



President Sees Georgia-Pacific Expansion As Boon for Maine

President E. Spencer Miller enthusiastically hailed the announcement by the Georgia-Pacific Corporation that a 500-ton Kraft pulp mill will soon be constructed at Woodland.

This development, he said, coming on the heels of the announcement by International Paper Company of its new plant in the Livermore Falls area, will have a tremendous impact not only upon the economic welfare of Maine, but will center industrial attention upon the potential of this state with its vast timber and water resources.

Mr. Miller said the Georgia-Pacific development "is particularly gratifying from a railroad standpoint," since the mill is located at the far eastern end of the Maine Central system, 270 miles from Portland, and much of the outbound product will travel another 132 miles to Maine Central's western connections.

"When Maine Central's eastern division is busy," he said, "the entire railroad enjoys a remarkable increase in prosperity."

The Maine Central president promised that every effort will be made by his company to furnish equipment and service "needed by and helpful to Georgia-Pacific in order that this development may prove as profitable and efficient as possible."

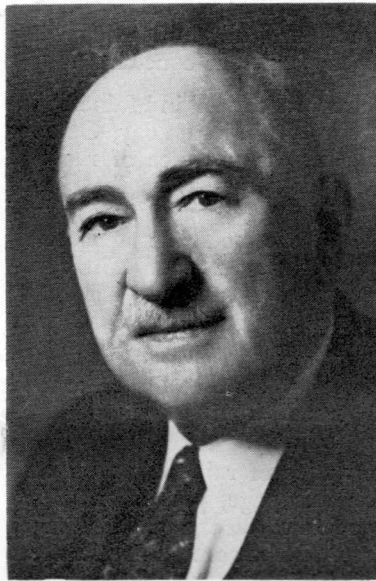
Georgia-Pacific's announcement indicated they will spend about \$25 million in the new

bleached kraft pulp mill. The company's northeastern division vice president, Robert A. Schumacher of Stamford, Conn., said about 300 persons will be employed in the new mill itself, and about 1,000 in necessary wood cutting operations.

The Georgia-Pacific executive said construction is expected to start in the spring, and be completed in mid-1965.

This development came slightly more than a month after the announcement by the International Paper Company that it will spend \$54 million on a new mill at Livermore Falls, and less than a year after Oxford Paper Company announced a \$40 million modernization and expansion program at Rumford.

E. W. Wheeler, Vice President, Dies At Portland In 88th Year



E. W. Wheeler

Edward W. Wheeler of Brunswick, who began his long railroad career as a telegrapher and later served as general counsel and vice president of the Maine Central and Boston and Maine railroads, died November 1 in a Portland hospital after a brief illness. He was 87.

Mr. Wheeler's death ended an active career of service for his community, for Bowdoin College, for the State of Maine, for Masonry and for the Maine Central.

Born in Brunswick April 12, 1876, Mr. Wheeler joined the Maine Central as a night telegrapher at the age of 17, when his father's death made it necessary for him to support his family and to finance his own education at Bowdoin College. He held summer jobs as an operator at Hillside and at North Conway. In addition, Mr. Wheeler served the Western Union in a similar capacity, and worked as a correspondent for the Associated Press and for newspapers in Portland and Boston. He studied law for three years in the Brunswick office of Weston Thompson, and became Weston's partner on passing the examinations for admittance to the Bar.

In his early years as an attorney, Mr. Wheeler became an expert on taxation and was active in Maine politics, serving as State Senator from Cumberland County and as a member of the Executive Council. In 1902, he began what was to be a record 53-year tenure as Brunswick town meeting moderator. In 1921 he was appointed by the New England governors to a committee investigating the railroads of the six-state area, and became a director and general counsel of the Maine Central a year later. Mr. Wheeler became a vice president of the Maine Central in 1932.

He became general counsel of the Boston and Maine Railroad in 1943, and retired from both railroad legal posts in 1946, retaining his position as Maine Central vice president.

Mr. Wheeler held some of the Nation's highest Masonic offices. He served as Grand Lieutenant

President Voices Company's Sorrow

President E. Spencer Miller voiced his sorrow and that of the Company at the death of E. W. Wheeler, Vice-President of the Railroad and its former General Counsel.

"Mr. Wheeler," President Miller said, "rose from a part time position as a telegrapher to become a highly esteemed official of this Company, commanding admiration and respect from all with whom he came in contact, including the leaders of our State.

"I was privileged to work for him six years and with him for seventeen more, and respected him as a great lawyer and a great man. He was foremost in the legal, business, and financial circles in which he moved and had the capacity to be equally eminent in any community no matter how great.

"It is with a sense of deepest personal loss that hundreds of people of Maine Central, which Mr. Wheeler served so ably, so loyally and so long, note his passing."

Passenger Locos Sold to KCS

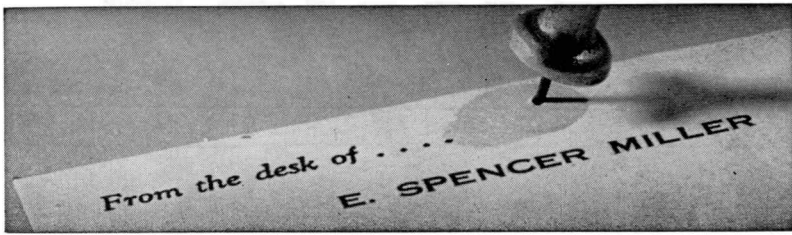
Four 2,000-horsepower Diesel locomotives, which as Number 705, 706, 707 and 708 were once a part of the Maine Central's passenger locomotive fleet, will soon be hauling trains again—but on the Kansas City Southern.

The speedy Diesels were purchased by the Maine Central in 1946. Until the abandonment of passenger trains by the public necessitated their discontinuance on our lines, the Diesels—from the plant of General Motors—



MISSOURI BOUND—Sparkling bright in a new coat of red, yellow and black, this is No. 12 of the Kansas City Southern Railroad. Back in 1946 it was new when it came from the plant of General Motors to join the Maine Central passenger-train locomotive fleet as MeC No. 705.

