

RAILROAD SCOUT CLASS OPENS IN LEWISTON—More than 200 Boy Scouts from the Lewiston-Auburn area and from communities as far away as Norway and Gardiner attended the opening session of the Maine Central's Railroading Merit Badge course in Lewiston early in April. Richard L. Achorn, Lewiston general agent, is at the podium.

Both Maine Central And State Aided By Rail Shipments, Purchasers Told

As more freight is moved over the Maine Central Railroad—and as it moves further on Maine Central track—more money pours into the treasury of the State of Maine, some 50 Maine purchasing agents were told in March by Roy E. Baker, vice president, purchases, stores and mechanical.

Baker was principal speaker as the Maine Purchasing Agents Association met at the Jefferson Hotel, Waterville, after a tour of the Waterville Shops.

Baker pointed out that in the past four years freight carried over Maine Central has resulted in the railroad paying nearly \$3 million in excise taxes to Maine's state treasury. He added "there seems to be a mistaken idea among some Maine residents that when the Legislature, in 1962, reduced the railroads' excise taxes so they are more realistic with current conditions, the railroads were given complete relief from paying such taxes to our state. The true facts are that the railroads—unlike their competitors

on the highways—are still paying a whopping excise tax on gross receipts in Maine. Maine Central's excise tax to the State of Maine in 1963 amounted to \$495,846. The railroad's excise

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Armitage Named To MeC Board

Albert T. Armitage, Boston, a leading Maine and New England industrialist and investment banker, was elected as a member of the board of directors of the Maine Central Railroad Company in March.

A native of Danvers, Mass., Armitage served as president of Coffin and Burr, Boston investment bankers, for 21 years, and is, now a limited partner. He traces his Maine financial and industrial associations from 1912, when he was assigned to sell securities in the state for Blodgett and

Company in Boston. He has been active on the Maine industrial scene ever since.

Armitage is chairman of the executive committee and a director of the Keyes Fibre Company; a director of Keyes Development Corporation; a director of Canadian Keyes Fibre Company, Limited; a director of Penobscot Chemical Fibre Company, and until March, 1960, chairman of the board and director of the Bates Manufacturing Company and its subsidiary, Bates Fabrics,

(Armitage—page 8)



Albert T. Armitage

Oil Moves Up To Second Place In Freight List

The 1963 annual report shows that gasoline, fuel and lubricating oil and other petroleum products moved from fourth to second place in importance in the Maine Central Railroad's sources of freight tonnage and revenue last year.

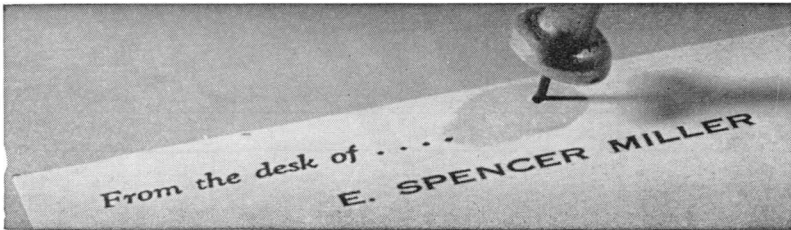
While forest products with a total of 40.4 per cent continued to be Maine Central's principal source of freight tonnage and revenue, petroleum products jumped from 5.9 per cent of the road's freight tonnage in 1962 to 7.2 per cent in 1963.

Potato shipments moved from third place in 1962 to fourth place in 1963. They continued to provide 7.3 per cent of the road's revenue in 1963, although the Maine Central handled 382 less carloads with a drop in revenue from this source of \$31,326 compared with 1962.

In his message to stockholders, President E. Spencer Miller wrote: "For the first time in modern Maine Central history its owners and employees can look to a future bright with promise of expansion, more volume of traffic and extensive growth probabilities. Three entirely new mills (pulp and paper) are about to be built (in Maine.) One will be completed at the end of 1964 and another a year later. It is known that other mills are being planned and that extensive capital improvements are being made to existing plants on our lines. Your management played an important, if not decisive, role in decisions of these companies to build in Maine. We have convinced national manufacturers that we can furnish the cushion-underframe cars; the new type rack cars and the competitive rates which they required to prosper."

President Miller told the stockholders that "this promised expansion will not be painless. We shall have to spend millions of dollars for new equipment and our cash will have to be conserved for that purpose. But the

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To my fellow employees:

Purchasing for a large industrial enterprise is a job for professionals and in no industry does purchasing require greater competence than in the field of railroading. Roy Baker, with the years of experience behind him and a thorough training in mechanical engineering, handles this work for Maine Central and in our case it involves not only purchases of hundreds of items from nails to diesel locomotives, but the maintenance of stores and inventories and a very complicated problem with reference to salvage, scrap and disposition of over-age and obsolete equipment, which latter in 1963 produced the not inconsiderable sum of \$642,000.



