



## \$3.11 Is Average Weekly Increase

The take-home pay of the average Maine Central-Portland Terminal Company employee went up \$3.11 in March as the result of the largest cut in personal income taxes ever made by Congress.

The difference in paychecks represents a cut from 18 to 14 percent in the withholding rate sanctioned by Congress late in February in an effort to boost national purchasing power.

For the entire MeC-PTCo weekly payroll, the tax cut means a total of \$6,859 more in the checks. Gross pay for the weekly-paid employees of both companies is \$246,397.

In the old days, it would have meant a lengthy job of arithmetic re-figuring the 2,207 individual paychecks to reflect the tax cut and the new take-home totals, but the Maine Central's Univac computer took it in stride.

All that was required, said Ralph H. Gordon, auditor, data processing and systems manager, was some button-pushing to change the Univac's mind. The machine's "memory," he said, contained the 18 percent value, which it applied to every employee's taxable gross pay to determine the amount of money to be withheld for income tax. By pushing the right buttons, data processing people re-educated the Univac, which will "remember" the new 14 per cent rate from now on.

## Merit Badge Class Slated In Lewiston

Maine Central's Boy Scout training team—and its popular Railroad merit badge course—will move to Lewiston next month at the invitation of the Abenaki District of the Pine Tree Council, BSA.

It will be the third annual course of its type to be offered by the Maine Central in as many years. For the past two years, the course has been conducted in the Greater Portland area, with

(Boy Scouts—Page 8)



**CHANGING THE UNIVAC'S MIND**—Bob Engelhardt, left, and Data Processing Supervisor Charles W. Clark put the new 14 percent withholding rate into the Univac at Portland to increase Maine Central and Portland Terminal weekly paychecks and reflect Congress' recent income tax cut.

## 26 Veteran Engineers, Hostlers Retire Under New Agreements

A total of 26 locomotive engineers and hostlers were scheduled to retire on or before March 15 as the result of an agreement reached in mid-February by the Maine Central Railroad, the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen.

The men—all of whom reached the age of 70 on or before the March date—have combined Maine Central service of more than 1,300 years. A total of 17 will retire from the Portland division; two from the Mountain sub-division; and seven from the Eastern sub-division. They will be replaced by younger engineers or promoted firemen.

The agreement calls for the retirement of all engineers who have reached the age of 70. This will be the compulsory retirement age for engineers in the future.

(Veteran Engineers—Page 8)

## Merrow States Railroad Case Before Committee

The New England Governors' Committee on Rail Transportation was told March 2 "it is useless to talk about saving the railroads until state and federal legislatures face their responsibilities and assure a fair and equitable competitive situation between all modes of for-hire transport."

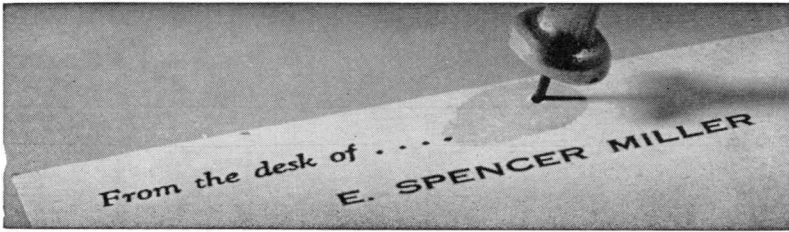
R. Clifford Merrow, Portland, MeC freight traffic manager, made the statement as he answered five questions put to the railroads by C. Perrie Phillips, acting chairman of the Governors' Conference Committee.

"Fair competition," said Merrow, "without public subsidy for trucks in the form of million-dollar-a-mile highway construction, would result in lower costs to shippers. Railroads thrive on volume, and as volume is returned to the rails, their costs and their charges to the public will decrease markedly. Continued diversion to trucks tends to increase costs to shippers by reducing rail volume and increasing rail unit costs. Continued subsidy of the inefficient," he said, "is thus a penalty on both taxpayers and shippers."

The Maine Central, Merrow told the committee at the Statler-Hilton Hotel, Boston, operates freight service only. It has spent some 7 million in the last three years in the purchase of 650 new freight carrying units of various types in order to keep its traffic, Merrow said, and to assist Maine's industries in their competition with similar industries in other sections of the country.

(Merrow—Page 5)

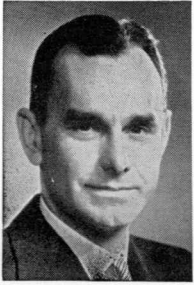




## A Speech In Boston By R. C. Merrow

To my fellow employees:

On March 2, 1964 the New England Governors' Conference Committee on Rail Transportation convened the chief traffic officers of seven New England railroads in Boston for the purposes of considering declines in rail volume and revenue, causes therefor, possibility of lower freight rates for this area, and prescriptions to aid the rail industry. Cliff Merrow, Freight Traffic Manager of this Company,



made a responsive and comprehensive presentation, noteworthy for the clarity and simplicity of explanation of causes for railroad difficulties and high freight rates penalizing the New England area.

In a nutshell Mr. Merrow pointed out that billions of dollars of taxpayers' money spent by state and federal agencies had created a vast network of super highways constituting a plant over which haulers of freight by motor vehicle are privileged to operate. Right here we see an enormous advantage given to the railroad's competition since this plant involved no financing or capital requirements by the motor carriers. The least that could be expected would be that rentals for its use would be adequate and fairly divided on a user basis. Studies indicate that on a ton mile basis the owner of a small pleasure car pays much more in gasoline and other user taxes than the amount paid by the operator of the huge 70,000 lb. truck. Mr. Merrow went on to point out that talk of saving the railroads, of returning them to their former position in relative freight volume and in bringing about more favorable rates for shippers, is a useless exercise in a vacuum until the highway users pay rentals which are intrinsically and comparatively equitable. We may go on to point out why this is so and the double and deadly cost to the public of continuance of present policies.

