouse superintendent; and John M. Shaw, MeC general freight agent.

Lodge members will be given their tickets at the door as they enter, and guest tickets at \$2. per person must be secured in advance from Larry Reinsborough.

Reservations should be made through Ernestine Miller, chairman; Al Chapman, Joe Gallant, Glenda Gilman, Louise Scannell.

## Calais Engineman Wins 50-Year Honor

John McKay's 50 years of service with the Maine Central was formally recognized in November with the presentation of a half-century service gift by Assistant Superintendent J. E. Bouchard of Bangor.

The Calais engineman joined the Maine Central in 1912, working in the engine house at Washington Junction. He began firing six years later. He became an engineman in 1942.

The veteran railroader has lived in Calais for the past 45 years. He and his wife, the former Irene Greenwood, have three children, Mrs. Virginia Howland of Calais; Mrs. Ruth Walker of St. Stephen, N. B.; and Richard McKay of California. They have eight grandchildren and one great-grandchild.

Engineman McKay, who has served all over the Eastern Division, now operates the Calais-Woodland switcher.

## Note of Thanks

Charles D. Prentice, engineer of track, says he'll be back to work soon after a month's illness and hospitalization. He has asked the Messenger to express his thanks to fellow employees for their cards and messages, and his special gratitude to those who donated blood. He was discharged from the hospital Nov. 27.

## R. L. Faraday Dies in Portland

Robert L. Faraday, 66, a Maine Central telegrapher for 49 years and a past general chairman of the Order of Railroad Telegraphers, died in November at his South Portland residence after a brief illness.

Born in Danforth, he was a veteran of World War One, serving with the Signal Corps in France. He was a member of Thornton Heights Methodist Church, Deering Lodge, AF and AM; the Trowel Club and Harold T. Andrews Post, American Legion.

He is survived by his wife, the former Flora Richardson; two daughters, Mrs. Harry Graber of Pebble Beach, Calif., and Mrs. Joseph Feeney, Alhambra, Calif.; three grandchildren; a brother, William Faraday of Brownville Junction; and a sister, Mrs. Walter Blanchard, Vanceboro.

## A Century on the Rails

(From The Lewiston Daily Sun)

The Maine Central Railroad recently observed its hundredth anniversary of service to the people of Maine.

Those 100 years have been very important ones for the state, years in which it changed from a remote wilderness area to a readily accessible Vacationland. Those same 100 years saw Maine's agricultural economy develop then be supplemented by significant industrial growth.

The Maine Central Railroad, the state's largest, played a vital role in this development by providing needed transportation facilities. The attractive centennial program which the railroad distributed at its official observance in Waterville is like a history of Maine for the past 100 years. It brings out the manner in which the railroad originally furnished the chief mode of transportation for increasing numbers of summer visitors to Maine, and the development of large summer hotels to cater to that trade. In fact, at one time, the Maine Central itself operated resort hotels, steamboats and ferries.

As the automobile became increasingly popular, the pattern of railroad transportation, and of vacationing, changed completely. Today, at the end of the century of change, only a few of the huge summer hotels remain as relics of a great past, and those are in readily accessible places. Railroad passenger service has left the Maine scene. Tourism largely has replaced the lengthy, all-family vacationing of yesteryear.

The Maine Central has reason to take pride in its Century of Service to Maine. The state should take equal pride in the fact that despite changes in transportation, in the vacation trade, and in Maine's entire economy, the Maine Central has not only kept abreast of the times but looks to the future with confidence and courage.

## Maine Central and Maine History

(From The Portland Evening Express)

In conjunction with the centennial program with which the Maine Central Railroad marked its 100th birthday anniversary, the company has produced for limited distribution a booklet which highlights in words and photographs the line's "century of service to the State of Maine."

We wish this 20-page volume might have wider circulation for it serves two purposes extremely well. For those who remember the Maine Central as much more than a multiple unit locomotive and a mile of box cars, it is a refreshing and delightful reminder of happier days of railroading. For the young it is a revelation, an exciting illumination of railroading as a service which meant not only trains, tracks and depots, but boats, hotels, horse drawn carriages, fine foods, luxury on rails, and whole summer vacations.

Yes, the Maine Central, kiddies, once went to sea—and in high style too. It went in 13 steamers, trim, sharp and all white, mahogany and gilt elegance. It ran the largest ferry boats ever operated on this coast. And how we remember those broad-beamed behemoths that ferried whole trains across the Kennebec River between Bath and Woolwich.

Those were days when a Maine vacation was all summer in a swank hotel—a hotel like the Mount Kineo House on Moosehead Lake or the Samoset Hotel at Rockland operated by the railroad which brought those vacationers. And to move those people from railroad station to hotel were real surreys with real fringe on the real tops. And drawn by real horses.

