



Messenger

Vol. 3, No. 6

For Employees and Friends of the Maine Central Railroad

April, 1963



LAST MONTH ON THE MOUNTAIN—A plow train piles through a drift in the cut at the top of Crawford Notch in this dramatic photo made last month by E. E. Davis, Portland, supervisor of bridge and buildings, when winter still held the Mountain line in its grip.

\$2,500,000 In New Box Cars Ordered For Delivery to MeC In September

An order for 200 new box cars of the latest design was placed April 11 by the Maine Central railroad at a cost "substantially in excess of \$2,500,000."

President Miller said the new cars will be tailored to meet the demands of Maine industrial shippers. He termed the purchase "another step in Maine Central's continuing program of freight service improvement."

The two-and-a-half-million-dollar order was placed with the Magor Car Corporation of Clifton, N. J., with a September, 1963, delivery date.

The new cars will be 50 footers with a capacity of 70 tons, and equipped with aluminum roofs and nine-foot doors. They will

have a variety of special devices intended to provide better handling of shipments enroute and to ease loading and unloading at industrial plants in Maine and throughout the nation. All will have high-capacity draft gears and half the total will have the latest "Ridemaster" trucks. The remainder will be equipped with standard "Ride Control" trucks, and 50 of the total will have specially-designed "cushion" underframes.

The entire 200 will have plug-type steel doors, making the door flush with the inside lining of the car. Further safety for freight will be provided by a special two-and-one-quarter-inch maple flooring.

The 200 new cars will bring to 400 the total of new box cars built for the Maine Central since June, 1961. They will be in addition to the 200 reconditioned box cars leased by the Maine Central

(New Cars—page 8)

MeC Carloads Up For 1962, Says Annual Report

More than 7,000,000 tons of food, clothing, fuel and other Maine household needs, together with the finished products of Maine's industries, were carried during 1962 by the Maine Central Railroad. Of these 217,441 carloads, about a million tons moved between points within the state.

These and other figures were made public late in March in the Maine Central Railroad's annual report to stockholders, which shows the road carried slightly more freight last year than in 1961.

Detailed statistics in the report indicate paper in a variety of forms continues to be the principal source of freight tonnage for Maine Central. Of its total carloads in 1962, forest products accounted for 37.2% of the Maine Central's total. The 80,751 carloads of forest products which the road moved in 1962 comprised, in addition to paper, thousands of tons of pulpwood, woodpulp, lumber, shingles and laths.

Maine's poultry industry displaced potatoes as the second most important source of Maine Central freight in 1962. Animal and poultry feed showed a gain of 904 carloads during 1962 as compared with 1961. The gain

shows feed for animals and poultry and associated mill products to have provided 10.8% of the Maine Central's traffic during 1962.

In the past year Maine Central moved 2,502 less carloads of potatoes than in 1961. As a result the potato industry dropped to

(Report—page 8)

A Word About Freight And Responsibilities

When we talk about freight, we're really talking about people. We're hauling peoples' wants and needs and expectations and satisfactions.

It's a tremendous responsibility. And it's a responsibility we like. We want to have more of it. Nothing can brighten the railroad scene like more business.

So when we look at a freight car, let's try to visualize the people who are waiting for it. Then let's give their shipments the careful, damage-free handling and prompt movement they deserve. This kind of handling that will make the people think well of us—and remember us the next time they have freight to move.

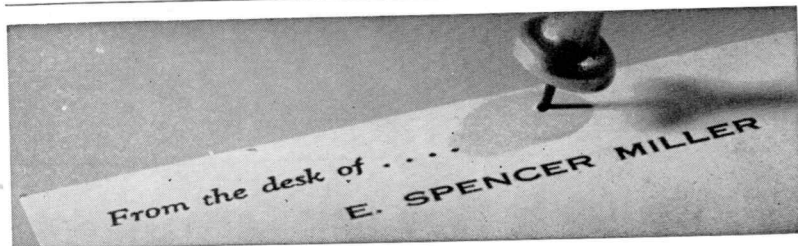
And Suddenly- It's Spring!



THIS MONTH NEAR PORTLAND—Section foreman Vernon Ryder and Trackman Nelson Coe shed their jackets in the warmth of the Spring sun near Portland just a few days after the snow picture at the top of this page was taken. At this time of the year, it's winter in some parts of the Maine Central and spring in others.

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TO MY FELLOW EMPLOYERS:

When we reported to the stockholders in the Annual Report for 1962 that the Maine Central "enters 1963 with mild optimism based upon expectations of good economic conditions nationally, stable production by our paper mills, further progress in recapture of certain traffic from the highway and hope for consummation of legislative reforms," this portion of the report was followed with this statement:



"Your railroad is a sound and adequately maintained transportation machine staffed with able, experienced and dedicated personnel and with capacity to handle a much greater volume than has been enjoyed in recent years. Its officers are bending every effort to realize this potential. To them, and to the loyal Maine Central men and women who staff their departments, thanks are due for their efforts and accomplishments in 1962."

Here, in addressing fellow workers in a more intimate manner through the Maine Central Messenger, we would like to go somewhat further in explaining that it is not alone what the "front office" does, or can do, which brings about the final result for the Maine Central and its ability to provide a maximum of employment. Every employee, no matter what her or his designated job, is an integral and necessary part of the Maine Central Railroad and what "makes it tick."

It never has been more necessary than it is right now for all employees of the Maine Central to realize and understand their parts in our railroad's battle to remain prosperous.

Under present-day conditions, beset as we are by unregulated or subsidized competition on every side, we are truly in a struggle for existence. We hope for success, putting all forms of public transportation of freight on an equal basis in the areas of regulation and subsidization. Then we shall really be able to demonstrate even more fully the fact that railroads are still the efficient and dominant for-hire freight transportation medium.

Every one of us, from the newest employee to the oldest, has a stake in this success—not only the future of the railroad but the future of jobs it makes available and secures here in Maine.

