



# Messenger

Vol. 3, No. 7

For Employees and Friends of the Maine Central Railroad

May, 1963

## U. S. Savings Bond Campaign Slated In June

Maine Central is joining other industries across the nation next month in a drive to increase participation in payroll savings purchases of U.S. bonds.

Assistant Comptroller John F. Gerity, Portland, company chairman of the campaign, said the drive will be held on the Maine Central and Portland Terminal Companies June 1-15, with a goal of enrolling about 1,500 employees who do not participate in the payroll savings program.

Gerity will be assisted by the following department solicitors, who will interview each employee during the campaign in an effort to enroll him in a bond purchasing program, or to increase his payroll savings for this purpose.

R. M. Aylward, Engineering; J. H. Cobb, Executive; S. J. Conley, Jr., Accounting; J. E. Hamilton, transportation; M. F. O'Brien, Portland Terminal Co.; S. P. Park, Jr., mechanical; E. R. Russell, Purchasing; and F. C. Ryder, Freight Traffic.

The June savings bond drive has been endorsed by President E. S. Miller, and by the General Chairmen of the Railroad Brotherhoods.

## Little Train To Be Retired

Maine Central's famous miniature train, which has puffed up main street in dozens of Maine communities and down 5th avenue in New York City, will come to the end of the line next month after two appearances.



**BRIGHT NEW BOX CARS**—Not new, exactly, but completely reconditioned, are these gold and green box cars, three of the 200 leased last month and now in general service. They'll be joined in the fall by another 200 new box cars, now under construction by the Magor Car Corporation, Clifton, N.J.

The little train will appear by request in the City of Waterville's 75th Anniversary celebration May 25, and in the annual homecoming parade at Colby College June 8. Then, the little locomotive and its five cars will be retired.

Actually, the units were retired in 1956 after dozens of appearances at fairs and local celebrations throughout the state and one in New York City, when the train was a favorite in the Shrine convention parade of 1953.

The locomotive, the tender, the coach, the box car and the caboose were sold in 1956 to Maine Central employees in the Waterville area, and became playhouses in as many backyards. There they remained until last summer, when their respective owners loaned them back for use in the October Maine Central Centennial observance in Waterville. The same owners, Merle Otis of Benton, Warren Underwood of Fairfield, Mrs. Hector Michaud and Raymond A. Coulombe of Waterville, will make the train available for the two final appearances this month and next.

## 'Red Herrings' and The Facts

The Portland Sunday Telegram of April 28 carried a letter to the editor from the Maine Truck Owners Association signed by C. L. Fox, president. This letter, designed to answer a Telegram editorial of the previous week in which the editor expressed agreement with Governor Reed's recommendation to the Legislature that the Smith highway financing report of 1960 be updated, constituted a statement of the truckers' position on highway user taxes.

It was, we submit, the latest of the truckers' "red herrings," tossed in an effort to argue and talk the people of Maine into thinking that the heavy freight carrying truck now pays its full share of taxes for the construction and maintenance of Maine's highways.

A "red herring," according to Webster's Unabridged dictionary, is "a subject intended to divert attention from the main question."

The MTOA's latest effort fits this definition exactly.

Accordingly, we are answering Mr. Fox's statement as follows:

Mr. Fox wrote:

Your editorial "Taxing the Users" discusses the need for an updating of the \$60,000 highway user study conducted two years ago, but you seem to have come to the conclusion even at this time that "we strongly suspect that as a matter of equity trucks should be paying a larger proportion of the highway expense."

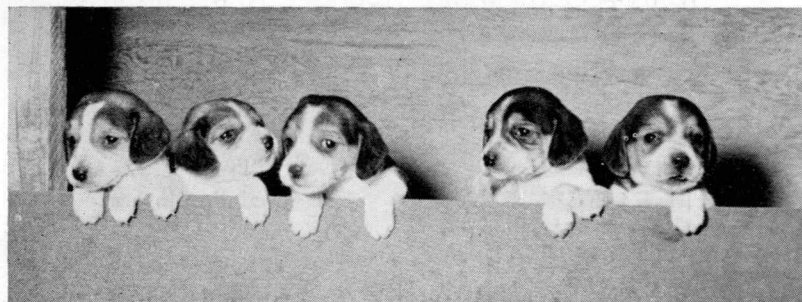
The facts:

The Sunday Telegram is correct. This conclusion is borne out by the Smith Report of 1960, a study of Maine Highway taxation conducted by the Wilbur Smith Associates of New Haven, Conn. Governor Reed has suggested this report should be brought up to date. It shows that heavy trucks were obligated in 1959 to contribute 16.2 per cent of Maine's highway costs, but actually paid only 5.5 per cent.

Mr. Fox wrote:

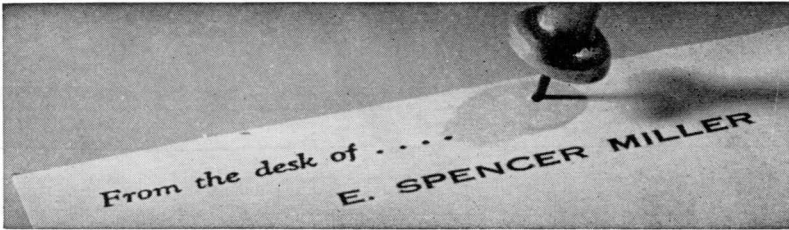
It is not unusual that trucks become the first target when new highway revenue is needed, yet, the matter of equity in truck taxation is one which is still to be settled. Only last year Governor John H. Reed said in a speech at Rockland that "there were many of us who looked to the recently concluded American Association of State Highway Officials Road Tests at Ottawa, Illinois, to provide the answer, which unfortunately they did not."

(Facts—page 3)



**BRANN'S BEAGLES**—There were six beagle pups the night Ken Brann, Engineering Department clerk, tried to get them all to pose, but one—not always the same one—was camera-shy. The result was this shot of five of them, as cute a bunch of pups as ever there was. Sorry . . . they're all sold.

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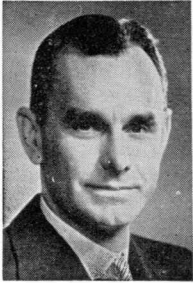
ing major problems for the Treasury Department in financing an amount equal to the Savings Bonds in a non-inflationary manner.