And how those people traveled then. Oh, the trains that they had. Sure, it's great to eat a defrosted dinner five or six miles above the earth, but children, it doesn't match the thrill of that first meal in the elegance of the diner. And you wouldn't believe the old parlor cars either. It was like opening up Grandma's "sitting room" for company and putting the whole thing on rails. But you don't remember that sitting room either, do you, youngsters?

No, they weren't better days. Not really. We may think so sometimes because nostalgia has a way of obliterating all but the good times. We don't remember all of it either. But we remember enough to appreciate and be grateful for the Maine Central's booklet which brings so much Maine railroading back to life.



**EQUIPMENT IN USE**—A car of lumber is loaded at Woodland with a chisel unit provided on a rental basis by the Maine Central.

## Loaders Attract Off-Track Freight

The expedient of providing loading equipment on a rental basis is attracting business from some distance from our tracks to the rails at two eastern Maine points.

This freight consists, says Sales Manager H. E. Buchheim, of hides, lumber and slabs that were previously trucked.

The equipment includes fork lift and chisel trucks, rented to the shipper on a daily or carload basis, making the process of loading these materials a comparatively easy task.

The equipment is used at Woodland in combination with special flatcars with semi-permanent steel stakes, making the use of chains unnecessary. A fork lift unit is used at Ellsworth for loading hides in box cars.

## Pig Gives Rigby Lads Busy Evening

Several Rigby railroaders did not realize they were heading for the last roundup one night last month, but now they hope so.

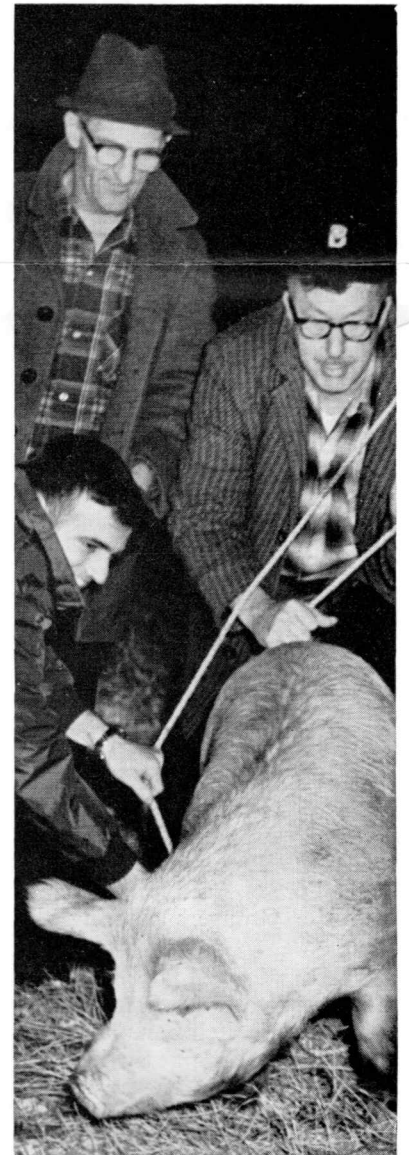
To Brakeman John Broderick, General Yardmaster L. W. Matthews, Yard Clerk Allen Applebee and Crew Dispatcher C. M. Haskell, it started out as just another night's work.

It didn't turn out quite that way, because just about the time the waybills began to sort themselves out, Broderick spotted the pig.

He thought he was seeing things, and so did Yardmaster Matthews, until he went out to see for himself.

The account gets confusing at this point, but after a wild chase that involved nearly everybody in the general area, including several South Portland policemen, the pig allowed itself to be captured. Seems it had escaped from the Walter C. Neilson property on Mussey road.

No one knows the pig's name, but there were several suggestions, none printable.



**END OF THE CHASE**—With the aid of a policeman's lariat, Applebee, Matthews and Haskell come to the end of the roundup at Rigby, one eventful night last month.





# THE SCORECARD

by Al Kennedy

It's a real close battle for first place in the Portland Men's Bowling League. Team No. 3 consisting of Brice, Edwards, Crawford, McGorrill and Tracy are leading the pack by one point. High single string of 135 and High three string total 346 are held by Ralph Gordon. Team No. 8 with Bourque, Rivers, King, Baribault and Gordon are holding on to the High team single of 513 and High team total of 1494.

In the Portland Couples League, the Forest's and the Green's are still in first place, seven points ahead of the Hardings and the Knox's. Mable Rivers has taken over the Women's High single of 116 and High three of 294.

