



NEW UNLOADING FACILITY IN USE—Maine Central's new public unloading facility for bulk grain and feed in Auburn was used for the first time early in February. This is a Hales and Hunter shipment from Wilmington, Del., for the Roux Poultry Farm in Alfred. Other prospective users of the railroad-provided facility include Eastern States Farmers' Exchange, Maine Milling and Manufacturing Co., Beacon, Wirthmore, C. E. Thurston and sons, and several other grain and feed distributors in the Lewiston-Auburn area.

Trestle Adapted for Grain Facility; Lewiston-Auburn Dealers To Benefit

New public facilities at Auburn for handling bulk poultry and dairy feed were completed and put into service in January by the Maine Central.

Wholesale and retail feed dealers in the area hailed the Maine Central's new facilities as an improvement which will be of tremendous benefit to all poultry raisers and dairy farmers in a large area of Maine.

The new electric conveyors are located on a trestle between the bridge over the Androscoggin between Lewiston and Auburn and the Turner street underpass, where for many years the J. B. Ham Company, feed distributors, later sold to General Mills Company, was located.

With the new system in operation, bulk grain is discharged from freight hopper cars through bottom hatches and then fed by conveyors into the dealers' trucks for distribution to the farms.

Maurice M. Stein of Lewiston, president of Maine Egg Farms, said that "we believe the installation of local bulk unloading facilities by the Maine Central Railroad has rendered a great service and made a substantial contribution to the agri-

cultural economy in this section of Maine. Bulk unloading of grain will mean lower cost of production for all concerned. Substantial savings are available in purchasing grain by bulk rather than by bag, and this is the first time this service has been accessible in this area. We of Maine Egg Farms feel that this has been a most progressive and farsighted move by the Maine Central Railroad."

A joint statement by Harold R. Freeman of Lewiston, territory manager, and J. W. Schroeder of Wilmington, Del., district manager for Hales & Hunter Company of Chicago, reads: "We of the Hales & Hunter Company want to take time to congratulate the Maine Central Railroad on this foremost projection for aiding the conservation of the Maine poultry industry.

"By equipping this facility for use by the Maine poultry industry, the Maine Central has demonstrated they are vitally concerned with maintaining a vigorous, healthy, agricultural economy in the area. In addition the dairy industry is also in a tight

(Bulk Feed—page 8)

MeC Orders 200 King-Size Cars For Maine Paper Industry

An order for 200 of the largest pulpwood rack cars ever to be used in this country was placed early this month by the Maine Central Railroad at a cost of more than \$3,000,000.

The new cars—each of which will carry 32 cords of pulpwood—will help Maine Central meet the increased transportation requirements of Maine's expanding pulp and paper industry.

The order for the new units, to be built by the Magor Car Corporation of Clifton, N. J., calls for delivery of the cars to begin next October.

Except for Maine Central's newest piggyback flatcars, which are long enough to accommodate two highway trailers, the new pulpwood cars will be the longest units in the Maine Central fleet. They'll measure 72 feet, six inches overall compared with the 57-foot, two-inch pulpwood rack cars bought by Maine Central in 1961. Older cars that are more or less standard for the industry carry about 22 cords of wood—ten less than the new cars on order.

The new cars will have a capacity of 70 tons, and will be equipped with the depressed center still that prevents shifting of the load or loss of logs as the car is moving. The new cars will have a center bulkhead which will also help to solidify the load.

To be numbered in the 1400 and 1500 series, the new cars will be black, with Maine Central insignia and other markings in bright yellow.

They will be used by Maine Central to transport pulpwood from Northern and Eastern Maine sources to all Maine pulp and paper mills, including the mills of three Maine manufacturers who have announced expansion plans calling for the expenditure of more than \$100,000,000. The wood will be used in a new kraft pulp mill to be built by the International Paper Company at Jay; and by expanded production facilities of the Georgia-Pacific Corporation at Woodland and the Standard Packaging Corp. at Lincoln.

Long before these firms announced their expansion plans, the railroad assured them that adequate rates, equipment and service would be provided. This assurance was basic to their plans.

(New Cars—page 8)

Col. W. B. Skelton Dies In Lewiston

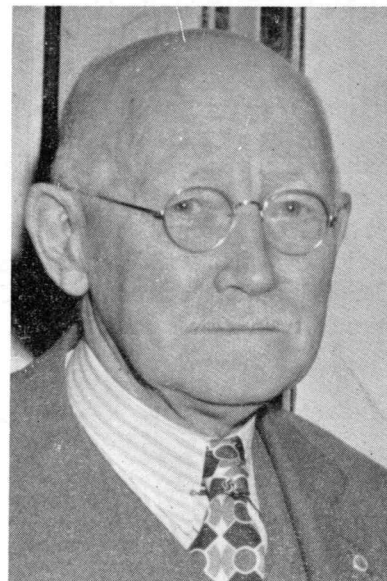
Col. William B. Skelton, a Maine Central Director for 28 years and a leading Maine industrialist for at least half a century, died at his Lewiston home February 1 after an illness of several months. He was 92 years of age.

Services were held February 4 at the Bates College Chapel, attended by civic and business leaders of his own community and the entire state.

