



Messenger

Vol. 4, No.3

For Employees and Friends of the Maine Central Railroad

January, 1964

Freeport Station Sold; Buyer Plans Railroad Museum

If the plans of a Bowdoinham school principal are realized, the Maine Central passenger station at Freeport soon will become a museum of Maine railroading.

George McEvoy, who spends summers in Southport and winters as principal of the Bowdoinham Elementary School, has bought the old structure. He plans to move it to Southport and furnish it with his growing collection of items from what he and other railfans call "the good old days" of railroading in Maine.

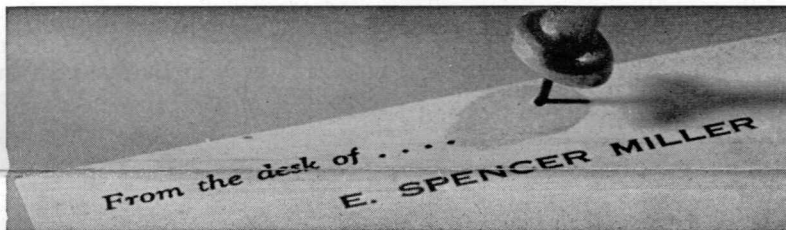
It will be located on land that McEvoy has bought between Boothbay village and Boothbay Harbor, and may someday serve as the station for a short tourist-attraction railroad that the collector hopes to have. Initially, at least, it will house McEvoy's large collection of railroadiana, which not only includes lanterns, signs, daters and telegraph instruments, but the ticket window from the Brunswick station, baggage trucks, waiting room benches and many other items of old-time railroad equipment.

Moving the station is something of a problem to McEvoy, but he has assurances from a contractor that it can be done. He says it will be cut into several pieces, moved over the road, and put together again at the Boothbay site.

The Bowdoinham educator, who lives at 5 Bank street, Brunswick, during the winters, plans to sort out his extensive collection this spring, arrange it in the building, and invite the public to drop in and take a look this summer.



TO BE MAINE RAILROAD MUSEUM—The Maine Central station at Freeport, above, has been sold to George McEvoy, Bowdoinham Elementary School principal, who will move it to Boothbay where it will house his extensive collection of old-time railroad equipment. The structure will be cut up and moved in sections, then reassembled at its Boothbay site.



TO MY FELLOW EMPLOYEES:

LOOKING BACKWARD THAT WE MAY LOOK FORWARD

It seems realistic to view the Maine Central "train" as at the floor of a shallow valley after a long, gradual descent. In a sense it is unpleasant to look back up the track which we have traveled for ten or eleven years and to observe the thousands of tons of freight which were once enjoyed, but which we did not carry in 1963. The largest loss was in the area of pulpwood. In 1952 Maine Central moved 46,247 carloads of this commodity and in 1962 only 15,560, with a further decline in 1963. While the inroads of trucking competition on rail transportation of potatoes are better known, the harm to us from trucking of wood has been far more severe. Highway haulers of potatoes have enjoyed the benefits of the same degree of free riding as other freight users of the nation's highways, and have had the further advantage of carrying a commodity exempt from Commission regulations. Trucking of pulpwood has been fostered by amendments to the State laws providing a greater leniency with respect to sizes and weights of loads. The rather drastic revolution in the paper industry in this area, greatly increasing the utilization of hardwoods by our mills, has resulted in trucking from short distances replacing longer hauls by railroad. In 1952 Maine Central had a gross revenue of \$3,451,000 from the transportation of pulpwood, which had dwindled to \$1,100,000 ten years later. It is obvious that maintenance of the 1952 level would have made this Company prosperous in recent years.

While our backward looks rise to the hills of yesterday, our forward view follows a steeper road to the higher elevation of tomorrow. The bottom of the valley has been reached and 1964 will see our train rolling up the grade to a new era of well-being. The paper industry has not declined in our area, but has continued to grow and the rail-

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Credit Union Plans Annual Meeting

The Railroad Workers Credit Union will hold their annual Shareholders Meeting at the Lafayette Hotel January 24, 1964, at 7:30 p.m.

All Shareholders are urged to attend. Refreshments will be served following the business meeting.

Clark Elected Vice President

Sumner S. Clark, Portland, assistant to the president since 1955, was elected Dec. 18 as corporate vice president of the Maine Central Railroad Company and the Portland Terminal Company.

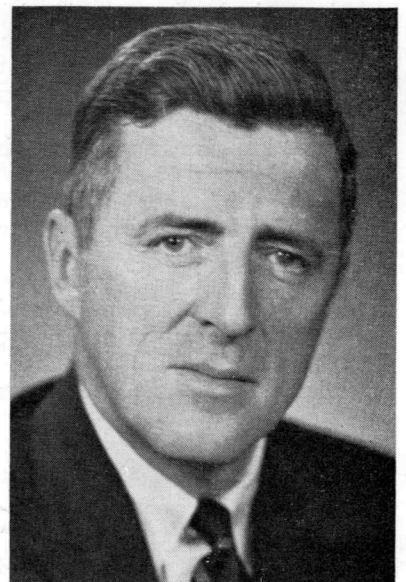
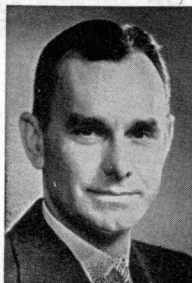
Clark succeeds the late Edward W. Wheeler of Brunswick in the Maine Central vice presidency. His election took place during a meeting of the railroad's board of directors in New York City.

Born in Portland, the new Maine Central vice president spent his youth in Saco. He was graduated from Thornton Academy in 1936, the University of Maine in 1940 and Harvard Law School in 1943. He served in World War Two as a Navy Lieutenant with combat duty in Atlantic and Pacific, and joined the Maine Central law department in November, 1946.