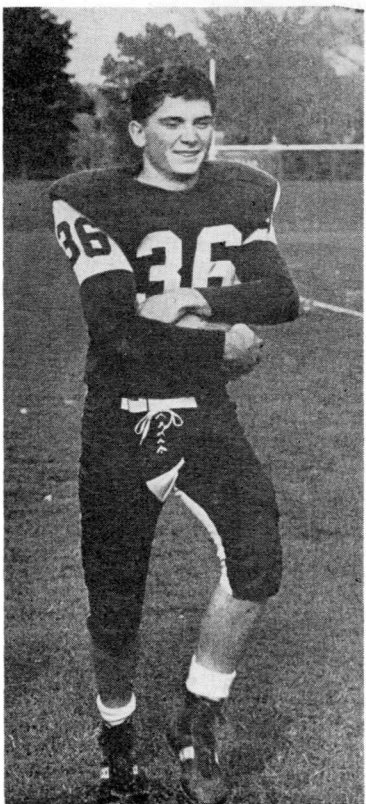
The Men's record for High single of 135 is being shared by Lin Forest and Charlie Clark. Lin Forest holds High three of 375, High team single of 408 is held by the Harding's and Knox's, High team total of 1160 has been captured by the Forest's and Green's.

Jan's Jorillas are leading the race in the Portland Women's Bowling League winning 25 and losing 15. The record High single of 123 is held by B. Crawford. L. Grant and B. Crawford are sharing the spotlight with a high three of 291. High team single of 372 is held by Theresa's Tribe. The High team total of 1020 was captured by Jan's Jorillas.

How many employees in the Greater Portland Area are interested in forming a Maine Central Rod and Gun Club? If you are interested, please drop me a note c/o Gen. Office Bldg., Portland.

If any of you have sports news or pictures, I would appreciate receiving them. For the last two months, the column has carried all Portland news. Let's hear from you.

**MEC-PHS MERGER**—The Maine Central was well represented on the Portland High School football team this past season, with three sons of railroaders prominent in the Pale Blue lineup. At top left is Jim Provencher, son of Assistant Auditor, Disbursements, W. J. Provencher. Jim, a Junior this year, played halfback on offense and safety man on defense. His younger brother Mike, center, a sophomore at Portland, played defensive line backer. Lower photo is Bill Welch, son of Bill Welch of the same Maine Central office. A Senior, Bill played fullback and joined the two husky Provencher lads in seeing plenty of action this season.



## Sky-Hy Ski Area Awaits First Snow

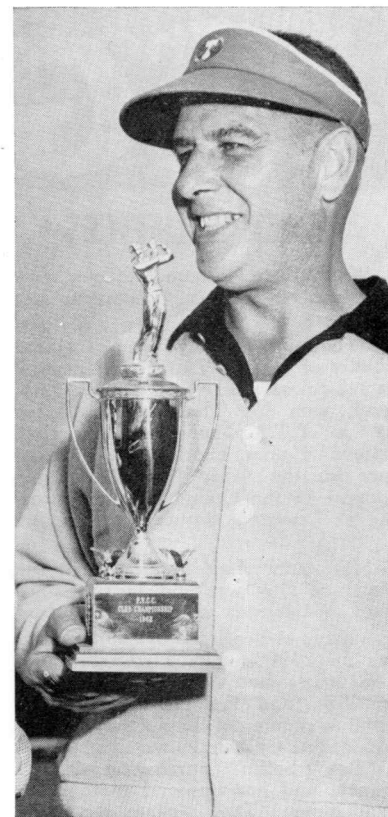
With completion of the lodge, trails and lift behind them, a Maine Central engineman and his partners were waiting for snow in early December to begin operations of Maine's newest ski area, Sky-Hy Park in Topsham.

Hilmer "Bunny" Utecht, who may be found on a work day aboard the Commercial street switcher, is hoping his new development—on Bradley Mountain—will prove popular with the ski set from a wide area.

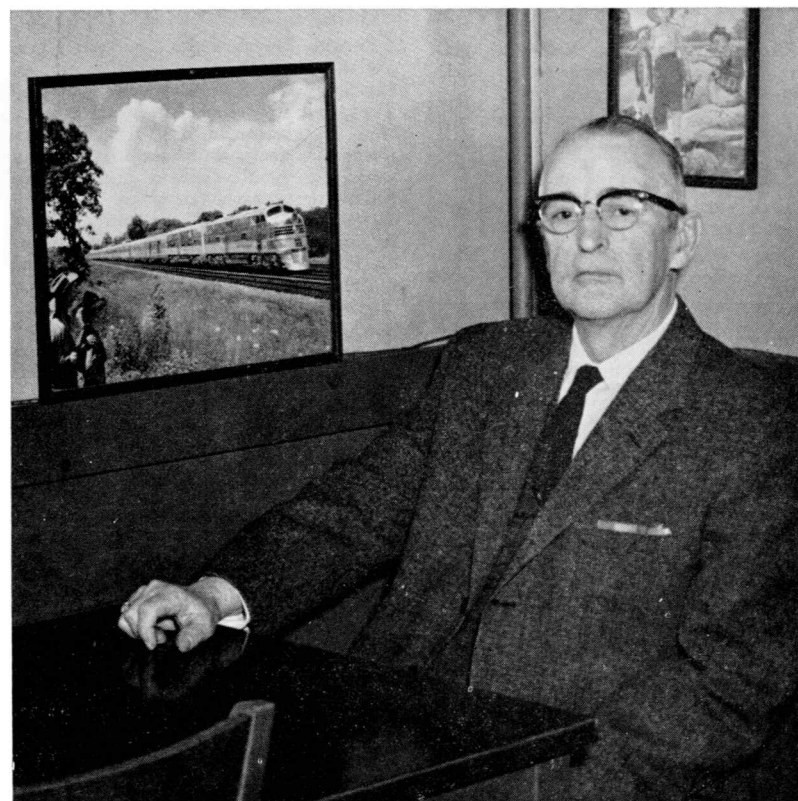
And well it may, with a 700-foot T-bar lift, seven trails, ski school, shop, snack bar and lodge with a huge stone fireplace.