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TO MY FELLOW EMPLOYEES:

A little knowledge is a dangerous thing. It becomes more dangerous when applied by an uninformed person to a field requiring training, experience and responsibility. It becomes harmfully misleading when used with an advance idea of reaching a particular conclusion.



Reference is to the reports carried in Maine newspapers Sunday, October 27, and Monday, October 28, of a speech made in the presence of railroad firemen by an outside union officer. In the course of his remarks this man became sufficiently intemperate to charge the Maine Central management with a "foolhardy approach to oblivion." This statement seems to have been based upon his subsidiary remarks to the effect that Maine Central had gone out of the passenger business and carried fewer tons

of freight in 1961 than in 1952. His solution was that the State take over the railroad to prevent its management from "running it into the ground and to preserve and attract industry."

This diatribe should be beneath the notice of railroad people and certainly unworthy of consideration on this page, particularly since the speaker has been well and soundly rebuked on the editorial pages of the State's newspapers. We do refer to it, however, since it offers such an excellent chance to point to a record of management which has been both comparatively and intrinsically so successful, and to further bring home to railroad men and women the responsibility which the management of this Company has for their job security and welfare, compared with the irresponsibility evidenced in that other quarter.

Here are the facts. Comparing 1952 with 1962, the nation's railroads suffered a decline of 13% in total tons handled; the railroads of the Eastern District saw a decline of over 21%, and the Maine Central's decline was 9.4%. Comparing 1957 with 1962, the national decline was over 10%, the Eastern District's decline more than 18%, and the Maine Central's decline 2.6%. Comparing 1961 with 1962, Maine Central gained more than 2%. From the figures we can only conclude that Maine Central has done a much better job than railroads nationally, and infinitely better than railroads in the Eastern District, and that in the most recent periods its tonnage has been growing. No further argument is required.

In past articles we have pointed out the hundreds of units of special equipment which we have modelled at Waterville shops and tailor made for the use of our industries, and the millions of dollars which we have spent upon modernization of equipment to render this railroad more fit to serve Maine industries. This management's contributions to Maine have been demonstrated dramatically not once, but twice, in the past few weeks. First was the announcement that the International Paper Company will commence construction next spring of a substantial new plant on the lines of the Maine Central. Then, just as the Messenger went to press, came word that a second major plant will be built at Woodland by the Georgia-Pacific Corporation.

These sites have been selected in competition with others, and neither would have been decided upon without the supreme confidence of these industries that Maine Central can and will provide what is required in service, equipment and rates. This state and its people may well be grateful to a Maine Central management alert and aggressive enough to terminate hopelessly losing services and thereby to provide the financial ability to meet industry's requirements.

Both developments, which call for huge investments and hold promise of significant improvements in the economy of their respective Maine areas and the entire State, had the close cooperation of the Maine Central and this management from the very beginning. This should be sufficient to silence hostile critics.

Railroad men and women have a right to be concerned with the welfare of their Company and they have a right to be informed by

management of its thinking and plans for the future of the Company, upon the prosperity of which their security depends. Through this column and other reporting we attempt to meet that obligation. Our records are public, spread before the I.C.C. and the Maine P.U.C.; our figures and our accomplishments are there for everyone to read and to understand, and our major decisions are always carefully and fully explained to our people and the public. We take pride in them and that the great majority of our employees are steadfastly loyal and bound to the railroad cause by their faith. Any attempt by some outsider to drive wedges between railroad workers, of whom I am one, is a disservice and harmful to each and every Maine Central man, woman and family.

The reasons for a decline in freight volume and an increase in tonnage handled by other than railroad media have been expounded before. They are the Government policies which have created huge subsidies for the competition, particularly highway transportation. These subsidies permitted the regulated highway carrier to come into being and to skim off the cream of railroad freight tonnage; that is, the high rated traffic which required expedited handling. This could not have been done by our competition had it paid true costs. More recently these same Government policies have commenced to hurt the regulated carrier and stimulate the growth of private and gypsy transportation working under the twin umbrellas of economic subsidy and non-regulation. It seems self-evident that the railroad worker can best protect his future by joining in a concerted effort to see that the laws of our State and our Nation are changed to equalize economic burdens and Government regulation. When this is done the railroad will come back into its own and jobs will increase in number, remuneration and security. In fact the corner may already have been turned. The iron horse is still the efficient way of moving materials, and the energies of those who make him run can best be applied to making him run faster and more smoothly, and not permitting him to be slowed down with wrong dope.

E. Spencer Miller



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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| Marion Adler | General Offices |
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| E. L. Kennedy | Sports Editor |



AWARD FOR MAINE CENTRAL—Richard J. Anderson, right, editor and publisher of *Financial World Magazine*, presents the Maine Central's annual report award to Joseph H. Cobb, director of public relations, at the presentation dinner in New York City.

National Annual Report Award Presented to MeC at NY Event

The Maine Central Railroad was honored in New York on October 30 when the annual Oscar-Of-Industry awards were made before 1,500 of the country's industrial and financial leaders gathered at a dinner in the New York Hilton.

The awards were the result of a competition among thousands of business firms all over the country whose annual reports to stockholders were judged for excellence by a jury of university, business and financial experts. The competition is in its 23rd year and is sponsored by the *Financial World*.

The Maine Central's annual report for 1962, which was awarded second prize in the railroads under \$60 million revenue category, was an all-Maine product. Prepared by the railroad's public relations department, it was printed at the Augusta, Me. plant of the *Kennebec Journal*;

on paper manufactured by the Oxford Paper Co. in Rumford; with cover stock made by Eastern Fine Paper and Pulp Division, Standard Packaging Corporation, Bangor.

Joseph H. Cobb, Maine Central's director of public relations, accepted the award for the railroad. The Denver & Rio Grande won first prize in the railroad category of lines with revenues of from \$60-250 million, while the Canadian Pacific Railway and the Pennsylvania Railroad took first and second prizes in the over \$250 million revenue class for railroads.

NOTE OF THANKS

Mrs. Ethel M. Dunton, widow of F. Ray Dunton, retired clerk, accounting department, Portland, wishes to thank her many Maine Central friends for their many kindnesses and sympathy on the recent death of her husband.

