



Messenger

Vol. 3, No. 4

For Employees and Friends of the Maine Central Railroad

February, 1963



WHERE COLLEGE AVENUE WAS—College avenue, which once passed directly in front of Waterville's old passenger station, has become the victim of progress and has "disappeared." The familiar highway will return as a double version, complete with cloverleaf loops and an underpass, when the big Elm City project is completed.

Elm City Project Brings New Look To Railroad Area

Waterville's \$2.5 million Federal aid highway project is fully under way and is changing the face of the land in the old passenger station area on College avenue.

College avenue, in fact, no longer exists between Chaplin street and the Jefferson, and a power shovel is rapidly digging what will eventually be an underpass beneath a highway bridge and a parallel span for the Maine Central's main line via Lewiston. Highway traffic now circles the construction area over a temporary road through the old Colby campus.

All buildings on the east side of College avenue have been removed or demolished, and the Waterville Area Chamber of Commerce building, formerly on the west side of the avenue, has been moved and will be relocated within the new highway complex at a later date.

"Old 470," presented to the City of Waterville as a highlight of the Maine Central's Centennial observance last October, has been moved from in front of the old passenger station to storage in the Waterville freight yard, and now occupies a track with a sister engine, the 519. The 470 will remain in storage until relocated permanently on a site to be selected within the new construction area.

The station itself will be demolished in two stages. The Bangor end—which contained the waiting room and restaurant—will come down some time soon after May 1, and the remainder, now in use for mail, express, and for office space, will be demolished when new facilities have been completed.

Completion of the new building—a trim, one-story brick veneer structure with a signal tower is scheduled for October. The foundations already have been poured for the 128 by 42-

(Project—page 8)

Greater Portland Boy Scouts Turn Out In Record Numbers for Railroad Study

Enrollment records were broken, a new and larger classroom had to be located, and the teaching staff increased when Maine Central's 1963 Railroad Merit Badge course for Boy Scouts opened in January.

A total of more than 250 youngsters jammed the Pine Tree Council headquarters classroom on Auburn street in Portland for the first session, with a considerable overflow competing for standing-room-only space in the stairway and hall.

By the following week, the meeting room had been changed to fit the class, and the 250-odd Scouts, each with his kit of MeC-

other materials, filled the cafeteria-gymnasium at the new Harrison C. Lyseth school at Allen's Corner. The class also was held at the Lyseth school Jan. 21, 28, and Feb. 4.

The faculty, which at first included Superintendent Ansel Tupper, Statistician Russell B. Rackliffe, Assistant Engineer J. E. Lancaster and George E. Phillips, assistant to the freight traffic manager, was increased by John Michaels, auditor disbursements; and LeRoy A. Taylor, Jr., assistant auditor, revenues.

Nearly every Boy Scout Troop in Greater Portland was represented in the record enrollment,

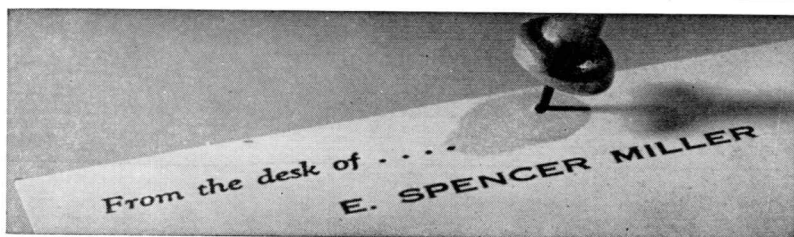
(Scouts—page 8)

FACE TO FACE—The 470, moved from its old stand in the station area, awaits re-establishment as a memorial to the age of steam in another part of the new College avenue highway arrangement. The old locomotive is stored with one of its sister engines, the 519, at the Shops.

Trafton Re-elected

Stephen D. Trafton, Auburn, a member of the Maine Central Board of Directors, was re-elected president of the First Manufacturer's National Bank of Lewiston and Auburn Jan. 15. Col. William B. Skelton, another Maine Central Director, also serves as a director of First Manufacturer's.

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TO MY FELLOW EMPLOYEES

Three years ago, I was asked to address the membership of the New England Council and the Transportation Association of America in Boston, and to predict the effects of the following decade on our industry. Some of these predictions—the disappearance of many long-distance passenger trains, the merger of competing railroads and the increased use of subsidized commuter rail service in large cities—already are realities; others, including highway user charges and integrated rail-highway movement of freight, are being accorded more and more public interest and support.



Support for changes in our government's transportation policy and for closer working arrangements between rail and highway carriers is expected to be increased this month following the publication of a new book. Written by James N. Sites, a member of the AAR staff in Washington, the book is the result of a year-long study of the railroad situation in Europe. Despite the fact that American railroads are privately operated, and European railroads are largely nationalized, Sites finds that the destinies of both depend in great measure on the policies of government.

The book, entitled "Quest for Crisis," serves as a potent indictment of American government policies that prevent diversification in the public interest and punish one mode and protect another, and which are almost completely responsible for the chaos that cripples our transportation system today.

The railroad situation in any European nation, Sites says, no matter whether the railroads are nationalized or free, depends on the policies of the individual governments. The nationalized railroads of Britain, for example, have been turned into "an economic and physical monstrosity." Nationalized lines in Belgium spend \$1.50 for every dollar taken in.

But French railroads, with positive government policies, are increasing efficiency, and West Germany, with a firm government policy of equal treatment for all carriers, is driving toward modernization of its transport. Swiss railroads, Sites says, continue to make friends through sound business management and sound government policies.

Russia, where the Kremlin has singled out the railroads to carry the major loads for the nation's economic growth, gets the most transport for the least money. Sites says a super-railroad system is in the making behind the Iron Curtain.

"Where transport systems are in trouble," Sites says, "many if not all the reasons can be traced to unsound, disorganized, politically-oriented government policies. Where transport networks are in the best shape and offering the best service at lowest costs, government policies are found to be most sound, stable and balanced.