The annual report shows that in the ten years ending in 1962 we have seen employment on the Maine Central and the Portland Terminal Company, because of subsidized highway competition, shrink from an average of 3,822 in 1953 to 2,377 in 1962. In the same period, the figures show, the average yearly compensation per employee has risen from \$4,226 to \$6,365—an increase of 33%. An average weekly wage of \$120-plus indicates that the railroad is still a better place to work.

All of us must keep constantly vigilant to make sure our industry remains what it is today—a fine place to work. To insure this, all of us must keep everlastingly "on the ball" to make sure that each customer gets the ultimate in service. Our competitors are making extra effort to render more attractive service to shippers. We must strive to keep our leadership, and to keep shippers apprised of the fact that the railroad is still the low-cost means of transportation and that we can—and do—give service.

Although transportation costs are important, they are not always the deciding sales factor. Service plus cost is what decides how shipments will be sent. Thus it is important that train crews keep their operations at peak efficiency to insure a minimum of delays and freedom from damage to shipments. Clerks and others who come in contact with shippers by phone or in person must be sure that courtesy—and intelligent handling—obtain at all times. Every one of us must conduct his job with the customer's point of view in mind.

If we all do a proper job along the lines I have outlined I shall be able to write in the annual report for 1963 that our company has won significant gains over the rather ordinary record established in 1962. The more traffic we can attract, the more jobs we can provide and the more secure they will be.

EDITORIALS

As Usual

In case you missed it, we told the people of Maine last month in a series of advertisements that they didn't have to pay \$425,000 in January and February—the cost of removing snow and ice from the lines of the Maine Central.

The people of Maine didn't have to dig down and pay for that particular snow, because—as usual—the Maine Central paid its own snow removal bills.

The taxpayers did, however, have to dig down—again as usual—for highway snow removal, clearing the roads to allow trucks to conduct their private business.

But the railroad paid its own way—as usual.

Aren't You Glad?

A Florida citrus processing company recently conducted a revealing experiment: two round-trip truck runs between Buffalo, N. Y. and Mahwah, N. J. The round trip distance was about 700 miles.

First a heavily loaded semi-trailer rig made the trip over the New York thruway, part of the U.S. Interstate system. Then it made the same trip over parallel free-access highways. Results:

The New York Thruway route was 39 miles longer, but it saved 5 hours, 49 minutes elapsed time. On the thruway, the drivers made 1,124 fewer gear shifts, 255 fewer applications of brakes, 59 fewer full stops. The thruway eliminated 106 traffic lights, 76 speed zones and 62 towns.

This type of operation, multiplied by all the trucks on all the miles of the new Interstate Highways, means great savings for the trucking industry. Aren't you, as a federal taxpayer, glad you helped make it all possible?

Two Way Street

Our Company's greatest asset is the quality performance of its employees.

Our employees' greatest asset is the quality performance of the Company.



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.

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A MAN OF ACCOMPLISHMENTS—Charles H. Gibson, 84, who retired many years ago after a Maine Central career, keeps busy with a variety of hobbies, principally painting and woodcarving. The Fairfield man shows his carvings, above, and his detailed ship model, at right.

Retired Railroader, 84, Keeps Busy With Project to Help Less Fortunate

"I'll keep it up as long as I can," said a retired Maine Central railroader this month as he dropped 120 envelopes into the mail, "it keeps me busy."

And the friends, former associates and perfect strangers who receive these envelopes hope Charles H. Gibson will keep it up for a long, long time.

In each is an original pastel picture of a Maine lighthouse, an old covered bridge, or maybe a sunlit landscape or harbor scene, all done in swift and colorful strokes by the former Waterville Shops electrician who in this way shares the fun of one of his hobbies with many others.

"I didn't feel so good last fall," he said, "and gave it up. Right off I got a letter from a lady in a hospital in St. Louis who wondered if I were sick, and said how much my little pictures meant to her. So I started in again, and I'm still going strong."

And at 84, Charles H. Gibson is, in truth, still going strong. Besides the 120 pastels he does monthly, he finds time for woodcarving, and has more than 70 plaques of wildlife and woodland scenes, some of them dating back to his earliest efforts in 1888. The sculptures, done in Maine white birch, together with his paintings, ship models and homemade lamps, fill the pin-neat

home he shares with Mrs. Gibson in Fairfield.

But his primary job, these days, he says, are the pastel pictures that find their way with clocklike regularity to hospital rooms, offices and homes across the country. He works at his task daily, drawing from memory, or from the many snapshots he has made during what he calls "safaris" to scenic points throughout Maine with his daughter, Mrs. Helen Edwards of Madison.

The pictures, of course, are appreciated, especially by people who have been to Maine, seen it for themselves, and wish they could come back. Many of them, in hospitals or sickrooms, settle for lively correspondence with Charles H. Gibson, who originally found their names and addresses in railroad magazines or labor publications. "It seems to mean a lot to them," he says, "and it keeps me busy."

But keeping busy is really no problem to Charles H. Gibson, who first joined the Maine Central in 1894 as a cookee, studied electrical engineering by correspondence, and rose to the Shops' top electrical post. He's been busy all his life, and knows he's better because of it.

"Come back in June," he said when we left, "and see some of the finest roses in Somerset County."



Perfect Shipping Dinner Scheduled

The 24th annual Perfect Shipping dinner of the Maine-New Hampshire Section, New England Shippers' Advisory Board, will be held Monday evening, May 13, at the Eastland Motor Hotel.

Robert L. Travis, traffic manager, S. D. Warren Co., Westbrook, said the principal speaker will be W. Jerome Strout, president of the Bangor and Aroostook Railroad Co. Other speakers will include Frank R. Keenan, Bangor, traffic manager of the Great Northern Paper Co., and Kenneth O. Fraser, Lexington, Mass., traffic manager of the Raytheon Co.

Shipping and transportation officials from all over New England are expected for the event, which will open with a social hour at 6 p.m., and dinner at 7.

Veterans Plan Annual Meeting

Members of the Maine Association of Railroad Veterans will attend the annual dinner-business meeting Sunday, April 28, at the Grange Hall in Fairfield Center.