Railroad Orders New Equipment For Battling Drifts this Winter

Despite predictions of a mild winter in the *Farmer's Almanac* and the thinness of the fur coat a polar bear is wearing these days in the Washington, D.C., zoo, Maine Central Railroad officials are playing it safe.

The railroad has ordered several pieces of new snow-handling equipment at a cost of nearly \$125,000. These units, including front-end loaders, snow blowers and mechanical snow sweepers, will be used in conjunction with present plows and other equipment to ease the snow handling problem and increase the winter efficiency in freight yards at key points on the Maine Central system.

Last year, during one of the worst winters on record, Maine Central spent \$425,000 for snow removal on its 936-mile network of track.

A new front-end loader, equipped with a high-capacity snow blower and a scoop, will be located at Vanceboro, where the Maine Central meets the Canadian Pacific on the New Brunswick border. A similar dual-purpose unit will be located at Northern Maine Junction, Maine Central's interchange point with the Bangor and Aroostook. This unit also will be used in the Bangor freight yards in combination with a flame-throwing snow melter of the type that has proved highly effective in the Portland area.

Waterville will have a new "speed-swing" loader, also equipped with a powerful snow-blower to be used interchangeably with a loading scoop. This unit will have retractible flanged wheels in addition to standard tires, and will be used on track as well as in yard areas.

Snow removal problems at Rigby, the huge South Portland freight yards, will be eased by the addition of a new machine that will clear switches of snow with mechanical brooms and blow it away.

The railroad's present snow handling equipment, including track plows, melters, loaders and huge spreaders that not only plow the drifts from the track, but

push them aside to insure adequate clearance for all trains, has been completely overhauled during this summer and fall at Maine Central's Waterville Shops.

Wolfe Appointed To Track Post

Donn G. Wolfe of Waterville, who served as resident engineer for the Maine Central Railroad's portion of that city's new \$2,500,000 highway-railroad traffic complex, has been appointed as track supervisor for the Maine Central's Lewiston district.

He succeeds W. L. Harris, who recently was named Maine Central trainmaster at Waterville.

Wolfe, a former Colby College instructor and Scott Paper Company forester, joined the Maine Central in 1960, and has served as assistant track supervisor at Waterville since April, 1962.

A native of Waterville, Wolfe attended the public schools of Fairfield and was graduated from Coburn Classical Institute, Waterville. He received his bachelor of science degree in biology from Colby College in 1955, and completed graduate work in Forestry at the University of Maine in 1957.

His wife is the former Phyllis Strout of South Portland. They have four children and will move to the Lewiston area.



Donn G. Wolfe

Railroad Tournament Winners at Poland Spring Course



TROPHY CHANGES HANDS—George Stanley, right, MeC head clerk, Poland, played the best round of his life in the Maine Railroad Golf Tournament last month at Poland Spring to win the E. Spencer Miller trophy. He's shown as he received the award from last year's winner, Bill Chase, Waterville carman.



WIN CLASS TROPHIES—These MeC golfers, who braved some of the worst golfing weather of the fall, took home the top prizes in their respective classes. Left to right are George McCausland, Bangor, Calloway low gross; Sam Napolitano, Portland, Class B gross; Bill Martin, Bangor, Class A gross; and George Stanley, Portland, Class C gross.

MeC Employees' Bond Purchases Exceed Average

Maine Central Railroad employees have exceeded the national railroad industry average in payroll-deduction purchases of U.S. Savings Bonds.

The results of a national drive in June, just announced, indicate that nearly a third of railroad industry people are now participating in the U.S. Bond program. On the Maine Central, after the June campaign the figure was 47 percent, or nearly half of all Maine Central employees.

John F. Gerity, assistant comptroller, served as company chairman for the June drive, assisted by departmental solicitors.

BRT Auxiliary Entertains Grand Lodge Official

At the October meeting of Evangeline Lodge No. 146, Ladies Auxiliary to the Brotherhood of Railroad Trainmen, the ladies entertained Mrs. Helen M. Dorr, Vice-Grand President of the Lodge, from Buffalo, New York.

Mrs. Dorr, assisted by the local

President, Mrs. Blanche Coffey, initiated three new members—Mrs. Roger (Muriel) Blais and Mrs. Carl (Rose) Smith of Yarmouth, and Mrs. Martin (Katherine) Lyden of Portland.

Following a business meeting, refreshments were served by Mrs. Norma Kennedy and Mrs. Gladys Lyden. Special music was furnished by Mrs. Gladys King. Mrs. Yolande Genest, a member from Waterville, attended the event.

Tentative arrangements for a Men's Night and a Christmas party were discussed.



Sympathy is extended to the family and relatives of the late Valere Morin, retired trainman, Lewiston, employed by the Maine Central Railroad for 43 years.

Sympathy is extended to Mrs. Jenkins on the recent death of her husband, Philip K. Jenkins, formerly employed as Superintendent of Maintenance and ways.

Sympathy is extended to the family

of Mrs. Delia Morin, who died Oct. 4. She was the mother of Emile Morin, trainman, Maine Central.

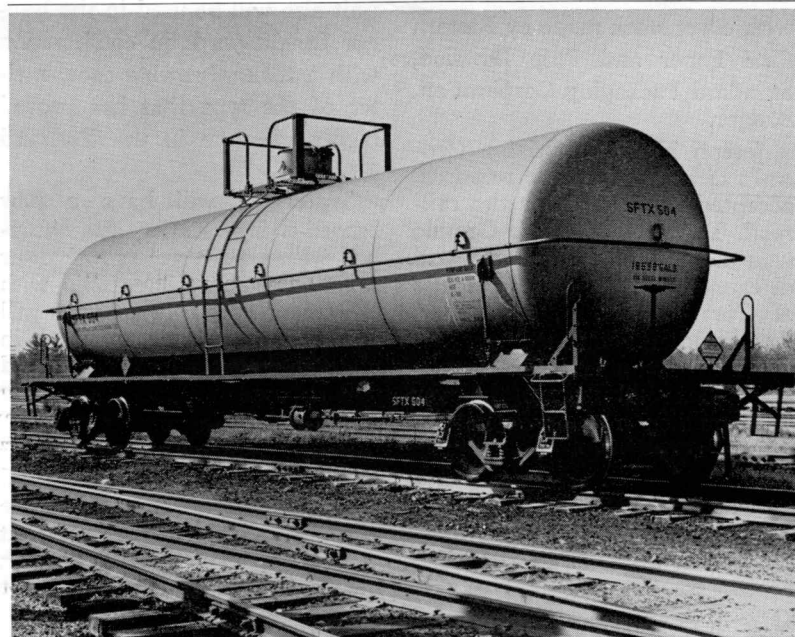
Retired Engineman "Ben" Berry is home after a surgical operation.