Savings Bonds are thus "good business" for the Nation, for the Maine Central, and of course, for each individual employee.

Maine Central is a proud leader among railroads. Let us lead in Savings Bond participation too!

**TO MY FELLOW EMPLOYEES:**

Freedom is the basic reason for our development as a great nation and a great moral power in the world community. Today, through every medium of communication, we watch the struggle for survival of this precious heritage. We, as Americans, realize we must do our part to insure its continuity. We also know that a very important effort in this regard is our annual United States Savings Bond drive. That is why we have added the name "Freedom" to the familiar United States Bond drive, now in its twenty-second year.



I urge you to join the 1963 Freedom Bond Drive; not only for the assistance you will give to your country, which apart from its military might stands as a symbol against those who would kill the very essence of freedom; but, also to help you to provide savings for a home, education, travel, retirement, or that important nest egg which is a man's best friend in time of trouble.

A fellow employee will contact you during the period June 1 to 15, 1963, to invite you to join other employees who are now buying Bonds through payroll deductions.

If you already have a United States Savings Bond Program, perhaps you may wish to re-evaluate your present savings and increase your rate of savings. I hope you will discuss this with your family and friends stressing the point that we can do our country and ourselves great services through savings bond acquisitions. Of value to many of us is the fact that interest on these bonds may accumulate indefinitely and no income tax paid thereon until the interest is received.

It was my pleasure, in May, to add my signature to those of hundreds of other company presidents across the nation who have endorsed the June U.S. Savings Bond campaign. We have signed a document prepared by the U.S. Industrial Payroll Savings Committee entitled "A Declaration of Inter-Dependence," and which reads, in part, as follows:

"We recognize that increased public ownership of the national debt—through United States Savings Bonds—is essential to the sound management of our government's finances, to the stability of our currency, and—consequently—to our continued ability to meet our responsibilities in the defense of the free world. This voluntary exercise of thrift secures both individual and nation against adversity and emergency, and earns the participant a greater share in the abundance of America."

A successful drive in June, and the continued success of our efforts to increase Payroll Savings, will be a symbol of Maine Central's good citizenship, its interest in its employees, its communities and its country. But just as important from a business-man's point of view is the manner in which Payroll Savings Bond purchases aids in the sound management of the public debt, which is nothing more than the difference between what we, as a nation, have spent since 1789 and what we have received in the form of taxes and other receipts.

Using round numbers, the Government has spent slightly less than \$1 trillion, 600 billion in these 174 years, and taken in \$1 trillion, 300 billion. The difference is the present national debt of about \$300 billion.

This is, of course, a tremendous amount of money, but the problems involved in owing that much are softened considerably by the fact that U.S. citizens hold some \$45 billion worth of U.S. Savings bonds. These are purchased, held for varying lengths of time and redeemed. The U.S. Treasury faces the problem of insuring that its bonds do not all come due at the same time, and through campaigns similar to ours on the Maine Central, this problem moves closer to solution.

Treasury Secretary Douglas Dillon has credited the continuing and strengthening public interest in U.S. Savings Bonds with prevent-



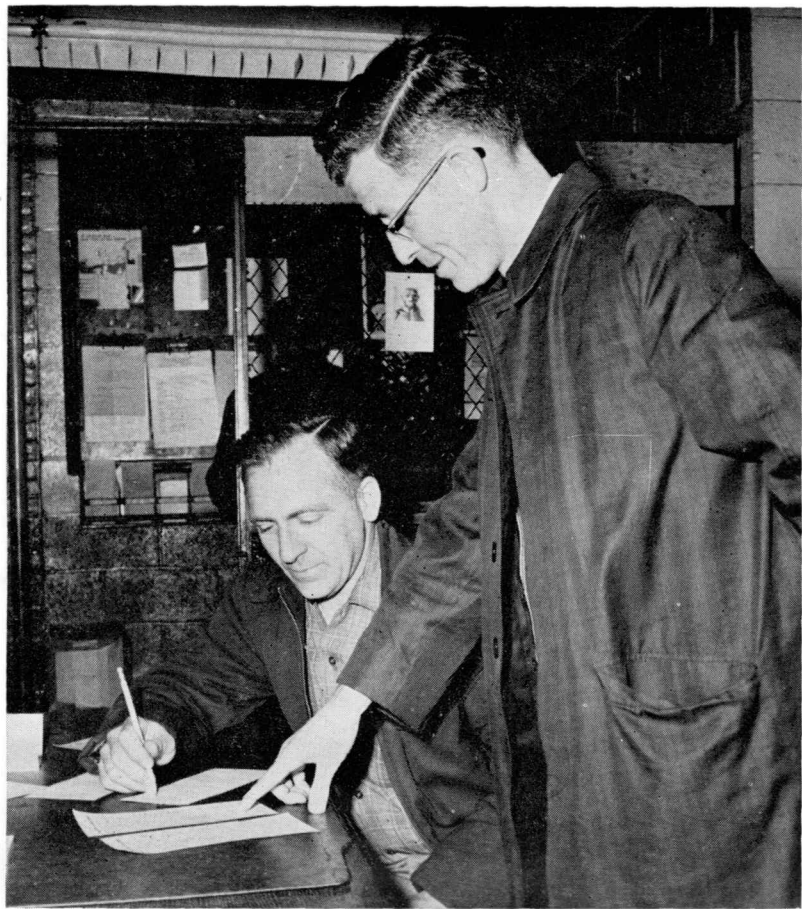
The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

*Editor*

JOSEPH H. COBB, Director of Public Relations

*Assistant Editors*

- |                     |                    |
|---------------------|--------------------|
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**BANGOR AGENT AT WORK**—Royce Wheeler, standing, checks bills with Yardmaster Budd O. Spaulding at the Bangor Yard Office. It was just one of the many stops in his busy day as General Agent at Bangor.

### Meet The General Agents

## Bangor's Youngest General Agent Learned Communications In Pacific

Lessons learned in the South Pacific stood Royce Wheeler in good stead, enabling him to score two notable marks on his return to Maine after World War Two.

He became the state's and the Maine Central's first student telegrapher training under provisions of the G.I. Bill; and in a dozen years, he became the youngest general agent ever to serve in his native city of Bangor.

