

**SNOW SMOTHERS BANGOR YARD**—These pictures, made 12 hours after snow stopped falling, show the extent of the storm at Bangor. Lower left, a plow bucks a drift in the clogged yard. Upper left photo is a general view of the snow. Center photo shows how the snow piled up between yard tracks. At right, workers clear the loading platform at the freight station. At left, Checker Charles T. Carson. Loader Osborne C. Heath is at right.

## MeC Conquers Worst Snow in 60 Years All Bangor-Area Transportation Stalled, But Railroads First to Score Recovery

Maine Central old-timers called it the worst blizzard to strike the Central Maine area in 60 years; others recall the storm as a period of swirling snow, bitter cold and mounting drifts during which they lost all track of time; and still others, caught and marooned for up to 24 hours on clogged highways in the Bangor area, feel they were lucky to have lived to tell the tale.

The storm, which swept into Central Maine unannounced on Sunday, December 31, crippled all transportation for more than two days, choking airports, highways and railroad freight yards under depths that ranged from three feet to high enough to completely bury a Maine Central plow. Despite the drifts, however, the railroad was the first carrier to get back in business, and while some highways north and east of Bangor were still clogged a week later, the Maine Central was operating at near-normal efficiency 48 hours after the last flakes fell.

But the storm—from Waterville east—brought some of the most difficult days in the recent history of the Maine Central.

The trouble began at 7 a.m. Sunday, when snow depths had reached a foot on the level, and up to five feet in drifts, and when B12 attempted to start out of Northern Maine Junction with

three units and 80 cars. Snow stalled the train immediately. This was the beginning, to be followed quickly by a series of emergencies, equipment breakdowns, power failures and minor derailments—all caused by the driving snow that one worker said "piled up so fast you could see the drifts grow."

And grow they did, as cars collected at Northern Maine, and as crews labored to plow long stretches of the main line and shovel switches clear only to have them blocked with snow almost immediately. Until the storm stopped on Monday, train and section crews were virtually powerless to cope with the high winds, mounting drifts and sub-zero temperatures. But once it stopped, the tide of battle turned, and the railroad slowly returned to normal. There were a hundred incidents during the two days of the furious storm. Here are a few:

At Bangor, after a plow train had arrived, a crew member stepped from the engine and disappeared in a huge drift. He was shoveled out, none the worse, by fellow workers.

Snow blocked sidings at Northern Maine for several days, and B.A.R. mail cars could not be set

off for pickup by the Maine Central. As a result, mail was carried on sleds to the MeC trains until the sidings were cleared.

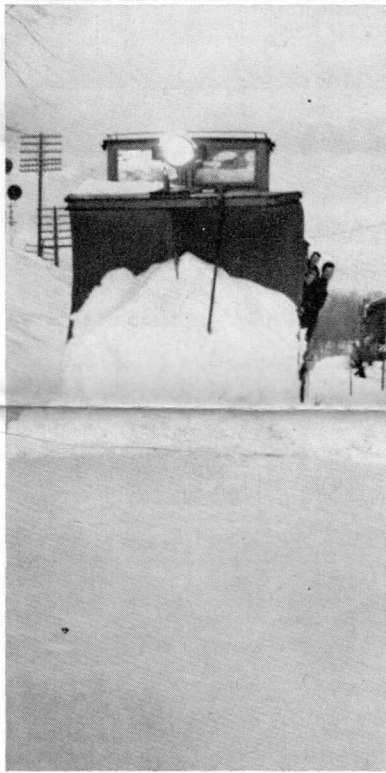
In Bangor freight yard, a brakeman was seen walking up a hard-packed drift to the top of a box car.

At Dabscook, because of a signal power failure, a plow train crew had to dig for a switch to see how it was lined. The gas heater had been burning, hours before, but had been smothered by snow, and gas had collected in a pocket, which ignited in some manner as the switch was being uncovered. The resulting fire was extinguished when workers found the main tank under another drift and shut off the main valve.

At Calais, a crew was assigned to take a locomotive to Ayers Junction, pick up a plow, and clear the Eastport Branch, but returned when they couldn't find the plow. It was buried under a huge drift.

A Canadian Pacific plow moving from Brownfield found the Mattawamkeag turntable loaded with snow and inoperative, so continued on over the joint track to Vanceboro, doing an international good turn for the Maine

(Storm—page 8)



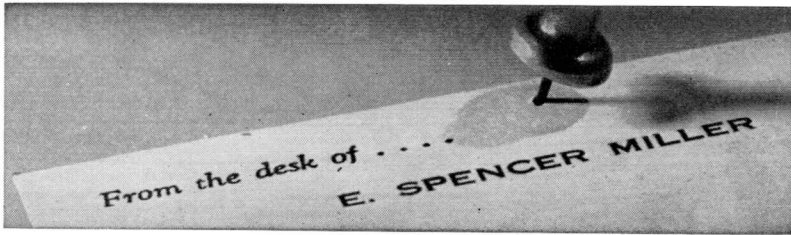
## Scout Railroad Course Planned

A four-evening course of instruction leading to completion of requirements for the merit badge in Railroading is being offered again this winter to advanced Boy Scouts of Greater Portland.

Nearly 100 boys participated in a similar course last year, when Scouting officials called the effort "one of the most extensive and successful contributions to Boy Scouting ever made in the Greater Portland area." Last year's course ended with the presentation of the Railroading merit badge to all qualified students, and a \$25 savings bond to Eagle Scout Glenn Taulbee of South

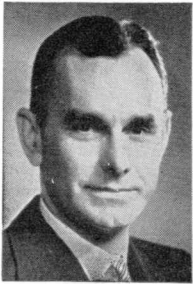
(Merit Badge—page 3)

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TO MY FELLOW EMPLOYEES:

This month, on this page, the Messenger carries the reproduction of an advertisement which will soon appear in most of the state's newspapers. It is printed here because all railroad men and friends can use this data to good advantage.



People who knew the railroad only as passengers and had no relation with commerce and industry may have the false idea that the railroad's essential service to our economy is on the wane, and this line of thought has been encouraged by our competitors, which, among other questionable statements, proclaim that "trucks bring you everything but babies." As can be seen in the ad, the Maine Central also "brings you everything," and in great quantities. Further, the Maine Central, years ago even delivered a baby, if that's important.