Plans for the affair were announced early in April by the

organization's president, Edward M. Quinn of Bethel.

Dinner will be served at 1 p.m., with entertainment and the annual business meeting to follow. The entertainment committee includes William C. Mingo, Owen J. Thompson and Stanley H. Antworth, all of Waterville.

Members of a Portland committee handling tickets and transportation are President Quinn, H. C. Clark, J. J. Burke, M. L. Davis and B. P. Lyden.

Ticket deadline is Tuesday, April 23.

BRT Auxiliary Plans Observance

Members of the Ladies Auxiliary Brotherhood of Railroad Trainmen, Evangeline Lodge 146, will celebrate the lodge's 65th Anniversary with a buffet dinner and dance April 20 at Carolyn's, Cape Elizabeth.

Festivities will start with a social hour at 6:30, dinner will be at 7, and dancing to the rhythm of Sid Lerman will be from 8:30 to midnight. All trainmen and yard men, whether or not their families are members of the Auxiliary, are invited to participate in this celebration.

The committee includes Mrs. Norma Kennedy, chairman; Mrs. Geraldine Greenlaw, Mrs. Esther Larsen, Mrs. Gladys Lyden and Mrs. Ernestine Miller.



FUTURE FURNITURE—General Foreman J. E. Buzzell of the Car Shop, Rigby, looks over a shipment of hardwood from the Guy Freil and Sons Lumber Co., at Waite. The lumber was midway in its journey to the Heywood-Wakefield Co., Gardner, Mass. The cars have steel posts made from used 67-pound rail.

New Loading System, Power Equipment Working Well for Downeast Lumberman

"As far as I'm concerned," said one of Washington County's leading lumber producers early in April, "it's going good."

Karl Friel of Waite—20 miles from the nearest Maine Central railhead—was referring to the rail movement of his hardwood boards to the mills of the Heywood-Wakefield Co., Gardner, Mass., furniture manufacturer.

Begun as an experiment last November, Friel's maple, birch, ash and other hardwoods have been moving to Massachusetts mills all winter by rail after several years of highway transport. Looking back over the winter's shipping experience in some of the worst weather of the century, Friel was able to add: "I'd recommend it highly."

The Waite lumberman, who has been furnishing hardwood to Heywood-Wakefield for years, switched back to the Maine Central when the railroad published incentive rates for heavier loading and made loading equipment available at Woodland last fall.

Trucking from his mills to the railhead, Friel then uses the Maine Central's Pettibone Carrylift to load about 125,000 pounds or 24,000 board feet on each car.

Flatcars modified at the MeC's Waterville Shops are used for the lumber, which is secured by steel stakes and chains. Loading time for each car is about 4 hours, against the day-long job for two men required by the old system of using boxcars for lumber.



by Al Kennedy

The Portland Golf Leagues are now being formed, which is a good sign that Spring is here. The Larry Rowe's league is headed by Bob Rounds and John Bilideau. They are in hopes of starting about the first of May. Anyone interested in joining the Hackers may contact either Bob

or John. The League will play every Tuesday Night.

The Portland Couples Bowling League have voted to extend their bowling an extra five weeks. The Forest's and the Green's are still out front with 61 points in the win column. Close behind the leaders are

(Scorecard—page 8)

Whistler's Father Was Famous Too!

Whistler's mother is fairly well known to us all, but we've finally found out what Whistler's father did, and it's pretty important to railroad people.

In a day when Bakers might have been carpenters, and Carpenters could be almost anything but house builders, George Washington Whistler lived up to his name: he invented the locomotive whistle. His fame for this deed, however, was dimmed by that of his son, Abbot McNeil Whistler, whose portrait of his mother is known the world over.

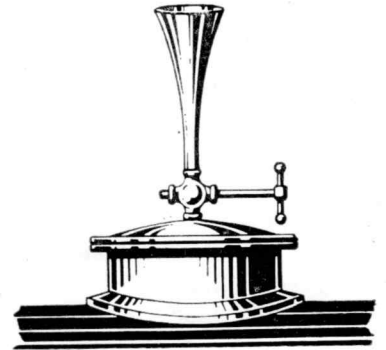
An engineer and a musician of considerable talent, the elder Whistler lived in Delaware, and in 1836, he was asked by a railroad to improve on the ineffective, manually-operated bells then used to signal a train's approach. His answer was the first steam locomotive whistle, described by a newspaper of that year as "an instrument whose piercing, shrill sound may be heard at a distance of at least a mile, and give awful notice of its approach."

If it was awful then, it was worse later, as increasing train speeds demanded higher steam pressures in the boilers, and as the size of the whistle's throat remained about the same. There arose, in fact, a great public clamor during the 70's and 80's over the shrillness of locomotive whistles, whose sound was likened, with not much exaggeration, to the exclamations of a pig caught in a barbed-wire fence.

So the throats of locomotive whistles were made larger, and the resulting tone was deeper and more soothing to the sensibilities. The later "chime" whistle, in which steam from the boiler was chanelled into several tubes of various lengths, proved even more popular, and it was this instrument that has been the subject of much sentimental literature. Whistler's whistle, and Whistler himself, in fact, had been pretty well forgotten by the time the "chime" whistle came along,

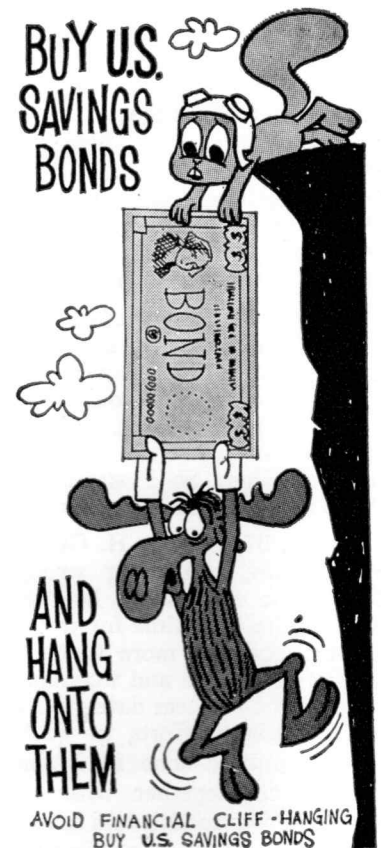
borrowed from steamboats of the 1880's.