The son of Ernest D. Wheeler of Veazie, who worked as a Maine Central stationary engineer at Waterville and Bangor for a dozen years, Royce was born in Bangor 37 years ago. He was educated in Greenbush and was graduated from Higgins Classical Institute, Charleston, in 1944.

Then came the Navy, and service as a radio operator aboard an LST, an attack transport and a destroyer in the Pacific; and after that, in 1946, the Maine Central at Old Town. After eight months as a student telegrapher, Royce served as an operator at Lincoln, Winn, Machias, Franklin and Bangor, where he qualified as a train dispatcher and

worked at it until his appointment as general agent in 1958. He was just 32, but he's still on the job.

And, he's on the job in Hermon, too, where he and his wife, the former Joyce Tasker of Stetson, live with their three youngsters. He's now in his 5th year as a member of the board of assessors, and last year, he served as chairman of the local planning board. Besides this, he's going through the chairs in St. Andrew's Lodge, AF and AM, Bangor, and is active in the Scottish Rite bodies.

At Hermon, he's just eight miles from his office in the Maine Central freight station, Bangor, but one day this winter, on December 30, to be exact, the trip took 25 hours.

That was the day Bangor-area railroaders will never forget, when drifts piled up to 20 feet, and when scores of travelers were stuck at the Pilot's Grill, outside Bangor. Royce Wheeler was among them, and with others of sound wind and limb, spent most of the day digging people out of stalled cars.

### Facts—(from page 1)

The facts:

It IS unusual that heavy trucks become the target when highway revenue is needed. In Maine, the motorist and small truck owner have been the targets up to now, paying four times the registration fees and excise taxes on a ton-mile basis as the heavy trucks, and paying one of the nation's highest state taxes on gasoline.

Moreover, the A.A.S.H.O. tests at Ottawa, Illinois, have resulted in conclusions reported September 18, 1962, by the Chicago Tribune as follows: "The tests, in short, will sustain the contention that since passenger car traffic did not damage an unreinforced 2½-inch concrete slab with no sub-base, motorists should not be taxed through their license fees for heavier construction necessary to carry big truck traffic . . . . The tests give grounds for allocating costs to different vehicles according to the added strength beyond that of a basic highway that must be built into a road to carry them."

Mr. Fox wrote:

The Governor also added that when you consider the large portion of Maine-manufactured products that trucks take to market it is "imperative that our future thinking be geared to the fact that whatever affects trucking affects all of us. If new taxes are added to the trucking industry, they are bound to affect the consumer sooner or later."

The facts:

The heavy trucking industry enjoys an indirect subsidy. It escapes the necessity of paying its full and fair share of the state's highway costs. New taxes on the heavy trucks would affect the consumer in this way: If heavy trucks paid more, motorists and small truck operators would pay less. If trucking rates were increased, traffic would return to the railroads, where lower transportation costs would result in consumer prices lower than is presently the case. The private motorist—who is also the consumer—would benefit from both lower highway use taxes and lower prices.

Mr. Fox wrote:

Ironically, the State of Maine is currently protesting a five per cent increase sought by truckers in the Middle Atlantic States to offset skyrocketing taxes and other costs.

The facts:

The petition for higher rates brought by the trucking industry undoubtedly reflects the uneconomic operation with which all for-hire truckers must contend. This results from high unit costs, for each revenue load must have an expensive power source and one if not two drivers. In contrast, transportation by rail enjoys a tremendous economic leverage in that an almost unlimited number of revenue loads can be added to a train with no significant increase in either power, fuel or labor costs. The state's opposition is not ironic but coldly practical.

Mr. Fox wrote:

At the present time Maine trucks are paying \$11½ million in direct use taxes to the State of Maine, or one-third of the total take from all motor vehicles. In addition to that, they pay \$7 million to the Federal Government toward our Interstate Highway system and other Federal-aid road projects. On top of that comes excise taxes to local communities and more than half a million dollars in revenue to the Maine Turnpike Authority.

The facts:

This is the real red herring which the for-hire trucking industry continues to wave in its attempt to confuse the taxpayers of Maine. Mr. Fox is right when he says that "at the present time Maine trucks are paying \$11½ million in direct use taxes to the State of Maine." What he does not state is WHAT trucks. The painstaking Smith Report shows that in 1959 the total of Maine-registered three and four-axle truck trailers, the type used by Maine freight-carrying truckers, was 1,171. These vehicles, the exhaustive investigation of the Smith Report authors shows, paid the State of Maine \$1,682,000 in highway user taxes. This was only 5.5 per cent of the total paid by all highway users in Maine. The Smith Report shows that in 1959

**Facts**—(from page 3)

there were a total of 73,781 trucks registered in Maine, and that these paid \$10,162,000 to the state in taxes. Thus the heavy freight-carrying trucks paid only a tenth of the total paid by all trucks. Nine-tenths of the taxes paid by trucks in Maine came from the owners of trucks used by farmers, dairies, railroads, gas stations, grocery stores, bakeries and all the other businesses that use small trucks. Private automobiles, the Smith Report shows, paid \$20,285,000 or 65.9 per cent of the total highway user taxes in 1959.

Mr. Fox wrote:

A recent story in the Portland Sunday Telegram described how the state's highway user revenue had not increased according to estimates, but it correctly added that revenue from the trucking industry was in line with what was anticipated.

**The facts:**

The quality of estimates does not prove the validity or fairness of taxes on trucks and private cars. It could be that the state expected too little from the trucks, and got it.

Mr. Fox wrote:

When you consider the fact that trucks represent only 18 per cent of all vehicles in Maine, it appears to us that 34.2 per cent of all revenues to the state represent a sizable contribution from the trucking industry. In other words, trucks pay for more than one out of every three miles of our highways, and, if it weren't for the nearly \$20 million in state and federal truck taxes, our highway construction would indeed come to a screeching halt.

**The facts:**

Again, Mr. Fox is talking about all trucks—not just the heavy intercity freight carriers. The Smith Report shows that heavy three and four-axle semi-trailer combinations pay only 5.5 per cent of the state's highway revenue, and the A.A.S.H.O. tests show these behemoths punish our highways most severely.