Let us assume that we are operating a daily train between Portland and Bangor carrying 100 carloads of freight and that suddenly alongside our right of way a publicly underwritten super highway is constructed with such a low rental to our competition that 50 carloads are diverted from this train to motor carriers. In general the railroad's cost of maintenance of its track, signals, stations and service of its debt continue at the same level, but suddenly its volume is cut in half and so is its revenue. The result is either severe financial difficulty, or tremendously increased costs to the shippers, and likely both. Thus it is seen that the present policies of our government have been most adverse first to the taxpayers and secondly to the shippers in the rates which they must pay.

Now let us reverse our example and suppose that equitable charges are imposed on users of the highway, thus causing, through the power of economics, a sudden and dramatic increase in railroad tonnage. To revert to our example let us assume that Maine Central is operating a daily train between Bangor and Portland carrying 100 cars and suddenly this figure becomes 200. Once again the cost of maintaining our plant and servicing our debt are not substantially increased, but remain almost constant. Our unit costs decline tremendously, our profits go up, and we are in a position to share with shippers the tremendous savings which the built in railroad leverage effects. Such a return of volume to the rails would inevitably result in drastically decreased freight charges on all sorts of commodities, thus permitting our industries to be competitive over a vastly increased area of this country and at the same time reducing the costs of living for all citizens here.

By the use of these examples Mr. Merrow dramatized the harm of the highway subsidy in its effect, not only upon the essential rail-

roads, but upon the pocketbooks of the citizens and particularly those citizens in the remoter corners of the country. Beyond the scope of his presentation lies another aspect which is now perhaps of mere historic interest, but it serves to illuminate what has gone before. The railroad passenger deficit is nothing new. It existed in the 30's and even in the 20's. The great highway and automobile booms which succeeded World War II caused passenger traffic on some railroads, such as the Maine Central, to diminish to a point where no public need for it remained, but in many other sections of the country the passenger deficit became more crucial, not only by reason of increased use of the private auto but also because railroads which had been willing to put up with passenger deficits as long as their freight operations were protected and remained lucrative, found that they could no longer do so, and this has taken place with respect to roads having commuter and other passenger business which the public does require. It has, we think, not been emphasized enough that the subsidy to the highway freight carrier has brought about the third terrible detriment of a crisis in the field of railroad passenger transportation.

Concluding his Boston presentation, Mr. Merrow voiced the gratitude of his Company and industry to Governor John H. Reed and Maine's One Hundredth Legislature for their reform (despite pressures for state revenues) of an inequitable gross income tax upon railroads. It was fitting and proper to do so and expressive of Maine Central's abiding loyalty to its friends.

*E. Spencer Miller*



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## Purchasing Agents to Tour Shops, Hear R. E. Baker At Waterville

Members of the Maine Purchasing Agents' Association will tour the Waterville Shops of the Maine Central Railroad and hear the address of Roy E. Baker, vice president, purchases, stores and mechanical, at Waterville Friday, March 20.

The program also will include committee meetings, a panel, a social hour and dinner at the Jefferson hotel.

The purchasing agents will tour the shops — maintenance point for all Maine Central locomotives and other equipment— at 2 p.m. A panel on "Measuring Purchasing Performance" is scheduled for 4 p.m. at the Jefferson, followed by a social hour at 5:15 and dinner at 6:30.

## Post Office Dept Honors W. W. Wilson

William W. Wilson, husband of Shirley Wilson, Assistant Treasurer's office, Portland, was honored recently by the U. S. Post Office Department.

A distribution clerk at the Portland Post Office, Wilson was presented a Superior Accomplishment Citation and a cash award of \$100 for preparation of several scale floor plans, safety posters and cards "not normally related to the regular duties of a distribution clerk."

The presentations were by Portland Postmaster John R. Fortin at a Boston awards dinner.

The tour of the shops will provide the visitors with an opportunity to see all phases of the Maine Central's maintenance operation, together with the extensive consolidated stores department and maintenance-of-way material storage area.

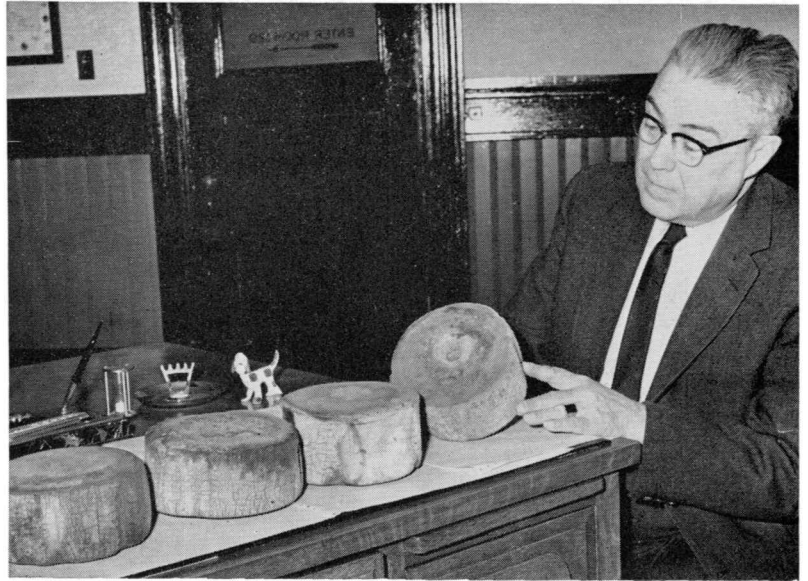
Presiding at the dinner will be Douglas K. Cooper, assistant to the purchasing agent, Bath Iron Works, and president of the Purchasing Agents' group. The afternoon panel will be moderated by William P. Crane, purchasing agent, Sylvania Electric Products, Inc., Waldoboro.