Conductor Frank McNally retired late in September, and is now visiting in Baltimore, Md.

Retired Engineman Archie Black has returned home after spending the summer at his cottage in Bridgton.

Retired Engineman Harold Bryant's wife is home from hospital after medical observation.

Engineman Lou Proctor is back at work after a vacation at his camp at Pequacket Lake.



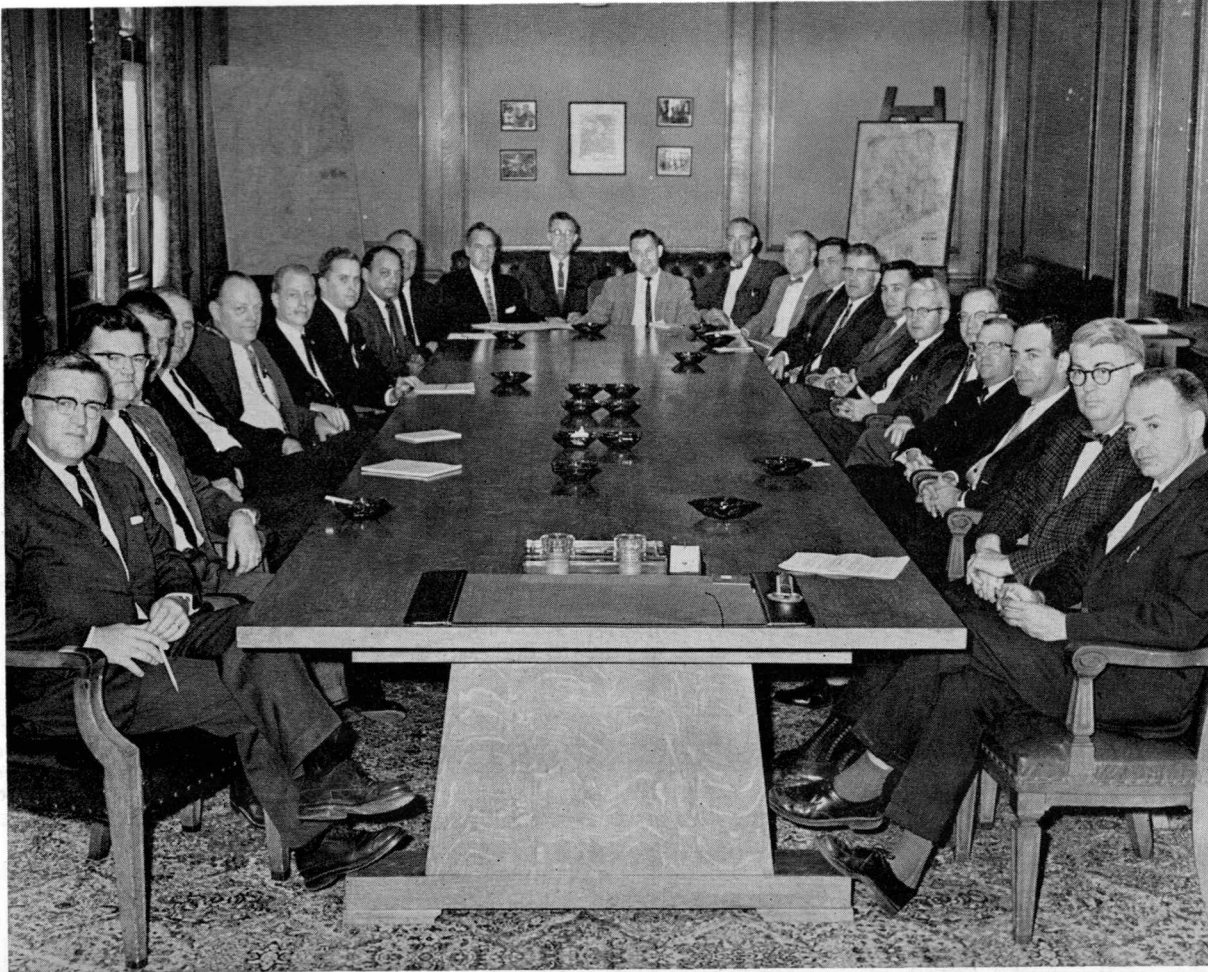
JUMBO TANKS ON THE MEC—Huge tank cars like this are appearing on the lines of the Maine Central these days, hauling liquefied petroleum gas from the Southwestern U.S. to points in Maine. The big tanks, owned by the Suburban Propane Distributors, Inc., carry about 20,000 gallons, compared to the 10,000-gallon capacity of the conventional tank cars.

Messenger Turns Another Corner; Starts 4th Year

It's November again, and if you'll look up in the left hand corner of page one, you'll note that this Volume 4, No. 1 of the Maine Central Messenger.

To editors, publishers and the like, and to Messenger readers, we hope, this means your Maine Central Messenger has completed three years of monthly publication, and is starting on its fourth.

This issue, like its 36 predecessors dating back to November, 1960, will go to about 5,000 "employees and friends of the Maine Central."