Maine Central President E. Spencer Miller paid the following tribute to his associate of long standing on the Maine Central board of directors:

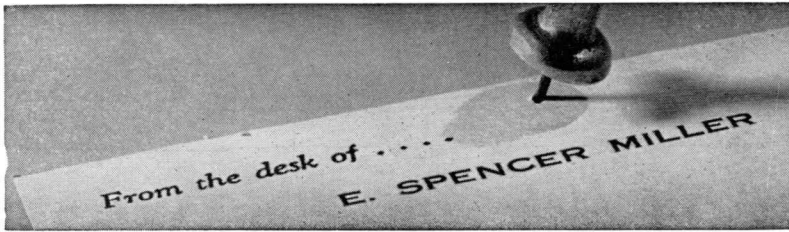
"It was with a profound sense of loss that we of the Maine Central heard of Mr. Skelton's

(Col. Skelton—page 8)



Col. W. B. Skelton

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EDITORIALS

TO MY FELLOW EMPLOYEES:

Figures don't lie, but if truth is to be conveyed, they frequently require interpretation. Publication of Maine Central's net income for 1963 showing a slight drop from the previous year could be interpreted as indicative of either a lesser importance in Maine's industrial future or a decline in Maine industry. Such conclusions would be unwarranted.



The lower net result was caused by abnormal expenses imposed by one of the most rigorous winters in history, and the lower gross dollar volume was largely the result of rate reductions to aid Maine industry to meet its competition in distant markets.

Analysis of all of our figures affords plenty of reason for optimism. In the first place net ton miles of revenue freight (which is a more accurate measure of work done than car loads) increased by 7,170,000, or one percent. Bad weather held down volume in the first quarter after which we began to run ahead of comparable periods in 1962. The Portland division showed a modest increase while the Eastern sub-division fell off. The trend in the latter will be corrected when Georgia-Pacific's new mill goes into production at the end of this year and it is axiomatic that where our eastern lines boom, the Maine Central prospers. It was particularly gratifying to note that the largest absolute as well as comparative increase in ton miles occurred on the St. Johnsbury line, indicative by our competitive success, and that this line, which a distinguished railroad scholar once called a Maine Central millstone, is now an asset.

Sales of old passenger equipment and scrap from outmoded and over-age freight cars produced funds to finance the 200 handsome bright yellow box cars which are now arriving on the property almost daily. Two weeks ago I had taken the train at 30th Street and as we left North Philadelphia there on a siding stood one of these new units. The stranger sitting beside me said, "Look at that new gold car—what a beauty." I agreed. He then said, "I understand Maine Central is one of the best." I also agreed, felt a warm glow of pardonable pride, and almost said something more.

Sales of old equipment also helped us in another direction which is not apparent from the cut and dried earnings statement. In 1963 we paid off \$681,000 of our bonded indebtedness and \$874,000 of equipment debt, making a total debt reduction of \$1,555,000. Coupled with payment of \$276,930 on our preferred stock this constituted a creditable performance.

E. Spencer Miller

That Time Again

It doesn't seem quite possible that a full year has gone by since we completed the second Boy Scout Railroading merit badge course, but it certainly has, and here we go again.

Last year, after graduating more than 200 boys, we were pleased to have the Maine Central program recognized as "Maine's most ambitious industry-Scouting cooperative program, and an outstanding example of how business and industry can help Scouting."

So far, manpower problems have made it necessary to limit the program to Portland, but it is the Maine Central's hope that a similar course of study may be offered in other Maine Central communities at some future date.

Meantime, a word of thanks in advance to the Maine Central people who have agreed to serve as leaders of the program again next month.



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

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Frank E. Ware	Bangor
R. S. Thing	Brunswick
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Horace Rodrigue	Augusta
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Marion Stevens	General Offices
Marion Adler	General Offices
Carol Bragdon	General Offices
E. L. Kennedy	Sports Editor

G. O. Employees Form Blood Bank

Employees in the General Offices, Portland, have organized a blood bank to help cut costs of medical treatment for themselves and their immediate families.

Credits built up through blood donations by members will be applied to the accounts of member-patients on a one-for-one basis, rather than two-for-one, as is the case when a patient is not a member of an established blood bank.

A committee has drafted a set of rules for the operation of the blood bank that call for:

1. Blood to be donated by members who are physically qualified and who will be called in alphabetical order.
2. Blood to be credited to the hospital accounts of General Office employees, their parents, their wives and children.
3. Replacement of blood by the blood bank only after family or other close personal sources are exhausted.
4. Members of the committee to supervise the operation, and to exercise final authority in all questions brought before them.

The following have agreed to serve on a General Offices Blood Bank committee: Carl W. Baldwin, Joseph H. Cobb, Stephen J. Conley, E. L. Kennedy, J. S. Murray and H. J. Whitmore.

Herb Whitmore, who's keeping the records, reported at press time that the new blood bank already has provided nine pints to replace a similar amount used for general office employees

since December, and that there is a six-pint credit now on the books at the Maine Medical Center.

Some of this blood, Herb says, was given at the Medical Center and credited to a patient at the Mercy hospital. This shows how the plan will work, transferring credits from one hospital to another.

Slate Re-Elected By Credit Union

The annual meeting of the Railroad Workers' Credit Union was held Jan. 24 at the Lafayette hotel with about 75 in attendance.

All officers were re-elected. Also re-elected were directors W. D. MacDowell, P. L. Brooks, M. B. Stanley, J. F. Bevan and C. L. Shepherd.

In his remarks, President and General Manager Hugh F. Flynn noted that the Credit Union "had a successful business year, with growth in all areas." He further stated that the regular semi-annual dividend of five per cent has been declared, and an additional one-quarter of one percent dividend on share accounts, along with a five percent refund on loan interest.

Fred Harris, supervisor of the advisory committee, reported that his audits had become more intensive, and that all accounts were in order.

Several suggestions were offered by the membership to attract new members to the organization.