Utecht and his partners, he says, have no illusions about competing with Sugarloaf, Saddleback or other major Maine ski centers, but they expect the new Sky-Hy Park will be popular, not only because of its facilities and night skiing, but because it's handy to the coastal area and to Brunswick and Bath, from which skiers have had to travel many miles before reaching lifts, trails and good skiing conditions.

Utecht is joined by Howard Babbidge of Topsham, Forest Babbidge of Falmouth and Wilbur Purington of Brunswick in the venture.



**NEW PVCC CHAMP**—Bill Martin, Bangor engine house employee, shown with his trophy as 1962 Penobscot Valley Country Club champion. Runner-up in 1956 and 1961, Bill won a 5 and 4 victory over Lonnie Temple in a 36-hole match. Bill, with a deft putting touch that somehow left him momentarily during the Railroad Tournament at Waterville this fall, has been a consistent winner in the Maine Central tournaments.



**RETIRES AT RUMFORD**—L. W. Judkins, Agent at Rumford for the past eight years and veteran of more than 44 years' Maine Central service, retired in November. Mr. and Mrs. Judkins celebrated with a trip to Ohio and the holidays with a daughter, Mrs. Donald W. Witzke in Barberton.



# The Grapevine

## GENERAL OFFICES

Welcome to William L. Howe, new clerk-messenger in car accounting and statistics.

"Tommy" Calder, son of Janet Calder of Freight Traffic, and a pupil in sub-primary at North School, Portland, won his Thanksgiving turkey at a P.T.A. sponsored meeting. "Steve" Calder, another son, a drummer for the Sabre Jets, was chosen to play in the Color Guard, competing at Lewiston, Saturday, December 1, 1962.

Marion "Perkie" Perkins spent the Veterans Day weekend visiting relatives and friends in Hartford, Conn.

Marion Adler is enjoying her shining new 1963 white Plymouth Fury. Bob Nurse has a nice-looking 1959 Cadillac, and Bill Manning of the same Department has a bright red 1963 Ford Galaxie convertible.

"Bea" Setlin (purchasing department), and her husband motored to Washington, D.C., over the long weekend to visit friends and to attend a reception held in honor of Chief Petty Officer and Mrs. Thomas Melton.

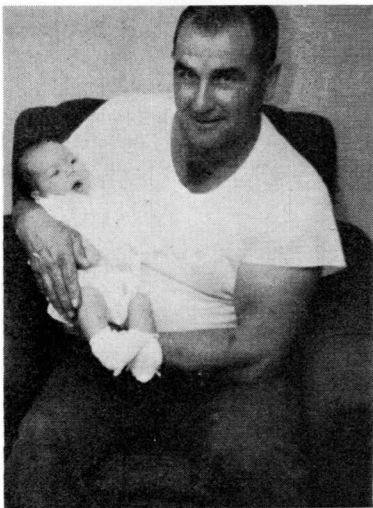
On November 19, Hazel Davison invited the girls from Data Processing to her new home in Cape Elizabeth. A spaghetti feed was enjoyed, and home movies were shown.

Attending were Jean and Sue Jellison, Jan Calder, Ruth Watson, Lil Grenier, Barbara Gain, Mary Nugent, Jennie Joyce, Dot Conley, Carmel Robichaud, Sally Peasley, Marion Perkins, and Marion Adler. The girls presented Hazel with a gift for her new home.

Ruth Watson and husband spent the Veterans Day weekend in Philadelphia, and New Jersey.

The women's bowling league will hold its annual Christmas punch-bowl party after bowling on the night of December 19 at Mill Creek Bowl-a-Rama, with 50c gifts being exchanged at that time.