MEC SPEAKERS' BUREAU—Representing the Maine Central in appearances before service clubs and other groups throughout the state in the coming months will be members of the newly formed MeC speakers' bureau, shown above at an organization meeting. Left to right, Sumner S. Clark, assistant to the president, who addressed the meeting on behalf of management; Robert S. Thing, general agent, Brunswick; John C. Parker, traffic engineer; H. E. Buchheim, sales manager; George E. Phillips, assistant to the freight traffic manager; Leroy A. Taylor, Jr., assistant to the auditor, revenue; Robert G. Clarke, assistant to the auditor, disbursements; John Michaels, auditor disbursements; Walter Provencher, assistant auditor disbursements; John F. Gerity, assistant comptroller; Royce Wheeler, general agent, Bangor; Gordon Williams, cashier; A. N. Tupper, general superintendent; Stanley W. Watson, chief clerk to comptroller; Eugene E. Miller, traveling auditor; Martin A. Holmes, assistant to the comptroller; C. P. Hawkes, Jr., general accountant; Ralph Gordon, auditor, data processing and systems manager; Kenneth W. Phillips, purchasing agent; R. W. Spaulding, sales representative, Bangor; Donald Looby, sales representative, Bangor; John Dresser, chief clerk, assistant treasurer's office; and Joseph H. Cobb, director of public relations.

Maine Central Forms Speakers' Bureau to Tell Railroad Story

Twenty five junior executives of the Maine Central Railroad were chosen last month to take active part in a speaking program that will carry the railroad's image to communities in all parts of Maine which are served by our railroad.

The project, under the direction of Sumner S. Clark, assistant to the president, will provide a corps of speakers who will appear before community and neighborhood clubs and organizations. The purpose is to more intimately acquaint the general public throughout Maine with the facts as to why a prosperous future for the state and its largest industries and employers is dependent upon continued railroad prosperity and modern freight service.

The project, which will aug-

ment the regular speaking program of the Maine Central's Public Relations Department, was launched at a meeting held in the directors' room of the general office building.

Those chosen by the heads of the railroad's various departments to take part in the project were welcomed by Mr. Clark, who then turned the meeting over to Director of Public Relations Joseph H. Cobb.

Cobb explained that, since the cessation of passenger service there have been those who publicly expressed belief that the railroads are going out of business. "Nothing could be further from the truth," said Cobb. "It is important, both from the standpoint of the future of the State of Maine as well as for the continued prosperity of our railroad, for us to explain why railroad

prosperity and the economic prosperity of our state are tied together. One can not prevail without the other.

"Executives of many of Maine's largest industries—who, in turn are Maine's largest employers—have said many times that they can not hope to stay in business and to maintain large employment rolls without first class, modern railroad transportation.

"There have been those who have publicly proclaimed that the railroads of Maine are not doing as much as they should to insure continued prosperity in our state. It is also to put to rest this canard as well as other untrue statements that we have decided to augment our service-club speaking program to include smaller organized groups."

The new program will commence immediately and dates for the speakers are being sought from clubs and neighborhood organizations. The program will be intensified after the first of the year. It will be under the super-

vision of the public relations department where dates for the various speakers will be assigned.



by Al Kennedy

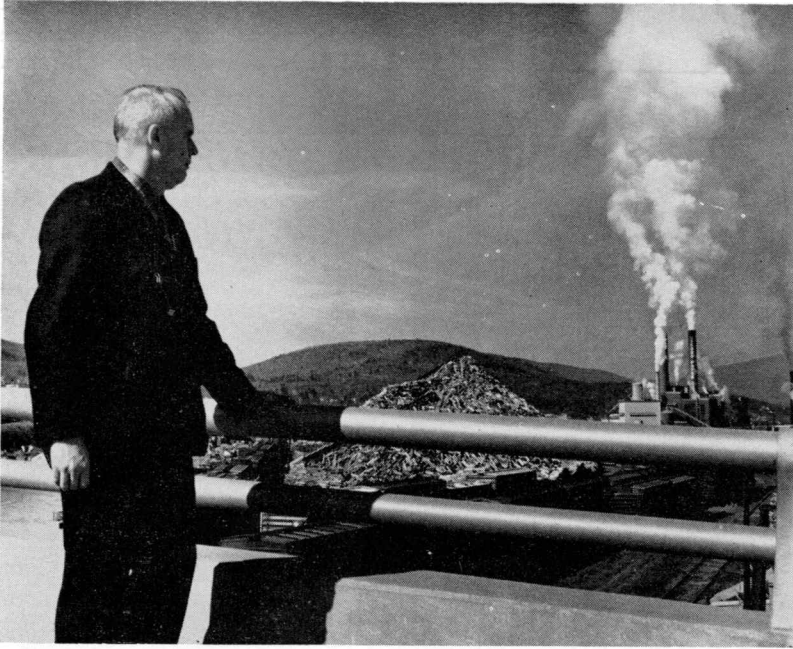
In the Portland Women's League there are two teams tied for first place. Team No. 2, with Beryl Farrar, Mary Nugent, Theresa Slattery and Judy Romano, is tied with team No. 4, with Dot Conley, Kay Gallant, Carmel Robichaud and Jeannette Calder. Each team has won 8 and lost 4. The high single string of 111 is held by Hazel Davidson who also has high three string total of 308. In the Strike Dept., Mary Nugent holds the strike record with four.

Team No. 4 with John Bilo-deau, Len King, Bill Manning, Don Colello and Bob Brett are hanging onto first place in the Portland Men's Bowling League having won 17 and lost only 3. In second place is Team No. 5 with Sam Cavallaro, Paul Crawford, Bob Brewster, Ed Stewart and Hank Kenny. They show 13 wins and seven losses. The high single string of 147 was rolled by Paul Crawford. A fabulous high three string total of 371 is held by Sam Cavallaro.

In the Portland Couples League, it looks like Team No. 3 is the team to beat. Having won 21 and lost 3, this first place team consists of Millie and Al Kennedy with their partners, Connie and Ray Davis.

Behind the leaders by 4 points is Team No. 5 with Abby and Charlie Clark and Gladys and Harry Blackmore. The Women's High Single String of 106 is now held by Jan Clark who also has the High Three Total of 293. Dave Gardner dominates the Men's Records with a High Single of 134 and High Three of 347.

Now that the hunting season is in full swing, someone must have some pictures that we can use. How about taking a picture of that Big Buck?



MEC'S MAN-ON-THE-SCENE AT RUMFORD—Elroy T. Rideout, general agent, pictured on the Rumford-Mexico bridge, with his town's principal industry, the Oxford Paper Company mills, in the background.

Meet The Agents

Papermaking, Railroads Old Story To MeC's Rideout At Rumford

A Rumford native, impressed from an early age with the importance of railroads and papermaking to his own community and the state, is Maine Central's man-on-the-scene in the busy shire town of Oxford County.