"Government actions that discriminate in taxation or in subsidies, or that block progress through unsound regulatory controls, not only warp the physical shape of transport, but prevent people from getting the best service at least cost.

"The major test of government transport policies," the writer says, "should be this: Do they treat all carriers alike?"

According to Sites, and to many of us in our industry, the trouble is that America has too much transportation, and that our government is doing little or nothing to deal with this central issue. "Rather," he says, "its all-out construction of superhighways and its largely uncompensated spending policies for pork barrel rivers-and-harbors works and jet airports only serve to make matters worse. And," he adds, "the railroads have had anything but clear sailing in their efforts to bring about mergers and reduce some of the nation's duplicated systems of transportation."

Sites points out that "an enlightened transport policy, based on equal tax, subsidy and regulatory treatment of all carriers and free from burdensome controls appears to be squarely in line with the

President's philosophy as expressed in his transport message to Congress last year."

Sites believes the U.S. Government should take these steps to solve the American transport crisis:

Stop subsidies and promotion programs for favored carriers, and make beneficiaries pay adequate charges for using tax-built facilities.

Remove inequalities in the tax structure which make railroads pay higher taxes than other taxpayers.

Scale down government regulation over transportation pricing, and allow carriers to negotiate reduced-rate long-term contracts for traffic.

Allow any form of transportation to provide services by any other form, making the best features of each mode available to shippers.

Give the "green light" to an accelerated merger movement, and clear obstacles to reorganization of the national rail network.

They're With US

The railroad industry apparently has the solid backing of the nation's newspapers in its efforts to correct the situation of low earnings and high costs in which it now finds itself. In 1962, these newspapers put themselves on record concerning several basic railroad issues as follows:

Railroads are essential to the nation's economy and security.

1,113 editorials, 100 per cent yes.

Railroads are in serious financial condition and/or should be permitted adequate earnings.

2,693 editorials, 100 per cent yes.

Railroads are over-regulated or regulation is outmoded.

1,476 editorials, 100 per cent yes.

Railroads are unfairly taxed.

509 editorials, 100 per cent yes.

Government subsidizes or assists competitors of railroads.

579 editorials, 99 per cent yes.

Congress should take further action to correct inequities of transportation policy.

701 editorials, 100 per cent yes.



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New Low-Level Cars For Piggyback Loads Shown in Portland

The railroad industry's answer to a problem that has retarded the growth of rail piggyback transport was displayed at Portland in January.

The problem is clearances of high trailers and low bridges—preventing piggyback movements to many areas of the nation. The new, low-level flatcars displayed in Portland take a full eight and one-half inches off the height of a piggyback load and thereby help to solve the clearance problem.

Developed by the American Car Foundry Division of ACF Industries, the car has a deck height of only 31½ inches, compared with nearly 40 inches for a conventional piggyback car. The new units, the makers say, are the lowest flush deck cars now available for piggyback and automobile rack service.

Arrival of the first low-level piggyback car in Maine coincided with the annual meeting of the Maine Traffic Club, an organization of shippers and transportation people, in Portland. Members of the group and the general public were invited to inspect the new unit at the piggyback bulkhead on West Commercial street.

The decrease in overall height made possible through use of the new low-level cars is expected to open many new areas of the nation to piggyback rail movements.

Fish Lures Anglers

Word of Trainman Emil Morin's 35-pound cod, caught last summer off the Cape Elizabeth shore, is still getting around. A picture of Emil, cod and all, was used recently in *Labor*, and Emil has been getting letters ever since.

At least two were from people who are coming to Maine to try salt water sport fishing for themselves on the strength of Emil's success. One is J. L. D. Ives, Ontario, Canada, a retired vice president of the Order of Railway Conductors and Brakemen, who will be Emil's fishing guest next season, and another is Vernon Mauzey of Memphis, Tennessee, who wanted to know the best time and place to beat Emil's record.



NEW LOW-LEVEL TOFC CARS SHOWN—A full 8½ inches lower than the conventional piggyback car in the foreground are new ACF cars exhibited in Portland in January. Shown as they looked over the equipment are, left to right, George E. Phillips, assistant to the freight traffic manager; R. C. Merrow, freight traffic manager; R. F. Williams, superintendent, PTCO., and M. F. O'Brien, assistant superintendent, PTCO.

U.S. Railroads Need Fair Chance, Says H. M. Rainie

The Nation's railroads need a "fair chance," a Maine Central speaker said in early February, "if they are to continue to function as the transportation backbone of the national economy."

Harrison M. Rainie, vice president, purchases and stores, told members of the New England Railroad Club at the Hotel Vendome in Boston that if given this "fair chance," the nation's railroads can provide "the most complete, most efficient and most economical transportation for the Nation's industries."

Rainie said railroad purchases were at their lowest level in 20 years, and that these figures reflect the problems of the railroad industry and the decline of railroad earnings in a time of record production and sales in other segments of the national economy.

"We hope," Rainie said, "and we're working hard for this, that Congress will see fit in 1963 to insure the railroad industry the opportunity to compete with other transportation media on equal terms."

"We must have equal competitive opportunity, freedom to make business decisions, and to call the shots as we see them.

"If called upon in another National emergency, let's hope the nation's railroads will be able to repeat their tremendous accomplishments of World War Two. The present Congress, with the transport recommendations of the Administration before it, has the power to assure this country of ours that its railroads, if called upon again, will be ready."

MeC Granddaughter Visits New Zealand

A Maine Central couple is getting almost as much fun and excitement out of their granddaughter's exchange visit to New Zealand as she is.

And Pamela Cote, Falmouth High's first American Field Service exchange student, is having the time of her life as she begins a year in the home of a Christ Church family with a daughter just slightly younger and sons 13 and 12. She is the daughter of Mr. and Mrs. Robert C. Cote, Old Mill Road, Falmouth.