Entertainment was by Bill Gagnon of Brewer, and a buffet was served.



HEAD RAILROAD WORKERS' CREDIT UNION—Officers of the Railroad Workers' Credit Union for 1964, elected at the annual meeting late in January, are shown above. Seated left to right, Hugh F. Flynn, president and general manager; Mary Ann Berry, assistant manager. Standing, C. R. Ball, vice president; Lawrence Reinsborough, clerk; and Merrill Stanley, treasurer.

Unaccustomed As I Am--

Speakers' Bureau Members Appear Before 13 Maine Community Groups

The Maine Central story is getting around.

By early February, the newly formed Maine Central speakers' bureau made a total of 13 appearances before groups in communities that ranged from Scarborough to Lubec.

These included the talk before the Orono Jaycees by R. L. Spaulding, freight sales representative, Bangor; two by R. L. Achorn, general agent, Lewiston, before the Augusta Jaycees and the Gardiner Universalist Church Men's Club; by Ralph H. Gordon, auditor, Data Processing, before the Cape Elizabeth Jaycees; John F. Gerity, assistant comptroller, before the Scarborough Jaycees; K. W. Phillips, purchasing agent, before the Manchester Lions Club; Donald P. Looby, freight sales representative, Bangor, before the Clinton Jaycees; R. G. Wheeler, general agent, Bangor, before the Pittsfield Kiwanis Club; and George H. Ellis, assistant comptroller, auditor revenue, before the Gray Jaycees.

The total also includes January talks by J. H. Cobb, director of public relations, before service clubs in Readfield, Hartland, Lubec and Raymond.

A total of eight other service club speeches are scheduled for the remainder of February.

Other members of the Maine Central speakers bureau include J. O. Born, principal assistant engineer; B. B. Braasch, chief freight claim representative; H. E. Buchheim, sales manager; C. P. Hawkes, general accountant;

John Michaels, auditor disbursements; E. E. Miller, traveling auditor; J. V. Parker, traffic engineer; G. E. Phillips, assistant to the freight traffic manager; W. J. Provencher, assistant auditor disbursements; C. E. Robie, revenue statistician; L. E. Taylor, Jr., assistant to auditor revenue; R. S. Thing, general agent, Brunswick; A. N. Tupper, general superintendent; and S. W. Watson, office assistant to Comptroller.

Larracey Installed By Waterville Lodge

John Larracey was installed as president of the Waterville Lodge No. 409, International Association of Machinists, for the sixth term last month.

Others installed were Richard Chamberlain, vice president; John E. McAleer, recording secretary; Andrew Miles, financial secretary; Donald Priest, treasurer; Donald Rines, conductor; Philip Severson, sentinel; and Everett Pollard, trustee.

Philip Severson served as installing officer.

Couples' Bowling Tourney Scheduled

The Annual Maine Central Mixed Couples Bowling Tournament will be held Feb. 22, at the Westport Lanes, Westbrook. Chairman Bill Manning has 48 couples signed up. There will be lots of prizes and awards. Bowling will start at 2 p.m.



BLOOD BANK COMMITTEEMEN—Members of a committee which has organized a blood bank for General Office employees and their immediate families are shown above. Seated, E. L. Kennedy and Herb Whitmore. Standing, J. H. Cobb, Steve Conley, Joseph S. Murray and Carl W. Baldwin.



PACKAGED PLYWOOD—Newest wrinkle in the rail transportation of plywood is the "shed-pak" which made its first Maine appearance in January with this car consigned to the Weyerhaeuser Lumber Company, Portland. The load is made up of individually wrapped, weatherproofed bundles. Manager Norman Riviere watches fork lift operator Thomas Flaherty begin the job of unloading the car.

3rd Annual Boy Scout Railroading Merit Badge Course Slated in March

Maine Central's third annual course of study leading to the presentation of the Railroading merit badge will be offered to Boy Scouts of the greater Portland area next month.

Officials of the company will serve as instructors for the course, to be held every Wednesday evening in March at the Harrison C. Lyseth school, Auburn street. A Court of Honor award ceremony will be held as a highlight of the series on Wednesday evening, April 1.

More than 200 Scouts qualified for the merit badge in last year's program, with one of them, Don Mailman of Portland, winning a \$25 Savings Bond for the top mark in the written examination. The award was presented by President E. Spencer Miller, at a Pine Tree

Council Merit Badge Exposition at the South Portland Armory.

The course will consist of three instructional sessions, a written examination and the award program. In addition will be a Saturday visit to the home of J. Emmons Lancaster in West Falmouth, where members of the Brotherhood of Model Railroad Trainmen operate one of the largest and most elaborate miniature railroads in Maine.

Instructors will be Ansel N. Tupper, general superintendent; Russell F. Rackliffe, statistician; J. E. Lancaster, superintendent, Bridges and Buildings; George E. Phillips, assistant to the freight traffic manager; John Michaels, auditor disbursements; and Leroy A. Taylor, Jr., assistant to auditor revenue.

BRT Auxiliary Meets

At the January meeting of Evangeline Lodge 146, Ladies Auxiliary to Brotherhood of Railroad Trainmen, Mrs. Helen Dorr, Vice-Grand President, District 1, initiated the following ladies into membership in the Auxiliary:

Mrs. Barbara F. Whitmore, wife of Portland Terminal yard brakeman Philip Whitmore; Mrs. Jean Marilyn Doughty, wife of P. T. yard brakeman Ralph Doughty; and Mrs. Elizabeth H. Pettengill, wife of P. T. yard brakeman Donald Pettengill.