Clark was appointed general attorney of the Maine Central in May, 1952, and assistant to the president of the railroad February 1, 1955. He was elected to the Portland City Council in 1956, and was re-elected and served as council chairman in 1959.

He is now president of the board of trustees of Waynflete School, Portland; a trustee of Thornton Academy, Saco; a di-

(Clark—Page 8)



Sumner S. Clark

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President's Letter—(from page 1)

road has more than held its own in carriage of finished products. In 1952 Maine Central transported 40,874 carloads of paper, while in 1962 we carried 52,301, and the tonnage increase was even greater due to higher unit capacity. The problem, therefore, is clearly that of returning to our former place in the transportation of raw materials, chiefly wood, to the mills. Attainment of this goal is full of promise. We have studied very carefully the rail wood requirements of new mills scheduled to be built in this area and previously reported in this column. Their rail requirements will more than double the cordage which we transported in the past year and we are programming the purchase of several hundred new rack cars to do the job. Furthermore we are on the threshold of development of a very significant tonnage in the form of chips involving renovation of cars and much new work at Waterville shops. The necessity of old and new paper mills reaching ever farther afield for their wood supply increases the rail potential. It is probable that the rail transportation of other raw materials, such as fuel and chemicals, will expand comparatively and just as dramatically, although the tonnage gain will be less.

It sounds a bit conceited to say "We planned it that way," and yet to a large degree we did. The public was told that when Maine Central discontinued an unused passenger service, financial difficulty would be avoided on the one hand, and tools would be provided on the other to give Maine shippers better equipment, service and rates. This could be foreseen. We could not definitely promise that new mills, new jobs and new dollars for Maine would be the result, but it was reasonable to expect such, and now we know that the expectation is about to be fulfilled. It is impossible to over estimate the beneficial economic and social effect which this planning is about to have on the Pine Tree State and its people. It is indeed disappointing that at the very first showing of this new and brighter picture, some few uninformed or misguided individuals should talk of State authorities running railroads or dictating their operation. Maine Central has played a crucial part in bringing about a drastic improvement in Maine's economic climate, and the people who are putting their dollars into these new projects count upon and depend upon continuity of a responsible and able railroad management dedicated to meeting their needs. Fortunately Maine is blessed with political leadership aware of the truth and significance of the foregoing. Recently I wrote to the holders of Maine's highest political offices and I am very pleased to quote from three letters in response. Under date of December 18, 1963 the Honorable John H. Reed, Governor of this State, replied, using the following words:

"I am solidly behind the management of our railroads and would certainly oppose Maine going into the railroad business.

I appreciate your keeping me informed on your plans and you may be sure of my cooperation in every way possible."

The Honorable Clifford G. McIntire, Congressman from our Second District, wrote as follows:

"Please know that the great effort of the Maine Central to make possible the expansion of the Maine paper industry is deeply appreciated.

I am encouraged on the grain rate matter, and really am grateful for your keeping me up to date on this subject."

The Honorable Stanley R. Tupper, Congressman from our First District, wrote as follows:

"You are correct that this vital method of transportation depends on the private sector.

I think the Maine Central Railroad should be commended for bringing this new industrial development to the State of Maine."

In turn, I feel, as I am sure every true and loyal Maine Central man and woman feels, a sense of gratitude to the Governor and to Congressmen McIntire and Tupper, not only for the substance of their remarks, but for the hands of friendship which they have extended to us. These will always be remembered.

Esperanza Miller

For One of Our Own

We feel sure no special thanks is required or even expected, but the Messenger would like to commend the hundreds of Portland-area railroad workers who pitched in to help a fellow employee last month when, for him and his family, things were about as rough as they can get.

It was a quick and thoroughly successful fund drive that covered every office, every yard and every crew, and one that brought us all together as railroad people, doing our best for one of our own.

No gift ever was more deserved, nor as graciously received and deeply appreciated.

Signs of The Times

The American railroads in 1961 operated 217,000 miles of track—more than all European countries combined; they moved 563-billion ton miles of goods, again more than all the combined foreign roads; revenues of the United States roads amounted to \$7,738,556,071, almost double the European roads volume and earned more than \$382-million for their shareholders compared with deficits for all European roads, according to data compiled by R. L. Terrell, vice-president of General Motors. Furthermore, the American railroads achieved these successes with only 717,543 employees, less than half the number of all railroads in Europe combined. (Progressive Railroad, Nov.-Dec., 1963).



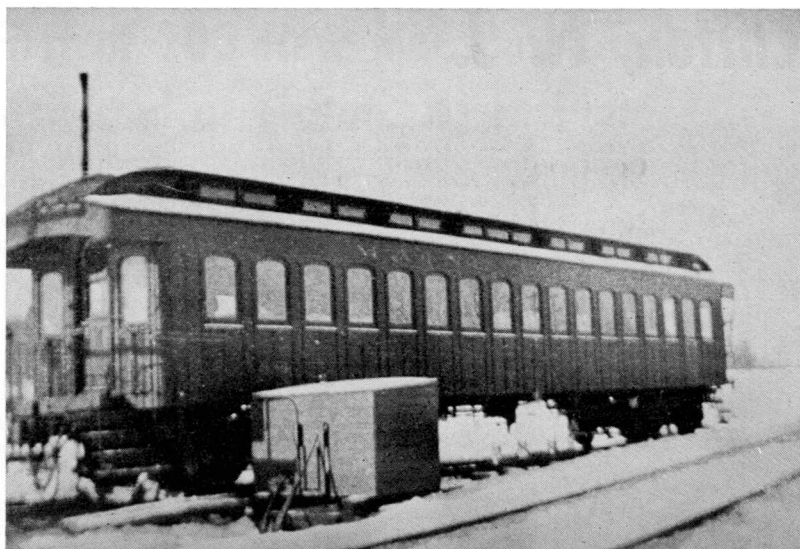
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HOME FOR A COLD WINTER—This car, on the siding at Cherokee, between Bancroft and Danforth, served as the home and office for Mrs. Anna McLaughlin and two other feminine telegraphers during the winter of 1919-20.