## Cecil F. Crockett Dies In Skowhegan

Cecil F. Crockett, 63, died at a Skowhegan hospital Feb. 25 after a long illness.

He had lived in Skowhegan since 1939 and was employed by the Maine Central R. R. for 40 years retiring in 1961. He was a member of the Brotherhood of Maintenance of Way.

Besides his widow he is survived by three sons, J. Sheman of North Jay, Leroy G. of Wilton and Willard S. Crockett, U. S. Navy, Sicily; two daughters, Mrs. Bernice Dionne of Skowhegan; Mrs. Eleanor Robertson of Bangor; 15 grandchildren; two brothers, J. Stanley Crockett of Skowhegan and G. Willard Crockett of York Beach; several nieces and nephews.



**SPRINGS ETERNAL**—These solid rubber pads—which look more like the products of a bakery than a railway equipment manufacturer—were found in the underpinning of an old snow plow recently scrapped at the Waterville Shops. They were springs—original equipment on the 86-year-old plow. Roy E. Baker, vice president, purchases, stores and mechanical, looks them over.

## Solid Rubber Springs Softened Ride of 86-Year-old Snow Plow

Back in the 1870's, a Cleveland firm advertised rubber springs in a railway equipment catalog. "They'll outlast steel springs," the item read, and darned if they didn't.

In fact, says Roy E. Baker, vice president, purchases, stores and mechanical, the rubber springs found on an old Maine Central snow plow when it was scrapped a few weeks ago outlasted many sets of steel springs, and would have remained effective for many more years.

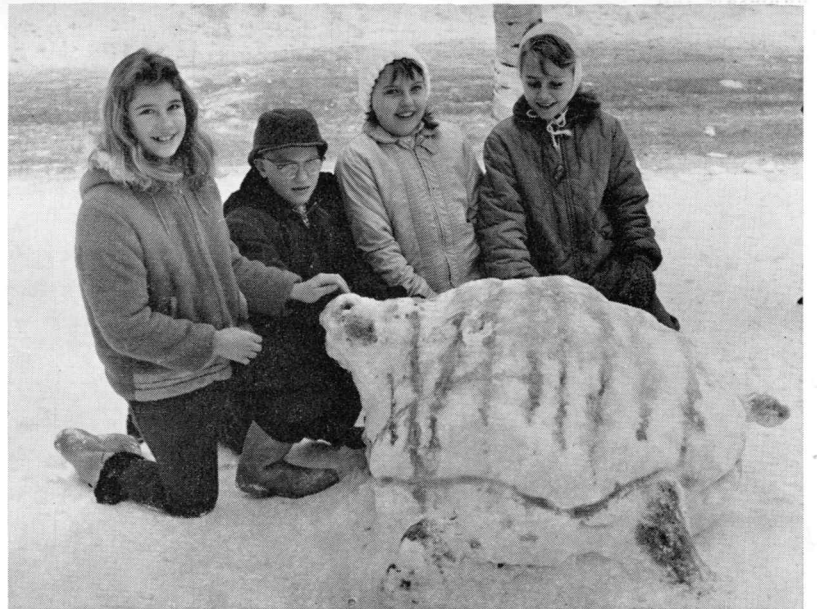
The rubber springs, apparently original equipment in a plow

that has been working on the Maine Central since July, 1878, bear little outward resemblance to anything used on modern equipment. They're simply cylindrical pads of pure, natural rubber which were probably about a foot high when they were installed, but which have been compressed over the years to about eight inches.

Use of natural rubber for springs—or anything else these days—has virtually disappeared. Steel springs do the job better and are far less expensive.

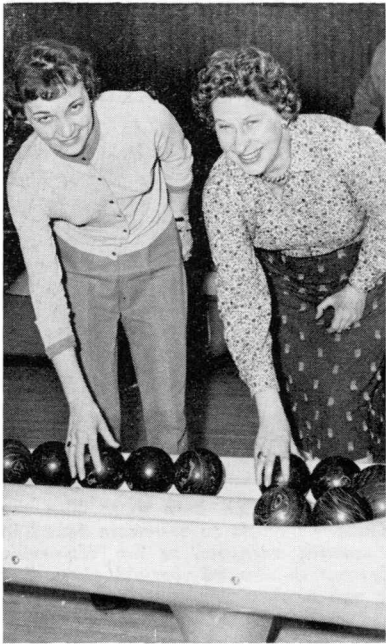


**LONGEST ON THE RAILROAD**—Purchased this winter and now in service are three of these "long-John" piggyback flatcars, big enough for two trailers, and measuring more than 85 feet end to end.



**NEW LOOK IN SNOW SCULPTURE**—Time was when kids rolled up big balls of snow, piled them up and made snow men, but now they're sculpting more complicated things—like this turtle which adorned the lawn of the home of Treasurer and Comptroller and Mrs. Horace N. Foster in February. The sculptors, from the left, are Jane and Kenneth Johnson and the Foster twins, Sandra and Linda.

# Pins Fall in Couples' Tourney...



Millie Kennedy, Connie Davis



Jerry Shea, Alice Eliason, John Broderick, Ray Davis, Millie Kennedy, Connie Davis. Standing, Jan Broderick, Bill Manning.

## Annual MeC-PT Bowling Tourney Slated April 4th At Westbrook

The annual Maine Central-Portland Terminal Company Men's Bowling Tournament has been scheduled for Saturday, April 4, at the Westport Alleys in Westbrook, according to word from Joseph M. Weingaertner, Tower Two, Rigby, whose league will act as hosts.

Five-man teams are invited from the leagues throughout the Maine Central system. Each bowler will roll five strings for trophies provided by the Maine Central, and there will be a Rigby Yard League sweepstakes event.