Her grandparents, Engineman and Mrs. Roscoe H. Douglass of Yarmouth, have been receiving weekly letters since Pam's arrival in Auckland, New Zealand, in mid-January. Here are some excerpts:

"I know I will love New Zealand. It seems in many ways like home.

"We went camping at Akaroa, (it's summer in New Zealand) a beautiful sea-side resort right at the foot of the mountains.

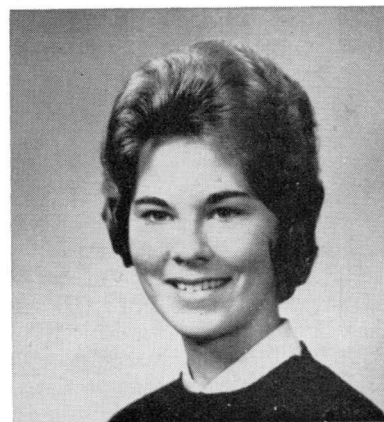
"I've never seen so many sheep in all my life.

"I got my school uniform this morning. It's not too bad except for the Panama hat.

"We had a twist party at Auckland.

"We will bike every morning to school and home again. It's only a mile and a half."

Pam, says her grandfather, will return to Maine a year from now and rejoin her class at Falmouth High School. She'll be a senior then, with a first-hand knowledge of how people live, what they want and what they think on the other side of the world.



Pam



HEAD RAILWAY CLERKS—Prominent as Lodge 374, Brotherhood of Railway Clerks, installed officers in late January were, left to right, Oscar R. Derderian, Assistant General Chairman; Joseph Connor, General Chairman; Mrs. Ernestine V. Miller, recording secretary; Arthur P. Gilbert, sergeant-at-arms; Robert F. Lewis, president; Richard G. Esty, chaplain; Lawrence W. Reinsborough, financial secretary.

BRC Lodge Stages Annual Installation

The twelfth annual installation of officers of the Brotherhood of Railway Clerks, Maine Central General Office Lodge 374, was held Saturday, January 26, 1963, at Presumpscot Grange Hall, Portland. Joseph Connor, General Chairman, of Boston, was the installing officer, assisted by Oscar Derderian, assistant general chairman.

Preceding the installation, a baked ham dinner was served by the Grangers. A colorful bouquet of spring flowers formed the centerpiece for the head table, and all the tables had their own smaller bowls of flowers. The ladies at the head table wore vari-colored feathered carnation corsages. Seated at the head table were Mr. Connor, Mrs. Connor, Mr. Derderian, Mrs. Derderian; Clifford P. Hawkes Jr., representing the Maine Central Railroad Company management; Mrs. Hawkes; Robert F. Lewis, master of ceremonies; Mrs. Lewis; Ernestine Miller, chairman of the banquet; and Stephen Miller.

1963 officers installed were: Robert F. Lewis, president; Richard D. Greene, vice-president; Lawrence W. Reinsborough, financial secretary; Ernestine V. Miller, recording secretary; Richard G. Esty, chaplain; Arthur P. Gilbert, sergeant-at-arms; Dorothea R. Smith, inner guard; John E. Murray, outer guard; Joseph S. Murray, delegate to national convention; Robert E. Rounds, alternate delegate.

Following the ceremonies, Ralph Greenwood entertained with magic. A dance followed, with music by the "Men of Note." Special features were the Circle Waltz, a balloon dance, won by William Knox, a straw hat dance, a spot dance won by Paul and Bea Crawford, and a Cinderella dance won by Joyce Knox.

The arrangements committee included Ernestine Miller, Al Chapman, and Glenda Gilman.

Former McC-B&M Brotherhood Chief Column Subject

LeRoy A. Taylor, Sr., of Kansas City, Mo., General Secretary-Treasurer of the Brotherhood of Railway Carmen of America and father of LeRoy A. Taylor, Jr., assistant to the auditor, revenue, Maine Central, was the subject of one of Bill Moore's popular "It Says Here" columns recently in the Kansas City Star.

A former resident of Boston, where he served as General Chairman of the Carmen on the Boston and Maine Railroad for many years, LeRoy Sr. was told by his doctor in 1959 to develop a hobby, and that's just what he did.

No stranger to carpenter's tools (he worked for a time as a car repairman for the B&M) LeRoy Sr. fitted out a basement workshop, and began to make lawn

chairs and swings for his grandchildren. There's 11 of them, including Roy Junior's five in South Portland, so the project came close to mass production.

That particular market supplied, LeRoy Senior is filling the demands of his own Kansas City neighborhood. He built a pint-sized workbench for the lad across the street; five doll's cradles for junior misses up and down the block, and for Christmas gifts to these and others, an even dozen canvas-backed lawn chairs. He's no Santa Claus, but he likes kids.

K. W. Phillips Talks To E-L Storekeepers

Kenneth W. Phillips, Maine Central Purchasing Agent, was a guest speaker at the Erie-Lackawanna Purchases and Stores Night observance in Meadville, Pa. in late January, and dealt with problems of maintaining stocks of supplies and materials on the Maine Central, with the Pine Tree State situated "in the far upper right hand corner of the map."

The answer, said Phillips, is that the Maine Central stores department works closely with the counterpart organizations of its railroad neighbors, the Boston and Maine to the south and the Bangor and Aroostook to the north, for mutual benefit.

Phillips said that not only the stores departments but all railroad employees and the public as well are aware of Maine's geographical disadvantages in competing for industry, and that the Maine Central is in the forefront of efforts to counteract this disadvantage by providing the best-possible railroad freight service.

DEATHS

Morris A. Lawrence, locomotive engineer, Portland, Dec. 31.

Frank A. Nason, Sr., section foreman, Madison, Dec. 26.

Earle L. Walker, clerk-telegrapher, Rockland, Dec. 31.