Portland Area Railroad Workers Donate \$1073 to Harrigan Family

Russell Promoted To Buying Post

The appointment of Earl R. Russell as Assistant Purchasing Agent, Maine Central and Portland Terminal Companies, was announced Dec. 23 by Roy E. Baker, vice president, purchases, stores and mechanical.

Russell, who has served as administrative assistant, Purchasing Department, for the past eight years, is a native of Oakland, a graduate of Waterville High School and Thomas Junior College. He joined the Maine Central in 1939 as a clerk in the transportation department at Waterville. He became a clerk in the engineering department at Waterville in 1942, and in the following year was transferred to Portland as secretary in the Executive Department. He became secretary to the President in 1952.

Russell is a World War Two Navy veteran, with service in the Pacific. He is a member of the Maine Purchasing Agents' Association and the New England Railroad Club. He and Mrs. Russell, the former Lucille Shaw of Mars Hill, reside with their three children in South Portland.

Portland-area railroad workers provided \$1073.50 as a pre-Christmas gift for a Rigby car inspector who lost six children, his home and most of his belongings in a fire December 15.

The fund, initiated by President E. Spencer Miller next day with a check for \$250, was swelled by contributions from Maine Central general office personnel, from Portland Terminal Company workers at Rigby and in freight houses and yards throughout the Portland area. Canadian Pacific and New Haven Railroad staffs in the General Offices also contributed.

The total was delivered Saturday, December 21, to William F. Harrigan, whose Gilman Place home was destroyed in the fire. Six youngsters—three of them children of Mr. and Mrs. Harrigan and three others who were foster children—perished in the flames. The Harrigans and four other children managed to escape the fire.

Harrigan expressed his profound thanks to all who contributed to the fund, which pushed the total amount contributed by the general public well over \$4,000. The remainder of the money, as well as quantities of clothing, toys and furniture, was the result of a drive conducted by Miss Mary LaVangie, who taught the fire victims in her classes at Sacred Heart School.

Long Winter At Remote Cherokee Described by Feminine Telegrapher

A story that will bring memories to many an old-time Maine Central Railroader was told in the pages of Yankee Magazine for December. Written by Mrs. Anna M. McLaughlin of Dryden, Maine, it's the account of the winter in 1919 when she and two other girls served as operators at Cherokee Siding.

Mrs. McLaughlin writes:

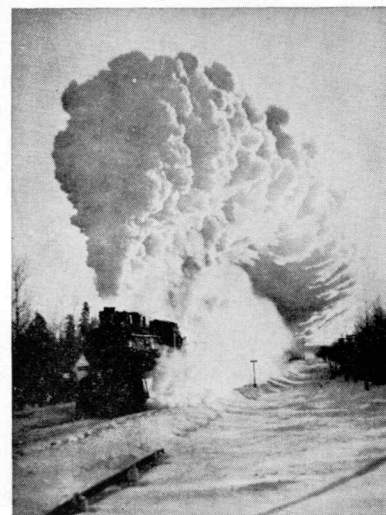
"We were telegraph operators, from the spare board, sent to cover one of three jobs on sidings between Mattawamkeag and Vanceboro during the winter . . . A good many of the regular jobs were then covered by girls or women as many men were still in war service. When the three of us applied for the job we knew was coming up, there was some doubt in the minds of the railroad officials as to our ability to do what was required of us, but we soon convinced them that we were all quite capable."

Mrs. McLaughlin, who retired in 1960 after 26 years as Postmaster at Dryden, was a Maine Central Railroader for about 13 years. As Anna Madsen she worked spare for four years, then bid in the permanent operator's job at Wilton for eight and a half years. She worked at the ticket office in Bath for a summer, then resigned to assume the postmastership at Dryden.

The Yankee story deals with the four cold months of 1919-20 during which Mrs. McLaughlin, Mildred and Monica (no last names given) lived and worked in a boarding car on Cherokee Siding, halfway between Bancroft and Danforth, in the Maine back-of-beyond.

Temperatures that reached 35 below zero compounded the problems of the three girls, living alone in the Maine woods. Coal was dropped by passing engines, sometimes covered by snow before it could be picked up, and at least once, tossed through the car's windows by passing plows. Additional fuel, food, mail, and newspapers were also supplied by passing trains, and occasional trips to town were made on the section crew's hand-car. All in all, it was an unforgettable four months, and Mrs. McLaughlin has pictures that serve as souvenirs.

We have reproduced two of them in the Messenger, and one is as fine a shot of a Maine Central steam locomotive as we've seen. It was a west-bound freight, on a cold morning, its plume ris-



MORNING VISITOR—A welcome sight to the three operators were signs of life in the remote Cherokee area. One such was the morning west-bound freight, shown above.

ing 35 feet into the frigid northern Washington County air.

To railroad people, these pictures are interesting, but they're fascinating to photographers. Mrs. McLaughlin recalls the film was developed in the boarding car's iron sink, with the chemicals almost freezing cold. A flat piece of soft coal, wrapped in newspapers and tied with string, stopped up the sink drain. Lots of photographers have done less than half as well under conditions twice as good.