It was the "chime whistle" on which engineers on railroads all over the Nation, and right here on the Maine Central, practiced until they developed a distinctive, individual style that could be recognized by friends up and down the line. Each had his variations on the standard rulebook signals which were his proud signature and trademark, and kids and ladies fair in railside towns always knew whose hand was on the throttle.



Whistler's Whistle

There are those who say the air horn or air chime, used on present-day Diesel locomotives, was a step backward, and the unmusical, impersonal honk of a Diesel does nothing to the imagination. But there's some doubt that soothing music is what a railroad needs as its trains approach grade crossings, and no doubt at all that an air horn can be heard . . . and heeded.





AUGUSTA AGENT ON THE JOB—Ralph F. Tracy, left, veteran railroader and general agent at Augusta, checks bills with Charles F. Hall, shipping superintendent at the Hudson Pulp and Paper Co., mill at Augusta.

Meet the General Agents

Augusta's Tracy Learned Telegraphy, Joined Maine Central 46 Years Ago

Ralph F. Tracy, who learned telegraphy on his own and joined the Company 46 years ago, is "Mr. Maine Central" in Augusta.

As General Agent in Maine's capital city, Tracy deals with some of the Maine Central's most important shippers with a sure touch born of nearly a half-century of railroading.

A native of Bar Harbor, Tracy was educated in his home town and in Dedham, and was first exposed to the romance of railroading in nearby Holden.

Looking over the shoulder of the agent, the late H. T. Thompkins, Tracy picked up the pointers of rail transportation, and even more fascinating to him, of railroad communications. Listening to Thompkins' sounder, and practising himself whenever he could, he soon learned the mysteries of Morse and laid plans for a railroad career.

It took Tracy less than a year to work into an operator's job after joining the Maine Central in 1917. Starting as a laborer at Lincoln, he then served briefly as a clerk at Eastport before his assignment to Veazie as agent and operator in 1918. In the 44 years before his arrival at Augusta, he served as agent and operator at Lambert Lake, Kingman, Bancroft, Mattawamkeag,

Readfield, Richmond, Dexter, Hallowell, and Gardiner.

A son, Philip G. Tracy, has followed in his footsteps, and is now relief operator at Tower A in Waterville.

The elder Tracy, his son, his son's wife and their three youngsters live in West Gardiner, where the Augusta agent raises enough potatoes and other vegetables to keep the family supplied year 'round. And when the conditions are right, and not a weed is showing in his garden, Ralph Tracy has been known to disappear on a Sunday morning, and reappear on a Sunday noon with a string of brook trout.

Arthur L. Harradon Dies in Portland

Arthur L. Harradon, a conductor with nearly 48 years' Maine Central service, died March 14 in Portland after a brief illness.

Born in Auburn, Jan. 6, 1897, Harradon joined the Maine Central as a trainman in 1915, and most recently worked as conductor of the Rigby-Rumford trains.

He leaves his widow, Harriet May Harradon of Portland, and two sons, Arthur L. Harradon, Jr., of Portland and Robert E. Harradon of Holliston, Mass.

Seven Teams Registered For MeC Annual Bowling Tourney at Brewer

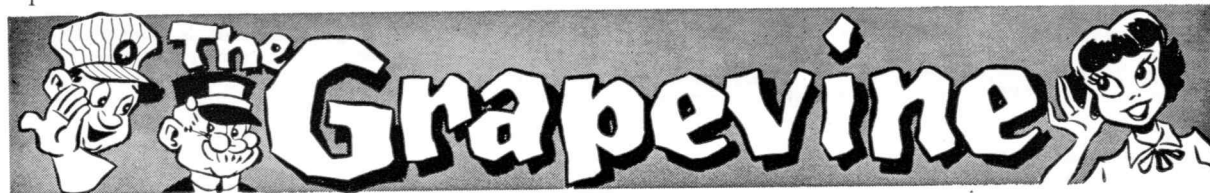
Seven teams from the Portland area, three from Waterville and three from Bangor are expected to be the line-up for the Maine Central Bowling Tournament Saturday, April 27, at Brewer. On the line will be the Directors' Trophy, now held by a team from the Waterville Shops.

The Elm City delegation led by Don Priest won the trophy at Waterville in 1961 and in Portland in 1962. A third win by this team will retire the trophy.

Here's the line-up at press time, although the entry list is still open:

Rigby teams will be headed by Benny Leonard, Ed Montgomery and Brownie Tatarczuk; General office teams, Jerry Shea, Phil O'Donnell and Lenny McDowell; Couples' League team, Al Kennedy, Larry Severance, John Shaughnessy and Larry Warren will captain the Bangor teams. Don Priest and his group from Waterville will be on hand as defending champions, along with two other Elm City teams, captains unlisted early this month.

The Portland delegation will travel to Brewer by special bus scheduled to leave the General offices at 8:30 a.m. Saturday, April 27.



Falmouth Re-Elects Knowles, Goddard

Archibald M. Knowles, general counsel, was re-elected chairman of the Falmouth Town Council in March and started his second year as "mayor" of the residential community.

Another MeC railroader, Everett K. Goddard, manager, car accounting and statistics, was elected to a three-year school committee post. Goddard already had served a year on the school panel, elected when Falmouth adopted the council-manager form of government in 1962.

Louis J. Rancourt, legislative representative, Brotherhood of Railway Clerks, has been named to attend this union's convention at Los Angeles, California, May 13.

Richard F. Dole, MeC mechanical engineer, was elected to the Executive Committee of the New England Railroad Club early in April.