RETIREMENTS

Margaret K. Briggs, machine operator, Portland, Jan. 25.

Donald L. Clough, trackman, Farmington, Jan. 24.

Alton J. Cook, machinist, Waterville, Jan. 4.

Richard D. Emery, fireman, Bangor, Feb. 5.

Stephen M. Flaherty, trainman, Portland, Jan. 29.

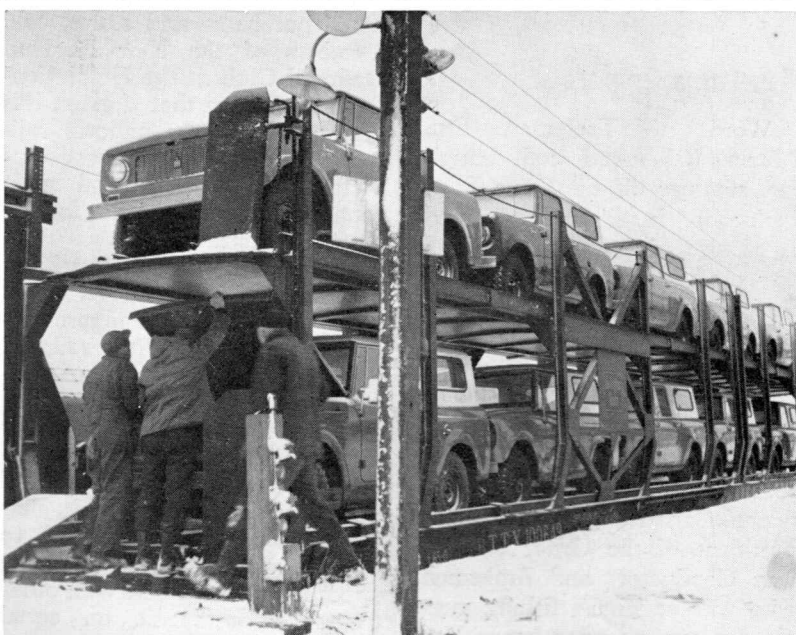
Ralph S. Hassen, laborer, Waterville, Jan. 14.

Arthur H. Johnston, carman, Bangor, Jan. 26.

Hazel M. Libby, stenographer, Portland, Feb. 1.

Una E. Richardson, matron, Portland, Jan. 24.

Prince H. Shedd, trackman, Mattawamkeag, Jan. 24.



FIRST "SCOUTS" ARRIVE—Riding 12 to a double-deck rack car, the first of several carloads of International Harvester "Scouts" arrived in Portland in January for a local dealer. The vehicles, from the IH assembly plant at Fort Wayne, Indiana, were unloaded in a snappy 37 minutes by the PTCO. bulkhead crew.

MeC Storekeeper Has Big Top of His Own

Maurice Allaire doesn't quite recall when he first became interested in circuses, but he suspects it was when he was seven or eight, and when he first saw the Big Top pitched in a field back of his folks' Rumford home.

Whenever it was, the Portland storekeeper has been a whole-hog circus fan for years, and has whittled, painted and put together one of the ten top-rated circus models in the nation. It's been exhibited all over the country; it's been photographed from every angle; it's been a topic of interest for the top names of the circus world; it's attracted mail from dozens of foreign countries and nearly every state; and despite the fact that Maurice started it 25 years ago, it's still not finished.

His model is of a typical show of the 20's, when circuses were at the peak of their popularity in this country, and includes 60 different people, 110 animals, 49 wagons and all the necessary tents. Allaire's miniature circus is due for still another addition soon, a wardrobe tent with the traditional silks and spangles.

Many circus buffs buy their models, but Allaire makes his from scratch, using Maine pine and a jackknife that has become aged and infirm, but still holds a razor edge after years of use.

Mrs. Allaire has contributed much time to the project herself, especially with paint for the animals, and with needlework for the tents. The little circus people, Allaire says, aren't just people, but recognizable performers he's met and known for years like Merle Evans, the famous Ringling bandmaster; animal trainers Clyde Beatty and Alfred Court; and clowns Felix Adler and Emmett Kelley. He reckons each figure of a person or animal requires 4 to 5 hours of painstaking work, and the finely detailed wagons up to 125 hours. So, not counting the tents and other assorted miniature circus gear in his layout, he has invested more than 875 working days in the project.

This fact, and because each fine detail has been reproduced in faithful 1/2-inch scale, makes the model circus of great value, especially to other circus fans whose pocketbooks might be equal to the task, but whose talents are not.

But Allaire has refused to sell



NEXT THING TO BEING THERE—So say visitors who see the extensive exhibit of circus models put together in the past 25 years by Maurice Allaire, above, Storekeeper at Portland, who carves the tiny figures from pine with a jackknife.

it several times, preferring to increase its size yearly, and maintain it as a lasting hobby, the next best thing, he says, "to being a part of a real circus myself."

Allaire's interest in circuses has made him an authority on the history and the colorful personalities of all the major shows and most of the minor ones. He passes this along in frequent color slide and movie shows for youth, church and fraternal groups, and finds, he says, many others whose enthusiasm for the old-time days of the Big Top equals his own.

Gordon Scheduled For Chicago Talks

Ralph Gordon, auditor data processing and systems manager, will be the opening speaker at a seminar of the Railway Systems and Management Association Feb. 20-21 in Chicago.

Gordon, in addition to giving his own talk, will read an address by Horace N. Foster, MeC treasurer and comptroller, also invited to speak, but prevented from attending by a previous commitment.

Goddard Runs Again

Everett K. Goddard, manager of car accounting and statistics, is a candidate for re-election to the School Committee in Falmouth. Goddard, who resides on U. S. Route 1, is at the present time a member of the board, having been elected for a one-year term last year. He seeks re-election to a three-year term.

guests, with a ham supper served by members of the DeMolay Mother's Club.