Amy Westcott of the General Manager's office, has just returned from



**NEW GRANDDAUGHTER**—Trainman Everett "Ike" Stowell of Portland with his five-week-old granddaughter Cheryl Stowell.



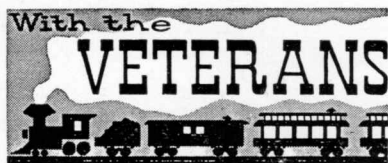
**BRIDEGROOM-TO-BE HONORED**—Fellow workers in the Auditor Disbursements office, Portland, honored Donald M. Colello just before his Nov. 24 marriage to Margaret R. Anderson, Portland, daughter of Mrs. E. J. Robichaud of Dow street. Left to right are Ben Braasch, Randall Thurrell, Sumner Thompson, Colello, Parker Brooks, Margaret Staton, Bob Lewis, Joe Greene, Chet Robie, Glenda Gilman, Arthur Gilbert and Roy Taylor.

a cruise to Bermuda on the Ocean Monarch. The weather was terrible—rained all the time they were in Bermuda and they were chased all the way home by a hurricane. The homeward voyage was very rough, but Amy didn't get seasick and in spite of all this, had a wonderful time. "These cruises are living," she says.

Margie Briggs of the Revenue Office and husband John returned home in October after a six-week tour of Europe. They sailed September 1 from New York on the S.S. America, arriving in Ireland where they spent a week in Cobb, Galway and Dublin. Following several days in London, they toured Paris, Nice, and Lourdes in Southern France, and visited Monte Carlo, Venice, Florence and Rome, Italy, and sailed for home from Naples, Italy, on the S. S. Atlantic. The Statute of Liberty looked good to them as they were one day late arriving in New York because of the hurricane.

Irene Kelsea of the Revenue Office and husband Timmy had Thanksgiving dinner in their new home on Hennessy drive.

Mrs. Alice Gallant, general offices telephone operator, spent two weeks recently with her daughter and family in San Francisco.



John J. Callan, 80, who retired many years ago after nearly 50 years service, much of it at Rigby, died in South Portland, December 6.

Sympathy is extended to the family of Harry J. Aiken who died Monday,

November 12. He was employed by the Maine Central Railroad for more than 57 years and was a member of the Brotherhood of Railroad Trainmen.

"Herbie" Wells of Boston was re-elected recently for the 31st time as Grand Treasurer of the United Veterans Association in New York City. "Herbie" served as President of the association for two years.

Retired Conductor Tom Locke resides at Riviera Beach, Fla, at 40 C street, Laytons Park.

Retired Conductor Albert Spencer is a patient at the Mercy Hospital, and retired Conductor Harry Jewell is a patient at Maine Medical Center, and retired Engineman William Keizer is a patient at the Osteopathic Hospital.

## RIGBY

This issue of the Messenger puts Rigby Engine House and the Car Department back on the air once more after a delay due to vacations.

To bring news up to date during this interim, the following items.

Laborer Asa Worcester was chairman of the committee handling affairs at Stevens Avenue Congregational Church, for the roast beef supper and fair held each year. The Mens' Club put on the supper, and the ladies took care of the fair. The final results showed a substantial monetary reward for their hard work.

The deer kill as reported to me for the engine house and car department is as follows. The first deer slain was by Electrician James Small, at Grove-ton. Others who were lucky were Lyle Dorr, Ivan Perkins, Merle Cook, Senior, Gary Downes, Herbert Sampson, Foreman Charles Tetreault, and George Beckwith of the B. and B.

Crew. "Joey" Martell was still trying at the time of this report.

A factory representative of a new design of fibre brake shoe was at the engine house instructing in the installation. We have had some experience with this type of shoe, on switching engines only.

Visitors at the shop during the month, included former General Foreman Malcolm Billington, Fred Bustin, Chester Freeman, Clyde Burnham, Arthur Shaw, and Roy Hanes. All are retired persons.

Machinist Robert McKinney has returned to work after treatment at the Veterans' Hospital, Togus.

Machinist Doris Boisse is still out sick after an appendectomy.

Laborer Fred Cole has returned to work after six-months illness.

Our Safety Board reading at the engine house as of December 1 is 595 days without an accident. We hope to attain the record that was made in 1953 when the figure on the board climbed to 736 days—over two years without an accident.

Hostler "Steve" Brodie retired recently after having service with the railroad since 1916.

New cars appearing around Rigby include those of Machinist Theodore Cote, a 1961 Comet; Laborer Charles Ready, a 1963 Chevrolet; Foreman Joseph DeRoche, a Buick of recent date. "Joe" also has received a permanent appointment as a foreman at Rigby.

Dispatcher Frankie Garland's "Harmonica Kids" will be scheduled for frequent performances on several occasions during the winter months.