Herbert H. Harwood, Boston, executive representative, New York Central, was named president, succeeding R. W. Hooper, New Haven, Conn., assistant mechanical superintendent of the New Haven.

GENERAL OFFICES

Best wishes are extended to George McGee of the night mail crew on his marriage, March 23, to Mary Fields.

New arrivals — Gregory Louis, seventh son and eighth child of Mr. and Mrs. Eugene P. Trueworthy, was born March 6. "Gene" is assistant to the Auditor of Data Processing.

Robert Francis Lewis II, son of "Bob" and Sheila (Farnsworth) Lewis, made his debut at Maine Medical Center March 27, weighing in at 7 lbs. 2½ oz. "Bob" is employed in the Auditor Revenues Office.

Some of our former gals have been substituting in the General Office Building—Janet Ireland worked for Jean Gilpatrick, who was out because of illness; and Virginia (Hayden)

Bartlett has been in the Auditor Revenues Office, doing extra work. Nice to see these girls around again!

Carmel Robichaud, former employee of Data Processing, has entered the Miss Scarborough contest, to be held April 20 at Scarborough High School. She will give a dramatic reading for the talent portion. Good luck, Carmel—hope you take the prize!

Paul Mahany, of payroll deductions, is practically in orbit, because he has purchased a home in Biddeford. Everyone is happy for him!

"Rudy" Martin of the New Haven Office enjoyed an April vacation in Florida—how lucky can you get?

That 1963 four-door bright red Falcon Futura is the pride and joy of Stephen and Ernestine Miller. They have named it "Carry Ann the Second."

Signs of spring—John Murray, Norm Jackson, Joe Murray, Dick Esty, munching giant-size ice cream cones at noon time! Also gals from the office trying on Easter bonnets and finery in a nearby shopping center.

Raymond St. Laurent, clerk in purchasing dept., attended his brother Gerard as best man at Gerard's wedding to Claudette Blais in Lewiston recently. Their sister Janet was one of the bridesmaids. A reception was held at the DeWitt Hotel following the ceremony.

Edith N. Goodwin, clerk, Auditor Disbursements, has tendered her resignation.

Shirley and Bill Wilson are now associated with Shop Stocker, selling real estate in their spare time.

John Michaels Aud. Dis. and Tom Roche Gen. Stkpr. attended the Materials Management meeting in Chicago, Illinois, recently.

Al Chapman along with the Mrs. and daughter Merle Ann are planning a trip to Tampa, Florida, to bring back to Maine Al's mother and father.

Among the June graduates this year are Jeremiah Foster, from Thornton Academy, son of Sid Foster in A.D. office; Kathy Irving, from Westbrook Junior College, daughter of Connie Irving in Car Accounting office; Dorothy Proctor, from North Yarmouth Academy, daughter of Dottie Proctor in Car Service Office; Kathy Neilson, from Deering High School, daughter of Mert Neilson in A.D. Office; Cheryl Lamson, from Deering High School, niece of Elta Benner in A.D. Office and of Lin Lamson in Engineering Dept.; Carol Rivers, from Cape Elizabeth High School, daughter of Charlie Rivers of Eng. Dept., Merle Ann Chapman, from Deering High School, daughter of Al Chapman in A.D. Office.

Bob Clarke had a "good" night in his couples bowling league, but to no avail. He bowled a high single of 145 and a high three of 352 (missed high single by 4 pins and the high total by 5 pins).

Marion and Harold Stevens leave from Philadelphia on Easter Sunday for a two-week vacation in sunny California. They will motor to Philadelphia to visit their son and his family and take a jet from there, on the way back will pick up the car in Philadelphia and motor to Portland.

Gee Gee Gilman, Auditor Revenue Department, will soon be sporting a brand new Chevrolet 2 sedan, all blue. Just waiting for delivery.

Mr. and Mrs. Raymond L. Briggs

are announcing the engagement of their daughter Christine Rae to Ronald L. Burnam of El Paso, Texas. An August wedding is planned. Mr. Briggs is a clerk in the Car Accounting department.

Margie Briggs entertained the Revenue Office girls at her home recently. She showed slides of the office and hotel parties which were taken with the camera given to her at the time of her retirement in January. The girls presented Marion Stevens with a gift for her trip to California.

Everyone is pleased to hear that Peter Zaines, formerly employed in the Revenue Office, is gaining after surgery at the Maine Medical Center.

Engineer of Track Charles D. Prentice and his wife Edna have bought a new home on Surf Road, Cape Elizabeth. Mr. Prentice says he is still in the same neighborhood but has a lot more sunshine for his flowers.

That cheery smile and familiar face seen in the Engineering Department belongs to Miss Carol McDonough. Carol is substituting stenographer while Edith MacGibbon is on a leave of absence.

Signal Engineer John F. Stanford and his wife motored to Washington, D.C., last week to visit their daughter, Joan Chase, and granddaughter Linda. Joan and Linda returned with the Stanfords and will remain here until the first part of June when Joan's husband returns from Nepal where he is covering for the Director of The Peace Corps of Nepal who is leading an American group climbing Mt. Everest.

STUDENT HONORED

Elizabeth Ann Ifill, daughter of Assistant Car Foreman and Mrs. James Ifill, Bangor Car Department, has been chosen as a member of the National Honor Society at Brewer High School. She was one of 11 students from the Brewer junior class to receive the honor.

LEWISTON

Rate Clerk John Myrand recently bought a new home on Perley street, Lewiston, following in the footsteps of his brother, Yard Brakeman Danny Myrand who is in the process of getting settled in his new home on Holland street. Good luck to both of them in their new locations.

Very best wishes to waybill machine operator Rita Cronin, a patient at the CMG Hosp. in Lewiston. We're all wishing for a very speedy recovery, Rita, and back to work soon.

Section Foreman Hector Jones was the fortunate one, selected his vacation right at the time when everyone else working in the Lewiston Yards wished they were on vacation.

Welcome back to Lewiston to Clayt Mitchell, car inspector, who is here temporarily, working with Carman Louie Bowie.