Mr. Fox wrote:

You (the editor of the Portland Sunday Telegram) suggested that if new weight limits are adopted, a great deal of rebuilding will be necessary on many of the secondary roads. Such was not the case in the 41 other states which have now increased their limits to the maximum standards set forth by the U.S. Bureau of Public Roads, and it is well to remember that the major part of highway costs are wholly unrelated to the size or weight of the vehicle using them. This includes, for example, the cost of right of way, drainage, lighting, signs, landscaping, number of lanes, which is dictated by the speed of today's vehicles, and, not the least, snow removal which certainly is of importance to the public at large to a far greater extent than to the trucking industry.

**The facts:**

The Telegram said "secondary" roads—the two-lane, undivided type, of which we still have many in Maine. Landscaping, signs and lighting are small factors in the cost of such roads. There's also no question but that snow removal is of major importance to the commercial freight trucker as well as to the motoring public. To whom it is more important is a moot point, but the cost of snow removal—along with all other highway construction and maintenance costs—is borne by the private motorists and small truck operators to a degree far out of proportion to their use of the highways. It must be remembered that heavy trucks are on the public highways for private profit. It cost Maine Central \$425,000 to remove snow and ice from its system right of way in January and February last winter. The motorist and small truck owner paid 94.5 per cent of the snow removal costs for the heavy trucks.

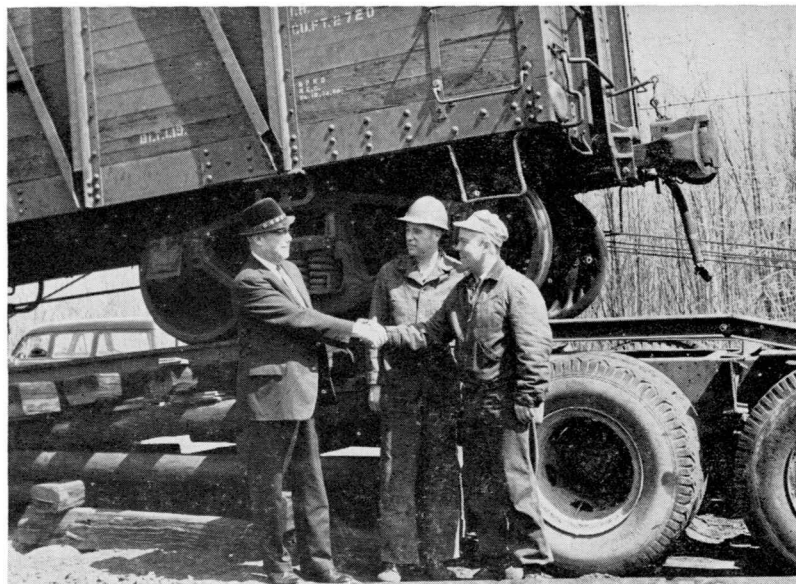
Mr. Fox wrote:

At the present time a five-axle truck pays some \$3,000 in direct highway use taxes plus excise taxes, property and other levies, for a total of some cases of nearly \$6,000. In the case of an automobile, the total annual taxes average \$114.

**The facts:**

The average private automobile weighs less than two tons, and gets 15 miles to the gallon of gasoline, on which the Maine motorist pays a tax of seven cents. He gets less than 30 ton-miles of use for his 7-cent payment. A five-axle truck weighs more than 35 tons, and gets 5 miles to the gallon, and if the gas or diesel fuel is bought in

(Facts—page 5)



**A BOX CAR FOR THE TROLLEY LINE**—Roy E. Baker, left, general manager of the Maine Central, presented a veteran Maine Central box car to officers of the Seashore Electric Railway, Inc., at Kennebunk last month. Thomas M. Bridgham, a trustee, and Lester H. Stephenson, Jr., general manager, accepted the car, shown as it was being loaded aboard a flatbed trailer. The car will be used for storage of parts and equipment.



**MEC AT L. C. ANDREW EVENT**—Frank E. Curran, left, commercial agent, and Warren C. Carkin, agent, South Windham, manned a booth for the Maine Central at the annual L. C. Andrew Company open house. More than 4,000 people visited the display area for the two-day event.

## Women Bowlers Receive Trophies

held their annual bowling banquet at Carolyn's, Cape Elizabeth, Wednesday, May 1, starting with a social hour at 6:30. Trophies were awarded to Jan's Jorillas (Jan Calder, Mary Nugent, Hazel Wallace, Mary Donahue) in first place, and the second place winner was Peggy's Pluggers (Peggy Dorsey, Alice Tessier, Polly Cary, Dot Conley). Bea Crawford took high single and high three, with Carmel Robichaud taking second high single and second high three. Mary Nugent had the most strikes.

Following the awards, games were played. Winners were Mert Neilson, Barbara Luce, Jenny Joyce, Hazel Wallace, Mary

Donahue and Carmel Robichaud.

The following were elected to serve on the 1963-64 bowling committees: Mary Nugent, commissioner; Dot Conley, treasurer; Hazel Wallace, statistician; Peggy Dorsey, chairman banquet committee, with Dolly Gears, and Barbara Luce; Mary Donahue, chairman trophy committee, with Carmel Robichaud, and Bea Crawford. It was decided that the team captains would serve as rules committee, along with the commissioner, treasurer, and statistician.

A vote of thanks was given this year's committee of Mary Ann Berry, commissioner; "Gee-Gee" Gilman, treasurer; and Theresa Slattery, statistician. Each bowler received a small souvenir.

**Facts**—(from page 4)

Maine, also pays a 7-cent tax. He gets 175 ton-miles of use for his seven cents.

The motorist, therefore, gets less than one-fifth as much highway use for his gasoline tax dollar.

We are unable to substantiate the \$6,000 tax figure quoted by Mr. Fox. There have been studies indicating that the actual figure may be substantially less than this amount. A booklet titled "1962 American Trucking Trends" issued over the signature of Clinton L. Sanders, President, The American Trucking Association, Inc., states that the annual state and federal highway taxes paid in 1961 by typical motor trucks show that a 4-axle combination 55,000 lb. gross vehicle weight combination paid a total of \$2,688.26 in average annual state highway user taxes and annual federal highway taxes. These figures are stated to be "only state and federal highway taxes paid by typical motor trucks."