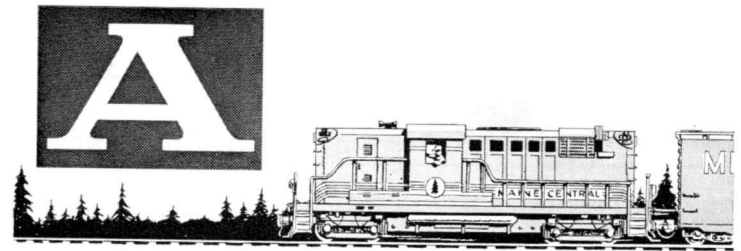
As a matter of cold hard fact, the Maine Central continues to be a vital and perhaps the most vital force in the economy of Maine, as the figures in the ad—taken from the commodity statistics report—unquestionably indicate. Paper, forest products and potatoes are, of course, Maine's principal commercial products, and their success or failure in the marketplaces of the world directly affects the prosperity of Maine and its people.

The availability of meat, groceries and produce, dairy products, petroleum, cement, lumber and building supplies at reasonable cost comes even closer to the individual. These commodities, as the ad indicates, also are carried in quantity by our railroad, along with many other raw materials and products not listed. With this information at hand, it should be impossible for a citizen of Bangor, let's say, to cash his paper mill paycheck at a supermarket, come out with an armful of groceries, load them into his car, and be unmindful of the steelways which not only made them available but kept transportation costs low.

The further truth is that this same citizen might not even have his job if the railroads were impaired and didn't provide the rail transportation service on which his employer, his grocer and his service station proprietor depend. The complete effect of a total failure of Maine's railroads would be disastrous in Maine, a fact that leading industrialists have not hesitated to state under oath. Hundreds of jobs would disappear; taxes could rise sharply to build roads necessary for the additional highway transportation required by the railroads' failure; prices would rise with increased transportation by basically higher cost media; and demand for hard-to-get consumer goods.

The effects of such a disaster would be felt throughout the nation. We have no such disaster because the Maine Central and other railroads are efficiently in business, handling mountains of freight annually.

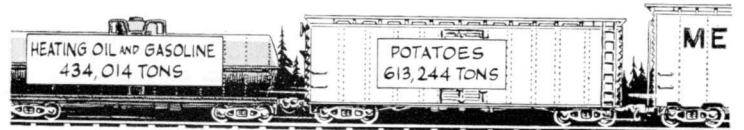
So we have attempted to make this point in the advertisement: that the Maine Central, and the job it does every year, is vital to Maine and all its people. You, as employees of the Maine Central, can help. You can use these facts and figures next time you hear someone say: "The old railroad isn't as important as it used to be."



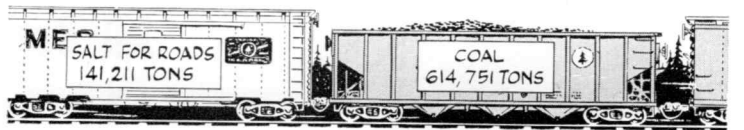
YEAR'S



WORK



FOR



THE



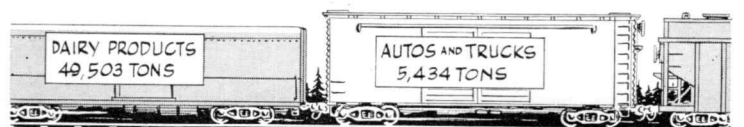
PEOPLE



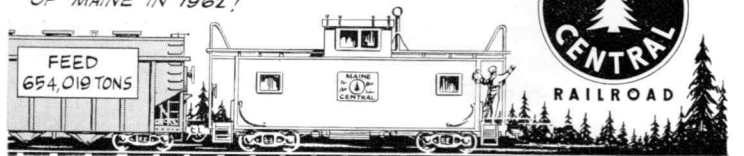
OF



MAINE ...



...AND WITH OTHER FREIGHT FOR INDUSTRIES AND FAMILIES, MAINE CENTRAL MOVED MORE THAN 7,000,000 TONS IN AND OUT OF MAINE IN 1962!



## Dover-Foxcroft Service Improved

Industrial development efforts in Dover-Foxcroft were spurred in December by the Maine Central Railroad's institution of six-day rail freight service.

The Maine Central has concluded an arrangement with the Bangor and Aroostook Railroad which will permit local shippers and receivers served by the B.A.R. twice a week to have Maine Central service every weekday. The plan calls for Maine Central to deliver cars moving into Dover-Foxcroft on its own tracks to points within the Dover-Foxcroft rail yard industrial area served by the B.A.R.

The new service is the result of a survey made this spring by MeC Sales Manager Herman E. Buchheim, who interviewed local businessmen and civic leaders to determine how the Maine Central could better serve the transportation needs of Dover-Foxcroft and Piscataquis County.

Buchheim said the new expanded rail service should be of great assistance to the area's industrial development efforts, and that one local industry already has made expansion plans as the result of the improved Maine Central service.