Commissioner Weingaertner, who'd like to hear from the teams who plan to enter as soon as possible, points out that the Westport lanes, near Exit 8 on the Turnpike, also are handy to two shopping centers, should the wives like to come along. A large motel and dining room also are nearby.

The tournament is open to men's teams composed of Maine Central and Portland Terminal Company employees.

Last year, a Waterville team composed of Clayton Moreau, Don Priest, Lou McCommick, Ted Jewett and Bernie Ladd won the E. Spencer Miller trophy for the third time, claiming permanent possession. A new team trophy will be placed in contention at the 1964 tournament April 4. There also will be individual awards.



Mike Campbell, Al Kennedy

### G. O. Golf League Plans In Making

The General Office Golf League is making preparations to "tee up" for another round of competition.

Commissioners Ralph Gordon and George Phillips have made arrangements for a change in scenery this year as a result of a poll of all General Office golfers.

Willowdale Golf Course in Scarborough will be the victim of the "divot diggers" on Wednesday evenings starting as soon as weather conditions and daylight hours permit. A longer playing season is anticipated this year with play continuing through the summer months. Everyone interested in joining the league is requested to notify Ralph Gordon or George Phillips by April 1.

## 697 Total Wins Couples' Bowling

The Annual MeC Mixed Couples Bowling Tournament was held Feb. 22, at the Westport Alleys in Westbrook. There were 44 couples. Everyone rolled three strings, using a handicap system.

Jan Broderick won the women's high single string with 122. Jan also had strings of 111 and 115 for a total of 348. The men's high single string of 154, was won by Bill Bragdon. Bill also rolled strings of 120 and 115 for a total of 389. The award for the high three string for couples was presented to Hanna O'Toole and Mike Campbell. Hanna and Mike had a combined total of 697.

It was a very well-organized afternoon and everyone had a wonderful time. The Chairman for this event was Bill Manning, assisted by Connie Davis.



by Al Kennedy

Millie and Al Kennedy, along with their partners Connie and Ray Davis, have been bumped out of first place in the Portland Couples Bowling League. Now in first place are Edna and John Morrison with Irene and Charlie Jackson. Jan Clarke holds the women's high single string with 131 and high three string total of 312. Tom Caufield has the men's high single string with 145 and John Broderick holds the high three total with 353.

Team No. 1 is leading the race in the Portland Men's Bowling League. Denny Shea, Bucky Gato, John Foley, Russ Proctor, Everett Goddard and Jerry Shea are 4 points ahead of team No. 6. A high single string of 147 is held by Jerry Shea. Sam Cavallaro has a three string total of 371. Team No. 1 has the high team single string of 533 and high total of 1529.

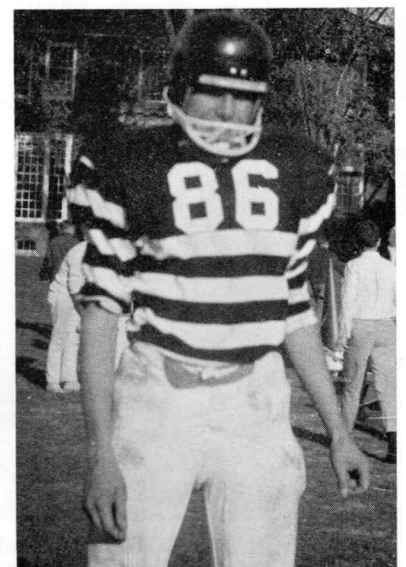
In the MeC Gals League, it's still the Lollypops out front. The individual averages of this smashing team are: Mary Donahue 81, Mary Corbeau 90, Lil Grant 86 and Kay Green 85. The Lucky Strikes are in second place, then comes the Alley Cats, Mudders, Gutterballs and the Alley Oops. Hazel Davison has the high single string with 129, and high three string total of 315.

### 'Chuck' Miller Pilot of '64 Groton Teams

Charles E. Miller, son of President and Mrs. E. Spencer Miller, will be captain of varsity football and basketball at Groton School, Groton, Mass., next season.

Miller, who'll be a senior, was elected next year's basketball captain in February after the Groton team closed its 1964 slate with seven wins and five losses. He was the squad's top scorer.

He was named next year's football captain at the close of Groton's grid schedule in November.



"Chuck" Miller



**TEACHER FOR 900 DRIVERS**—Armand Rossignol, a tractor driver at the Waterville Shops, teaches automobile driving as a sideline. He's shown above discussing his course with Mary Poulin, a Waterville High School student.

## Waterville Instructor Has Kind Words For Much-Maligned Women Drivers

After teaching more than 900 people to operate automobiles, a Waterville railroader is convinced that women drivers are as good as men—"if not better."

Armand Rossignol, who drives a tractor at the Waterville Shops, and who drove a city bus before joining the Maine Central, has been training drivers for nine years. Armand says women make better pupils, too. "They're not as nervous," he says, "and they ask more questions. A boy or a man," he adds, "feels he knows the answers to start with."

Rosy's first pupil was his sister, and her success led him into his career as a driving instructor. He was encouraged from the first by officials in the Secretary of State's office in Augusta, who provided instruction booklets and other materials.

That was in 1955, the year "Rosy" acquired his first dual-control car. He's had several since, and these have served as the training tool for more than 900 students who have graduated to pass the state drivers' license examination.

Except for the teacher who conducts Waterville High's driver training program, Armand is his city's only licensed driving instructor. He's had his share of 16-year-olds, and at least one 80-year-old. The latter took a little more instruction than most, but he passed the tests and got his license.

Reflecting on recent experi-

ence, "Rosy" has a safe-driving tip for students and anyone else who gets behind a steering wheel.

"Use your directional signals correctly and well in advance of your turns," he says, "and don't let 'em go on blinking afterwards."