A special study conducted by the U.S. Department of Commerce, Bureau of Public Roads, in 1960, showed highway user charges on a Maine 4-axle tractor semi-trailer combination of 55,000 lb. GVW to be only \$1,450.89. This was broken down by the Bureau of Public Roads as follows: \$420.00, registration fee; \$267.26, property or excise tax; and \$763.63, fuel tax.

Using the Bureau of Public Roads figure, we may say that the vehicle Mr. Fox describes, which weighs 55,000 lbs. and travels 50,000 miles a year, accumulates 1,375,000 ton-miles for his taxes of \$1,450.89. An average medium-weight passenger car pays a registration fee of \$15, an excise tax of \$30.49, and \$44.31 in gasoline taxes, for a total of \$89.80. The car weighs less than two tons, and travels about 10,000 miles annually, for a total of less than 20,000 ton-miles.

The heavy truck thus gets 948 ton-miles for each tax dollar, while the private motorist gets only 222 ton-miles for his tax dollar. In other words, the heavy truck owner gets at least 4.27 times as much use of the public highways for his tax dollar as the motorist. We may further conclude that the motorist is paying four times the amount the trucker pays for his use of the highways. If the owner of this tractor-trailer combination were taxed on the same per-ton-mile basis as the private motorist his taxes would be about \$6,000, rather than the \$1,450 developed by the U.S. Bureau of Public Roads.

When we see signs on trucks that indicate the owners paid taxes of \$3,000, let's say, we can't fail to notice that the sign neglects to say whether or not this represents the vehicle's fair share of highway expenses. It's like the signs that say "so-and-so toothpaste is better" without saying what it is better than.

Mr. Fox wrote:

The aim of the trucking industry at the present time is squarely to keep Maine in trend with other states. If we fail, the state will be severely handicapped in our efforts for further industrial development. If we succeed, more industry may come to Maine, and existing industry will remain competitive. This would mean more jobs, and the resulting increase in automobiles might mean exactly that revenue which has failed to materialize under our existing laws.

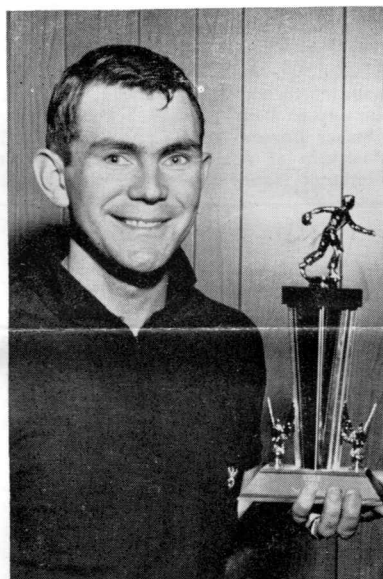
**The facts:**

This is a typically defeatist and completely unjustified inference that our state is backward, and the wistful conclusion is a contrived will-o-the-wisp. Actually, without reference to proposed legislation, Maine accords average treatment to the trucking industry, maintaining a middle-ground position as to taxation. We are 23rd in the list of 48 continental states with respect to taxes on five-axle tractor semi-trailers.

Maine's industrial development has not been burdened by its present maximum truck height, weight, width and axle load laws, and the lower taxes on motorists and proper highway financing would do far more to attract new industry than even doubling the size of highway trucks. It is interesting, if not entirely unexpected, to note that the trucking industry continues to look to the private motorist for increases in state highway revenue.



**TOP MEC BOWLERS**—Members of Waterville's "A" team, top scorers in the annual Maine Central Bowling Tournament at Brewer last month, were, left to right, Clayton Moreau, Captain Don Priest, Roy McCommic, Ted Jewett and Bernie Ladd. Ladd also won the title for high five with a pinfall of 573.



**HIGH SINGLE CHAMP**—Phil Maddocks, Portland, PTCO. fireman, rolled a 136 in the MeC tournament to take honors for the high single.

## Elm City Bowlers To Keep Trophy As MeC Champs

A Waterville team felled 2,663 pins to lead the field in the Annual Maine Central Bowling Tournament April 27 at the Bangor-Brewer Lanes.

Waterville Team "A" having won President Miller's Trophy twice in the past, has now won full possession of the trophy by defeating eleven other teams from all over the Railroad System.

Waterville won the tournament with a total pin fall of 2,663 for five strings which was only 53 pins ahead of the second place General Office "A" team who chalked up a total pin fall of 2,610.

It was a real close battle at the end of the fourth string. Waterville had 2,116, Rigby "A" had 2,107 and the General Office had hit 2,103 pins. The last string was real fatal for Rigby who had to settle for third place. A few of the leading bowlers were: B. Ladd, Waterville "A" 573; A. York, Bangor "A" 564; K. Snow, Waterville "B" 556; A. Dumont, Bangor "A" 553; J. Shea, Gen. Office "A" 546 and Phil Maddocks, Rigby, 546.

## C. H. Bachelder Dies In Portland

Clifford H. Bachelder, 79, retired baggage master and train announcer, died April 28 at a Portland hospital after a brief illness.

A familiar figure for years at Union Station, Portland, he was probably one of Maine Central-Portland Terminal's best-known employees.

Born in Portland April 22, 1882, he was employed as a conductor by the Portland Street Railway in his younger years, later joining the railroad. He retired in 1960 after 47 years of Maine Central-Portland Terminal Company service.

Mrs. Bachelder died in 1961.

## BRT Auxiliary Notes 65th Year

The 65th anniversary of Evangeline Lodge, No. 146, Ladies Auxiliary to the Brotherhood of Railroad Trainmen, was observed with a buffet dinner and dance at Carolyn's on Saturday, April 20.

Following a social hour, Mrs. Norma Kennedy, chairman of the banquet committee, introduced Mrs. Blanche Coffey, President of the Auxiliary, who in turn presented other head table guests. These included Eugene Lyden, General Chairman of the Brotherhood of Railroad Trainmen, and Mrs. Gladys Lyden; Clarence Coffey, President of Lodge, No. 417; and Mr. and Mrs. Stephen Miller. Gerald Gagnon, President of Lodge, No. 343, Waterville, and Arthur Genest, Legislative Representative, Lodge No. 343, Waterville, were also introduced, with Mrs. Lucille Gagnon and Mrs. Yolande Genest.