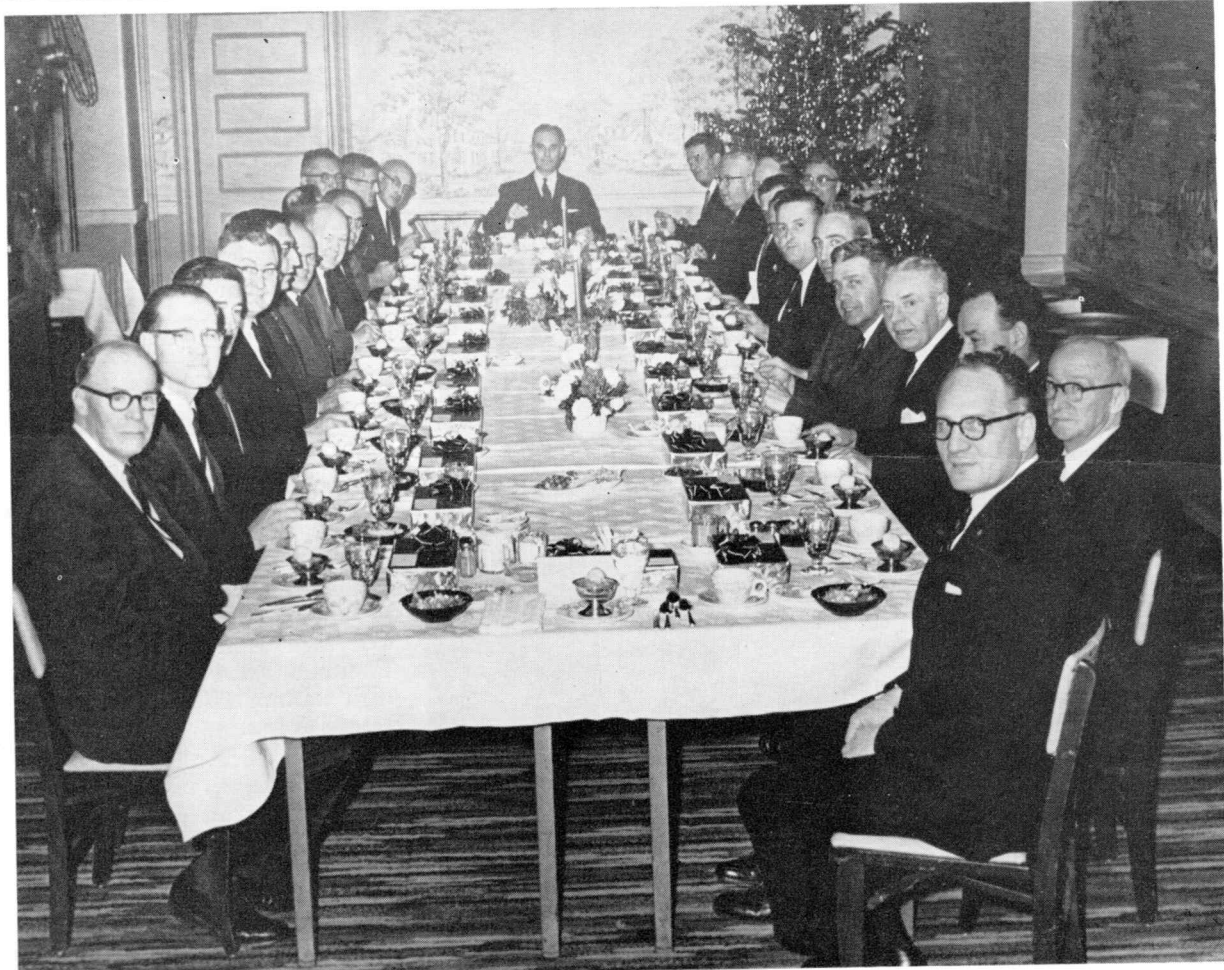
### Merit Badge—*from page 1*

Portland, who scored highest in a written examination.

Railroad officials said the offer of the savings bond will be repeated this year.

The course, which has the full approval of the Pine Tree Council, Boy Scouts of America, opened Monday evening, Jan. 14. Similar classes will be held on the evenings of Jan. 21, Jan. 28, and Feb. 11, with a visit to the West Falmouth headquarters of the "New England Midland Railroad," one of the area's most extensive model railroad layouts, scheduled Feb. 2. Awards will be presented at the Pine Tree Council Merit Badge Exposition at the South Portland Armory Feb. 16. Class sessions will begin at 7 p.m. and end at 9 p.m. at Scout Headquarters, Auburn street, near the Northgate Shopping Center.

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



**AT PRESIDENT'S DINNER**—General Chairmen of the various brotherhoods and Maine Central officials were guests of President E. Spencer Miller at the annual President's Dinner in December. Clockwise, from the left, H. C. Hook, superintendent locomotive maintenance; J. O. Born, principal assistant engineer; L. P. Caret, G. C., B.R.R.S.; J. W. Wiggins, chief engineer; O. Derderian, A.G.C., B.Ry.S.S.C.; W. E. Pierce, assistant general manager; F. A. Hagan, G.C., I.B.F.&O.; G. P. Silva, superintendent Waterville Shops; H. N. Foster, comptroller and treasurer; S. O. Chandler, G.C., O.R.R.T.; S. S. Clark, assistant to president; T. W. Severy, G.C., B.L.E.; E. S. Miller, president; J. Connor, G.C., B.Ry.S.S.C.; H. M. Rainie, vice president, purchasing; P. A. Sullivan, G.C., I.A.M.; R. E. Baker, general manager; A. J. Bergeron, G.C., B.Ry.C.A.; R. W. Williams, superintendent, P.T.Co.; J. F. Stanford, signal engineer; R. J. Coffin, G.C., A.T.D.A.; A. N. Tupper, general superintendent; J. E. Hamilton, supervisor of schedules; J. D. Rourke, superintendent of car maintenance; J. H. Cobb, director of public relations; C. D. Prentice, engineer of track; A. M. Knowles, general counsel.

## 12th Annual Installation-Banquet Scheduled By Clerks' Organization

Plans are shaping up for the 12th annual installation-banquet-dance of Maine Central General Office Lodge 374, Brotherhood of Railway Clerks, to be held Saturday, January 26, 1963, at Presumpscot Grange Hall, 1844 Forest avenue, Portland, Maine.

There will be a social hour at 5:15 p.m., and dinner will be served at 6:30 p.m. Brother Joseph Connor, general chairman, will be the installing officer, assisted by Brother Oscar Derderian. Robert Lewis will be master of ceremonies. Following the installation, there will be dancing until midnight to the music of "The Men of Note."

Officers being installed for 1963 are: President, Robert Lewis; Vice-President, Richard Greene; Financial Secretary, Lawrence Reinsborough; Recording Secretary, Ernestine Miller; Chaplain, Richard Esty; Serg-

eant-at-Arms, Arthur Gilbert; Inner Guard, Dorothea Smith; Outer Guard, John Murray; Delegate to National Convention, Joseph Murray; Alternate Delegate to National Convention, Robert Rounds.

The arrangements committee includes Ernestine Miller, Glenda Gilman and Alfred Chapman.

### Evangeline Lodge Installs Officers

Evangeline Lodge No. 146, Ladies Auxiliary to the Brotherhood of Railroad Trainmen, installed 1963 officers December 18 at the Dorothy Mason Studios.

Mrs. Dorothy Massengale, assisted by Mrs. Esther Larsen, installed the following officers:

Past President, Mrs. Norma P. Kennedy; President, Mrs. Blanche M. Coffey; Vice-President, Mrs. Minnie M. Clark; Secretary, Mrs.