Flynn Appointed Systems Analyst

Hugh F. Flynn, storekeeper at Rigby, has been appointed to the temporary post of Systems Analyst in the Data Processing department, Portland.

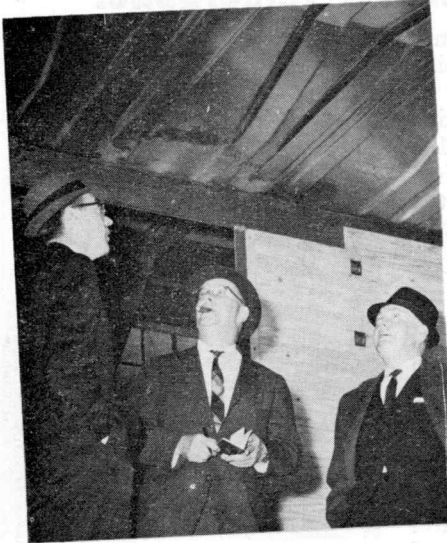
A Portland Terminal Company worker for 22 years, Flynn is now in his last year of a second term on the South Portland City Council.

He assumed his new post Jan. 1. In his absence, the storekeeper's position at Rigby will be filled by Maurice J. Allaire, Maine Central storekeeper at Portland.

Flynn joined the Portland Terminal Company as a laborer in the stores department at Rigby in December, 1941. He became a clerk in the same department in 1943, and was named storekeeper at Rigby in 1960.

He is president of the Railroad Workers' Credit Union, and served as chairman of the South Portland City Council in 1961 and 1963.

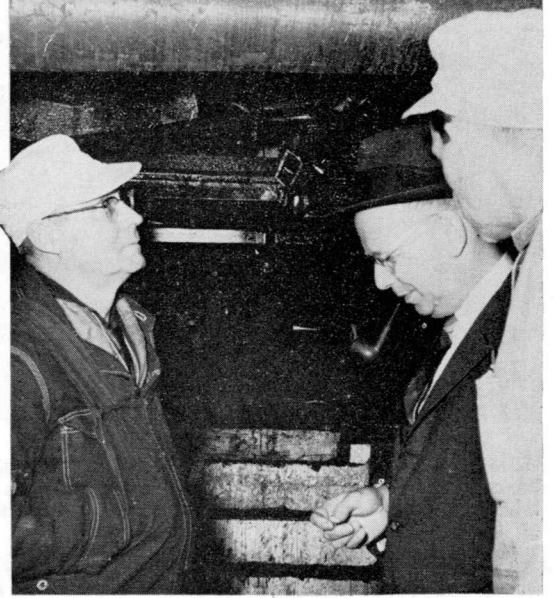
Sample Car Inspection Clifton, N. J.