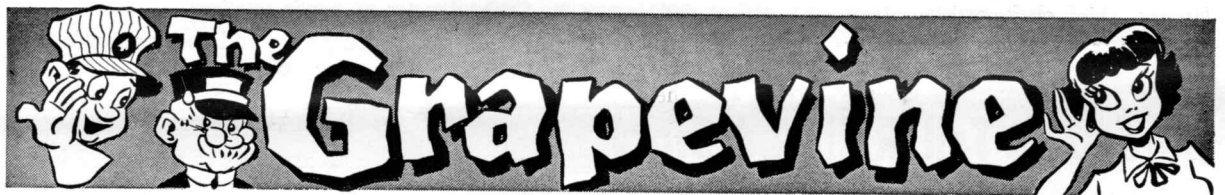
He's General Agent Elroy T. Rideout, 36, a railroadman for the past 16 years.

Born in Rumford on April 15, 1927, Rideout attended local schools, worked for the Oxford Paper Company for a year, then for a local plumbing and heating contractor, then spent three and a half years as an Infantryman with the Fifth Army in Italy. After combat as an automatic weapons specialist, he was assigned to military police duty, and spent two years as Provost Sergeant in Florence.

He returned to Rumford in 1947 and joined the Maine Central in the same year, serving first as second trick yard clerk, then as a brakeman. He became yard clerk at Rumford in 1950 on the death of William E. Canders, veteran yard clerk and dispatcher, and succeeded Lacy W. Judkins as general agent on Judkin's retirement last December.

Except when Roy is working, which is most of the time in his busy industrial city, he may be found in the Smith Crossing sec-

tion of Rumford where he lives with his wife Esther, daughter JoAnn, 14, and sons Thomas, 12, and William, 9. He may be found there except on the increasingly rare occasions when there's time for a family fishing or hunting trip, based at Roy's camp in Wilson's Mills.



GENERAL OFFICES

The General Office personnel will have a Christmas Party at the Portland Country Club on Saturday, December 21st. There will be dancing, games, buffet lunch, prizes and novelties. The committee consists of Mert Neilson and George Stanley. Everyone is welcome.

Sympathy is extended Mrs. Beryl Farrar of Purchasing Department on the death of her father.

Miss Lena Hodge, secretary in the comptroller's office, is now recuperating at home. Mrs. Alice Allen is substituting for Miss Hodge.

George Lowell, Portland Terminal bookkeeper, has returned to work after a short stay at the Osteopathic Hospital of Maine.

October was the month for the colleges to invite the parents to visit the schools for parents' weekends.

Bill and Ann Welch went to Springfield College where they were entertained with sports, banquets, and a dance. Sid and Helen Foster visited University of Maine at Orono,

U-Fund Chief Sees Successful Campaign on MeC

R. W. Williams, Portland Terminal Company superintendent and Portland-area chairman for the annual Maine Central-Portland Terminal Company United Fund campaign, has voiced his thanks for what apparently will be another successful fund-raising campaign on the two properties.

Williams said a total of \$7,723.50 has been raised during the month-long effort, and that unreported pledges and additional gifts are expected to bring the total close to the \$7,809 raised last year.

Williams congratulated the railroad employees who made possible the success of the campaign, and added his special thanks to those who assisted in the annual effort. They included Kenneth W. Phillips, purchasing agent, who acted as vice-chairman; Richard L. Achorn, general agent, Lewiston-Auburn, who headed a similar drive in that community; George P. Silva, shops superintendent, campaign chairman in Waterville, and the following departmental solicitors who made the actual contacts with the employees in the Portland area:

(United Fund—page 8)

Retired Agent Stuart Is Dead

Frank P. Stuart, 81, of 42 Mellen Street, Portland, died October 24 at his home after a long illness.

Born at Calais, April 14, 1882, he was the son of Augustus and Emma Prescott Stuart.

Mr. Stuart attended Calais schools and was employed 54 years with the Maine Central and Boston and Maine Railroads. He was a station agent and telegrapher in Westbrook and at Cumberland Mills for many years.

Pitt H. Moores Dies In Portland

Pitt H. Moores, 67, of Portland, a retired Maine Central Railroad engineer, died Oct. 27, in a Portland hospital. He was a veteran of 45 years of railroad service.

He was born at Princeton, March 29, 1896, son of William E. and Janie Murshroe Moores. He attended Carmel schools and Maine Central Institute, Pittsfield.

He was a member and general chairman of Lodge No. 4, Brotherhood of Locomotive Firemen and Engineers and was active in Masonry.

where they met with the various deans and guidance directors and were entertained at dinner. Al and Helen Chapman and George and Mrs. Ellis were registered at Westbrook Junior College and were guests at a tea in the afternoon and a dance at night. Incidentally, George and his daughter won the prize for the best waltzers. Mert and John Neilson journeyed to Keuka Park, New York, where they visited their daughter Kathy and were entertained with concerts, chicken barbeque, sports and a square dance.

Red Murray, another late vacationer, enjoyed a week at home just resting.

John Snell was favored with very pleasant weather on his annual vacation so that he could tend his garden in Falmouth.

That Indian Summer we had in October had the wives of some of the fellows digging out the summer short sleeved shirts, which had been put away for the winter.

Louise Scannell spent the Armistice Holiday visiting relatives in New Hampshire.

Charlie Anderson is on a hunting vacation, spending a week in the northern part of Maine. He took along his snowshoes just in case.

Al Chapman chauffeured his parents to Pennsylvania to give them a good start on their trip to Florida where they plan to spend the winter.

We have just received the following note from Miss Lena Hodge, secretary, office of the Treasurer and Comptroller:

Until I am able to do so individually, and since The Messenger reaches everyone on the Maine Central, I am taking advantage of its columns to thank all my associates for their remembrance by cards, letters, flowers, gifts, and the wonderful Sunshine Box of gifts sent to me during my recent stay as a "guest" of Maine Medical.

It was most heart-warming to know so many of you wished me good luck and your kindness is deeply appreciated.