In addition to Grand Master Rideout's address, there will be entertainment by magician Ralph Greenwood and by the Harmonica Kids, children of Crew Dispatcher Frank Garland, Rigby.

Members of the arrangements committee are Charles Chamberlain, Don Sinclair and Gordon Wilson.

H. F. Massengale Dies In Portland

Henry F. Massengale, Sr., 74, a retired locomotive fireman and engineman, died Jan. 11 in a Portland hospital after a short illness.

Born in Smokey, Tenn., June 1, 1888, he was the son of John and Martha Foster Massengale.

He had been a resident here for 45 years and lived in East Sebago recently.

He retired from the Maine Central Railroad in 1953.

Mr. Massengale was a life member of the Brotherhood of Locomotive Firemen and Enginemen and the Maine Railroad Veterans Association. He served in the Army Hospital Corps from 1906 to 1909.

Survivors include a daughter, Mrs. Timothy Connolly, South Portland; two sons, Henry F., Jr., Portland and Norman J., South Portland; a sister, Mrs. John M. Chambers, Oneida, Tenn.; three grandchildren and seven great-grandchildren.

Railroad Masons To Honor Rideout

Raymond M. Rideout, Sr., of Augusta, Grand Master of the Grand Lodge of Maine, AF and AM, will be the guest of honor at the Trowel Club's Family Night program Feb. 28.

The event will be held at Hiram Lodge, South Portland, by the railroad Masons and their



HISTORIC MOMENT—C. H. Gibson, right, now 84, was present as gifts were presented to R. E. Patterson, chief electrician, Waterville Shops, on Patterson's retirement in January. Gibson trained Patterson when the latter joined the Maine Central in 1918. Superintendent George P. Silva, left, presented Patterson with a sabre saw, the gift of the Shops Supervisors. Employees' gifts for Patterson included an electric snow blower, an electric drill and a bench grinder. Gibson retired as electrical foreman at the Shops in 1944.



HONORED ON RETIREMENT—Mrs. Margaret Briggs, machine operator, auditor revenue office, Portland, was honored by fellow workers in January on her retirement after nearly 36 years of Maine Central and Boston and Maine service. Left to right, Robert Lewis, Carl Baldwin, Edward Libby, Irene Kelsea, Mrs. Briggs and Phil O'Donnell.

GENERAL OFFICES

John Dresser of the assistant treasurer's office can hardly wait for the "good ole summer time" so he can try out his new camp trailer on weekend and vacation jaunts.

Mary Ann Berry of the Credit Union was the lucky recipient of a fruit basket from Mill Creek Bowl-a-Rama, high bowling for women one day. Nice to have one of our gals win it! Incidentally, about a dozen Maine Central girls bowled in the Altrusa Club Annual Charity Tournament—no prizes, so they said, but a good evening's fun anyway—good for the figure, too!

Twin sons, Matthew and Martin, were born on January 24 to Winnie and John Nixon. This makes eight children for the Nixons. Winnie was formerly employed in Data Processing.

Rosemary McDonough's daughter, Roberta, has been a patient at Mercy Hospital.

Terry Bennish and Howard Corneilson, students at Upsala College, East Orange, New Jersey, and members of the Upsala College Choir which presented a concert in Portland on January 31, have been guests of Mr. and Mrs. Roy Cote of Freight Traffic.

Mrs. Germaine Deschenes and her two oldest children, Anne and Robert, are planning to attend the Ice Follies in Boston on the Washington's Birthday weekend.

Ralph Jellerson, retired personnel record clerk, and Mrs. Jellerson, left for a month's vacation in Florida February 2.

Sympathy is extended Miss Eleanor Frates, former mechanical device operator in payroll deductions, whose mother died January 26.

Ruth and Medley Watson entertained Mr. and Mrs. Leo Landry as house guests prior to the latter's leaving for New York City to make their home.

Mrs. Janet Ireland is substituting in the assistant comptroller's office for Miss Ruth Kelley, who is recovering nicely from surgery.

A new girl in the Auditor Revenues Office is Carolyn Moore, employed as mechanical device operator. Gertrude M. Fraser is another new face in the telephone operator's department. A hearty welcome aboard to both these girls.

Sympathy is being extended to Parker L. Brooks, of the Revenue Office upon the death of his mother.

Two parties were held for Margie Briggs on the date of her retirement, January 25. One was at noontime in the Revenue Office when her desk was prettily decorated and gifts displayed.

The evening dinner party was held at the Lafayette Hotel with 42 General Office girls, former railroad employees, and friends in attendance. The gifts from both parties included, among other things, a camera, projector and screen, a gold and topaz bracelet, and flowers.

We all wish Margie a long and happy retirement.

Engineering Dept.

J. O. Born, Principal Assistant Engineer and a Lt. Comdr. in the Seabees, recently returned from two weeks of active duty in Davisville, R. I.

Milton Poore, Carpenter in the General office building, has been off ill and in the hospital for a checkup but we understand he is on the mend now.

Mrs. Raymond King (Susan Farley) of Westbrook, gave birth to a six-pound, 14 ounce baby girl Feb. 1st, making instrument man Phil (Cuddles) Farley a grampa for the first time. Congratulations are in order to Mr. and Mrs. King and Phil too.

Retired Portland Terminal Electrician Harold S. Marden of So. Portland, writes to us from 2838-53rd Street, South-Gulfport, Florida in hopes that some other retired Railroad men who are in the Gulfport-St. Petersburg area and receive the "Messenger" monthly, would drop him a line or two along with their address and perhaps he could visit with them and talk over old times.

RIGBY

Everyone here is pinning his hopes on the ground-hog, who saw no shadow Feb. 2, and thereby promises an early Spring.

Clerk Daniel Norton died in January. He was a former engine-house

clerk in the Foremans office, and later joined the Portland Police force.