L. N. Shelley, Dole, Rourke check roof



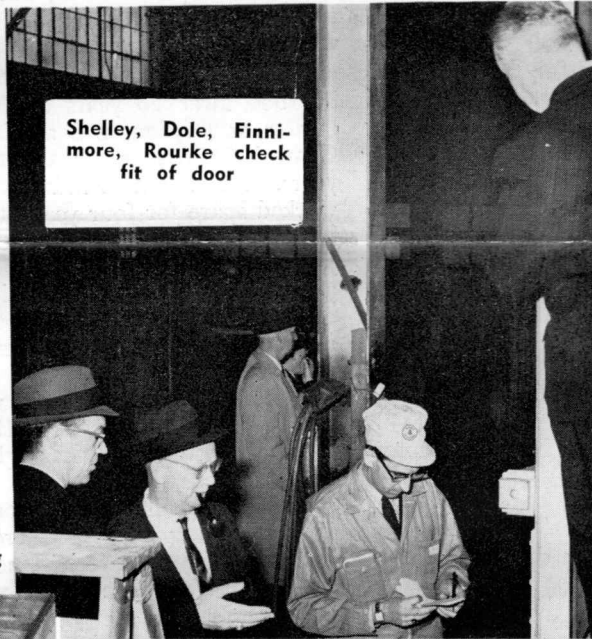
Inspecting the doors



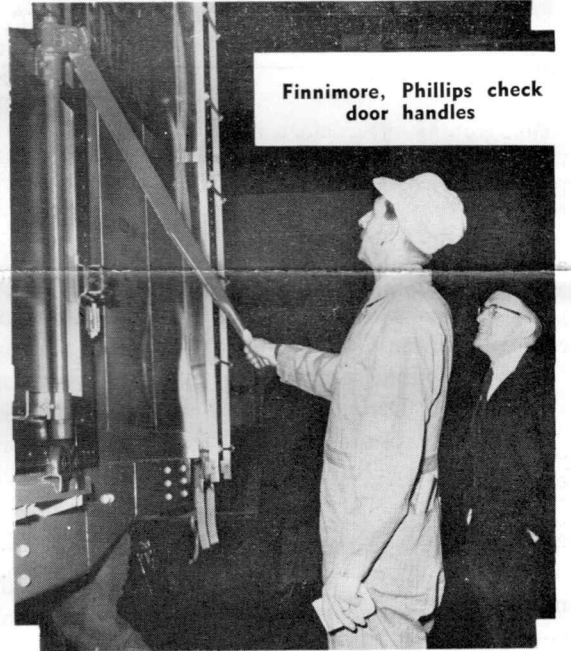
Case, Dole, Finnimore underneath



Phillips, Magor's Leroy check maple flooring



Shelley, Dole, Finnimore, Rourke check fit of door



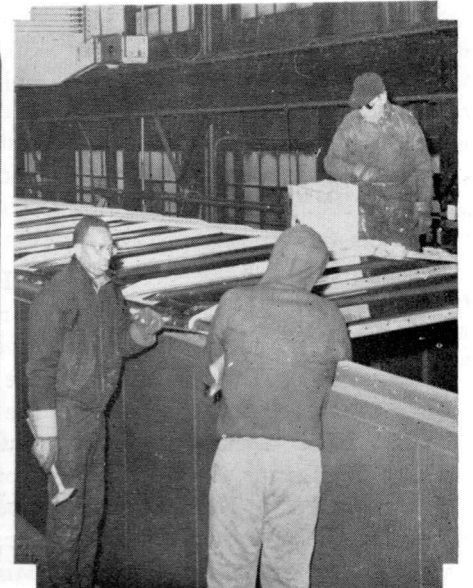
Finnimore, Phillips check door handles



Looking for leaks



Welders work on car side



Aluminum roof installed

First of 200 New MeC Box Cars Inspected at Clifton, N. J., Plant

It was an old story to half the delegation from the Maine Central, but to the remainder, the sample car inspection at the Clifton, N. J., plant of the Magor Car Corporation was a brand-new railroading experience.

Even to the veterans, Mechanical Engineer Richard F. Dole and Superintendent of Car Maintenance J. D. Rourke, the busy day at Clifton provided a challenging assignment. And as they worked, it became more and more apparent to Purchasing Agent K. W. Phillips, and especially to the Messenger editor, that there is no such thing in the car building business as a "production model," and that every unit is custom built to meet the stern specifications of the customer railroad.

Object of all attention was Maine Central 9675, the first of 200 steel-and-aluminum box cars ordered as one phase of the railroad's continuing freight service improvement program. Completed only that morning, the bright-yellow car stood by itself in a massive shed, like a lone actor on a broad, bare stage.

But from 9 in the morning to late in the afternoon, the new car was anything but alone, with Maine Central people, Magor people, and representatives from a dozen suppliers swarming all over it, assuring themselves that hundreds of individual specifications had been met, and that applications of doors, flooring, inside lining, brake rigging and many other specialty items were correct.

Early in the inspection, Dole and Rourke called for the doors to be tightly closed while they checked for light leaks—which in use would leak not only light, but snow and rain. Locked inside for several minutes, the inspectors reported afterward that no light showed anywhere. The new plug-type doors, which close flush with the inside lining of the car, formed a perfect seal, and no openings were visible in floor, lining or roof.

The inspection team closely examined every feature, from the welds in the steel skin of the car to the smooth finish of the laminated maple flooring. Notes made of minor deficiencies were later

read and discussed during a meeting of Magor production officials and the Maine Central delegation.

Assisting the inspectors were Alden Finimore, assistant superintendent, Waterville Shops, and Floyd R. Case, assistant foreman, Car Shop, Waterville, both of whom had been at Clifton for several weeks, overseeing the early stages of production.

Magor officials said the remainder of the 200 cars will be rolling off the assembly line at Clifton regularly. They will be inspected and accepted by Finimore and Case as they are completed, delivered to the adjoining Erie-Lackawanna and the Lehigh Valley Railroads, loaded and sent to New England points.

Dole, Jr., Named To Faculty Post

Richard F. Dole, Jr., son of Mechanical Engineer and Mrs. Richard F. Dole, has been named an assistant professor of law at the University of Iowa Law School.

Now a graduate student at the University of Michigan School of Law, Dole will begin his duties at the University of Iowa July 1. He will spend the summer in research for the school's Agricultural Law Center, and begin teaching in the fall.

Dole is a graduate of Waterville High School and Bates College, where he was a Phi Beta Kappa and a Gannett Scholar. He received his law degree "with distinction" and his master's degree from Cornell Law School. He was admitted to the Maine Bar in 1961 after scoring the highest mark of the 35 who passed the examination at the time.

His wife is the former Linda Ann Ingols of Flossmoor, Ill. They have a son, Richard F. Dole III.

G. A. Stinchfield Dies In Waterville

George A. Stinchfield, 69, former Storekeeper, Waterville Shops, died Dec. 13 at the Veterans Administration Hospital at Togus following an illness of several months.

Mr. Stinchfield was born in Vienna, Jan. 11, 1894. He had been employed by the Maine Central Railroad Shops from 1918 until his retirement in 1959.



THROWS LAST SWITCH—Joseph P. Flaherty, a yard brakeman and conductor at Rumford for the past 43 years, retired in December, and is looking forward to taking things easy.



ENDS RAILROAD CAREER—Albert B. Wetmore, Sr., who began to repair Maine Central locomotives 42 years ago at Thompson's Point, Portland, before construction of the Rigby terminal in South Portland, retired from active railroad service at year's end. The veteran machinist-welder and Mrs. Wetmore are residing at 527 Brook road, Westbrook. A son, Albert B. Wetmore, Jr., is a Portland Terminal Company electrician.



BERTENA BODGE RETIRES—Gifts were presented to Miss Bertena Bodge by Chief Engineer Charles Prentice as the 45-year employee retired early this month. Looking on, left to right, Charles Rivers, Charles McCarthy, Alice Eliason, Lynn Lamson, Larry Harding, Edna Crimmins, Cora Hoy, Charles Jackson, Carol Bragdon, Dick Aylward and Marion Faibisy.



RECENTLY WED—Carol Lee McDonough, daughter of Watchman and Mrs. William McDonough of Portland, and a stenographer in the Engineering Department, Portland, and William H. Bragdon, signalman, Engineering Department, were married in November. They are residing at 61 Sawyer street, Portland.

GENERAL OFFICES

"A good time was had by all" at the Office Christmas Party at the Portland County Club in December. Dancing was to the tunes of Mrs. Toomey's orchestra. Prize winners

were Mrs. Fred Bither, Stanley Watson, Jerry Shea, Mrs. Bob Bennett and Mrs. Margaret Haley. Thirty-seven couples attended.