Sympathy is extended to Machinist and Mrs. Joseph Ashley on the death of their daughter early in November. A floral tribute was sent.

Chief Clerk Leo Belefountainne has built a new house, all electric, for an investment. It is now up for sale, and may be seen anytime upon request.

Carman Earle Jones has gone and done it after 40 years of bachelorhood.

Electrician Joseph Fountaine has done considerable cabinet work and the like at his home.

B & B Carpenter Guy Briggs' son, stationed abroad, has settled his family in Portland.

The last of the vacationers for 1962 included Foremen Charles Tetreault, Linwood Sweatt, Machinists Maurice Weeks and William Brume, and Laborer Asa Worcester.

A visiting group of pupils from one of our local schools, thirty 5th graders, enjoyed a trip around the shop recently.

Laborer Edward Thorne got used to his new set of dentures while on the last week of his vacation.

Foreman Frederick Lombard visited his son and family, accompanied by Mrs. Lombard at Thanksgiving, and plans to do the same at Christmas time at Philadelphia.

Machinist William Brume, as solicitor for the United Fund drive, met with good success in his canvas of the engine house.

Several of our people at the shop visited the Telstar site at Andover while on their vacations, and were thrilled with the possibilities that are offered for the future in the communications field.

George Ellis, retired engineer, visited the shop recently.

"Old Maggie," our mascot cat at the engine house, missed Linwood Sweatt while he was on vacation, as he feeds her regularly. She fared rather slim on left-overs from the men's lunch boxes.





**THREE GENERATIONS**—Retired Carman Byron Twombly, his son Carman Wayne Twombly and grandsons James and David are shown above at David's graduation from Portland High school last June. James, a 1960 graduate of South Portland High school, is now stationed at Westover AFB, Massachusetts. David, in cap and gown above, is also now in Air Force uniform, at Lackland AFB, Texas, for basic training. Their father, Wayne Twombly, has been employed at Rigby since 1947. Their grandfather, Byron Twombly, retired in 1955 after 42 years with the Maine Central. He's busy these days with his camp at Highland Lake, a small wood business and his seven grandchildren.

Laborer Bob Casey is back with us again on the first shift, Albert Stiviletti having displaced him on car cleaning job.

Chief Clerk Leo Belefountaine will start his annual trek to Canada soon where he will stay for 6 or 8 weeks.

Cabinet Maker Milton Poore's mother recently died in Canada.

The annual elections of all the shop unions will take place in December.

Sympathy is extended to the family of Robert L. Faraday who died Nov. 23. He was employed by the Portland Terminal as a Telegraph Operator at Tower X.

**TRAIN CREWS**

Operator Everett Anderson was in a serious automobile accident recently while driving to work to cover Danville Junction. He is in a Lewiston Hospital and a card would sure cheer him up.

Conductor Ken Sampson is in the Mercy Hospital for another operation and is coming along well.

Conductor Hank Hurradon has recently been discharged from the Mercy Hospital, Portland, after minor surgery. Hope this is last time Hank.

Trainman Abe Hall got his deer this season. Hunted with a different group this year, he says, and it seemed to bring him luck.

Retired conductor Leonard King got his deer almost the last day of the season. He's still as good as ever in the woods.

Retired conductor Al Spencer is a patient at the Mercy Hospital and is coming along fine at this writing.

Recently called on retired conductor Fred Eaton and he misses the boys very much. Does not get out very much now and would like to have the boys drop around once in a while to say hello.

Yardmen Red Fitten and Palmer recently had a narrow escape while driving to Livermore Falls to cover the switcher when they went off the road in the fog. The car was extensively damaged but they both escaped unhurt.

Engineer George Bean of Rockland has taken his pension and we all wish him happiness in his retirement.

Retired conductor Arthur Winslow is confined to Farrington Hospital on Brighton ave., Portland, and understand he has a very hard time walking. A card and a visit would help.

Almost everybody around Leeds Junction has blossomed out with new cars. Agent Bonney has a new Ford Wagon, Section Foreman Hall has a new Rambler Station wagon and Section Foreman Crooker has a new small Nash.

Conductor Maurice Wilson has been off with an injured ankle now for some time. His oldest son recently married a girl in Berlin, N.H. We hope to have some pictures for a later issue.

Retiring General Agent Lacy Judkins of Rumford was presented a gift of money from his fellow workers on his last day December 4. He is now on a trip to Cleveland, Ohio, to visit his daughter. Many years of happy retirement is our wish.

Lola Kilgore has returned to her job as a chief clerk at Rumford. She was absent from her job for almost a year after falling and breaking an arm.

Thelma Thomas, retired clerk at Rumford and wife of retired Chief Machinist Leon Thomas has returned to her home after being hospitalized for some time.

Conductor David Dudley is rapidly becoming a beef and dairy farmer with four head now, and a nice black angus calf about three weeks old. Who knows, Bartlett might become a cow town in the near future.