Mrs. Kennedy was presented her Past President's Pin, and a cranberry colored set of necklace and earrings, in appreciation of her two years service as President of the Auxiliary.

Dancing followed to the music of Sid Lerman and his orchestra. Door prizes were won by Emery Ross and Mrs. Genest. Dance prizes were won by Mervyn Greenlaw, Mrs. Kennedy, Mr. and Mrs. Earl Bombard, Mrs. Gagnon, and Arthur Genest.

A special guest of the Auxiliary was Mrs. Adelaide Kimball, who is one of the oldest living members of the Lodge, both from the standpoint of age and membership. Mrs. Kimball is a very young mid-eighty, and has belonged to the Auxiliary well over fifty years.

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

### RETIREMENTS

Harry C. Beane, trackman, Warren, April 16.

Llewellyn C. Clark, signal maintainer, Portland, April 25.

George E. Curtis, signal maintainer, Gardiner, April 17.

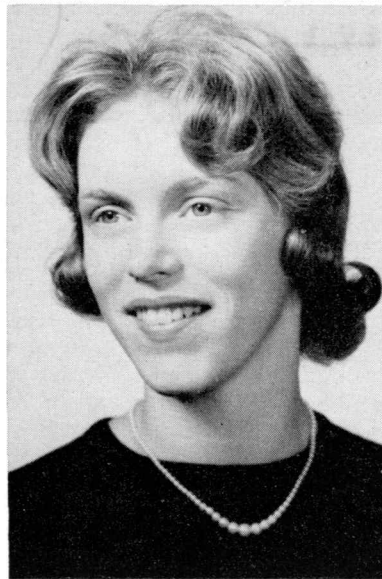
Albion I. Emerson, crossing tender, Waterville, April 1.

Leoniel E. Holmes, agent, Machiasport, March 4.

William P. Leighton, carpenter, Pembroke, April 9.



**STUDENTS HONORED**—Suzanne Svenson, left, daughter of Traveling Accountant Donald H. Svenson, Portland, has been named to the National Honor Society at Deering High School, from which she will be graduated next month. Similar honors from Cape Elizabeth High School went to Carol Rivers, right, daughter of Assistant to the Chief Engineer and Mrs. Charles G. Rivers. The National Honor Society nomination is in recognition of superior scholarship.



### GENERAL OFFICES

Mrs. Beryl Farrar, stenographer in Purchasing Department, became a grandmother April 26, for the first time, when her son and daughter-in-law, Mr. and Mrs. Stephen Farrar, presented her with a granddaughter, Candace Jane, born at Somersworth, N. H.

Joseph "Red" Murray, local chairman of the Brotherhood of Railway Clerks, left Saturday, May 4, for Los Angeles, Cal., to represent the local Lodge of Clerks at the National Convention at the Palladium. Mr. and Mrs. Murray will be gone for a month, as there are numerous tours scheduled for the delegates and their families around California, the Texas oil wells, and several points of attraction. "Red," being a loyal employee, is traveling by rail.

Sympathy is extended to the family of Eugene Trueworthy upon the death of his wife's father, Michael Urbanek, in Augusta April 6.

Marion L. Perkins of Data Processing left April 18 on a cross country motor trip to Escondido, California (20 miles north of San Diego). "Perkie", doing all the driving, went the southern route and plans to return the northern route, scheduling stop-overs at all spots of interest. She will return to her duties June 3. Mrs. Ruth Watson, also of Data Processing, honored her with a dinner at her home on March 18, with many friends attending, and "Perkie" was presented many useful gifts. The office personnel also gave her a gift for her trip.

Sympathy goes to Mrs. Rosemary McDonough on the death of her father, William Maloney, April 14, at Gardiner.

Stephen and Ernestine Miller attended the Railroad Veterans Meeting in Fairfield Center April 28.

Sympathy is extended to Mary Mingo on the recent death of her mother, Mrs. Harry Dowd.

Sidney Foster, assistant to auditor disbursements, payroll bureau, looks pretty sharp in his new white 1963 Rambler.

Congratulations are in order for Mr. and Mrs. John VanC. Parker on the birth of their third child and second son April 30 at Maine Medical Center.

Blair Walls made a fast weekend trip to Canada and return, bringing back his aunt on a visit. We are glad to report that Blair's mother is recovering at home after surgery at Maine Medical Center.

Signal Dept. Draftsman Phil Lentz and his wife Glenda (both amateur radio hams) attended the Annual Amateur Radio Convention in Swampscott, Mass., April 28.

There was a colorful outbreak of new cars throughout this department within the past month; Lin Lamson has a new Rambler—maroon and white, Betty MacDonald a new Chevrolet Impala - Silver blue, Reed Potter a new Volkswagen - Ruby red, Frank Watts a new Valiant - white and Ken Brann a new Volkswagen - Turquoise.

Mr. and Mrs. William Henry (Bill a former Chief Clerk of the Eng. Dept.) have returned to Portland after spending the winter in Orrville, Ohio with their son. They have now sold their home in Portland and plan to return to Ohio where they shall make their permanent residence.

Signal Dept. Assistant Engineer Ed Stewart, his wife and family motored to Boston over Patriot's Day and toured the Museum of Science and other points of interests and visited friends in Bedford, Mass., on their return.

Miss Eleanor Conboy, formerly employed in the Engineering Dept., has returned to Portland from California where she has been spending

the winter with her niece. Enroute home she visited her nephew in Columbus, Ind.

### RIGBY

The Spring gardens are well started, and green peas before the 4th of July is the goal of the amateur gardener. Some of the green thumbers here planted as early as the 12th of April.

One of our part-time employees, Laborer Albert Wilkes, who is also on the South Portland Police Force, recently prevented a robbery at the Laund-ra-mat money changer machine. The would-be robbers were alarmed and ran.

Hugh Flynn, Chairman of the South Portland City Council, and Rigby Storekeeper, cut the ribbon for the opening of a new Millcreek automobile agency. He also drew the name for a person who was awarded a new car.

Retired Hostler, Bartley Cannon died during the month. He had a record of long service. Flowers were sent to the funeral by the Shop Welfare Association.