The building was well represented not only by the Maine Central forces, but Ted Whiting of the New Haven



AT GENERAL OFFICE CHRISTMAS PARTY—Nearly 40 couples attended a Christmas Party arranged by a committee from the General Offices in Portland and held at the Portland Country Club December 21. Above, Paul Steele, Diane Gagne, Irene and Howard Kelsea sit one out.

Railroad and Diane Gagne of the Canadian Pacific were guests at the party.

Al Chapman's daughter, Merle Ann, escaped serious injury recently in an accident caused when another car failed to stop for a red light. Al's car was almost a total wreck and he is now availing himself of the rent-a-car services.

Richard Esty has recently purchased a home on Raymond road in Portland.

Lot of vacant spaces the past two weeks with everyone trying to finish up their 1963 vacations. It was a good time to do the late Christmas shopping and shovel the snow around.. Larry Reinsborough, Leonard Sanborn, Lou Davis, Dick Esty, Francis Cameron, Sid Foster, Willie Brownell and Paul Landry were among the late vacationers.

Donna O'Bryan, stenographer in the Superintendent's office, enjoyed a late 1963 vacation, spending Christmas week in Vermont with relatives and friends. Mrs. Madelyn E. Bennett worked in her place.

John McDonough and family of Cleveland, Ohio, visited his parents, Mr. and Mrs. Martin McDonough for the holidays. John's mother, Rosemary, is employed in the Data Processing Department.

Bob Engelhardt, data processing, has purchased a two-family home at 20 Fessenden Street, Portland, and he and his family expect to be moved in by mid-January.

Hazel Wallace, freight traffic, is still "up in the clouds" after spending two weeks in California, the guest of her daughter and family. Hazel traveled part way by jet, part way by helicopter, so it was quite an exciting trip for her. She visited Mexico while on this jaunt, and states this was most interesting.

Larry Smyth of Purchasing Department is looking forward to the acquisition of a 1964 Malibu Chevelle, two-door sports model, azure and white in color.

"Chris" Gordon, son of Ralph Gordon of Data Processing, spent Christmas vacation with his parents. He is a student at Carnegie Tech, Pittsburgh, Pennsylvania.

Best wishes and luck to Bertena Bodge for a most enjoyable retirement. Bertena recently retired after forty-five years of service with the Railroad. Bertena was Mr. Prentice's secretary.

Eddie Davis spent a week of his vacation during the Christmas season.

Mr. and Mrs. Eddie Stewart spent a weeks' vacation traveling by train

to Shortsville, New York to visit relatives.

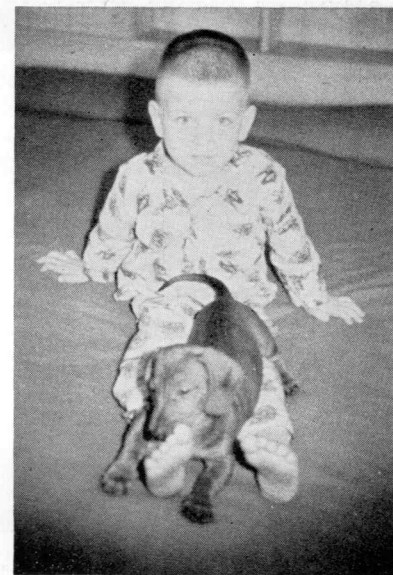
We'd like to welcome Miss Martha Bradford into the Railroad family. Martha recently began work in the Engineering Department as Mr. C. D. Prentice's secretary.

Carol Bragdon was recently given a lovely mahogany clock by the girls in the Women's Bowling League.

Ann Marie Feehan Weds D. K. Christie

Miss Ann Marie Feehan, daughter of Mr. and Mrs. Albert E. Feehan of Portland and Donald K. Christie, son of Chief Special Investigator and Mrs. Albert E. Christie, also of Portland, were married December 28 at St. Pius X Church.

John G. Feehan, Falmouth Foreside, brother of the bride, former MeC Ticket clerk and now an attorney with the Maine Public Utilities Commission, served as best man.



Mark Clark, age 4, son of Charles Clark, Supervisor Data Processing, with his dog, Amber. The pup, half a dog high and two dogs long, was found by Charlie during hunting season.

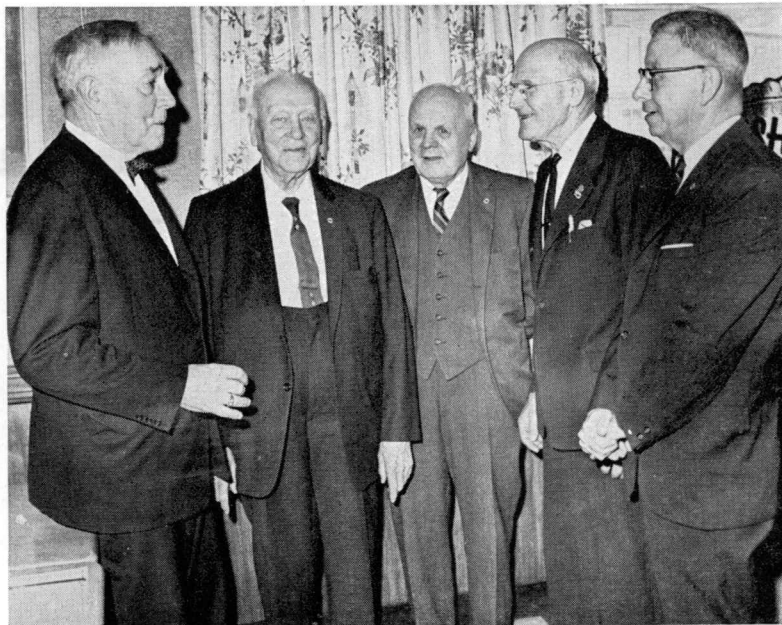
With the
VETERANS

Retired Conductor Harold Card is planning a trip to Amarillo, Texas, to visit his son who resides there.