Mrs. Richard White, wife of engineer Dick White, has a miniature green house in the basement of their home where she raises rare African violets and other fine plants.

Recently made a business trip to Waterville and Bangor and met many of the fellows I haven't seen for over a year. Missed Frankie Magraw and Arthur Woodman around the yard office in Bangor for they were there for many years. Outside of the station being gone and new construction around Waterville, things are about the same.

I wish to thank the friends of my family for the many cards and floral tributes sent when my step mother, Edith Massengale, passed away November 22.

**LEWISTON**

The Lewiston Nimrods went full steam ahead in November, and several of the boys downed their deer including Jean StPierre, Asst. Foreman, Truck Driver Aime Roy, Signalman Wilson McCray, and Maintainer of Signals Bob King. If any more of the boys had success in the woods they neglected to inform us. Jean and Wilson were kind enough to bring their deer in for pictures and these will be seen in a later issue of the Messenger.

Chief Clerk Howard Ham was a patient recently at the CMG Hospital, but is now back on the job and looking real fit. Rate Clerk Johnny Myrand filled in while Howard was out.

Freight House Foreman F. O. Jumper was a recent vacationer. Clyde Cooper, Spare Clerk, did the pinch-hitting.

We understand that Track Supervisors Clerk Sherm Carr spent part of his brief vacation recently getting a fast jump on his Christmas shopping. That puts him well ahead of the rest of the office gang—as usual.

Carman Clayton Mitchell went to bat as a Sectionman at Lewiston Lower when one of the regular men became ill.

We have had no word recently from Retired Chief Clerk George Briery, now a resident of Florida, but best wishes to you, George, if we do not find time to write before Christmas. Our intentions are good; our letters are practically non-existent.

Best wishes for a speedy recovery to "Andy" Anderson, telegrapher, who was recently involved in an automobile accident. He is now at the C.M.G. Hospital in Lewiston, and will appreciate hearing from all his friends.

That's it now, a Merry Christmas from all of us at Lewiston.

**WATERVILLE SHOPS**

S/Sgt. and Mrs. Bob LaChance and two children, aged 6 and 8, are Waterville guests, back from Guam. They had a terrifying experience recently when a typhoon struck the island. Mrs. LaChance reports that the wind reached the velocity of 175 to 190 miles per hour and that all houses around them were destroyed but their home received only minor damage.

Mrs. LaChance is the former Shirley Rancourt, daughter of Assistant Storekeeper and Mrs. Al Rancourt. She and the children are visiting her parents in Waterville for a few weeks and will return to Billings AFB Washington, where Sgt. LaChance will be stationed.

Chief Clerk Charlie Wolman has been a recent patient at the Thayer for treatment. Clerk Sam Karter fronted in the Office while Charlie was out.

We know who has the money after seeing a shiny new Buick LeSabre parked outside the Freight Shop office recently. (We all knew he had it anyway)

Painter and Mrs. Chester Craig announce the coming marriage of their oldest daughter Betty, to Christopher Whiteside, Jr. of Long Island, N.Y. during the Christmas holidays.

Painter Leroy Jackson is a patient at the Osteopathic hospital.

Storekeeper James Blethen has recently been felled by a second serious heart attack and is at present in the Thayer where he is recuperating satisfactorily.

Retired Carman and Mrs. Stanley Dorval recently celebrated their 50th wedding anniversary.

Deer slayers that we have heard of include Painters Harvey Dusty, Chester Craig, Helpers Bill Fletcher and Arthur Campbell and Carman Basil Thompson.

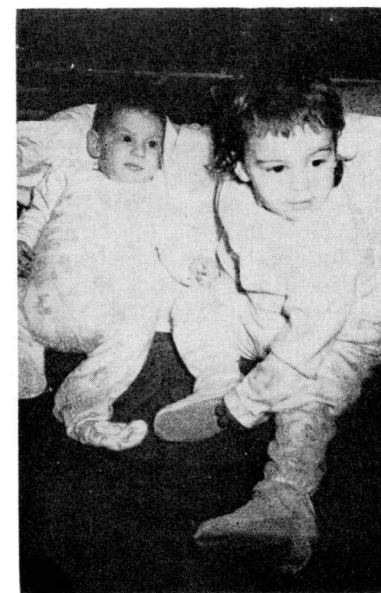
Harry Nason, spare clerk from the Yard, has been filling in for Clerk Sam Karter, in the Machine Shop, while Sam is vacationing.

Foreman Naybert Estabrook has recently enjoyed a week-end tour of the Adirondacks and the Berkshires, expenses paid. (oh boy, some guys are just lucky)

Retired Boilermaker Welder and Mrs. Cliff York recently celebrated their 50th wedding anniversary at their home in Fairfield.