Mrs. Dorr was assisted by the local President, Mrs. Blanche Coffey. Following a business meeting, refreshments were served by Mrs. Norma Kennedy, Mrs. Rose Smith, and Mrs. Muriel Blais.



INSPECT NEW BOX CAR—Officials of the American Can Company, Portland, joined Merton C. Olsen, assistant sales manager, inspecting one of the new box cars now rolling off the Magor Car Company assembly lines in New Jersey on its arrival in Portland. Left to right, as the car was being unloaded, were John T. Gavin, assistant supervisor, planning; Ralph A. Fistere, plant manager; and Olsen.

Deborah Clark Wins Place on 'UN' Team

Miss Deborah Clark, daughter of Vice President and Mrs. Sumner S. Clark, will be a member of an eight-student delegation from Waynflete School, Portland, to attend the Seventh Annual East Coast Model United Nations Conference. The event will be held at Mount Vernon, N. Y., April 10-12.

The eight students were winners of an essay competition, and will play the parts of the Iranian delegation at the Model UN deliberations.

About 1,000 students from Canada and the Eastern U.S. will participate.

Family Night Planned

The annual Trowel Club Family Night will be held Thursday, February 20, at Hiram Lodge A.F. & A.M., South Portland. A baked ham supper will be served at 6:30 p.m. by the DeMolay Mothers Club.

Entertainment will be by Ralph Greenwood, magician, and Barbara Allen of Youth Cavalcade, accompanied by Norman Ayers. Tickets, at \$1.50 per adult, and \$1 for children, may be secured from Roy M. Cote, Freight Traffic Department; Gordon Wilson of Data Processing; Don Sinclair or Charles Chamberlain.



HONORED BY MAINE SAVINGS—Storekeeper and Mrs. Maurice Allaire were presented a gift by the Maine Savings Bank, Portland, early this month on the 20th Anniversary of the G.I. Bill. The Allaires were granted the first government-guaranteed G.I. home loan in Maine just 20 years ago. Left to right, Charles Roberts, loan guarantee officer, Veterans Administration; Fred Lawrence, vice president of Maine Savings, who was treasurer when the loan was made; Mr. and Mrs. Allaire; and S. Preston Moses, vice president of Maine Savings.



"Have you got one with a lower premium and less peace of mind?"

Meet The Agents

Vanceboro's W.L. Blanchard Looks Back On Lifetime of Railroading

W. L. Blanchard, who turned 60 on January 15, looks back on a lifetime of railroading as a member of a family that includes at least five present or former employees of the Bangor and Aroostook Maine Central and the Canadian Pacific Railroads.

General Agent at Vanceboro since June, 1944, Blanchard is the son of George W. Blanchard who served as chief clerk to the superintendent of the Bangor and Aroostook, and who died 25 years ago; his father-in-law was Martin M. Faraday, section foreman for the Maine Central at Bancroft; his brother Osborne M. Blanchard is an operator at Greenville and Jackman for the Canadian Pacific; his brother-in-law is Linwood (Bob) Faraday, Tower X in Portland; and another brother-in-law, William Faraday, will retire next month after long Canadian Pacific service as a conductor.

With a family railroading tradition already well established back in 1920, when he finished up at Brewer High School, it was no surprise to anyone that W. L. Blanchard became a railroadman, joining the Canadian Pacific as a freight handler at Jackman. Two years later he moved to the Maine Central as operator at Mattawamkeag, to begin a long series of jobs as a relief operator on the Maine Central Eastern Division, and to serve in a permanent capacity at Danforth, Forest and finally at Vanceboro.

Back in 1939, when working as a relief operator at Lincoln, Blanchard travelled deep into his

favorite Washington County hunting and fishing grounds to build a cottage at East Grand Lake. He has improved it every year, and the Blanchards spend at least part of every summer there.

The Blanchards include his wife, the former Margaret A. Faraday, who has taught at Vanceboro for the past dozen years; and his daughter Jane F. Blanchard, a secretary at the Arnold Machinery Company, Bangor.



by Al Kennedy

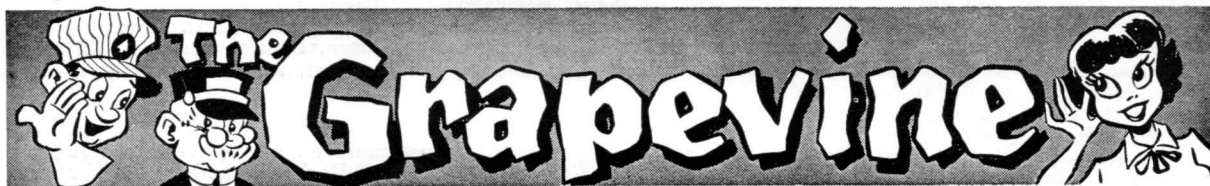
The Mens Bowling League has moved into the second half of their season. Team No. 4, with Herb Sullivan, Don Colello, John Bilodeau, Bill Manning, Lenny King and Bob Brooks, won the first half. Jerry Shea had the High Single String with 147. The High Three String Total of 371 was taken by Sam Cavallaro.

In the Women's Bowling League, its the Lollypops out front with the Lucky Strikes only 4 points behind them. Then comes the Alley Cats, The Mud-

ders, The Gutterballs, and last but not least, The Alley Oops.

From the Waterville Men's League we hear that Don Priest is the man out front. Don has an average of 108, High Single String of 156 and High Three String Total of 391. The 156 string was an Alley record as it contained no spares, but had four consecutive strikes. Bernard Ladd has an average of 108, Joe Bellino has 101, Ray McCommick 101, Ray Knight 101 and Ted Jewett has 101.