**Merrow**—from page 1)

"The principal reason for the decline in freight revenues on the Maine Central—and on any other American railroad—" Merrow told the committee, "is competition from publicly subsidized long-haul trucking, whose rights of way are the public roads, provided in increasing amounts and quality by the taxpayers through federal, state and local governments.

"Because the truckers are privileged to use public rights of way, which the public builds, maintains and plows snow from; and because railroads must own, build and maintain their own rights of way, the operating costs of the two media are not comparable. Thus rate competition between the two is unrealistic.

"An equitable weight-distance tax on trucks would go far in this direction in that it would force the highway carriers to pay a fair rental for the use of the taxpayers' highways. Several states, including New York, Ohio, Oregon and Idaho now levy such a tax and thereby correct the rail-truck unfair com-

petitive situation, and the unfair burden on the private motorist who is paying several times what the private and commercial truckers pay on a ton-mile or use basis."

Merrow added that government action to remove the railroads present burden of regulation would be "of great value and assistance to the rail industry. All railroad freight movements are tightly regulated by government and their rates are set by law. Major exemptions and loopholes in the Interstate Commerce Act combine to allow two-thirds of the freight-carrying truck traffic and nine-tenths of inland waterway tonnage to operate completely outside governmental restrictions."

Merrow concluded by saying that "at long last some progress is being made by introduction of such legislation as HR 9903, unanimously endorsed last month by the House Interstate and Foreign Commerce Committee. This legislation would end federal regulation of railroads' rates when they haul agricultural or fisheries commodities. The truckers have been exempt from this regulation for years, and if Congress passes this measure, trucks and trains will be free to compete in an open market for the traffic that feeds the American people.

"Lower transport rates would



**AT ETNA: 1910**—More than a half a century ago, this work train crew paused for the photographer at Etna. Left to right, Albert R. Genest, flagman; Percy (Casey) Neville, conductor; unidentified head brakeman; Cy Perkins, engineer; and unidentified fireman.

be the inevitable result of such open free-enterprise competition, and the public would be the inevitable beneficiary.

"Lower rates would be placed in effect generally if the railroads were to be allowed to capitalize on their built-in efficiency as the low-cost method of moving large quantities of freight. Higher rates, on the other hand, will be the trend if the public continues to support truck subsidies resulting in diversion of volume from the rails and higher unit costs."



**LONG WAY FROM HOME**—General Agent Roy Rideout of Rumford looks over a Mexican boxcar that arrived in his bailiwick recently.

## 'Bootleg' Truckers Stole \$11 Billions In 25 years, Says TAA Official

One of the reasons regulated carriers are losing in their contribution to the Gross National Product is because "bootleg" truckers are taking their revenue away, a leading transport industry spokesman declares.

Harold F. Hammond, president of the Transportation Association of America, points out that in 1939 regulated carriers accounted for six per cent of the GNP, but in recent years the figure has fallen to four per cent. This decline, he said, represents \$11 billion of revenue lost to competing private and exempt carriers.

"Unlawful truckers," he said, "steal revenue from our regulated carriers by breaking the laws of

the United States every day."

This is a matter of concern to the general business and industry, he said, as well as the transportation industry. He urged more businessmen generally to unite with regulated carriers in a drive "to stamp out bootleg trucking."

He asked for support of legislation now before Congress which is specifically directed to the problem.

## BRT Auxiliary Meets In Portland

At the February meeting of the Ladies Auxiliary, Brotherhood of Railroad Trainmen, Evangeline Lodge 146, Mrs. Gladys Lyden, vice-president, initiated Mrs. Louise A. Bickford into membership. Mrs. Bickford is the wife of Portland Terminal Company yard brakeman William M. Bickford. Following the business meeting, Mrs. Lyden and Mrs. Euphrasia Kilmartin served refreshments.

The March meeting will include a discussion of plans for the annual anniversary banquet dance to be held in April. The committee for the banquet consists of Mrs. Ernestine V. Miller, chairman; Mrs. Muriel Blais, Mrs. Gladys Lyden and Mrs. Rose Smith.

## Named President

John G. Williams, son of Cashier and Mrs. Gordon Williams, has been elected president of the University of Maine Chapter of the American Chemical Society. John is a Junior at Maine, majoring in research chemistry.

## Mr. and Mrs. Watts Anniversary Couple

Mr. and Mrs. Frank E. Watts, 18 Exeter street, Portland, were honored by their daughter, Mrs. Floyd Haskell of Houlton, and her husband on their 50th wedding anniversary March 11. The event was observed at a dinner party in a Portland restaurant. Mr. Watts is assistant engineer, valuation, in the Engineering department, Portland.

**STACKING THE DECK: How Government Aids Railroad Competitors**  
Summary of government expenditures for transportation, as compared with private expenditures for railroad construction, maintenance and taxes.

Mode	Period	Government Expenditures		Total
		Federal	State & Local	
Airways	1925-62	\$ 3,989,881,249	(None)	\$ 3,989,881,249
Airports	Thru 1962	2,451,571,937	\$ 4,393,721,615	6,845,293,552
Domestic				
Air Mail	1939-62	737,717,000	(None)	737,717,000
Subsidy				
Waterways	Thru 1962	5,774,700,000	2,967,000,000	8,741,700,000
Merchant				
Marine	1916-62	19,532,000,000	(None)	19,532,000,000
Coast				
Guard	1921-62	5,605,000,000	(None)	5,605,000,000
Highways	1921-62	31,297,000,000	141,179,000,000	172,476,000,000
Railroads	1921-62	(None)	(None)	(None)
		Railroads—private expenditures		
Period	Maintenance	Construction	Taxes	Total
1921-60	\$32,112,024,000	\$ 9,983,150,000	\$ 5,357,400,000	\$ 47,452,574,000



## GENERAL OFFICES

Eugene Trueworthy, assistant to auditor data processing, enjoyed ice fishing at Denmark over the George Washington birthday weekend, with his sons, Michael, James, Paul, William, Mark, and daughter Carol. They were accompanied by Hugh Flynn, systems analyst, and sons Daniel and Timmy, also daughter Eileen. Clyde Luce Jr., his son David and daughter Barbara went along, too. They were joined by Father Hyacinthe of St. Louis Church. Everyone had a fine time, but no fish.