Retired Conductor A. L. Spenser, was recently injured in an auto accident requiring one day observation.

The Maine Association of Railroad Veterans held its Christmas party at Howard Johnson's, Thornton Heights, December 22. The members exchanged gifts, and enjoyed an entertainment by a fine group of artists.

John J. Keating fell and broke his hip Friday, Dec. 27. He is now at the Maine Medical Center and we have it on good authority that he is doing nicely.



AT VETERANS' EVENT—Members of the Maine Association of Railroad Veterans held a combined monthly meeting and Christmas party Dec. 22 at Howard Johnson's, South Portland. Enjoying the get-together was a large group of present and former railroad workers, including, left to right, Pat Mulkern, H. T. Clark, A. M. Trenholm, H. Adelbert Wright and M. L. Davis.

Retired Foreman William Chase is building a new home on Francis street in Waterville. (and the grapevine has it, for a new bride).

Filling-in in the Storeroom, covering vacations, are spare Clerks Harry Nason and Conrad Mason.

Laborer Clifford St. Peter was recently involved in an accident. It will be a longish time before he can return to work.

The usual seasonal ailments and other things have hit many of our employees recently with several being hospitalized.

Laborer and Mrs. Elisha St. Peter have been visiting their daughter and husband, Mr. and Mrs. Howard Stafford, in Dexter, Missouri. They made the trip by bus. Laborer Eddie Mannino has been flying the Pigeon route while Pete has been gone.

The Rev. Keith Smith of Bingham, son of Table Operator Archie Smith, was injured recently.

Supt. George Silva has been a recent business visitor in Baltimore, Md.

Mrs. Elizabeth Finnimore and son Carl, have been spending the holidays with Mr. Finnimore in Patterson, N. J.



Christmas was a big day for Mary-Jo and Catherine Pallotta, ages 28 months and 16 months respectively, grand-daughters of Crane Operator and Mrs. Rocco C. Risbara of the Stores Department, Waterville.

WATERVILLE SHOPS

The annual supervisory Christmas get-together was held Dec. 24 in the Superintendent's Office with Supt. G. P. Silva as host. Retired Foremen present were Ray Clarke, A. L. Johnston, Owen Thompson and Ralph Patterson. A highlight of the gathering was a telephone greeting from Assistant Supt. Alden Finnimore from the warm and sunny south, where he and Foreman Floyd Case are sojourning. (lucky guys)

Former Storekeeper George Stinchfield died Dec. 13 at the VA Hospital in Togus after a long illness. Among the bearers were past and present Shop men, Richard Sturtevant, Dana Sturtevant, Earl Hancock and A. L. Johnston.

A new face, in the morning War Council has been Lead-Man Ken Fletcher, acting First Sergeant, for Foreman Don Russell who has been vacationing.

Machinist Harlan Young has returned to the Machine Shop after a stint at the Keyes Fibre Co.

Clerk-Stenog Fabiola Tardiffe retired from the Stores Department on Dec. 27. She came to work for the Company in Nov. of 1923.

Ice fishermen have many gadgets and notions peculiar to themselves. One such notion involves testing the water temperature while preparing to fish. Tractor Driver Reggie Ellis is the only one that we know who flounders thru a fish hole up to his neck, then reports that the water is COLD.

Sid Brown is riding shotgun in the Steel Room for a time.

The oil burner in Foreman Chick Pooler's furnace went 'POOF' recently, sooting the interior of the cellar and the entire interior of his freshly painted new home.

Sympathy is extended to Laborer Edgar Stanley whose elder brother, Lee, died recently at Togus.

Foreman Floyd Case made a quick visit at home and the Shops over the Holiday from Clifton, N. J.



NOVEMBER PRIZE—Yard Conductor M. E. Michaud of Waterville shot this eight-point, 185-pound buck in November. Shown with the hunter and his prize is son Reggie, who reluctantly approves.

ROCKLAND

Section Foreman Earl Miller is on sick leave and D. W. Smith from Warren has bid off Miller's job.

Retired Conductor Al Atkins and Mrs. Atkins observed their 53rd wedding anniversary in November. Congratulations to you both.

Sorry to hear that retired Conductor Percy Brackett is a patient at the Maine Medical Center at this writing.

Among those on vacation are Chief Clerk Fred Snowman, Yard Conductor M. E. Lake, M. P. Mitchell, Car Inspector F. A. Montgomery, and Car Cleaner F. A. LaBranche.

The only lucky deer hunter this season was Section Foreman Earl Miller.

Clerk-operator D. W. Pomerleau and Mrs. Pomerleau have gone to their winter home in St. Petersburg, Fla.



RETIRES AT WATERVILLE—Miss Fabiola Tardiff, who entered Maine Central service in 1923, retired late in December. Wishing her well were James Blethen, storekeeper, Waterville, left, and Tom Roche, general storekeeper.

WATERVILLE YARDS

Sympathy is extended to the family of Yard Brakeman Lee M. Miller on the recent deaths of his mother and brother. Mrs. Miller was the wife of former car inspector, the late Warren Miller. Lee's brother Ray was a former Yard Conductor at Waterville, Rockland and Livermore Falls. He was the victim of an automobile accident.