In the Portland Couples League we find that Team No. 3, with the Davis' and the Kennedys', is having a struggle to keep first place, having lost 7 out of their last 8 points. They have won 46 and lost 22. Close behind the leaders is Team No. 12 with the Morrisons' and the Jacksons' who have won 43 and lost 25.



HOLIDAY FAMILY GROUP—The Albert Wetmore, Jr., family posed for this picture during the recent holidays. Left to right, Al, a PTCO. electrician; Dennis, 16; Roberta, 12; Marjorie, 10; and Al's wife, Wilhelmina.

GENERAL OFFICES

John Parker of Freight Traffic has returned to work after a three-week cruise to Puerto Rico—quite a good tan he's sporting now!

"Lindy" Burgess of Stores Department is back at work, after breaking his right wrist in a fall on the ice. He expects to have the cast removed in another two weeks, but does not know when he will be able to bowl with the Couples League—his team sure hopes it's soon!

Forest Ryder now has a '61 black Chevrolet.

Ralph Jellerson, retired personnel records clerk, and Mrs. Jellerson left February 1 for Florida, driving down and visiting friends on the way. They expect to be gone for about two months.

Roy Cote of Freight Traffic has traded cars, and now drives a '63 tan Rambler Wagon.

Charles Hagar of the mechanical department has returned to his duties after being hospitalized in January.

"Herb" Whitmore has bought an Oldsmobile F-85 station wagon.

John Gerity, assistant comptroller, has discarded crutches after receiving a badly sprained ankle while playing volley ball.

"Russ" Rackleff, examiner, came back to work the first week in February after surgery at a local hospital.

Mrs. Dorothy Proctor, of Car Service Office, took a few days vacation in January.

Mr. and Mrs. Robert Engelhardt, Sr., are receiving congratulations on the birth of their second child, Crystal Ann, weighing in at eight pounds three ounces, on February 5, at Mercy Hospital.

Office associates held a dinner party at the Lafayette Hotel on January 10, for Bertena Bodge who recently retired. A gift was presented to Bertena after the dinner.

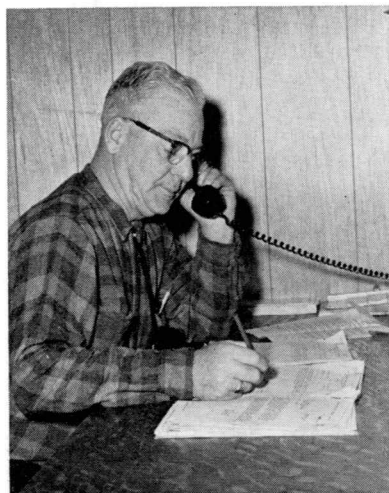
Larry Harding has recently been appointed Valuation Statistician effective February 1, 1964. Congratulations!

Harry Blackmore's son, Don, was recently married in St. Mary's Church, Westbrook, to the former Joyce Guitard. Don is with the Signal Corps and is being assigned to an embassy position in Turkey where he and his wife plan to be for 18 months.

A welcome is extended to Dick Esty who is working in the Engineering Department.



GETS TROPHY MOOSE — Carman Paul Hallee, Waterville, right, and a trophy moose he shot this fall on a hunting trip in Newfoundland. Man on left is a local guide. Newfoundland law prohibits guide from carrying a rifle, which at the Shops is regarded as proof positive that Paul shot the critter.



W. L. Blanchard

With the VETERANS

Retired B&M Conductor Warren Bly has moved from 28 Gilman street to West Scarborough, P.O. Box 94, Pine Point Road.

Retired MeC Conductor Harold Card has returned from a visit to his son, who resides in Amerillo, Texas.

Retired Engineman Cliff Card is residing in Jacksonville, Florida. (Attention, Clayton Williamson.) Retired MeC Conductor Carl Pierce is wintering in St. Petersburg, Florida. Also, B&M retired Conductor "Timmie" Neville and the Mrs. are at St. Petersburg. Two others from Maine are at St. Petersburg: Retired Engineman Ben McCracken, Bangor, and P. T. yard conductor Bill Robbins.

Sympathy is extended to the family of Wilbur A. Dunphy, who died January 26. He was a conductor who retired 30 years ago and was a member of the Brotherhood of Railroad trainmen.

A total of 66 members of the Maine Association of Railroad Veterans met at Howard Johnson's, Thornton Heights, Sunday Jan. 26.

Mrs. Charlie Bouthwell passed away Jan. 15.

Engineman and Mrs. Roscoe Douglas celebrated their 50th wedding anniversary in January.

MeC Engineman Charlie White is back to work after being off sick five months.

MeC Engineman Jim Fay recently entered Mercy hospital for surgery.

Jeff Meally is ill at home in Rockland.

Retired B&M Engineman Howard Burnham is hospitalized at the Maine Medical Center.



BEAR POND BUCK — This 200-pound, six-pointer was the result of Glen Burgess' hunting trip to Bear Pond last fall. Glen is the son-in-law of leading Signal Maintainer Bob King, Lewiston.



GENERAL OFFICE LODGE INSTALLS—Lodge 374, Brotherhood of Railway Clerks, held its annual installation of officers in January with a dinner and dance at the Eastland Motor Hotel. Left to right, above, Mrs. Ernestine Miller, recording secretary; Joseph Connor of Boston, General Chairman, BRC, and installing officer; Arthur Gilbert, vice president, and Edward Gingras, president.