The safety board now reads 84 days without a lost-time accident. Our former record of 660 days was broken, when Hostlers Helper Fred LaBreck was injured.

Boston and Maine Engineman Archie Harriman recently made his last run out of Portland before his retirement.

Two of our group have enjoyed one week of their vacations. Electrician Francis DeGruchy and Machinist Kenneth Gillis.

Machinist George Weeks took ten days off from his Rigby duties to visit his son and family in Washington, D. C. On his return he stopped in Massachusetts to visit his daughter.

Carman Frank Landry, ill for several weeks, died recently.

Foreman Linwood Sweatt has a new "Chevy."

Former Carman Walter Peebles, who retired about a year ago, was a recent visitor at the engine house. He has been quite ill, requiring hospitalization.

Electrician Holman "Bill" Danforth's mother died recently in Deep River, Conn. A donation was given to "Bill" for flowers from the Shop Welfare Association. Bill's dad is a retired railroad man.

A group of boys, from Opportunity Farm visited the engine house April 17.

Machinist Helper John Nally was in the Veterans' Hospital at Togus for treatment. He is now on the mend.

Electrician Albert B. Wetmore, Junior, and family recently visited relatives of Mrs. Wetmore at Medford, Massachusetts.

"Dude" Babbage, carpenter for the B. and B. Crew and owner of the Sebago Lake House, recently reported the theft of a valuable Skil-saw from his car. He has not recovered it to date.

Hostler and Mrs. Guy Densmore



**MESSENGER EDITORS MEET**—Members of the Maine Central Messenger staff and their guests gathered at Vallee's in April for a luncheon and workshop session. The group, left to right, included Joe McMorrow, Lewiston; Horace Rodrigue, Augusta, J. H. Cobb, director of public relations; Mrs. Julia Roper, Portland; Al Kennedy, Portland; Ernestine Miller, Portland; G. K. Stevens, Waterville; Myrtle Neilsen, Portland; Al Wetmore, Rigby; Marion Adler, Portland; R. E. Baker, general manager; Marion Stevens, Portland; J. W. Wiggins, chief engineer; Gertrude Holbrook, Portland; Robert Thing, Brunswick; John Keating, Portland; Frank Ware, Bangor; Ken Brann, Portland, H. L. Baldwin, public relations consultant, and Norman Messengale, Portland.

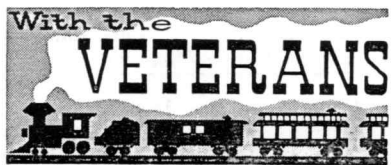
recently motored to Durham, N. C., to visit their son who was ill. He is an Air Force man.

Mrs. Albert Wetmore, Senior, and her mother, Mrs. Harriet Bibber, took a trip to Bartlett, New Hampshire, to visit Evelyn Tebbets the widow of one of our former employees, Clerk Everett Tebbets.

Clerk Robert Grimmer took the clerk job at the car department after being displaced as a dispatcher at the engine house.

Carman Raymond Palmer has been off sick due to an accident.

Carman Earl Jones has displaced Donald Perkins on the outside maintenance job.



Sympathy is extended to the Family of Maynard A. Hincks, an Air Force Major in world War II. At the time of his death he was a United States probation officer. His father was a Maine Central engineman for many years.

Sympathy is extended to the family of Joseph Chouinard, who died April 16. "Joe" was a Railway Express Messenger for many years, and operated on many Maine Central trains.

Retired Boston & Maine Engineman and Mrs. Howard Burnham have returned from Florida where they spent the winter.

Retired trainman Alex L. Deschenes is confined to the Maine Medical Center and would appreciate hearing from his old friends.

Bart P. Lyden, Sec.-Treas. of Maine Association of Railroad Veterans, was a patient at the Osteopathic Hospital, Portland, for a general checkup.

## TRAIN CREWS

Conductor Allen Edwards has bid in the job at Beecher Falls and is planning to sell his property in Cape Elizabeth and move up there. His wife is all for it and they plan to locate in the Colebrook area.

Trainmen Ralph Poore and Keith

Walker have bid in the braking jobs on 377 and 378.

The cement job is being put on to take care of the increased tonnage on the Rockland Branch.

Sympathy is extended to Norman Penney on the recent death of his wife.

Sympathy is extended to the family of Car Inspector Frank Landry who died recently. He was the step-father of Hylda Shea of the Per Diem bureau at Rigby.

Trainman Herbie Ackley has bought a new Chrysler with the stick shift. He enjoys it very much.

Sympathy is extended to Conductors Francis and Edward Corbett of Bangor on the recent death of their sister.

Trains RA 1 and AR 2 are being restored to a one-crew basis after having two crews on for the winter months.

Conductor Gayland Wheeler has bid in the Skowhegan job out of Waterville.

Trainman Frank Leathers is getting his putting green in shape for the season and he would like to have the boys come over to Brewer and try it out.

Retired Eastern Division Conductor Bill Cobb is very active in Knights of Columbus work in Bangor and had a lot to do with building a new hall in that city. He wishes to be remembered to all the boys with whom he worked for so many years.

Conductor Ken Sampson has bunted RB 3 and BR 4 leaving the merchandise trains, displacing Conductor MacDonald who will work the flagging job with Barney Cross.

Trainman Roma Drouin had heavy snow on his garage at his cottage at Sebago, and it caved in on his small foreign car he had stored there.

Retired trainmen Leo Gilbert and Forest Manter have won trophies in a bowling league in South Portland.

Conductor George Sullivan has bid off a conductor's job on the mail-merchandise trains.

Conductors Earl Kelly and Roma Drouin have found out that in order to move automobiles over the highway that they must have that little piece of paper allowing for such.

Tower operators in the Portland Terminal have been on the sick list recently. Petrie, Benson and Kirkpatrick have all been hospitalized recently and are now convalescing.

Engineer Roy Adams has moved into his cottage at No. Belgrade for the summer.

Conductor Art Herron is glad the fishing season is open so he can try out some of his new flies.

Fireman Leonard Jaynes, Jr., is confined to the V. A. Hospital at Togus and would like to hear from his fellow-workers to encourage him during his illness.

Sympathy is extended to Engineer James Fay on the recent death of his wife.