Machinist Helper Milfred Goodwin had a birthday on January 6. A family party was held.

The engagement of Lylia Pinkham to Roland J. Bergeron, stationed at the Brunswick Air Base, has been announced. A June wedding is planned. Lylia is the grand-daughter of retired Sheet-metal worker Archibald T. Pratt.

John Ellis, former Laborer at the Deering Stores and engine house, died Jan. 4.

Mrs. Ralph McKelvey, wife of Machinist Ralph McKelvey, recently entered the Maine Medical Center for a check-up.

Harold Murray, former boiler-makers helper, died in January.

Storekeeper Hugh Flynn has purchased a second family car for Mrs. Flynn.

Machinist and Mrs. Lawrence M. Lanciault have set up a kennel, and plan to breed pedigreed Silver-poodles. A litter of puppies is expected soon.

Engineer Morris Lawrence, and retired Engineer Henry Massengale died during the month.

The installation of heavy sheet metal guard rails at the curves on the Veterans' Bridge is hailed by the men who use the bridge as one of the best improvements made yet for safety there.

Carman Helper, Frank Tokarski was injured recently when he had the end of one of his fingers cut off in a power saw at home.

Custodian of the flag at the engine house, Laborer Charles Ready, is faithfully performing his duty every day, it is not storming, and displaying "Old Glory" from the Rigby engine house flag staff.

Laborer Edward Thorne underwent surgery recently and is now at home and convalescing.

Work by the B. and B. crew and plumbers is progressing slow but sure on our new wash-room at the engine house.

The Safety Board reading as of February 1 is 655 days without an accident. We hope to reach the two-year mark.

Machinist Doris Boisse was back in the hospital for his second operation.

Boiler-maker and lay-out man John

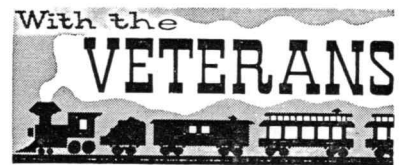
Geary says his wife's health is improving.

Joseph Berry, former foreman, of the Car Department, now retired, visited the shop recently. He is in fine shape after his serious accident.

Laborer Martin Malia plans to enter the hospital in February for an eye operation.

Mrs. J. E. Marden, wife of Car Department General Foreman, died in January after a long illness.

Former Electrician Edgar Allaire, retired on disability, was at the shop recently for a short visit.



Henry M. Gavett, retired 40-year Maine Central veteran, and Mrs. Gavett were honored by their 12 children, 58 grandchildren and 12 great-grandchildren in January on their 50th Wedding Anniversary. The event took place at their home at 59 Osborne avenue, South Portland.

Trainmen and Mrs. Emil Morin celebrated their 25th wedding anniversary Jan. 26.

Among the many veterans headed southward this winter are retired Boston and Maine conductor and Mrs. "Timmy" Neville. They'll be at St. Petersburg until warm weather returns.

Canadian National Railway employee Charles Lord, died at a Portland hospital Jan. 23. He was Chief Fire Inspector and had 47 years service.

Reuben G. Bond, veteran Maine Central engineman who retired in 1944, died Jan. 18 at his home in Lancaster, N. H.

A native of England, Mr. Bond came to the U.S. as a boy, and served on the Maine Central for 47 years.

Sympathy is extended to the family of Michael J. Ellis who died December 30. He retired in 1958 from the Maine Central Railroad.

Sympathy is extended to the family of the late Morris A. Lawrence who was employed for 45 years by the Maine Central Railroad. He was an Engineer, and a member of the Brotherhood of Railroad Fireman.



HEAD RAILROAD VETERANS—Officers of the Maine Association of Railroad Veterans were installed in January at Howard Johnson's in South Portland. Left to right, Harold C. Clark, past president; E. M. Quinn, president; Bart P. Lyden, secretary-treasurer; and Herbert W. Fogg, chaplain.

Charlie Leard, retired chief clerk, Mechanical Department, Bangor, sends his new business card from Florida which reads as follows: C. H. Leard, retired. No phone, no address, no business, no worries, no money, no prospects."

He says he and Mrs. Leard recently attended a meeting of the Railroad Veterans' Club of Florida at Orange Lake Village and met five other retired Maine Central couples. They were Mr. and Mrs. Frank Borden, Mr. and Mrs. Seth Moulton, Mr. and Mrs. Leonard J. Grant, Mr. and Mrs. Virgil Nowell and Mr. and Mrs. William "Billy" Robbins.

Charlie said the Grants now make their permanent home in Florida, but spent last summer in Maine visiting friends and relatives, and called on former engineer Fred Gray in Calais.

TRAIN CREWS

Well, Hank Harradon is back to work after a prolonged hospital stay and a few operations. He took his old job on RD 1 and is certainly glad to be back. He displaced Conductor Frank McNally who took a merchandise train.

Conductor Kenneth Sampson is now recovering from a severe operation at the Mercy Hospital, Portland, and is well on the way to good health again.

Sympathy is extended to Agent and Mrs. Roland Bonny of Leeds Junction on the sudden death of their twelve-year-old son William, who was killed while walking home from work at Green where they make their home.

With so many of the fellows taking the pension lately, it seems that us fellows working here now are growing old fast, and it seems like working with a new group all around. We see new faces every day with experienced men hiring out off the Bangor and Aroostook and the Canadian Pacific Railroads. We wish them good luck working on the Maine Central.

Yard Conductor Johnny Costain of Bangor is coming along fine after being injured a while back. Hope to see you back to work soon, John.

Switchman Mike McDonald is back to work at High Head in Bangor after being off for some time on account of surgery.

Retired Yardmaster and Mrs. Freddy Violett are headed for California via Texas. They plan to visit their son, Master Sgt. Hermon stationed at Goodfellow Air Base in Texas and then continue on to California to visit their daughter, Mrs. Leroy Darling. The Eddie Corbetts, yard conductor at Bangor, who are now in California visiting their daughter are planning to make the return trip back to Maine some time in March with the Violetts.