TRAIN CREWS

Sympathy is extended to the family of Engineer James Gallagher who passed away recently. He was a brother of Eddie Gallagher, recently retired conductor, and also had another railroad brother, Bill, who used to be a telegraph operator.

Chief Dispatcher Ray Wedge is a patient at the Maine Medical Center, Portland, and has been for some time now. We hope for a speedy recovery.

Congratulations to Engineer and Mrs. Roscoe Douglas who recently celebrated 50 years of marriage.

Retired conductor Johnny Keating, Sr., is coming along fine after suffering a broken hip. He is now home from the hospital.

Recently retired yard conductor Joe Flaherty of Rumford is enjoying a little fun in the sun in Florida this winter after putting in many years battling the winter blasts of the Rumford Yard.

Trainman Norman Penny was married January 1 to Lucy Martin Whitier of Jefferson, Maine. They were married in the Chapel of the First Baptist Church, South Portland, and will make their home in that city. Congratulations.

Trainman Kenneth Nutting and the Mrs. have taken a vacation to their trailer home in Bradenton, Florida. They expect to be gone for several weeks.

Trainman Edward Bouchard suffered a broken foot while working recently and is expected to be away for several weeks.

Engineer Jim Fay has entered a Portland hospital for surgery.

Engineer Herbert Amadon has been a patient at the Osteopathic Hospital, Portland, for treatment.

Sympathy is extended to Portland Terminal Conductor Johnny Lutterell on the recent death of his wife.

We hear that retired conductor Percy Brackett of Rockland recently had his other leg removed. He is

now at the Knox Memorial Hospital in Rockland and would be very pleased if some of us could drop him a little note of encouragement.

Trainman Adrian Daigle has bought shore front land at Peabody Pond and expects to build this spring along with his brother-in-law, Engineer Eddie Stevenson. He already has purchased the boat owned by this writer who hopes to have a little larger one this spring.

Former conductor Percy Byers passed away last August in Greenville. Many of the old-timers knew him.

Eleanor Flaherty of the Per Diem Office, Rigby, was taken ill on Christmas Day and rushed to the Mercy Hospital where an appendectomy was performed. She is coming along fine at this writing.

RB3 and advanced B12 were restored for the winter months with two

crews. Ken Sampson and M. R. MacDonald are the drummers.

Sympathy is extended to Trainman Stanley Matatall on the death of his mother in a recent automobile crash.

Seems that a stray black and white dog made its way by unknown means into Johnny Franks' cab at St. Johnsbury while John and Red Gleason were sleeping and made itself right at home on John's bed. When he awoke all he could see was the black and white fur and his only thought was that it was a skunk and very quietly and cautiously woke Red who gathered his courage and discovered that it wasn't a pole cat after all but just a poor stray dog looking for a home.

AUGUSTA

Ralph Robbins, crossingtender, recently retired after twenty years of service. His last crossing job was at Waterville and previous to that was at Richmond and Augusta. We all wish Ralph many years of retirement.

Freight handler Anthony Dibiaggio recently enjoyed a weeks vacation and was replaced by spare Quentin Brown.

Operator Elwood Sampson has an interesting hobby which is braiding rugs. Some of his work has been admired by the freight office crew.

Mrs. Henrietta Burns, widow of former cashier Ray Burns, died recently at the Augusta General Hospital after a brief illness.

Sincere sympathy is extended to Andrew Kirkwood spare crew cook on the unexpected death of his wife, Winnifred.

Clerk Athleen Bryant has finally mastered the twist and now can demonstrate very skillfully.

Retired telegrapher Ballard Fuller and Mrs. Fuller are wintering with their daughter in Long Beach, Calif.

Brakeman Leonard Lutterell has been off on sick leave and is being replaced by Morris Wilson.

Sincere sympathy is extended to the family of brakeman Leonard Lutterell who recently lost his father and mother within a week of each other. They recently had celebrated their 60th wedding anniversary.



GOLDEN WEDDING COUPLE—Engineer and Mrs. Roscoe H. Douglass, Sr., of Yarmouth were honored by relatives and friends at a 50th Wedding Anniversary dinner party Jan. 18. Former residents of Portland, Mr. and Mrs. Douglass have been living in Yarmouth since 1932. Mr. Douglass has been employed by the Maine Central for 48 years.



Can Anybody Beat 391 for 3 Strings?

An all-time alley record was set at Waterville's Metro Bowl last month when Don Priest, machinists' helper, Waterville Shops, rolled a three-string total of 391. He topped a respectable 116 with a 119, and then, to make it clear to everyone that he was really having an evening, piled up four consecutive strikes in his last string for a total of 156.

And that, we've been led to believe, is bowling.

ROCKLAND

Retired Conductor Percy Brackett has returned home from the hospital. His address is 122 Thomaston street, Rockland, and Percy wants to say "Thanks to all of you." The gift was greatly appreciated.

Section Foreman D. W. Smith and Clerk-Operator G. A. Harjula are doing some ice fishing week-ends. Retired Conductor Al Atkins, Retired Signalman Andy Staples and Retired Car Inspector Ted Anderson were in to see us recently.

Retired Signalman Herman Johnson was in the hospital for few days after being cut by a chain saw.

RECENT BRIDE—Carman and Mrs. Curtis Orchard, 23 Bunker avenue, Fairfield, are announcing the marriage of their daughter, Sharron Evelyn, above, to Richard E. Graham of Brewer.

The wedding took place at the First Universalist Church, Bangor, the Rev. Gordon Swoboda officiating.