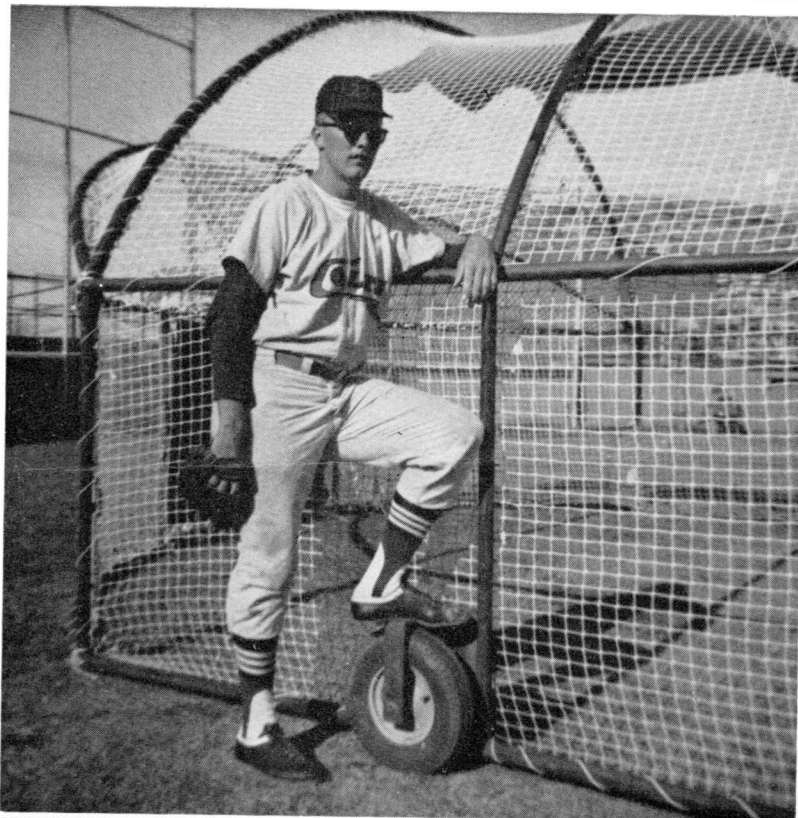
Ernestine V. Miller; Treasurer, Mrs. Euphrasia C. Kilmartin; Chaplain, Mrs. Gladys Roles; Warden, Mrs. Esther C. Larsen; Inner Guard, Mrs. Virginia F. Brown; Pianist, Mrs. Gladys King. Conductress Mrs. Marion Libby and Outer Guard Mrs. Florence Biladeau will be installed at a later meeting.

Following the meeting, Santa Claus visited the members and Christmas gifts were exchanged. A delicious lunch was served by Mrs. Kennedy, Mrs. Roles, Mrs. Brown, Mrs. Larsen and Mrs. Geraldine Greenlaw.

The social part of the January meeting will be in charge of Mrs. Massengale, Mrs. Gladys Lyden and Mrs. Coffey.

### Note of Thanks

Telegrapher Everett (Andy) Anderson, of Lewiston, now recuperating at CMGH from injuries suffered in an automobile accident, wishes to thank everyone on the Maine Central Railroad for their many acts of kindness, cards and generosity.



**HOME FOR HOLIDAYS**—Daniel, (Danny), B. Coombs spent the holiday season with his parents, Engine House Oiler and Mrs. Bernard Coombs at 25 Cross street, Brewer. An excellent athlete and very popular young man, Danny graduated from Brewer High School in 1960, then attended Seaton Hall University at So. Orange, N. J., where he excelled in basketball and baseball. He is now a bonus player for the Houston Colts and has been training at the Colts' farm school at Apache Junction, Arizona, under the tutelage of that famous pitching coach, Paul Richards.



**YULE GIFT FOR OPPORTUNITY FARM**—The steel tire from a Maine Central steam locomotive was presented to the boys at Opportunity Farm, New Gloucester, just before Christmas. The tire will serve as a dinner and alarm call for residents. Left to right, J. H. Cobb, McC director of public relations, who made the presentation; Jerry Stone, Port Clyde, a young Opportunity Farmer who struck the first blow; Raymond Hearn, superintendent; and Elmer F. Clark, Portland, chairman of the Opportunity Farm board.



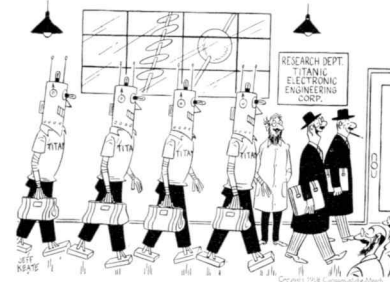
by Al Kennedy

Jan's Jorillas of the General Office League are at the top of the list, winning 34 points and losing 18. Tied for second honors winning 28 and losing 24, we find Theresa's Tribe and Beryl's Belles. Not too far behind in fourth place are Peggy's Pluggers winning 26 and losing 26. Tied at the bottom of the list are Bea's Bandits and Irene's Idiots.

In the record department, Bea Crawford has the high single of 123 and high three total of 317. The high team single is held by Theresa's Tribe with a 372. The high team of 1036 was scored by Irene's Idiots.

In the General Office Men's Bowling League, team No 1 with Bob Engelhardt, Henry Kenny, Pappy Esty, Ed Stewart and Tony Notis are tied for first place with team No 5, composed of Russ Rackliffe, Charlie Hagar, Lenny MacDowell, Everett Spires and George Stanley. Each team has won 36 and lost 29.

Ralph Gordon and Jerry Shea are sharing the high single honors



"... and they bowl nothing but strikes! I can't wait until those other companies see our new company bowling team!"

with a 135 that is a challenge for anyone. Ralph still holds the high three string with a very respectable 346.

The Forestgreens are still leading the pack in the General Office Bowling League winning 41 and losing only 11. Tied for second honors are the Halebithers and the Grensmythjacks winning 28 and losing 24. In the ladies record department, Mabel Rivers has a high single string of 116. Jan Broderick has a high three string total of 316. Lenny Forest leads the men with a high single of 141 and high three total of 375 which is going to be hard to beat. The team high single of 414 is held by the Pettengill's and the Clark's. High team three string total of 1160 is now being held by the Green's and the Forest's.