Jim McMorrow, 14 year old son of Clerk and Mrs. Joe McMorrow, Lewiston, has lined up his first summer job. He'll be working for the season at Camp Fatima in New Hampshire.

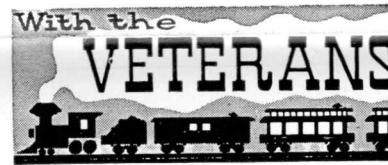
Welcome, too, to Yard Brakeman Romeo LeCompte who has bunted Vic LePage on the first switcher. We are sorry to see Vic leave and understand he has gone to Rumford.

Engineer Sparkie Holden is all fired up over the new look on the Red Sox this season, but then he is not alone there, as all of us loyal Red Sox rooters feel the same. If they win a few, who knows, perhaps a Lewiston delegation will appear at Fenway Park.

Crossing Tender Ray Flynn dropped in the office recently on route home from Waterville, sporting a new Lark. Must be one of the sweepstakes boys, heh Ray?



RELAXING IN FLORIDA — Martin Reagan, right, PTCO. crossing tender who retired last fall, entertained a guest at his Pompano Beach home in March. He was John E. Conley, also a PTCO. crossing tender. The Florida sun never was so completely appreciated.



Retired Engineman Joseph Malia observed his 75th Birthday, March 12. Many more happy Birthdays to You, Joe.

Retired Engineman Frank Borden and Mrs. Borden are wintering in Florida.

Sympathy is extended to the family of Daniel Cony, retired Engineman, who died March 11.

Retired Boston & Maine Conductor John Morrill is convalescing at home after surgery. Drop him a card at 233 Highland Ave., So. Portland. Also ill are Warren Bly, 28 Gilman St., Portland, and George Pryor, 109 Devereaux Circle, So. Portland.

T. J. Neville, B & M Conductor and Mrs. Neville, have been at St. Petersburg, Fla., since January 29, at the Prince George Hotel. Retired Maine Central Conductor Carl Pierce has been at the same hotel.

Retired Engineman William Keizer has moved from the Osteopathic Hospital and is now located at the Swampscotta Motel, Route 302, Windham.

Sympathy is extended to the families of Conductor Arthur Harradon, who died March 14, and Mrs. Bessie Garland, who died March 13.

Mr. and Mrs. Frank Bean of Gorham observed their 50th wedding anniversary late in March with an event at the Gorham IOOF hall attended by many friends and members of their family, including their eight children. Mr. Bean retired in 1957 after many years as a PTCO. car inspector.

Mr. and Mrs. James P. Aylward of Rockland were honored at a family dinner March 26 on the occasion of their 63rd wedding anniversary. Mr. Aylward, now 88, and Mrs. Aylward, 82, are active in fraternal and church organizations. They have two daughters, three grandchildren and eight great grandchildren. Mr. Aylward was employed by the Maine Central for 45 years as a cook.

RIGBY

Spring has arrived at last with its annual improvements in the weather which we all appreciate.

Laborer Martin Malia is back on the job after his eye operation.

Many Rigby railroaders and their families participated in the Sabin Oral Polio Vaccine Program.

Laborer John Phee, Car Department, has been out sick for some time, but is now back on the job.

An unexplained fire recently damaged a car owned by Laborer and Spare Machinist Helper Harold Belfontaine.

Machinist Lucien Carignan, and Mrs. Carignan recently motored to New York to visit his sister. On the way home they stopped at Southington, Conn. and visited their daughter and family.

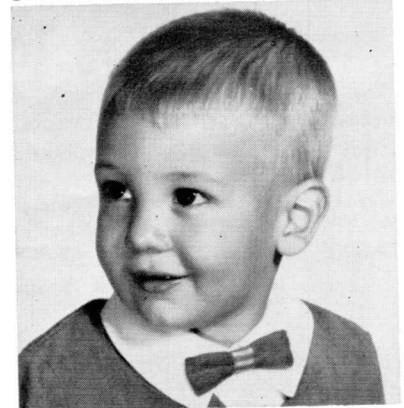
Hostler Helper Steven Kutcher was out sick with the "flu." His job was covered by Eugene Clancy.

General Foreman Gordon Sears and his family had quite a bout with colds early in March.

Machinist Helper Maurice Gardner recently was confined to the Mercy Hospital for a double operation. He is progressing very well at this time.

The mother of Clerk Everett Haley, Stores Department, died recently. A floral tribute was sent to the funeral.

Machinist Helper Milfred Goodwin became a grand-dad for the 5th time March 6 when his daughter gave birth to a 5-pound 8½ ounce girl.



GRANDPOP'S PRIDE — Thomas F. Tatarczuk, Jr., son of Thomas and Mrs. Thomas Tatarczuk, Stoughton, Mass., and grand-son of Bronick Tatarczuk, blacksmith at the Rigby Car Shop.

Boiler-maker John Geary was out sick for a week with a bad cold. During that period, his wife, who had been confined to the Mercy Hospital, came home, accompanied by her sister, who will remain with her until she is stronger.

Former Chief Engine Inspector Rienhart Eliason, now retired, was a visitor at the shop. He is 69 years old, but looks to be a man in his fifties.

Electrician Holman "Bill" Danforth recently visited his mother and father at Deep River, Conn. His mother is not too well.

Laborer Albert Stiviletti made the head-lines again this month when he won the W.P.O.R. Income Tax Sweepstakes.

Carman Chester Porter has a 1960 Chevrolet.

Carmen Merle Cook, Junior, and Herbert Sampson, and their wives visited Boston to attend the Cinema.

Carmen Ivan Perkins and Percy Tomlin have purchased new homes in Cape Elizabeth.

Laborer William VanTwistern's wife died March 29 after a long illness.

Carman Frank Landry is back on the job after a brief illness.

Carman "Captain" Wayne Twomley just can't wait for the ice to go out of lakes so that he can do a lot of fishing with his boat.

Safety Board reading as of April 1st was 54 days without an accident.