A Lawrence High School graduate in 1962, Mrs. Graham has been employed by the C. F. Hathaway Company of Waterville. Mr. Graham, a graduate of Brewer High School, is a student at the University of Maine. They are residing with Mr. Graham's parents in Brewer.



INSTALLED AS MASTER—Raymond L. Spaulding, freight sales representative, Bangor, was installed as worshipful master of Rising Virtue Lodge, AF and AM, in Bangor last month. The Rev. Aubrey L. Burbank, Augusta, left, a past grand master of the grand lodge of Maine, was the installing officer.



HALF CENTURY SERVICE GIFTS—Locomotive Engineers John C. Baker (center) and Fred A. Moore of Waterville completed 50 years service with Maine Central recently. Shops Superintendent George A. Silva (left) presents them a gift from the Company, marking the event. Both are continuing in active service.

BRUNSWICK

Joe Desjardins, Clerk in the Engineering office, and Mrs. Desjardins have returned from a traveling vacation. They left Brunswick Jan. 11, visited first with relatives in Detroit, Mich., then visited their daughter and family in Youngstown, Ohio, then on to Washington D.C. where they visited with another daughter.

While in Washington they visited the Arlington National Cemetery where they saw the Kennedy Grave and the eternal flame. Joe says it was a very enjoyable trip. They travelled most of the way by train.

Recently retired signalmen Tom Olsen and John Caldwell are enjoying their retirement right at home. They say the call of the South is not strong enough to lure them away from home.

Signalman Frank Coffin has taken over the position at Brunswick vacated by Tom Olsen.

Recent visitors to this office were retired baggage men George Risteen and Sam Lachance.

WATERVILLE SHOPS

We hear on no lesser authority than Mrs. Floyd Case that a continuous battle between Assistant Supt. A. H. Finnimore, now of Clifton, N. J. and the starlings is going on apace. The present score is two hats ahead for the birds.

Carman and Mrs. Walter McCaslin are the proud parents of a new girl, their first. Born at the Thayer and weighing in at 5 pounds, 10 ounces, the baby has been named Judy Anne.

Roll out the barrel: Millman Cecil Niles has been appointed Culler of Hoops and Staves by the local city government.

Blacksmith Harold Boucher and Mrs. Shirley Paquette were recently married in the Baptist church in Fairfield. After a short honeymoon they will reside in Fairfield Center.

Looks like Armand Rossignol, Paint Shop Sweeper 'Rosy', will be the first state licensed Driving Training instructor in the area. Rosy comes equipped with ten years teaching experience, dual controls and a backlog of some 900 successful licensees.

Electrician Lloyd Tilton has returned to work after a long illness.

Lib Jewell, son of Foreman and Mrs. Wallace Jewell is at present on an extended cruise of the West Indies on the Maine Maritime Academy ship, State of Maine.

We don't know all the details of the invention but we hear that Helper Bill Fletcher is making strides toward attaching a sled to front end of his car so he can navigate in snow across lawns and fields.

Machinist Bill Chase has recently resigned and has accepted employment with an air line in Winston-Salem, N.C.



WED 50 YEARS — Mr. and Mrs. Patrick H. Larracey of 2 Britt street, Waterville, celebrated their 50th wedding anniversary last month. They were married at Madison, January 17, 1914.

They are the parents of five children, one being John E. Larracey, machinist at the Waterville Shops.

Mr. Larracey was a machinist employed at the Waterville shops for 48 years retiring in 1961.

Mr. and Mrs. Larracey held open house Saturday, January 18, at their home. They received many beautiful gifts including money and flowers from grandchildren unable to attend.

Bulk Feed—(from page 1)

economy squeeze and will benefit greatly from these new facilities provided by Maine Central."

Everett E. Thurston, owner of C. E. Thurston and Sons, Danville Junction, said the railroad's new facilities at Auburn "will prove of inestimable value to our service. It will enable us to handle bulk feed, in addition to our in-bag business which has been in operation for over 35 years." Thurston added that "the Maine Central should be commended for the engineering work and for making available these modern grain-handling facilities in this locality. It will enable dealers in this area to give better and more extensive service to the poultry dealers and the dairy farmers hereabouts."

D. Dwight Dogherly, Jr., administrative assistant, City of Auburn, congratulated the Maine Central "on its alertness and initiative in providing this service to area farms and farmers."

"Although the Androscoggin area is heavily industrialized," he said, "farming is an important segment of the area's economy, and it is a credit to the Maine Central that recognition has been given to the agriculture industry's contribution to the economy of the region by means of this new facility."

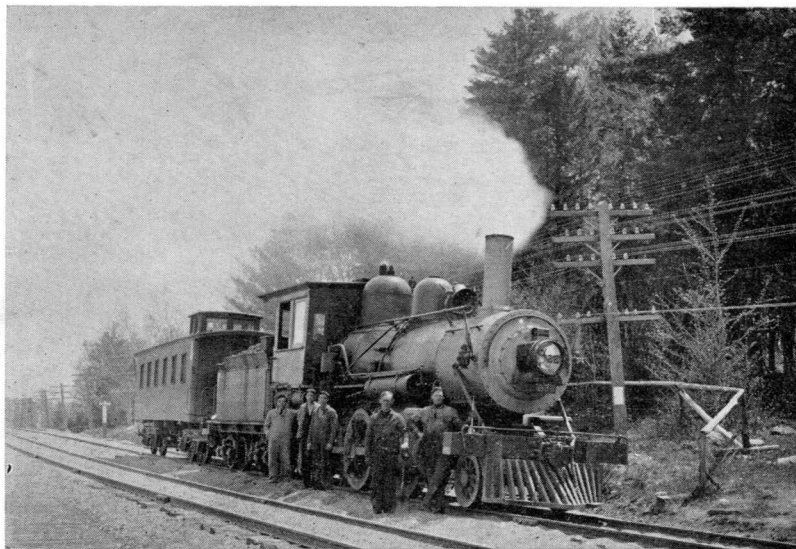
Col. Skelton—(from page 1)

death. Our Company was the benefactor of his experience and counsel for many years, and it is certain that Maine Central is a stronger and better railroad because of his long association with it."