"Larry" Smyth, chief clerk purchasing department, enjoyed a two-weeks winter vacation at Coral Gables, Florida, visiting his sister and family, Mr. and Mrs. Benjamin Garner. Larry visited Hialeah and other interesting places.

Mrs. Dolores Stanley, wife of head clerk George Stanley of daily and miscellaneous bureau, substituted for Charles Hagar in Mr. Hook's office during Charlie's recent illness.

Mrs. Alice Eliason, engineering department, has a 1964 blue Impala Chevrolet—very pretty.

Mrs. Dorothy Proctor of car service office spent a few days vacation in New York City with her husband, George, on a combined business and pleasure jaunt.

Maurice Allaire, storekeeper, is back at work a few hours each day after being hospitalized.

Stephen and Ernestine Miller visited his sister and family at North Whitefield for a weekend, but were stranded there as a result of a big blizzard in that area.

Mrs. Lillian Grenier, data processing, is another early vacationer, spending two weeks in Florida.

Melvin Charity, road foreman of

engines, is much improved in health, after illness of several weeks.

Sympathy is extended John Neilson, husband of Myrtle Neilson of the Disbursements Office, on the sudden death of his parents.

"Lindy" Burgess, clerk stores department, has had cast removed from his right wrist, broken in a fall on the ice.

An engagement recently announced is that of Margaret C. Staton of the Revenue Office and Stewart P. Park, Jr., Asst. Mechanical Engineer.

Two new members of the Revenue Office are Donna H. Roderick and Benjamin W. Severn.

Charles Duncan has returned to his duties in the Revenue Office after being hospitalized for several days.

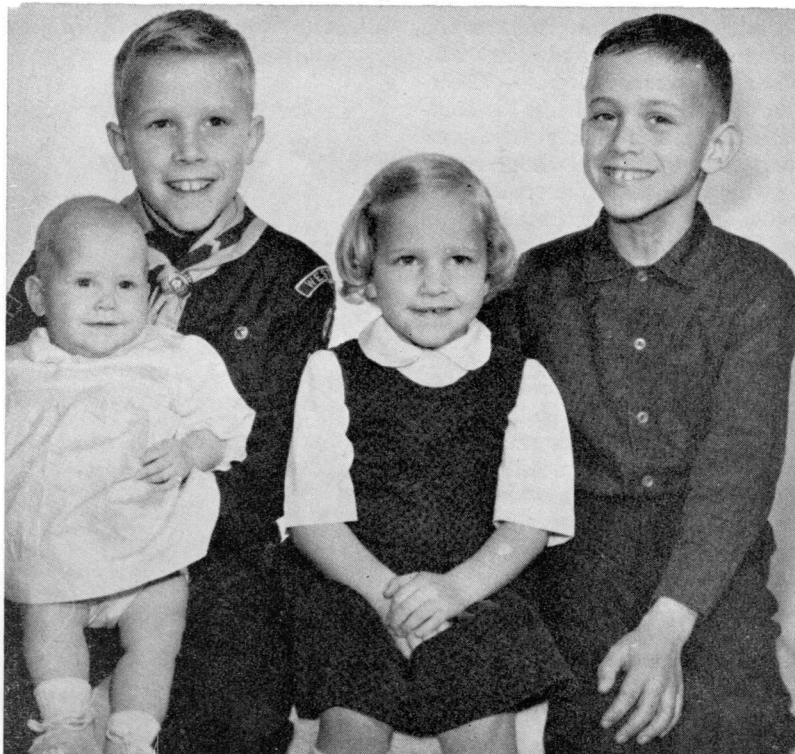
Philip J. O'Donnell is recuperating at home after surgery.

Louise Scannell, Auditor Disbursements office, recently returned from a winter vacation visiting friends in Tampa, Florida.

Marion Faibisy and Ruth Kelley recently took a trip to Boston to look over the spring fashions.

Marion's son, John, a junior at the University of Maine, Portland, made the Dean's list last semester.

Walter Provencher's boys, Michael and Jimmy, both were on the Honor Roll at Portland high school for the first half year.



**THE COTE KIDS**—The youngsters of Traffic Assistant and Mrs. Roy Cote of Westbrook posed for this picture in February. From left, Jennifer, 5 months; Paul, 10; Vicki, 5; and Charles, 8. They're the grandchildren of Theodore J. Cote, veteran machinist at the Rigby Engine House.

## RIGBY

Laborer Edward Cribby returns to work after a six week lay-off due to sickness. He was hospitalized at the Veterans Hospital, Togus.

Former Machinist Helper Fred Bustin visited the engine house recently. Mr. and Mrs. Bustin's daughter, Mrs. Vesta Tewksbury, died recently after a long illness. A floral tribute was sent.

Donald Sinclair and "Dude" Babidge, carpenters of the bridge and building crew, are working at the engine house.

Machinist Albert McCann has bid off the welding position at the engine house formerly held by Albert Wetmore, Senior. He and his family reside at Peaks Island.

John Flaherty, retired Laborer, now retired for seven years, is in excellent health, and seems to be



**WED IN FLORIDA**—Miss Sandra Ellen Hollaway, daughter of Mr. and Mrs. Woodrow Hollaway of Pensacola, Florida, recently became the bride of Peter Allan Grant, son of Claim Agent and Mrs. Robert H. Grant. The ceremony was held at the First Methodist church in Pensacola. The couple resides in Pensacola, where Mr. Grant is employed on a U.S. Government aero-space project.

happy. He wanted to be remembered to all his friends at the engine house.