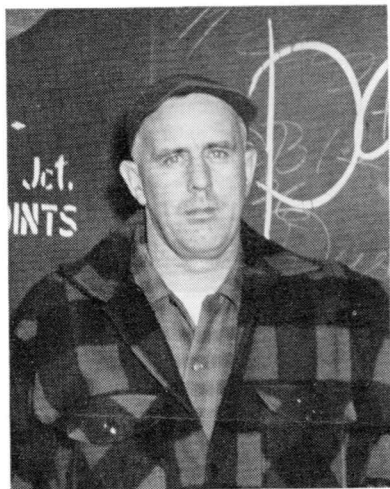
The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

Editor

JOSEPH H. COBB, Director of Public Relations

Assistant Editors

- |                     |                    |
|---------------------|--------------------|
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| Joe McMorrow        | Lewiston           |
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| Eleanor Flaherty    | Rigby Yard Office  |
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| Myrtle Neilson      | General Offices    |
| Marion Stevens      | General Offices    |
| Marion Adler        | General Offices    |
| E. L. Kennedy       | General Offices    |



E. T. Rideout, Jr.

## Rideout Named Rumford Agent

E. T. Rideout, Jr., has been appointed General Agent at Rumford, succeeding Lacy W. Judkins who retired December 5 after 44 years of service with the Company.

Rideout, who served as acting general agent during Judkins' illness last year, has been employed by the Maine Central as a yard clerk since 1950. He was graduated from Stephens High School, Rumford, in 1945, and spent about five years in the military service before returning to Rumford and joining the Maine Central.

Rideout, his wife, the former Esther Cormier of Mexico, and their three youngsters live at Smith Crossing.

Directors will meet after the program to elect officers for the year. Archie Smith of Waterville is chairman of the nominating committee.

A buffet will be served. All members of the RWCU are invited to attend.

## RWCU Schedules Annual Meeting

Members of the Railroad Workers' Credit Union will attend the annual meeting Monday evening, Jan. 28, at the Lafayette Hotel, Portland.

Election of five directors and the address of Alexander Ferguson, Portland, managing director of the Maine State Credit Union League, will be highlights of the program. Ferguson's topic will be "Service and Growth of Credit Unions in Maine."



HEADING FOR FLORIDA—Not by freight, but by car last month, was James A. Riley, veteran yard brakeman, employed by the Portland Terminal Company for half a century. He worked his last day in Yard 7 just before Christmas, and will spend the winter with his daughter and family in Pompano Beach, Florida, returning to Maine for the opening of the 1963 fishing season next spring.

## THE Feminine SIDE



Mrs. Richard T. White, wife of a Maine Central engineman, gets an assist from her niece, three-year-old Nancy Gaynor of Lancaster, N. H., with her increasing collection of African violets and Gloxinias. Mrs. White, who started with one gift violet plant five years ago, now has 300, not to mention many other plants that fill her Wythburn road home in South Portland. The little hothouse, with its ideal conditions of temperature, humidity and light, serves as a nursery for the young plants.



CHRISTMAS IN A CABOOSE—Robert M. Gibbs, left, and Halsey S. Chandler, Maine Central brakemen, added finishing touches to a Christmas tree atop their caboose in the Rigby yards Sunday before their train left for Crawford Notch and St. Johnsbury, Vt. The two freight crewmen, who used part of their Rigby layover to erect and trim the tree, were headed home to St. Johnsbury for the holidays Christmas eve.

# The Grapevine



**RED RIDES THE ROUTE**—Taking it easy in his new master's newspaper bag is Red, a new Irish setter pup, purchased by Bill Phillips with Christmas tip money from his newspaper customers in Cape Elizabeth. Bill's dad, George E. Phillips, assistant to the Freight Traffic Manager, approves.

## E. W. Quinn, CN Conductor, Elected By Maine Railroad Veterans' Group

Edward M. Quinn, a Canadian National Railway conductor, was installed as president of the Maine Association of Railroad Veterans Dec. 23. The installation was a feature of the group's annual Christmas party, held at the South Portland Howard Johnson's restaurant.

The Bethel resident, as president of the Veterans, heads a slate that includes Fred E. Jordan of Portland, first vice president; Guy E. Sawtelle of Portland, second vice president; Walter P. Stanton, Portland, third vice president; Bart P. Lyden, Portland, secretary-treasurer; and Herbert W. Fogg, South Portland, chaplain.

Retiring President Harold C. Clark was presented a two-suit case by the membership for his

year of service as head of the organization. Bart Lyden made the presentation.

### Rainie, Phillips To Give Addresses

Harrison M. Rainie, vice president, purchases and stores, and Kenneth W. Phillips, purchasing agent, are scheduled as principal speakers for two industry gatherings in late January and early February.

Rainie will speak at the New England Railroad Club's annual "Purchases and Stores Night" at the Hotel Vendome in Boston Feb. 5, and Phillips will address purchasing and stores personnel of the Erie-Lackawanna Railroad Jan. 29 at Meadville, Pa.

## GENERAL OFFICES

The girls in Data Processing held a most enjoyable Christmas party on December 11 at the home of Ruth Watson.

Mary O'Connor, stenographer in Mr. Hook's Office, has returned from a visit to Hollywood, Calif., and Hawaii.

Donna O'Bryan, stenographer in the assistant superintendent's office, finished her 1962 vacation with a trip to Vermont during the Christmas holidays, visiting relatives there.

Patricia Connary of purchasing department was another Christmas traveler, visiting relatives in Connecticut.

Edith MacGibbon, engineering department, and her genial husband, went to Rockingham, N. H., during the New Year's weekend.

Ernestine and Stephen Miller spent a recent weekend at Hallowell, helping some friends move to a new apartment.

Sympathy is extended to Mrs. Fay L. Marcroft, marine clerk, Portland Terminal Co., freight office, on the death of her brother, Carl L. Burkhardt of Canaan, Maine, December 27.

Jane Elizabeth, born December 21st, was a welcome "exemption" at the home of Dick and Pearl Esty. Dick is a clerk in A.D. office.

Sam DiPhilippo, formerly a payroll clerk in A.D. office, paid us a Christmas visit. Sam joined that exclusive "Hole in One Club" this past fall when he drove his ball on the sixth hole for an Ace at Riverside Golf Course. He also became the father of a second son this fall.

Marion Stevens, Secretary in Aud. Rev. office, started the New Year with a bang when her son and his family arrived for a visit—bringing their three grandchildren from Pennsylvania.

Ruth Kelley of the Asst. Comptroller's office is recuperating nicely from her recent operation. Ruth spent Christmas and New Years in the Maine Medical Center and from the many remembrances and good cheer sent her, looks like Tate Cummings would have to bring his truck to take her things home.