A fire in the locker-room at the car department caused a bit of consternation to the men working there. Also several new suits of overalls appeared on Monday morning, replacing those burned in the fire.

Carman Gilmore Rounds has a new 14 foot aluminum runabout boat with motor.

Electrician Walter Emery at Wharf No. 1 has a 1961 Chevrolet.

Mrs. Maurice Weeks, wife of Machinist Maurice Weeks, visited her daughter and son-in-law and family at Fairless Hills, Penn. While there she attended an engagement party given to her grand-daughter by friends.

Our former General Foreman, Malcolm Billington, visits us quite often. The men are always pleased to see him.

TRAIN CREWS

We wish to convey our condolences to the widow and family of the late Arthur L. "Hank" Harradon. He was well liked and was the oldest conductor on the western division, and will be missed by all who associated with him.

Conductor Ken Sampson has returned to work after a lengthy illness. He has taken a conductor's job on one of the merchandise trains.

Trainman Everett "Ike" Stowell has left the Waterville area where he worked for several months and has taken a braking job on the Portland end of RN1 and NR2.

Agent Sam Haskell of Oakland was



SALMON HITTING — Switchman Harry Barker of Bangor was lucky on a recent ice-fishing trip to Green Lake, returning with those two landlocks.

taken sick at work several weeks ago and at this writing is still off sick. We all wish for a speedy recovery.

Retired conductor Wilbur Dunphy celebrated his 91st birthday recently and is located at the Sweester Home in Yarmouth. He gets great pleasure from receiving cards and if anyone wished to drop him a card, he sure would appreciate it.

Conductor Glen Morrell and wife and sister and husband recently returned from a two weeks' motor trip to Florida. Also returning was Johnny Keating and wife and friends. They both drove Ramblers and much to the dismay of Keating, Morrell got two miles more to the gallon.

Trainman Kenneth Nutting and wife have spent their annual vacation in Florida.

Conductor Frank McNally has again taken the conductor's job on RD1 and DR2 when the job became vacant on the death of Hank Harradon.

Sympathy is extended to the family of H. J. "Hen" Connors, car inspector in Bangor who was killed in an accident in Bangor Yard recently. He left a large family.

Trainman Emile Morin is more than wrapped up in going ahead with plans for a larger boat to take out fishing parties at Crescent Beach this summer. He is a strong supporter of this sport and is somewhat dismayed at the fact that there are efforts in the state legislature to pass a law to license salt water fishermen.

There was a very interesting article on railroading published in the magazine section of the Lewiston Evening Journal recently. Pictures of old wrecks and also a picture of retired conductor Jim Plummer and some of his experiences he encountered while he was here. Jerry Russell of Buckfield was also mentioned as was retired conductor Walter Stimpson.

Yard brakeman "Whitey" Davis of Bangor has been taking golfing lessons this winter and he warns all his fellow golfers to watch out for he has improved and someone is going to pay for those lessons this summer. I don't think they have much to worry about.

Noted from the caboose: The old station came down recently in Brunswick. One trip and the station was gone with the cellar all filled in.

Section foreman Eddie Bolduc and his one-man crew have been getting ready to put in new ties.

The new underpass at Waterville is getting along fast now.

The geese have started to come back to the Kennebec River at Richmond.

The deer have yarded between So. Gardiner and Dresden this winter.

That nice new cottage at No. Belgrade caved in with the snow and the old building in the camp grounds withstood the onslaught.

The old freight house at Danville is demolished and all cleaned up.

That new sewerage disposal plant at Augusta is quite an engineering feat and the building is very attractive.

Paul Farrell has bought himself a Volkswagen.

Retired clerk and checker Freddie Benson can't stay away from the railroad and is usually around at Lewiston or Leeds or Danville Junction every day.—And brother Charlie Benson at Winthrop is usually out with a high-ball every trip thru.—Also a vote of thanks to old Joe Reilly of Richmond who looks over BR2 when he is up and give the boys an OK.



FULL HOUSE AT WATERVILLE—These six sons keep things on the move at the home of Stores Department Laborer and Mrs. Darrold Clair, Waterville. Front, left to right, Randall, 7, Ross, 8, Jeffrey, 10, and Gary, 15. Back, Jason, 2, and Todd, 3.

WATERVILLE SHOPS

Diesel Foreman Lew Ifill doesn't plan to be behind the door when next winter's storms hit. Lou lives in Surburbia, four degrees this side of the north pole, and has recently purchased a new four wheel drive, short wheel-base Ford truck complete with snow plow. Look for him to be on time every morning next winter.

Clerk and Mrs. Guy Wentworth observed their 44th wedding anniversary on March 22.

Electrician Lloyd Tilton has recently undergone surgery at an Augusta hospital and is reported as coming along fine.

Retired three years, Blacksmith Ralph Moore died recently in Waterville. He had been employed by the Maine Central for some 47 years.

Carman Ern Jones tells us that convalescing drives him 'nuts.' He wants to get back into the harness as soon as possible.

Electrician Ken Reed has deserted Ramblers for a new Studebaker Lark. Clerk Connie Begin has returned to work after an extended illness.

Carman Helper Phil Gooch is looking forward to the visit of his son, S/Sgt. and Mrs. Gooch from France and their six children for an extended visit. Sgt. Gooch is a career Airman.

Old-timers visiting us recently have



GUESS WHO? — The Messenger reached back a few years for this picture of "Rosy" Rossignol, laborer at the Waterville Shops, with Mrs. Rossignol at Lawrence, Mass., on their honeymoon. The year? 1936.

been Bill Mingo, Owen Thompson, Stanley Dorval, Frank Bragg and Vede Bellows.

Retired Carman Fred Tardiffe died recently in Fairfield. A floral tribute was sent from the carmen's flower fund.

Reggie Ellis, a blacksmith helper, has been confined to the Osteopathic Hospital for some time, and of this writing is convalescing at home.

Millman and Mrs. Cecil Niles have been recent visitors in Delaware with their son and family. Captain Bill Niles is a career officer in the Air Force and has recently returned from Afghanistan. Captain Niles was a navigator on flying tankers for several years at Dow Air Force Base, but has recently completed further training in Texas and is now an Air Force pilot.