Machinist Lucien Carrignan tells me his son-in-law Louis Scala, who has been in and out of the hospital for the last three years, died Jan. 27.

Machinist Kenneth Gillis, 3rd trick, has been in the hospital for surgery, but is home now and coming along very well.

Foreman Charles Tetreault says Mrs. Tetreault is recovering rapidly after an eye operation and will soon be able to continue her business as a beautician.

The accident board reading January 4 was 237 days without an accident. The reading on the board has



**LAST TRIP AT RUMFORD**—Harry Hanson, 76, a locomotive engineer since 1918, made his last trip Feb. 19 and stepped off his engine into retirement. Harry joined the Maine Central in 1911 as a fireman 53 years ago. He has nine children, all living, 37 grandchildren and 23 great-grandchildren.

been dropped to 57 days as of March 1st.

Storekeeper Maurice Allaire is back on the job after a brief stay at the Medical Center.

Former Sheetmetal Worker Archibald Pratt entered the Westbrook Hospital for the third time in two months. I understand he is progressing as well as can be expected.

It is with pleasure that we welcome back Al Wetmore, who retired a month ago, as Assistant Editor of the Messenger for Rigby. Although retired, Al feels he can continue to cover his old beat for the Messenger, and we're more than happy to have him back. This is his first column as a retiree, and he hopes that next month's will include items from not only the engine house, where Al worked so many years, but also from other departments at Rigby.—The Editor

Carman Lorenzo Farwell is out sick, but is coming along fine and hopes to be back to work soon.

Swing Foreman William Bean of Gorham was in for a short time recently. His foot injury in an automobile accident more than two months ago will keep him out of work for at least a year. Carman Carl Carter is taking his place as swing foreman.

Clerk Patrick Conley has returned to his desk and is much improved in health.

General Foreman Car Department, Justin Buzzell, went into Maine Medical for a thorough check-up on March 2nd.

Carman Donald Perkins has a practically new "Caddie" with all the gadgets of the power type, such as steering, window lifts, and road leveler.

Carmen Jerry Niles and Arthur Thibeault are on the sick list.

Vacations have also started at the Car Department. Percy Thompson, Carmans Helper; John Phee, Laborer; and Peter Griffin, Leading Carman.

Retired Foreman Jerome Berry and Alphe Landry are both hospitalized.

Clerk Everett Haley and Truck Driver Thomas Cafferty are still convalescing.

The men at the engine house wish to send their regrets to Clyde E. Burnham in the recent death of Mrs. Burnham. Clyde is a former machinist at Rigby. A floral tribute was sent from the welfare fund.



The Maine Association of Railroad Veterans met Sunday, February 23, at Howard Johnsons, Thornton Heights. About seventy attended.

Sympathy is extended to the family of John M. Coyne who died recently in Miami, Fla. He retired from the Maine Central Railroad in 1958.

Trainman Emile Morin has built a new home on the "Two Light" Road in Scarborough.

Engineman Jim Fay has been discharged from the hospital and is recuperating at home.

Sympathy is extended to the family of Blyn Whittemore who died in February.



**CLAYT AND THE "STATE OF MAINE"**—When the Maine Maritime Academy training ship "State of Maine" docked at Jacksonville, Florida, recently on its winter cruise, retired Maine Centralman Clayton Williamson was on hand to greet the Maine Middies. A long line of other people waiting to go aboard can be seen in the background.

Sympathy is extended to the family of Retired Engineman S. P. McDonough who died Monday, March 2.

## LEWISTON

Best wishes to Wally Brennan, Trackman at Leeds Jct., who has been on the sick list recently. Wally is up and around and looking much better now.

Hec Jones, Foreman at Lewiston Lower, has returned to work after a lengthy illness. Glad to see you back, Hector, and Phil Spruce did the job well in your absence.

Chet Dykes, ably assisted by Alva Jarvi, ran the first plow train of the year over District 3.

Track Supervisor Don Wolfe is about to move into his new home in Greene. Hope you like it here, Don, its a nice little community and a lot closer to work than Waterville.

Lou Turgeon is filling in as machine operator while Harry Russell is off sick.

Our sympathy to Mrs. George Beaudoin, wife of foreman Albert Beaudoin, on the death of her mother.

Yard brakeman Charlie LaFlamme came up with a cutie recently when he gave Chief Clerk Howard Ham a receipt for a turkey dinner at Jimmy's Diner in Auburn, dated April, 1920, costing 85 cents.

Sherm Carr, clerk in Track Supervisor Don Wolfe's office, has left the Rambler Family and is back with Chevie again. Its a dandy looker and we hope Sherm finds many miles of good riding in it.

We notice that Telegrapher Charlie Richardson and Chief Clerk Howard Ham have been in an occasional huddle recently, holding a road map between them. Could they be discussing roads leading to the New York Worlds Fair? We know Howard went to the last one, accompanied by Rate Clerk Johnny Myrand, and New York City hasn't been the same since.

Yard Brakeman Pat St. Pierre had a telephone call recently from his son in the Navy who just pulled into Norfolk, Va. from a Mediterranean cruise on an LST. Son Roger is a MM 3/c and after several years of Navy life still thinks its a good deal.

Best wishes to trackman Merle Tuttle at Livermore Falls who has been on the sick list.

## WATERVILLE SHOPS

Painter Chester Craig and Carman Eddie King, shooting as members of a representative Maine small bore rifle team, have recently been notified that the Maine state team placed 20th in national competition.