Retired Yardmaster and Mrs. H. Adelbert Wright attended a recent meeting of the Railroad Veterans in Portland. Del was given a warm welcome at the meeting and was pleased to meet many of his former fellow employees including Herb Fogg, Jim Fay, Herbie Howard and Norm Massengale. Mr. and Mrs. Wright were accompanied to Portland by Mr. and Mrs. Ralph Roberts also from Waterville. Mr. Roberts is from the Waterville Shops.

Your correspondent is presently recovering from a bout with double pneumonia and wishes to thank all of the employees who work in or out of Waterville Yard for the recent gift that was received from them. It was certainly appreciated.

Clark—(from page 1)

rector of the Maine Savings and Loan Association and the Mutual Fire Insurance Company.

Clark is a member of the American, Maine and Cumberland County Bar Associations, the Masonic bodies, the State Street Congregational Church and a former director of the Greater Portland Chamber of Commerce.

Mr. and Mrs. Clark and their daughters Deborah and Suellen reside at five Clifford street, Portland.

RIGBY

A notice was posted recently at the engine house, requesting blood donors for Mrs. Walter Dahlms.

Machinist Doris Boisse and family motored to Washington, D. C., to visit their son and family over the holidays. The winter weather followed him to Washington.

Charles Tetreault has been appointed day foreman at the engine house.

A late report on the hunting season indicated that Electrician James Small and his son Phillip both got deer at Cornish, and Laborer Robert Casey shot a doe.

Hostler Guy Densmore retired on December 19.

Machinist Martin Stratton was injured recently while using his table saw. The damage was only a nick, but required a few stitches, nevertheless.

Former Signal Department Foreman Charles Rideout wishes to thank the men who contributed to the purse of money given to him upon his recent retirement.

Three more snow blowers have appeared on the scene, operated by Carman Merle Cook, Machinist Russell Hammond, and Robert Mulherne.

Carman and spare Foreman William Bean was involved in an auto accident on his way home from work one afternoon. His car was considerably damaged and he suffered a broken ankle. He however is recovering rapidly, and expects to be on the job soon.

Laborer Roy Saint Peter was involved in an auto accident recently while on his way to work. His car was considerably damaged when he struck a car which ran through a red light.

On New Year's Day, the Safety Board read 234 days without a lost-time accident.

Archibald T. Pratt, who visited us last month, is confined to the Westbrook Hospital.

Laborer Albert Stiviletti recently became an uncle.

Former Engineer Ray Forbus's wife, Mrs. Gladys Forbus, entered a Florida hospital for surgery in November, and at the time of this publication should be fully recovered. Ray and Gladys are now at their winter home in Venice, Florida. They expect to return North this Spring to stay in their summer cottage at Brandy Pond.

Mrs. Louise Kutcher, mother of Hostler's Helper Stephen Kutcher, recently underwent surgery of a serious nature, but is on the way to recovery.

Laborer Edward Cribby received bad news at Christmas time. He was informed that his niece was killed in



LABOR-MANAGEMENT LUCHEON—President E. S. Miller was host to general chairman of the Brotherhoods and staff executives at a luncheon in the General Offices just before Christmas. Left to right, Archibald M. Knowles, general counsel; Kenneth W. Phillips, purchasing agent; John E. Hamilton, supervisor of schedules; Joseph Connor, general chairman, BRC; Charles D. Prentice, chief engineer; Oscar Derderian, assistant general chairman, BRC; R. A. Williams, superintendent, Portland Terminal Co.; C. F. Connell, general chairman, Sheet Metal Workers; R. E. Baker, vice president, Purchases, Stores, Mechanical; Paul A. Sullivan, general chairman, Machinists; E. S. Miller, president; Thomas Christensen, general chairman, Maintenance of Way employees; James W. Wiggins, vice president, operations and engineering; T. W. Severy, general chairman, Locomotive Engineers; George P. Silva, superintendent, Waterville Shops; A. J. Bergeron, general chairman, Carmen; A. N. Tupper, general superintendent; L. P. Caret, general chairman, Signalmen; Horace N. Foster, treasurer and comptroller; Joseph H. Cobb, director of public relations; and Sumner S. Clark, vice president.

an automobile accident, enroute to Maine for the holidays. The accident occurred at Washington, D. C.

A family reunion of the Wetmore clan was celebrated at Thanksgiving when all three families met together for a good time. This has been an annual event for some number of years at the home of your reporter and Mrs. Wetmore.

Al Wetmore, who with this column retires as Assistant Editor of the Messenger for Rigby, wishes to thank his fellow workers for their help with the Rigby column over the years. (Our gratitude, in turn, for Al's invaluable help to us.—The Editor)

RETIREMENTS

Thomas H. Allen, conductor, Calais, December 31.

John E. Brown, Jr., carman, Waterville, November 13.

Bertena C. Bodge, stenographer, Portland, December 27.

John Caldwell, Jr., signal helper, Brunswick, December 31.

Guy A. Densmore, hostler, Portland, December 13.

Joseph P. Flaherty, yard conductor, Rumford, December 20.

Gideon Gagnon, Sr., blacksmith, Waterville, December 2.

Richard P. Gardner, trackman, Ayers Junction, December 11.

Harvey D. Holt, cook, trackman, Waterville, December 9.

Arthur Miller, assistant yardmaster, Waterville, December 31.

Ever H. Nelson, assistant cashier, Portland, December 6.

Thomas A. Olsen, leading signal maintainer, Brunswick, December 31.

Ralph O. Robbins, crossing tender, Waterville, December 5.

Fred J. Sandy, conductor, Waterville, December 31.

Fabiola J. Tardiff, stenographer, Waterville, December 27.

DEATHS

Donald R. Bowden, trackman, Bucksport, December 11.

Everett U. Wardwell, locomotive engineer, Livermore Falls, December 1.

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