Retired engineer Bill Kezar is still at the Osteopathic Hospital of Maine, 335 Brighton Avenue, Portland, and is hopeful of getting out soon. He has been there this time for over five months and is due for a change of scenery.

At this writing the wife of Engineer James Fay is very ill, and our prayers are offered for her recovery.

Sympathy is extended to Portland Terminal Conductor Walter Allen on the death of his wife. She was the mother of fireman Walter, Jr. and former trainman Jimmy Allen. They



Fred Washburn of Bartlett, above, veteran Maine Central engineman, made his final run before retirement on Christmas eve. The following verses are a tribute paid by a fellow train crew member.

OL' FRED

He Comes from Bartlett, a little town
But when you need a friend,
He's always around, Ol' Fred.

We have worked together for several years,
Up over the Hill without any fears,
Of doubling and draw-bars and the things we dread,
But we always make it
Behind Ol' Fred.

Bud Trecarten the Fireman, sits on
the left hand side,
Hal. Chandler the Brakeman, as their guide,
And over on our right, with his hair
so white, Ol' Fred.

Bob Gibbs is on the rear,
Drilling and fixing as he's done all year,
Dave Dudley comes out with his pocket full of bills.
And says we have got four to pick up
at Cumberland Mills.
At So. Windham we check the Way
Bill box with a grin.
Only two cars for Wirthmore to drop in.
Then off to Steep Falls we sped
Behind Ol' Fred.

At Steep Falls we switch for an hour
or more,
Then through Mattocks to Cornish to
set up New England Feed Store.

have two other boys not connected
with railroad service. Our deepest
condolences are offered.

Conductor Al Laberee with Sylvio
Farrell and George DiMauro and
conductor Malcolm MacDonald and
Rodney MacLearn and Edgar Goo-
gins have bid in the crews on RB 3
and Advanced B 12.

Trainman Johnny Keniston has bid
off the rear of one of the five ring
crews with Conductor Bob Seymour
for the winter.

A treat is in store if you can get
Red Gleason to give an impersonation
of the T.V. star Frankie Fontaine.
I've always said that Red has missed
his calling. He's a natural born comic.

Mrs. Dorothy Allen, wife of con-
ductor Tom Allen of the Eastern
Division, is slowly recovering from
injuries she suffered in an automo-
bile accident after leaving Tom off
at Bangor and driving home from

Brownfield and Fryeburg are next on
our train,
Diamond Match, Gulf Oil and a
Rankin grain.
At Bartlett we stop as the sky starts
to turn red,
So the sanders can be cleaned
By Ol' Fred.

Up the Hill to Crawford and the
grades that we dread
But we make it with ease,
Behind Ol' Fred.

Through Fabyans, and Carroll to
Quebec Jct. we sail,
Just like we were a first class mail.
To once again begin our toil,
Set out the Coos cars and Groveton
oil.

At Whitefield and Pages we make our
stops,
To make our lifts and regular drops.
At last to St. J and were all ready
for bed,
But we all knew we'd make it
Behind Ol' Fred.

As the boys were talking in the buggy
there was someone who said,
The Big Super upstairs
Must ride with Ol' Fred.
So of all the people you see around,
A better friend could never be found,
Than Ol' Fred.

H. S. Chandler
Brakeman, RY-2

there after they were guests of the
Company at the Centennial banquet
at Waterville in October.

George MacLearn, son of trainman
and Mrs. Gladys MacLearn suffered
a severe cut in his arm when he fell
thru a glass door recently at school.
He had to be hospitalized in Port-
land.

Yard clerk Lawrance Peters has
finally bought a real car, a Chrysler
sedan.

George Purdy, maintenance man
at the yard office at Rigby, is recover-
ing from an injury and will be
away from work for some time.

Trainman Johnny Keating's trip to
Florida is getting to be a reality and
he and his wife are expected to leave
soon for the sunshine.

I want to thank all who sent cards
and flowers on the death of my
father, Henry F. Massengale, in
January.

WATERVILLE SHOPS

Of course, we didn't believe the
rumor that the beautiful, frail 'little
woman' swung and knocked the front
tooth out of one of our more hand-
some foremen. We got it straight
from the hosses mouth that the loss
of the tooth was from eating pickled
pigs feet. (Top echelon suggests that
future eating be confined to pickled
herring.)

Machinist Gerald Folsom has re-
signed and has gone to the Keyes
Fibre Company to work as a machi-
nist.

Troubles come in pairs as noted by
Foreman Nubert Estabrook when his
mother and wife were confined to the
Sisters Hospital at the same time.
As of this writing Elizabeth, the wife,
is home while Elizabeth, the mother,
is still at the hospital.

Painter Charlie Stubbart suffered a
near tragic accident at the Engine
House recently but quick thinking
and a pail of cold water alleviated
the seriousness of the situation.

The first New Year's baby born in
the area was the grandson of Carman
Buster Tuttle. (Proud? Carman Wal-
ter McCaslin put a hoop around
Buster's chest).

Machinist Alton Cook has resigned
and applied for the pension.

Painter Chester Craig has been a
recent visitor in New York and also
visited his mother in Teaneck, N. J.

Carman Earl Burgess is a patient
at the Sisters.

And after the recent year-end snow
storm, when Waterville was buried,
who but Mill Helper Phil Gooch
would drive to Bangor to see how
much snow was over there! Well
anyway, Gooch got stuck over there
and had to have the ALA pull him
out. (In the writer's opinion, he
wasn't nosey, just interested).

Machinist Bryant Kent has been
confined to the Waterville Osteo-
pathic Hospital. As of this writing he
is making a lot of progress.

Our most diminutive Painter Larry
Folsom, discussing a paint problem
with painter Chester Craig said "I'm
not tall enough to reach up there."
Whereupon Craig answered, "Get
going Buster, you are tall enough to
reach your paycheck!