Retired Carman Eddie Maillett died Feb. 13 while driving his car on a local street. He had been retired some eight years and was 74.

Many Shop fishermen have their own personal fishing preserves, but Foreman Chick Pooler has been catching fish this winter, where they have never been caught before. Chick has a well-appointed and steam-heated fishing shack and has made at least one astounding perch catch.

We hear that Carman Bernard Peabody has applied for the pension.

Foreman Floyd Case has returned from a lengthy inspection tour at the Magor Car Co. in Clifton, N. J. As this is read Assistant Supt. Alden Finnimore probably will have returned from the same tour of duty.

Edward McCaslin, a student at Winslow High, has been chosen as a delegate to Boys State at the U. of M. this coming spring. He is the son of Carman and Mrs. Harvey McCaslin.

Painter Charles Lowry recently attended the Convocation exercises at the Bangor Theological Seminary. The 'Parson' is also heading into his 53rd year at the Shops.

Machinist 'Red' Cote has recently bid the big axle lathe, vacated by Bill Chase Jr.

Carrier Pigeon Reny Jacques and Tractor Driver Paul Fletcher have recently been 'set up' as Pipers' Helpers.

Carman Newman Taber has recently traded for a new Dodge Dart.

Attractive additions to the Stenog force in the Stores office are Denise Belanger and Lucette Huard.

Furloughed Machinist Ronnie Woods has recently been recalled.

Laborers Elmer Blaisdell and Jimmy Carey have been recalled to the Yard crew. They have been furloughed from Moreau's Marauders.

Recalled to the Shop Laborers crew have been Richard Starkey and Ted McCausland.

And as of today, the Shop calendar shows 93 more days for Bill Otis.



**38 YEARS AGO AT ROCKLAND**—Old-timers will recall many of these people who made up the Maine Central force at Rockland in 1926. Front row, left to right, Henry E. Cummins, general agent; Lillian McCurdy, clerk; Mrs. Berniece Snowman, clerk; Lester Valley, telegrapher; Charles Sylvester, cashier; Sanford Delano, chief clerk; Edward Barter, freight checker; William E. Sterns, conductor; Fred Costa, brakeman; and Joseph York, engineer.

Back row: Arthur McCurdy, ticket agent-operator; Victor F. Atwood, telegrapher; Eugene Harrington, baggage master; William Bubier, freight handler; Fordy Karl, freight handler; Chester Overlock, fireman; and Frank Prescott, brakeman.

## Blyn A. Whittemore Dies In So. Portland

Blyn A. Whittemore, 73, recently retired Maine Central Railroad locomotive engineer, died Feb. 22 at his South Portland home after a brief illness.

He was born Aug. 25, 1890, at Phillips, son of Nathaniel K. and Jennie Staples Whittemore. He attended Phillips schools and graduated from Phillips Academy.

Mr. Whittemore came to Portland as a young man and joined the Maine Central Railroad shortly after arriving here. He retired last year after 54 years of railroad service, much of it as a locomotive engineer. He was a member of the Brotherhood of Railroad Engineers.

Surviving are his widow, the former Sadie Gillis; a daughter, Mrs. Margaret Sullivan of Thomaston, Conn.; a sister, Mrs. Louise Morse of Auburn, four grandchildren and several nieces and nephews.

## RETIREMENTS

Harold L. Blake, trackman, Hiram, January 31.

Albert J. Campbell, locomotive engineer, Portland, February 15.

Ivol J. Hall, locomotive engineer, Portland, February 29.

Harry Hanson, locomotive engineer, Rumford, February 19.

Bernard B. Peabody, carman, Waterville, February 1.

Vernon R. Pipes, conductor, Portland, February 4.

Donat W. Pomerleau, telegrapher, Portland, January 30.

William J. Smearer, stationary fireman, Bartlett, N. H., February 20.

George Williams, crossing tender, Waterville, March 2.

## Messenger Mailing Lists Canvassed

About 400 readers whose Messenger apparently has been going astray should receive this issue on schedule, thanks to the efforts of the Post Office people and the Maine Central public relations department.

Doubt if you noticed, but last month's issue included a line of type in the address space on page eight that read "return requested." This meant that any undeliverable copies would be returned. . . first to the post office, which provided new addresses in most cases, and then to the Public Relations office in Portland.

About 400 were returned, and addresses changed, so that the Messenger should reach correct destinations this month.

Management intends that every employee of the Maine Central and Portland Terminal Companies have the Messenger delivered to his home, but we have no way of knowing, unless readers let us know, when their addresses change.

So if you move, let us know where.

## Scouts—(from page 1)

nearly 300 graduates who now wear the coveted Railroading merit badge.

Originally scheduled for a third running in Portland, the course was postponed when scheduling difficulties arose.

The course in Lewiston will begin April 8, and be held on each succeeding Wednesday evening through May 6. It will consist of three instructional sessions, a written examination night and an award program.

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

General Agent Richard I. Achorn of Lewiston also will assist.

## Engineers—(from page 1)

Harry Hanson, Rumford; Albert J. Campbell, Portland; Maurice B. Pope, Waterville; Fred A. Moore, Waterville; Leon L.

Caler, South Portland; John C. Baker, Waterville; Roscoe H. Douglass, Yarmouth; Albert T. Walker, Portland; Linwood A. Hunter, Topsham; Ivol J. Hall, South Portland; George F. Monahan, South Portland; John L. Goodale, Clinton; Ralph C. Mower, Auburn; Charles J. White, Portland; Herbert C. Amadon, Scarborough; Albert P. Prescott, Bangor; Joseph C. Hickson, Bangor; Everard L. McKay, Bangor; James W. Kelley, Bangor; William P. Dowling, Bangor; Pasquale Caruso, hostler, Bangor; and Bartley T. Wallace, hostler, Portland.

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Portland, Maine.

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