My most sincere thanks to the blood donors who replenished the Hospital's blood bank. This is truly giving of one's self.



AT RIGBY—17 YEARS AGO—Members of the Rigby Car and Stores Department crew posed for this picture in 1946, just after World War Two. Left to right, front, Earl Jones, Martin Conley, Charles Gordon, Roland McPherson, Edward Landry, Peter Griffin, Jr., Joseph Martel, Fred Robinson, Alphas Dunham, Arthur Thibeault, Peter Griffin, Sr., Alfred Landry, Russell Proctor, Emil Casey, Albert Carey, Joseph Malloy, John MacVane. Back, Millet LaBerge, Joseph Berry, Alfred Emery, Thomas Manning, Neil Thelson, Arthur Parkhurst, Tallus Michaud, Arthur Landry.

LEWISTON

Fishing equipment and boats are being replaced now by guns, shotguns, and hunting gear and many of the alleged hunters are out, or about to go out, to the deep woods. Truck Driver Aime Roy, who usually is the first one to bring back the evidence, is out sick, and this may delay him a little. However, knowing Aime we feel certain that before the month is out he'll have a 10 pointer into the office to get a picture taken.

Waybill machine operator Rita Cronin has been on vacation and was spelled by Lillian Ayres of Canton.

Freight House Foreman Fred Junper also was on vacation and his place was taken by his capable assistant Henry White. We understand "Jump" worked almost as hard on vacation, but refused to bring us in the "evidence."

Retired Telegrapher Joe Roberts was a recent visitor and looked pretty fit. Joe certainly keeps busy and its always good to see him drop in.

We understand retired Yard Conductor Archie Martin is still railroading down Brunswick way altho we did not have the opportunity to visit him and enjoy a ride on his train this summer. All of us send our best, Arch. When are you going to drop in the Lower Engine House for a visit?

We were all sorry to have Track Supervisor Bud Harris leave, good luck to you, Bud, in Waterville.

Yard Conductor Leo Bouffard is sporting a new Galaxie these days and it's a mighty sharp looking buggy.

Engineer Sparkie Holden assures us that next year will be a Red Sox year. The Sox are bound to catch the winning fever—we hope.

WATERVILLE SHOPS

Supt. G. P. Silva, (the 'G' is for gadget) has added another jimmy-quiver to his car. This invention permits him to set a predetermined speed, thru dash controls, which the car will maintain under all circumstances. The dingus kicks off when

the brake is applied. This is adaptable to high road speed or to low flying.

Last year he invented an attachment hooked to the alarm clock, which started the car, made toast and percolated coffee and warmed up the electric razor.

We hear that he now has plans for training a 'Seeing Eye' dog to act as co-pilot. He could probably make this idea work too.

The Ford, owned by foreman Wallace Jewell, being driven by a trainee under the supervision of Jewell's son Jon, recently left the Augusta road and turned over. The car was demolished, but no one was hurt.

Assistant Storekeeper Al Rancourt is driving a white Cadillac. Oh boy, ain't that sumphin!

Machinist Ken Fletcher has recently bid the lead man job in the Machine Shop and Eddie McAleer has bid Fletcher's vacated job on the erecting floor.

Several employees are taking late vacations to take advantage of the hunting season. The only deer slayer we hear of to date is Boilermaker Bernard Waning whose midget dressed out at six pounds of hamburger.

George Colford, 51, a former Carman, died Nov. 3 at the VA in Togus. He had been on disability pension for some two years and had worked here since 1941.

Machinist Andy Miles was 'fill in' for Foreman Don Russell while Don was vacationing.

New (to us) employees in the Yard Crew are Lewis Ambrose, James Cote and Leo Dutille. These boys are furloughed from the Station baggage room.

Marco Polo never traveled further or had any more colorful stories of distant places and strange faces than did our silent Foreman, who has recently returned from system-wide work equipment inspections.

Foreman Floyd Case is enjoying an extended vacation in Clifton, N.J.

Lead Man Chris Carstenson has a new Dodge Pick-up and Carman Harvey McCaslin a new Pontiac four door sedan.

RIGBY

The deer hunting season is on, and many of our "Nimrods" were off to their various destinations on the first day. Carmen Herb Sampson, Robert Mulherne, Donald, and Ivan Perkins, Merle Cook. Foremen Charles Tetreault, and Linwood Sweatt, as well as Bridge and Building Crew men, "Dude" Babbage, Guy Briggs, and George Beckwith. No report yet on the deer kill.

Machinist Maurice Gardner has purchased a 1960 Rambler. Laborer Harold Belfontaine has a 1962 Chevrolet, General Foreman Gordon Sears bought a 4-wheel drive "Jeep," Machinist McKenney has a 1963 Ford, and Machinist Milton Coombs acquired a Rambler station wagon.

Visitors for the month included worker Fred Bustin, who says his daughter has been quite ill. Former Sheet Metal Worker Archie Pratt was in also. He became a great-grandfather for the first time when his grand daughter Sharon presented the family with a baby boy recently. His second grand daughter Lilia is employed at the Hemingway Trucking Agency as a secretary, and is engaged to be married.

Foreman, and Mrs. Frederick Lombard took a motor trip to Ottawa, Canada, and saw many interesting sights.

Laborer Edward Thorne was stricken for the second time, and returned to the Maine Medical Center for further treatment.

Machinist, and President of Local 525, Laurence Lanciault, taken ill suddenly and after spending a few days in the hospital was sent home for rest.

David DeRoche, son of Foreman and Mrs. Joseph DeRoche, was involved in a recent automobile accident that caused facial and eye injuries. He is now ready for the final surgery, which should return his normal vision.

Laborer Asa Worcester is back on the job after a stay in the hospital.

It is with the utmost regrets that the men at Rigby, saw Engineman

Harley Gardner start on his last run before retirement.

Former Carman Adolphe Bourque, retired, died suddenly on the 29th of October. He will be remembered by all the men who knew him as a faithful worker and friend.