Carman Helper Harold 'Ike' Walker is a patient at the Sisters Hospital.

Assistant Supt. Alden Finnimore and Paint Foreman G. K. Stevens were in a well known State Institution at Augusta recently. Contrary to rumors and speculation neither was detained and both returned to the Shops.



**WAITING FOR SANTA** — Three-months-old Catherine Ann and 15-months-old Mary-Jo Pallotta, granddaughters of Stores Department Crane Operator and Mrs. Rocco C. Risbara of Waterville.

**Drive**—(from page 1) rates, has presented to the truckers.

The effect would be a general lowering of transportation costs which for years has been hailed as the key to industrial prosperity in New England and especially in Maine.

W. Jerome Strout, president of the Bangor and Aroostook Railroad, was the principal speaker at the Boston meeting. The attendance included Senator Leverett Saltonstall of Massachusetts who voiced his support of the railroad industry; Bay State Congressman Thomas P. O'Neill, Lt. Governor-elect Francis X. Bellotti and members of the public utilities commissions of five New England States. General Manager Roy E. Baker and Joseph H. Cobb, director of public relations, represented the Maine Central.

### RETIREMENTS

Antonio Agostinelli, car cleaner, Rumford, Dec. 1.

Edgar J. Allaire, electrician, Portland, Nov. 19.

George W. Bean, engineer, Rockland, Nov. 30.

Ephriam Brodie, hostler, Portland, Nov. 14.

Arthur A. Burnham, yard conductor, Portland, Nov. 27.

Emile P. Dumont, telegrapher, Lewiston, Oct. 30.

Lacy W. Judkins, general agent, Rumford, Dec. 5.

Joseph T. LaChance, trackman, Brunswick, Oct. 31.

Michael J. Nee, boilermaker's helper, Portland, Nov. 11.

Warren S. Overlock, eastern agent, Bangor, Nov. 13.

Frederick E. Ward, carman, Portland, Nov. 29.

David A. York, trackman, Waterville, Nov. 27.

### DEATHS

Robert L. Faraday, telegrapher-towerman, Portland, Nov. 22.

Lewis E. Stark, cashier, Brunswick, Nov. 8.

Elliott K. Strom, baggage and mail handler, Portland, Nov. 28.

Albert M. Tyler, trackman, Calais, Nov. 2.

### 50 Years Ago

Ellsworth Falls: Maine Central crews are here raising the track at either end of the bridge and making preparations for removing the old bridge and the putting on of the new one, which they will do next Sunday. The new bridge arrived several weeks ago and is in one piece about 85 feet long. (From the Ellsworth American, November, 1912)



**WED 25 YEARS**—Mr. and Mrs. William E. McDonough were guests of honor recently on their 25th wedding anniversary at a family party arranged by their children, Carol Lee, Elizabeth and Edward McDonough at their Bradley street home, Portland. Bill is a mail clerk and watchman at the General Offices. Mrs. McDonough is a registered nurse at the Maine Medical Center.



**VETERAN HONORED**—Maurice B. Pope, right, of Waterville reached the 50-year service mark in November, and was presented a service gift by George P. Silva, superintendent of the Waterville Shops, representing President E. Spencer Miller. Pope, who operates the Shops switcher, traces his railroad career to the days he watched the Wiscasset, Waterville and Fairfield narrow gauge locomotives cross his father's field in Vassalboro. The crews gave him a ride, and planted the seed that led him to a life-long railroad career.

## Louis S. Bailey Dies In Portland

Louis S. Bailey, 69, retired Maine Central engineman and the last of four generations whose railroad service extends back to the 1850's, died in a Portland hospital Nov. 15 after a brief illness.

He was the great-grandson of Seth Bailey, agent at Freeport for the Portland and Kennebec Railroad; grandson of Pascal Bailey, who served as a K and P agent in Freeport and later in Portland; and son of Louis P. Bailey, a Maine Central Engineman.

Mr. Bailey retired in 1958 after 48 years with the Maine Central. None of his eight children is employed by the railroad. A native of Brunswick, he had lived in Bangor for a time, and was a resident of Freeport for about 20 years before moving to Portland shortly before his death.

## 960 MeC Veterans Receive Pensions

About 960 men and women whose last railroad service was with the Maine Central were receiving employee annuities from the Railroad Retirement Board at the end of 1961, the Board recently reported. Their annuities averaged \$130. Some 440 of these employees had spouses who were also receiving \$55 monthly, on the average.

During 1961, 86 former Maine Central employees were added to the Board's retirement rolls. Their annuities averaged \$149.

The Railroad Retirement Board pointed out that last year some 38,800 employees of the Nation's railroads retired on annuities averaging \$144 a month. Of this number, 77 percent retired because of old age and 23 percent because of disability.

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