## WATERVILLE SHOPS

We hear that some employees have made preliminary contact with the pension board with the thought of retiring at some early date in the summer. They include Carmen Verne Belyea and Jack Brown, and Foreman A. L. Johnston.

Electrician Lloyd Tilton is home from surgery at the Maine General Hospital in Augusta and reportedly is having considerable trouble still. We hear that he may go to the Lahey Clinic for further diagnosis.

Machinist Blaine Ladd has returned to work after extended illness.

## Timothy G. Sughrue Dies In Bay State

Timothy G. Sughrue, 74, former executive vice president of the Boston and Maine and Maine Central and president of the Boston and Maine, died in Salem, Mass., April 29.

A native of Nashua, N.H., Sughrue devoted his entire life to railroading, as had his father before him. A section hand before he entered the University of New Hampshire, and during vacations from classes, Sughrue studied railroad engineering until his father's death cut short his formal education. In 1945, however, UNH awarded him an honorary doctorate in engineering.

Mr. Sughrue retired as chief executive of the Boston and Maine in 1956 after a long rail-

The Machinists Union at an annual banquet at Fairfield Center Grange presented Mayor Cyril Joly of Waterville with a certificate of commendation as the outstanding young man of the year in the community. President John Larracey of the Local made the presentation, and J. H. Cobb, MeC director of public relations, was the speaker.

Mrs. Albert Nelson, wife of Electrical foreman Al, visiting a sister in Hartford Conn., suffered a seizure and has been confined to the Hartford General Hospital for some time.

Death took three of our retired carmen during the past month: Lars Anderson, retired some ten years, in Fairfield; Ray Dillon, retired some three years, in Waterville; and Charles Sibley, retired some ten years, in Waterville.

Mrs. Betty Cerone recently became the mother of twin boys at a local hospital. She is the daughter of Carman and Mrs. Dick Boucher.

Carmen Jack Brown and Earl Burgess have been recent patients in a local hospital.

## ROCKLAND

After a cold, stormy winter here on the coast, Agent and Mrs. Frank Carsley enjoyed three weeks' at St. Petersburg Fla. While there they met Retired General Claim Agent and Mrs. Walter Bird, Retired Conductor Carl Pierce all enjoying the sunshine there.

Billing Clerk and Mrs. Stanley Prescott have a new daughter, Donna Lois, born March 13.

Clerk Operator D. W. Pomerleau has returned from St. Petersburg, Fla., after spending the winter there, taking his job April 15. Spare Operator G. A. Harjula, who has been covering his job, has returned to spare board.

Section Foreman Earl Miller has returned to his job after being on the sick list all winter. Foreman D. W. Smith has returned to the Warren section.

Agent D. W. Smith of Waldoboro was off duty on account of sickness, Operator Harjula covering his job.

Chief Clerk Fred Snowman is driving a new Buick.

Yard-brakeman J. E. White has been on the sick list several days.

road career highlighted in 1931 by his supervision of the reconstruction of Boston's North Station, the Hotel Manger (now the Madison) the baggage building, bridges, signal systems and the interlocking tower.

Burial was in Hudson, N. H.

## DEATHS

Robie F. Bauld, cook, Portland, April 21.

Carroll L. Clark, locomotive fireman, Waterville, March 9.

Harland J. Connors, carman, Bangor, March 30.

Frank J. Landry, leading carman, Portland, April 15.

Burton E. Stevens, section foreman, No. Stratford, N. H., April 15.

# Awards and Banquets End Winter Bowling Season



**MEN'S LEAGUE WINNERS**—Top male bowlers in the General Office league received trophies at a banquet held in early May at the Ralph D. Caldwell post home in Deering. Left to right, Paul Bourque, Bucky Gato, Ralph Gordon, Charles Rivers and Lennie King. Another member of the top team, Jim Baribault, was absent.



**TOP WOMEN BOWLERS**—Members of the championship women's team in the General Office Bowling league received their trophies at a banquet held in early May at Carolyn's, Cape Elizabeth. Seated, Bea Crawford. Standing, left to right, Jeanette Calder, Hazel Wallace, Mary Nugent, Mary Donahue and Carmel Robichaud.



**WIN COUPLES' LEAGUE HONORS**—Trophies for top bowlers in the Couple's League, Portland, were presented at a banquet April 18. Seated, left to right, Kay and Dick Green, first place; Helen Forest, first place; and Cathy Walls most improved. Back row, Charles and Irene Jackson, Lillian Grenier and Larry Smyth, second place; Mabel Rivers, high three; John Broderick, men's high single; Jan Broderick, women's high single; and Dave Gardner, men's high three.

## 1963 Bowling Schedules Complete

BY AL KENNEDY

Gordon's Gangsters, composed of Bucky Gato, Paul Bourque, Charlie Rivers, Lenny King, Jim Baribault and Capt. Ralph Gordon, won the General Office Men's Bowling League competition. In second place, only six points behind, was Stanley's Steamers with Russ Rackliffe, Little John Morrison, Lenny MacDowell, Charlie Hagar, Everett Spires and Capt. George Stanley.

Season records were set by Dick Esty with a high single of 143, George Stanley won

the three string total with 369. Team honors went to Gordon's Gangsters with a high team single string of 537 and Stanley's Steamers took the high team total with 1548.

A few of the high individual averages were, Jerry Shea 103, Jim Baribault 101, John Tracy 101, George Stanley 98, Dick Coggins 97, Everett Spires 97, John Bilodeau 96 and Blair Walls 96.

Next season the League will be headed by Bill Manning and Jim Baribault.

Dick and Kay Green, along with Lin and Helen Forest, won first place in the Couples Bowling League. In second place were Charlie and Irene Jackson and Larry Smyth and Lil Grenier. The Women's high single went to Jan Broderick with 117. The men's high single of 143 went to John Broderick. The women's high three string went to Mabel Rivers with 294. The men's high three string of 364 was won by Dave Gardner.

## 28 Golfers Sign Up

The score cards show that 28 hackers have signed up for the Larry Rowe's Golf League which got under way on May 1.

Team Captains are John Bilodeau, Team "A"; Reggie Libby, Team "B"; George Phillips, Team "C" and Al Kennedy, Team "D", after individual averages are established, a handicap system will be used.

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