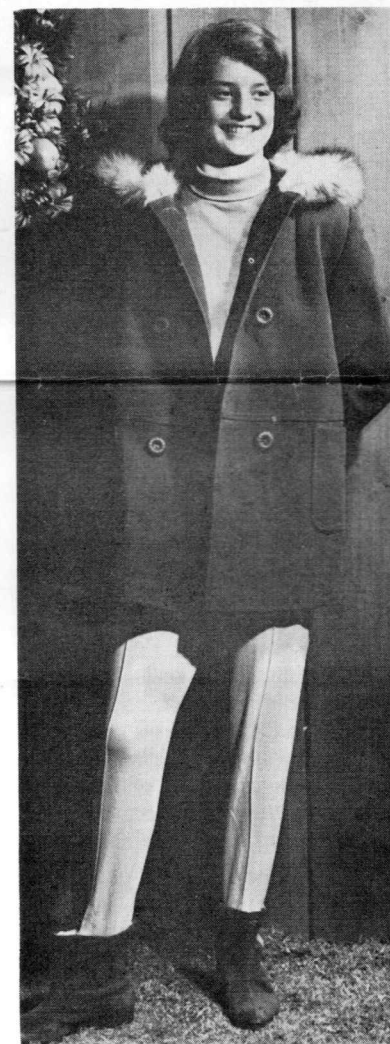
Joseph J. Nalbach, son of Machinist, and Mrs. Joseph Nalbach, is now studying printing at the Rochester Institute of Technology.

Carman Merle Cook has completed his camper which he has built onto a pick-up truck purchased for that purpose.

Carman and Mrs. Clarence Laberge became grand parents, when their daughter-in-law, Mrs. Richard Laberge, presented the family with a 9-pound, 3 ounce girl named Patricia Jean. Mr. and Mrs. Melite Laberge are the great-grandparents.

Three snow-blowers, all different makes have been purchased by Machinist Lawrence Lanciault, Welder Albert Wetmore, and Electrician Raymond Rider.

The safety board reading has now reached the figure of 173 days without an accident.



TEEN OF THE WEEK—Pretty Betty Ann Gardner, daughter of Wilfred O. Gardner, Jr., a former sectionman at Rigby, granddaughter of the late Wilfred O. Gardner, clerk at Rigby and at the General Offices, Portland, and niece of Maurice Gardner, Rigby machinist, was a winter fashion model in October for Porteous, Mitchell and Braun in Portland. Betty is a Portland High School majorette and is an active skater and swimmer. She recently celebrated her fifteenth birthday and, according to her Uncle Maurice, she's already a fine cook. Her father is employed by the Post Office Department.



TESTING NEW GLASSES—Welder Albert Wetmore at Rigby shown working on new-type goggle being tried out for "oxy-acetylene" welding and cutting.

E. W. Wheeler—(from page 1)

Commander of the Supreme Council, Ancient and Accepted Order of Scottish Rite, and Most Worshipful Grand Master of the Grand Lodge of Maine. He was honored by the Consistory in 1959 for distinguished service to Masonry, and received the Gourgas Medal, one of the order's highest honors, only last month. This award had been conferred only seven times previously, with a king, an ex-president of the U.S., and a former U.S. secretary of State among the recipients.

Mr. Wheeler was graduated from Bowdoin College in 1898, and had been honored twice by Bowdoin. He was awarded an honorary master of arts degree in 1923 and an honorary doctor of laws degree in 1939. He served as counsel for the college for 26 years.

He was a director of the Union Mutual Life Insurance Company and the First National Bank of Brunswick, maintaining the latter post for 31 years.

His widow, the former Mildred L. Shaw of Freeport, and a cousin, Mrs. Nelson Glover of Boston, survive him. A brother, William A. Wheeler of Gorham, who served the Maine Central as

chief dispatcher, superintendent and general representative, died in 1958.

President E. Spencer Miller and General Counsel Archibald M. Knowles were among honorary bearers at the services in Brunswick November 4.

U-Fund—(from page 6)

Merrill B. Stanley, examiner, executive and legal departments; Lawrence E. Harding, head clerk, engineering department; Stephen J. Conley, Jr., general statistician, accounting department; Forest C. Ryder, traffic assistant, traffic department; John E. Hamilton, supervisor of schedules, operating department; Arthur C. P. Lennon, assistant superintendent, operating department; Lawrence D. Smyth, chief clerk, purchases and stores department; E. M. Montgomery, foreman, car department, Rigby; Gordon H. Sears, general foreman, locomotive department, Rigby; Melvin L. Charity, road foreman of engines, motive power department; Michael F. O'Brien, assistant superintendent, Rigby; and Percy H. Coombs, trainmaster, transportation department.

Locos—(from page 1)

were familiar sights from Vanceboro to Portland.

Purchased by the Kansas City Southern Railroad, the four locomotives are being entirely renovated at the Waterville Shops. Outside the green and gold color scheme of the Maine Central was changed to the red, yellow and black of the Kansas City Southern.

First of the diesels moved south the week of November 4 and the other three will leave Waterville before the end of the year. All are being towed south in freight train service.

EFFICIENCY PLUS

If a 40-ton freight car and a 40-ton truck trailer were given identical 60 mph shoves on level track and adjoining highway, the freight car would coast five times as far as the truck because of the lower friction of steel wheels on steel rails.

RETIREMENTS

William A. Chase, foreman, Waterville, October 18.

Harry B. Kenison, locomotive engineer, Calais, October 7.

Chester W. McKeil, locomotive engineer, Waterville, October 12.

Charles H. O'Brien, locomotive engineer, Waterville, October 14.

Bernard F. O'Neil, conductor, Calais, October 14.

Robert C. Simpson, ticket seller, Portland, October 1.

Lewis W. Snyder, machinist, Bangor, October 11.

Gladys E. Steinfield, freight clerk, Portland, October 9.

Harold W. Walker, carman helper, Waterville, October 14.

DEATHS

Mahlon W. Knowlton, trackman, Pittsfield, October 12.

Robert M. Seymour, conductor, Portland, October 22.

From The History File



PORTLAND SCENE . . . 1914—Bill Grace, PTCO. plumbing shop, supplied this old picture of the area now occupied by the maintenance of way and electrical shops behind the former Union Station area. Congress street is in the distance, and the old heating plant stack rises near the center. Bill asks if anyone can tell him what the other stack is . . . the one in the far background.

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