Mrs. Veatrice ("Molly") Fehlau, stenographer in the General Manager's Office, started maternity leave Dec. 31. The gals in the general office building presented her with a "Stork Basket" at the time of her departure, and decorated her desk. Mrs. Alice Allen is substituting for Mrs. Fehlau.

Ruth Kelley, secretary in the assistant comptroller's office, is recovering after surgery at Maine Medical Center. At Christmas Miss Kelley was given a "sunshine basket" by the girls in the building, and members of the Comptroller's Office Flower Fund sent her a poinsettia plant. Mrs. Margaret Haley is working in Miss Kelley's place.

Paul Mahany, payroll deductions clerk, and Mrs. Mahany, are receiving congratulations on the birth of their third son, Jeffrey Matthew, December 28, in a Biddeford Hospital. "Jeff" weighed in at nine pounds, one ounce.

John Murray, building supervisor, celebrated his birthday December 29.

## Engineering Dept.

J. O. Born, Principal assistant engineer, was in the hospital for surgery a month or so ago, but is back with us and is chipper as ever.

We haven't heard of any of the Engineering Dept. boys bagging a deer this year, guess they were scarce or something . . .

Division Engineer R. A. Jackson and his wife motored to Philadelphia in December to see the annual Army-Navy football game.

Noticed Joe Coombs, P. T. Track Supervisor, is driving a new Valiant. Wendall Quimby, Signal Dept. Draftsman, has a Volkswagen now.

Four of the girls in this Department went to the aid of a cat struck by an auto on St. John St. recently. Mary Morse, Cora Hoy, Marion Faibisy and Edith MacGibbon supported it through to recovery, and with the help of the Bruce Roberts column of our local newspaper, reunited the lucky cat with its owner.

Frank E. Watts motored to Houlton to spend Christmas with his daughter and family.

Bill Henry, former Chief Clerk of the Engineering Department went to Orrville, Ohio, to spend Christmas with his son, William.

Charlie McCarthy spent Thanksgiving in Boston with relatives.

Ken Brann finally got his much wanted German Shepard and just one week later his Beagle gave birth to seven lovely puppies. Anyone looking for a dog? See Ken.

It's nice to see Charles D. Prentice, Engineer of Track, back with us and looking fine after his illness and a major operation. Glad to have you back with us, Charlie.

## RIGBY

The Christmas holiday is past, and another new year is upon us, filled with hope for the future.

After the resignation and retirement of Hostler "Steve" Ephiram Brodie, Hostler Guy Densmore bid off that job and is now covering it.

Our usual Christmas basket fund was raised by subscription among the men around the shop. Five baskets, containing a big Christmas dinner, and then some. They went to men on the sick-list.

Richard Cote, son of Machinist Theodore Cote, and his family spent a winter vacation in the Hawaiian Islands. They reside in Hayward, California.

Boilermaker John Geary has moved to his new address on North street. He had lived at his former residence for 34 years.

Crane Operator Joseph Martel was involved in a recent auto accident at Gorham, N. H. No one was hurt seriously, but his car was almost a total loss.

Machinist Doris Boisse, on sick leave, visited his son and family at Washington, D. C.

The Safety Board reading January 1 was 626 days without an accident.

The annual meeting of the Railroad Shop Workers' Relief Association was held December 8. Frank Kane was elected as a new Trustee for 1963.



**HAPPY HUNTER**—Machinists' Helper Ernest McVane, Rigby, picked up that nickname recently when he produced the above photo as proof of his ability to bring home game.

Machinist Maurice Weeks has housed his herefords for the winter. Laborer Asa Worcester and his nephew succeeded, before cold weather set in, to complete the construction of a four-room house and bath. They were able to perform most of the labor themselves. The house is located on Fallsbrook street, Portland.

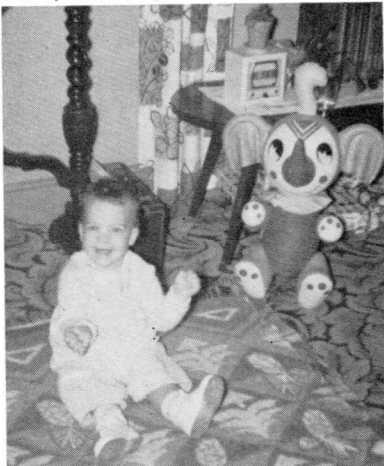
Retired Machinist Raymond Killinger made a flying trip to Pennsylvania due to the illness, and death of his sister. A floral tribute sent to the funeral out of the shop flower fund.

The death of Mrs. Allen Murray, wife of former Laborer Allen Murray, and mother of furloughed Machinist Helper Harold Murray, occurred recently. During the war years, Local No. 525, International Association of Machinists, was the sponsor at the launching of a ship named for the Murray's son who lost his life in the Merchant Marine service. Flowers were sent to Mrs. Murray's funeral.

Another of our group suffered a bereavement recently when Mrs. Lottie Pratt died after a short illness. She was the wife of Machinist Melvin Pratt. A floral tribute was sent.

Leading Carman Carlson Sylvester's mother died early in December. She was 88 years of age. The car department sent flowers.

Machinist Edwin Temm underwent surgery just before Christmas, but was able to spend the holiday at home, due to quick response. He will



**SANTA CAME**—Rendell Lee Caiazzo, granddaughter of Machinist and Mrs. Albert B. Wetmore, Sr., Rigby, was pleased with what she found under the tree on Christmas morning.

be some time recuperating, however. Electrician, Edgar Allaire has retired after a long illness on disability. Asa Worcester, Jr., Airman 3rd Class, U.S.A.F., was home recently on a 20-day leave. He is attending electronics school. Clerk Arthur Mills, has bid off the Train Dispatchers swing job. Hostlers' Helper James Ashley suffered a seizure while pushing his car out of the snow recently at his cottage.

## TRAIN CREWS

Sympathy is extended to the family of Engineer Morris Lawrence who passed away recently after a short illness.

Carl Proctor, day yardmaster at Waterville, has taken his pension along with yard Conductor Joe LaLiberte. Many happy years of enjoyment is our wish.

The boys around Rumford took up a little collection for their paper boy "Jerry" Russell and raised the mighty sum of \$16.50. He just wished that Old Orchard was open so he could have a real fling.