In an editorial eulogy, the Lewiston Evening Journal said this:

"His death removes from the local scene the twin communities' best known senior citizen. The Journal joins the people of these cities in regretting the passing of a man who remained active and alert and able to offer wise words to the end of his days. There is no doubt Colonel Skelton will be remembered in future years as one of the most remarkable citizens of Maine's 20th century."

Col. Skelton was born in Bowdoin, Maine, August 9, 1871, and was graduated from Bates College in 1892. He was admitted to the Maine Bar in the follow-



MeC EXTRA 222—Photo of this work train and crew was taken in 1910 between Hermon Pond and Etna. Members of the crew are, left to right, Albert R. Genest, flagman; Jim Maybury, head brakeman; Walter Gerry, conductor; Pitt Moores, fireman; and Ed Braun, engineer. Picture furnished by retired Yard Conductor A. R. Genest.

ing year after "reading law" in the Lewiston office of Newell and Judkins. He began the practice of law in 1894, and continued to practice while serving as a director officer of many Maine and New England public utilities until 1942 when he became President of the Central Maine Power Company, a post he held until succeeded by William F. Wyman in 1947. His public offices, directorships and executive positions were as follows:

He was Androscoggin County Attorney, 1901-05; mayor of Lewiston, 1903-05; Judge Advocate General on the staff of Governor Cobb, with rank of colonel, 1905-09; State Bank Commissioner, 1906-11; member of Maine Public Utilities Commission, 1914-19.

President of The First National Bank of Lewiston from 1923 to 1959; Trustee of Androscoggin County Savings Bank since 1920, president 1945-53; president of Lewiston Loan and Building Association, 1903-06 and 1919-31; director of Boston and Maine Railroad 1925-55; of Maine Central Railroad Company (and member of Executive Committee) and of Portland Terminal Company since 1936; president of Androscoggin and Kennebec Railway, 1920-41.

He was president of Lewiston Gas Light Co. since 1920; treasurer of Androscoggin Reservoir Company and Union Water Power Company since 1920; director of Central Maine Power Company since 1924; vice-president, 1925-42; president, 1942-47; chairman of the Board since 1947; director of New England Public Service Company, 1925-53; vice-president, 1925-43; president, 1943-53; director of Public Service Company of New Hamp-

shire and of Central Vermont Public Service Corporation, 1943-53; of St. Maurice Power Corporation (Montreal) 1935-53.

He was director of Androscoggin Mills, Bates Mfg. Co., Hill Mfg. Co., all of Lewiston; Edwards Mfg. Co., of Augusta, York Mfg. Co., of Saco, and Maine Seaboard Paper Co., of Bucksport, Me., 1930-44. These corporations were important textile and paper manufacturers, subsidiaries of New England Public Service Company until their sale in 1944.

He served by appointment of the Federal Court as one of three trustees engaged in the reorganization of the Brown Company, pulp and paper manufacturer with plants in Berlin, N. H., and LaTuque, Quebec, from 1935 to 1941, when the task was completed.

Col. Skelton was trustee of Bates College since 1908 and presently chairman of the Board of Fellows; trustee of Central Maine General Hospital of Lewiston; president of Lewiston Chamber of Commerce, 1912-14, and for several years following

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine.

Return Requested

SAM VAUGHAN

44 THISSELL ST.

PRIDE'S CROSSING, MASS.

1920. Director of First-Manufacturers National Bank since 1960.

Mr. Skelton married Florence L. Larrabee, of Auburn, May 21, 1894. She died February 22, 1938.

Six children were born to them: William L., former president of the Bath Trust Company, Harold N., member of Skelton & Taintor, Thomas R. (deceased), Florence L. (Mrs. Stuart Edgerly), John K. (deceased), Ruth E. (Mrs. William J. Hartley). Also surviving, are twelve grandchildren; thirty-one great grandchildren; and one great, great grandchild.

New Cars—(from page 1)

Orders for new equipment such as these pulpwood cars are the direct result of studies carried out by Maine Central of the additional transportation requirements brought about by increased need of raw materials, and by the necessity of moving additional tonnage of products to market.

The result will be a sharp acceleration of Maine Central's continuing program of freight service improvement which began in 1960. In 1964, a total of 400 new units—200 box cars now being delivered, and the 200 new pulpwood cars—will have been added to the railroad's equipment roster in a single year.

RETIREMENTS

Edmond C. Biladeau, trackman, St. Johnsbury, Vt., January 14.

Ivan L. Hunt, clerk, Northern Maine Junction, January 20.

Leland S. Pinkham, carpenter, Bangor, January 16.

Blyn A. Whitmore, locomotive engineer, Portland, January 21.

DEATHS

Elmer L. Dewitt, section foreman, Ellsworth, January 15.

James W. Gallagher, locomotive engineer, Portland, January 6.

Bulk Rate
U. S. POSTAGE
PAID
Portland, Me.
Permit No. 16