Carman Bernard Peabody collapsed while at work recently, and was taken to a local hospital by ambulance. He is reported making a good recovery.

Larry Lindvall, son of Electrician and Mrs. Carl Lindvall, and Lib Jewell, son of Foreman and Mrs. Wallace Jewell, have recently returned to the Maine Maritime Academy at Castine. They have been on the annual training cruise of the SS "State of Maine" to the west coast.

If winter comes, spring will follow, and we know it's true because the black birds are flying around the paint shop.

Laborer Leonard Stevens has returned to work after a three week vacation in Florida.

Millman Clarence Blackmon tangled with a buzz-saw and cut the ends of the four fingers on his left hand.

Retired Paint Helper Harold Babb died March 7 at his home in Benton. Mr. Babb had been retired some six years.

Machinist Sid Hamlin is laid up with a broken rib that he says was caused by running into a flag pole. (We've heard everything now).

Yard Foreman Rawhide Moreau stepped from a platform and sunk into the snow up to his armpits and was stuck solid. Rocky Risbarra came along with the Burro crane and slung a loop over Moreau and hauled him out.

Machinist and Mrs. Eldon Fish are the parents of a new daughter born at the Sisters Hospital and weighing 7½ pounds.

New Cars Inspire Consultant's Verse

Announcement of the purchase of the new box cars moved one friend of the Maine Central to poetic heights. Edwin A. Hodgkinson, Miami, Fla., transportation consultant, penned the following noble lines, in heroic dactylic hexameter or anapestic dimeter, one or the other, or possibly both.

Listen our shippers and you shall hear
Of our new equipment—it cost us dear.

Just as soon as these cars arrive
You'll see improvements for which we strive
Day after day and year after year.

These cars all have a stronger frame
We're proud to say they bear our name.
Please also note the new style bearing
Reduces friction and is longer wearing,
In fact they are everything we claim.

The roofs are shiny, doors are wide,
Everything makes for a real smooth ride.
And—in making them fifty feet long
To coin a phrase—we smote the gong,
Their many merits can't be denied.

They'll move by land and perhaps by sea.
We're earnestly hoping that they will be
Loaded with products of factory and farm
Moving swiftly, cheaply and free from harm,
For our constant aim is efficiency.

And as they travel over our road
We hope they tote a maximum load.
The greater the lading the nearer we are
To proving to shippers, near and afar,
That rail is really the low-cost mode.

RETIREMENTS

George G. Caldwell, per diem clerk, Portland, March 1.

Franklin C. Cooper, clerk, Winthrop, March 28.

Robert W. Fenlason, locomotive engineer, Bangor, March 17.

George J. Muse, crossing tender, Lewiston, February 18.

Dorothy I. Ohl, clerk, Portland, March 1.

Wilfred A. Vigue, crossing tender, Waterville, March 11.

DEATHS

Arthur L. Harradon, conductor, Portland, March 14.

Joseph R. McManus, clerk-crew dispatcher, Bangor, February 22.

Arthur B. Pike, Jr., carpenter, Calais, February 15.

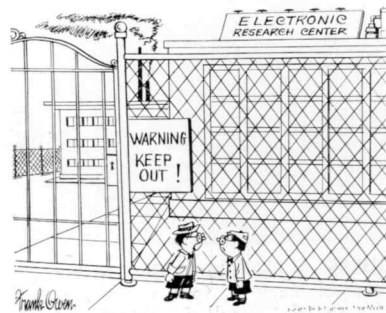


RAILROADING CONTRAST—This picture—used by the Lewiston Journal as its picture of the week recently—contrasts an old railroad baggage truck with the modern freight equipment of the Maine Central. The brakeman is Danny Myrand, son of retired Lewiston cashier Pete Myrand, and brother of rate clerk Johnny Myrand. The combined service record of the father and two sons is about 90 years.

Report—(from page 1)

third place in importance to the Maine Central's total tonnage. In 1962 a total of 21,748 carloads of potatoes furnished 10% of the railroad's total carload traffic.

In fourth place was gasoline, fuel and lubricating oil and other petroleum products. This industry in 1962 furnished 21,535 carloads for the Maine Central, or 9.9% of its total traffic—a gain of 2,905 carloads over 1961.



"And I say, my father's electric brain can outsmart your father's electric brain!"

New Cars—(from page 1)

late in March, and which are now arriving in Maine for loading.

The 200 new units and the leased cars, Miller said, "will provide a sizeable increase in the number of top-grade Maine Central box cars available to Maine shippers."

The new cars will bear the standard Maine Central green and gold color scheme: gold lettering and doors on a green overall color. The leased cars are gold overall with green lettering.

Scorecard—(from page 1)

Jackson, Grenier and Smyth, posting 57 points to their credit. Jan Broderick is still holding on to the women's high single string of 117 and the high three string total of 316. John Broderick has the men's high single string with 143. Lin Forest has the high three string total of 375.

The Riverside Golf League is looking for members. If interested contact Arthur Edwards of the machine room in the General Office building. They will play every Tuesday Night.

Gordon's Gangsters are still in first place in the Portland Men's Bowling League. Dick Esty has the high single string of 143. George Stanley has the high three string total with 369. Jerry Shea holds the high average of 102 with Jim Baribault and Pat Tracy close behind with 101.

The Maine Central Women's Bowling League will have their banquet on May 1 at Carolyn's in Cape Elizabeth. Jan's Jorillas are in first place with 72 points showing in the win column. Peggy's Pluggers are in second place having won 54 points. Bea Crawford has the high single string of 123 and high three string total of 317. Mary Nugent has the most number of strikes with 14.

Note of Thanks

John J. Lyden, retired Assistant Superintendent, wishes to thank all of his friends and associates for their kindness with cards and flowers while he was confined to the Mercy Hospital in Portland. Mr. Lyden has returned to his home at North Monmouth.

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