A true disciple of St. Francis,
patron Saint of birds and animals, is
Chief Clerk of the Stores Dept.
Arnold Dow. Suggestions from Stores
affiliates indicate that his *love* is much
more complete than his *knowledge*.

Carman Bing Crosby and Retired
Painter Bill Mingo recently collided
at the curve at the Engine House
causing minor damage to both cars.
Bill said he knew he should have
gone ice fishing that day.

Retired Blacksmith Foreman Owen
Thompson has been a recent visitor
at the Shops.

Jeff Beeh, son of Electrician and
Mrs. John Beeh is a talented young-
ster with a pencil. He recently made
a pencil sketch of president John
Kennedy, sent it to the White House,
and received a commendation for it.
Jeff is 11 years old.

A recent visit with retired Shop
Superintendent and Mrs. Frank Ben-
nett found them in fine health and
very interested in Shop goings on.

Furloughed Electrician Bob Bennett
is now employed as a brakeman for
the Maine Central.

Paint Helper Don McCaslin has
recently completed an intensive train-
ing course in traffic regulations and
has returned to work.

Project—(from page 1)

foot building in the area formerly occupied by the old Severus Field grandstand. This new building will provide space and facilities for REA Express, U.S. Mail, Maine Central track supervisor, work equipment supervisor, plumbing and heating foreman and trainmaster. The new signal tower, to be located in the east corner of the new building, will replace the present Tower A at the entrance to the Waterville yards.

Another Maine Central project—relocation of the maintenance-of-way storage building—already is complete.

Also complete is the grading for the relocated main line from Augusta, which will approach the yard and new MeC building along a new riverbank route, on the east edge of the old Colby campus. Track work is scheduled for early spring. A segment of what will become the new section of the Lewiston main line already is in place, built months ago to prevent later interruptions of highway traffic.

The project will eliminate two College avenue grade crossings and one on Front street by a combination of track relocations and an overpass. The result will be a double highway from High street, on the north, to College Place, on the south, with no intersections, and with two "cloverleaf" loops providing access to the streets west of College avenue, and to Front street on the east.

Completion of the Railroad's portion of the project is scheduled for next fall.

Scouts—(from page 1)

and interest was so keen that more than 150 boys and leaders turned out to visit the extensive HO model railroad layout operated by the Brotherhood of Model Railroad Trainmen at the home of J. E. Lancaster in West Falmouth. The visit was recommended, but not required, and 150 were there to watch the operations of the basement-sized railroad despite a heavy snowfall that turned to sleet and rain as the day progressed.

Final examinations were given Feb. 4, and presentation of the merit badges will take place Feb. 16, as a highlight of a Pine Tree Council Merit Badge Exposition at the South Portland Armory. Maine Central President E. Spencer Miller will present a \$25 U. S. Savings Bond to the top scorer in the examination.



BOY SCOUT RAILROADING STUDENTS AND FACULTY—Only a few empty chairs remained in the spacious all-purpose room at the Harrison C. Lyseth school on Monday nights in January as Boy Scouts turned out for the Maine Central's Merit Badge Course in Railroading. **TOP PHOTO** shows the crowd whose interest is evident. Members of the Maine Central instructing team are shown in **LOWER PHOTO**. Seated, left to right, John Michaels, auditor disbursements, and Ansel N. Tupper, general superintendent. Standing, Russell B. Rackliffe, statistician; Joseph H. Cobb, director of public relations; George E. Phillips, assistant to the freight traffic manager; Leroy A. Taylor, Jr., assistant to the auditor revenue; and J. E. Lancaster, assistant engineer, bridges and buildings.

Leroy W. Matthews Dies In Portland

Leroy W. Matthews, 65, retired general agent for the Portland Terminal Co., died unexpectedly Jan. 18 at a Portland hospital following a brief illness.

He lived at 33 Bryant St.

He was born at Lowell, March 27, 1897, son of William F. and Gertrude Olmsted Matthews. He attended Bangor schools and Maine Central Institute at Pittsfield.

He was freight agent for the Maine Central Railroad in Bangor for many years. He came to Portland nine years ago, retiring last March.

Besides his widow, the former Madeline Angove, he is survived

by two daughters, Mrs. James K. Buskell, Bristol, Tenn., and Mrs. Edwin A. Blackey, Sudbury, Mass., and five grandchildren.



by Al Kennedy

Jan's Jorillas are still leading the race in the Portland Women's League. Beryl's Belles are only 6 points behind the leaders. Bea Crawford is still dominating the record department, having a high single string of 123 and high three total of 317.

In the Portland Men's Bowling League, it's a real close race. Team No. 1 with Capt. Jerry Shea, Bob Engelhardt, Ed Stewart, Dick Esty and Tony Notis, are in first place but only by five points. There are three teams tied for second place. Dick Esty has taken over the high single string with a nifty 143. Jerry Shea conquered the high three string total with a 351.

The race to catch the first place team in the Portland Couples League is still going strong. Still in first place is team No. 7 with Kay and Dick Green along with their partners Helen and Len Forest. Behind the leaders is team No. 3 with Margaret and Ed Haley with partners Tess and Fred Bither. Jan Broderick is still holding onto the Women's high single string of 117 and the high three total of 316. Len Forest is the holder of the men's high single with 141 and the high three string total of 375.

The Annual Mixed Couples Tournament will be held Feb. 16 at the Mill Creek Bowl-a-Rama, South Portland. The matches will get under way at 2 pm. The Committee for this event includes Mert Neilson, Jerry Shea and Al Kennedy.

The word from Waterville is that in the Shops Bowling League, Team No. 3 with T. Jewett, C. Stevens, L. Stevens and G. Knight, are in first place. A high single of 143 is held by B. Ladd who also has a high three string of 371.

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