The cement job has just recently been abolished after a long and prosperous summer and fall business. It stayed on longer this year than in previous years.

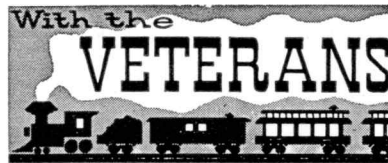
Conductor Glen Morrell has been assigned a rebuilt steel caboose with oil heat. This is the last of five cabs which have been purchased from another road and put in service on the MeC.

Conductor Francis Corbett of the Eastern Division has been operated on and at this writing is convalescing at home.

Trainman Herbie Mottram has returned to work after a long illness and has taken a flagging job on one of the merchandise trains.

Trainman Harry Searway has been on a diet and is down now to a fighting 200.

RB3 and BR4 has been restored to the train schedules for the winter.



Don't forget cards for Warren Bly, The Boston Maine retired conductor, now convalescing after major surgery at 28 Gilman street, Portland.

Retired Conductor and Mrs. Ernest Biladeau visited their daughter and her family, at Christmas Cove, N. H., for the holidays.

Retired Portland Terminal Conductor and Mrs. William Robbins are wintering in St. Petersburg, Fla.

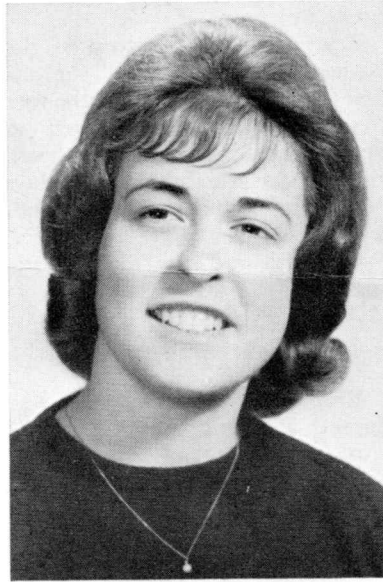
Portland Conductor George Pryor, ill at his Devereaux Circle home, South Portland, would appreciate cards.

Retired Engineman Arnold Baker has purchased a new home in St. Petersburg and plans to reside in Florida.

The Maine Association of Railroad Veterans held the annual Christmas party Sunday, Dec. 23, at Howard Johnsons, South Portland. Gifts were exchanged by the 60 members in attendance. James Stanton and Guy Sawtelle won door prizes. Miss Pat-

tie Delaney sang, accompanied by Lester Cole, Paul Landry and Vera Gardiner.

The boys on the Lewiston Lower freight see Freddy Benson often, and report that he is well and hearty after spending the summer at his cottage at Monmouth.



**RECENT GRADUATE**—Miss Sheila A. Glidden graduated from Ward's School of Machine Accounting and Computer Programing at Boston, Mass., this fall, and is now employed by the Viner Brother's Shoe Company of Bangor. Miss Glidden is the daughter of Engine House Oiler and Mrs. Edmund Glidden of East Hampden. Mr. Glidden is a 17-year employee at the Bangor Engine House.

## AUGUSTA

Back from hunting, but with no luck, were General Agent R. F. Tracy, Section Foreman Millard Tracy, Freight Handler Wilbrod Audet and Cashier Horace L. Rodrigue.

Operator Everett Anderson was a patient at the Central Maine General Hospital in Lewiston as the result of an automobile accident which occurred on his way to work at Danville Jct. We all wish "Andy" a quick recovery.

Spare section foreman "Doc" Gagnon of Brunswick is replacing section foreman Millard Tracy.

Baggage & Mail handler Harvey Wilder is sporting a new Plymouth.

Spare Clerk Clyde Cooper was pinchhitter at the freight office during vacations.

Conductor Richard Green has left the Augusta Switcher and is being replaced by Conductor Marshall Pratt.

Brakeman Lennie Lutterell recently collided with a telephone pole near his home causing damage to the right side of his station wagon. He claims the streets are not quite wide enough.

## WATERVILLE SHOPS

William Knowlton, machinist at the Engine House, died during the latter part of December after a long illness. He was 77 and had worked for the Maine Central for some 40 years.

Carman Vede Bellows is at a Bangor Hospital for treatment.

Machinist Ross Buzzell has one of the faster cars in the parking lot and has a paper from a local judge to prove it.

Harry McCaslin, number one house boy in the Passenger Room, has recently received his 50 year pin as a member of F & A M at China, Me.

Paint Shop Broom 'Rosy' Rossignol has recently gotten a new Ford Galaxie for his spare time driver training teaching.

Due to a thaw in the cold war and the establishment of friendly relations, we feel happy to report that a gentleman who shall remain anonymous has bought a new 6 hp. snow blower. It is a fine conversation piece as well as a practical utility. During the first heavy storm he blew all the snow out of the North End.

Carman Clarence Butabaugh has been confined to a local hospital as a result of a slipping pry-bar while working on a box car. He was severely shaken up and suffered a concussion.

Millman Dick Sturtevant has recently traded for a new Jeep station wagon.

Storekeeper James Blethen has returned to work after a serious illness.

Clerk Vernal Hersom hosted the annual Clerks' Christmas party as Santa Claus. As a feature of the party, Verne recited an original pungent couplet about each recipient as he handed out the gifts. (that boy has hidden talents, and a lot of room to hide 'em in)

Carman Sam Merrow has traded his recent gas hog for a 4-cylinder Tempest.

Painter and Mrs. Parson Lowry were guests of their son and daughter-in-law and family in Lebanon, N. H., over the Christmas holidays.

'Old Timers' attending the Supervisory pre-Christmas get-together were retired Foremen Karl Lamont, Ray Snow and Ray Clark, all going strong. Other retired supervisors unable to attend for various reasons were Laurence Campbell, Eddie Johnston, Horace Nadeau, Percy Brown and F. H. Bennett retired Shop Superintendent.

An unusual double misfortune struck the family of Paint Helper and Mrs. Warren Underwood recently when, on Dec. 10, Mrs. Underwood's father died, and a week later, her mother died.

Carman and Mrs. Sid Brown announce the birth of a daughter Dec. 12 at the Thayer, weighing 6 lbs.-12 oz. The new arrival is their third girl and was named Cynthia Anne.

Sympathy is extended to Blacksmith Harold Boucher and Machinist Sid Hamlin whose wives died recently.

Machinist Hazen Fowler fell during the hunting season and it shook him up more than somewhat. We never did hear if he got a deer.

Painter and Mrs. Chester Craig announce the marriage of their eldest daughter Betty to Chris Whiteside, Dec. 22. They will reside in Waterville.



"And after I've given him the best coffee breaks of my life!"

**Storm**—from page 1)

Central, and allowing MeC plow crews to devote their labors to clearing passing tracks and sidings.

Operations on the Bucksport branch came to a standstill Sunday, and plows from Bangor reached the river port for the first time before dawn Wednesday. Later that morning, the first freight train arrived, returning with coal, oil and sulphur to meet what was becoming a critical shortage in paper mills throughout the Maine Central area and in Aroostook County.

There were no serious accidents, and beyond isolated cases of frostbite, no injuries, although several employees found themselves in threatening situations. Ed Tenan, section foreman at Carmel, ran low on coal in his Dabscook shelter and walked most of the distance to Carmel at the height of the storm. He was picked up as he approached his destination by a plow train.

Jammed-up traffic on Route 95, and not failure of his Volkswagen to buck the drifts, stalled Royce Wheeler, agent at Bangor, on his way to the office Sunday morning. Like scores of other motorists, Wheeler walked to the Pilot's Grill, where he remained until Monday evening.

Wheeler, later joined at the Pilot's Grill by Section Foreman Wallace Pooler and Sectionman John Ireland, stalled enroute to Northern Maine, spent most of Sunday night getting cold and frightened people out of snow covered cars and into the warmth of the roadside restaurant.

Signal Engineer Arno Ellis and Signal Test Man Mickey Wilks started for Etna in their truck Sunday afternoon, only to be stranded two miles from Bangor at 3:30 p.m. They remained in the cab, or with two other men in a stalled compact car, until 9 a.m. Monday, when they were reached and rescued by the crew of a rotary snowplow from Dow Air Force Base. Ellis said they made three separate attempts "to get somewhere," but were turned back each time by the force of the storm.

Signal maintainer R. L. Darveau, stuck Sunday afternoon near Cherokee, spent the night in the remains of a old woods camp, and was picked up Monday morning by the CP plow extra.

Many employees couldn't get to work, others couldn't get home. Robert Campbell, leading signal maintainer, who lives off Route 9 in Hamden, was isolated by the storm, his telephone out of order

until he was able to snowshoe out Tuesday night.

And Hugh Gleason, leading plumber, couldn't get home. In fact, he couldn't find his car, parked near the engineering department office, and covered entirely by snow.

Postscripts to the story of the Bangor-area blizzard will be added for many months, but the fact that the railroad continued to operate, and that mail trains were running as scheduled three days before the highways were opened, will stand as a tribute to the men and machines of the Maine Central.

**RETIREMENTS**

Erving M. Babcock, yard conductor, Portland, Dec. 30.

Ralph E. Bridges, baggagemaster, Bangor, Dec. 3.

Harry F. Bryant, locomotive engineer, Portland, Nov. 28.

Clarence A. Conner, timekeeper, Portland, Dec. 3.

Cecil F. Crockett, section foreman, Skowhegan, Dec. 18.

Fred W. Estabrook, engineman, Bangor, Dec. 31.

Leon J. Gilbert, conductor, Portland, Dec. 29.

Forest C. Hoar, freight checker, Portland, Dec. 17.

Joseph LaLiberte, yard conductor, Portland, Dec. 31.

Matthew J. Leonard, yard clerk, Portland, Dec. 10.

Carleton W. Lounsbury, yard brakeman, Portland, Dec. 14.

James A. MacGregor, plumber, Bangor, Dec. 10.

Maurice J. Matthieu, trackman, Waterville, Dec. 18.

Frank A. Nason, Sr., section foreman, Madison, Dec. 13.

James W. O'Brion, yard clerk, Portland, Dec. 5.

John J. O'Toole, yardmaster, Portland, Dec. 31.

Carl A. Proctor, assistant yardmaster, Waterville, Dec. 31.

James A. Riley, yard conductor, Portland, Dec. 26.

Alfred A. Violette, yardmaster, Bangor, Dec. 31.

Patrick Walsh, yard clerk, Portland, Dec. 3.

Fred H. Washburn, locomotive engineer, Bartlett, N. H., Dec. 24.

**DEATHS**

Kenneth W. Hackett, trackman, Bowdoinham, Sept. 29.

William N. Knowlton, machinist, Waterville, Dec. 23.

Howard A. McLaughlin, trackman, Eaton, Dec. 25.

**Col. Skelton, J. P. Scully Honored**

Col. William B. Skelton, a Maine Central director, and John P. Scully, executive assistant, were among past presidents of the Lewiston Chamber of Commerce honored recently at the Chamber's 75th Anniversary banquet.

Col. Skelton, who served the organization as both its first and sixth president, has been a leader

of Maine business and industry for the past half-century. He was president of the Lewiston Chamber for a total of eight years.

Scully, then general agent for the Maine Central at Lewiston, served as president of the Chamber in 1937-38.

The two received awards in recognition of their service to the Lewiston Chamber and to the Community.



**Guy Gannett Publishing Co.**

and

**Guy Gannett Broadcasting Services**

MRS. JEAN GANNETT ARNZEN  
President-Publisher

390 CONGRESS STREET  
PORTLAND MAINE

Dec. 28, 1962

Mr. Joseph H. Cobb  
Director of Public Relations  
Maine Central Railroad  
222 St. John Street  
Portland, Maine

Dear Mr. Cobb:

May we, through you, gratefully acknowledge the gift of \$169.00 from the employes of several departments of the Maine Central Railroad to the 1962 Portland Evening Express Bruce Roberts Santa Claus.

Since it was organized in 1949 the Bruce Roberts Santa Claus has received \$100,700.85 in voluntary contributions. With the exception of \$178.96 for postage and incidentals, every penny has been used to purchase toys, games and dolls in a continuing effort to bring Christmas happiness to worthy children.

While we are proud of this record, we are well aware that it never would have been possible without the understanding and support it receives annually from groups such as these.

Sincerely,

*Jean Gannett Arnzen*

Jean Gannett Arnzen

JGA:hv

**HELPING HAND ACKNOWLEDGED**—We felt the Messenger would be the best means of passing along this letter to those to whom the thanks of Mrs. Jean Gannett Arnzen, president and publisher of the Guy Gannett Publishing Co., are directed.

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