His address on March 13 to 50 other members of the profession is noteworthy not only for the emphasis on the importance of Maine Central to the economy of Maine, but as well for the examples which he brought home showing how increased shipments given to this railroad will benefit Maine's economy and the pocketbooks of the shippers themselves. Mr. Baker pointed out that in 1963 Maine Central's purchases of coal, fuel oil, cross ties, lumber, rail, and a hundred other items exceeded two million dollars and that \$1,300,000 of the dollars spent by us went into the pockets of Maine merchants and suppliers.

1963 was not a big year so far as acquisition of rolling stock was concerned. It is presumed that in 1964 we will acquire new box cars and jumbo pulpwood rack cars costing upwards of six million dollars. This amount will be added to the normal expenditure of around two million dollars. Except for such rolling stock as may be used in interstate commerce, a sales tax of 4% will be paid, and the considerable sum produced by this will find its way into the state treasury.

In the course of his remarks, Mr. Baker further alluded to some twenty-six million dollars paid in wages and salaries to railroad employees by the railroads operating in this state.

Impressive as are the foregoing statements and figures, there was one angle of his talk which may come as a new thought to many Maine shippers and receivers of freight. Mr. Baker pointed out that the Maine Central, and all Maine railroads are still paying a gross income tax to the State of Maine. Despite the reform granted by the 100th Legislature this tax amounted in 1963 to just under \$500,000 in our case and it was in addition to several hundred thousands of dollars paid in local taxes to cities and towns in which we own property. Since this is a tax upon gross transportation revenues, every ton of freight added to the Maine Central increases the tax revenue of this state. Tons of freight subtracted from the Maine Central and given to its highway competitors conversely reduce taxes received by the state of Maine. To the extent that heavy trucks do not pay their way, the state funds are depleted rather than increased, and as a result of reciprocity, out of state trucks pay almost nothing to Maine for their extensive operations here.

Mr. Baker pointed out that there is another and less obvious reason for shipping Maine Central all the way. Even on railroad freight it is important for Maine shippers to route it so that Maine Central gets its maximum haul, thus affording it maximum gross income, in the first place, and in the second place increasing the railroad tax payment, since 85% of Maine Central mileage is within the state and the tax on a railroad's gross income is based upon the relationship of its Maine mileage to its total mileage. Via Maine Central's St. Johnsbury and North Stratford gateways, freight can be routed to and from Canada, and to all of the United States west and southwest of a line drawn between Pittsburgh and Buffalo. In general, service is superior via this route and on west bound movements, rates are lower. In pointing out this situation, Mr. Baker has done to shippers in Maine a great service and has shown them how both directly and indirectly they can help themselves through increasing state revenues at no extra cost to them and thus inevitably lessen their own tax liabilities.



PLANT 'EM NOW FOR TOMORROW'S ENJOYMENT



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.

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ERV BABCOCK ON THE JOB—Erving M. Babcock, a Lieutenant in the Portland Police Reserve, retired from the Maine Central two years ago, and now keeps busy with his assignment to protect youngsters crossing Stevens Avenue at the St. Joseph's school, in Portland. Above, he checks the school papers of little Eddie Jameson, St. Joseph's sub-primary pupil and son of Mr. and Mrs. Floyd H. Jameson, Woodlawn Avenue.

Retired Brakeman Keeps Busy As Reserve Police Lieutenant

Erv Babcock's stop-and-go problems didn't come to an end when he retired from railroading two years ago . . . they began all over again last fall.

For more than 17 years, Erv worked as a brakeman and yard conductor at Rigby. Now retired, and as Lieutenant Erving M. Babcock, Portland Police Reserve, he's controlling traffic again, but this time it's automobiles on Stevens avenue, Portland, and youngsters going to and from St. Joseph's school.

"I've always liked kids," Erv says, "and been able to get along with them, so it's given me something to do."

For about three hours daily—in the morning, at noon and in mid-afternoon, Erv may be found at the St. Joseph's crossing, stopping and starting traffic, and shepherding 200-odd youngsters across busy Stevens avenue, into buses and family cars.

He's been a member of the Portland Police Reserve for the past ten years, and his off-the-job interest has worked into a part-time retirement vocation.

"They'd have me up at the happy farm," he says, "if I didn't have something to do."

And Erv is right at home with kids. "After all," he says, "I've got six grandchildren."

Old Maine Central Pictures Requested

The Messenger office is called upon frequently to provide pictures and other material of a historical nature for book and magazine articles, as well as for use in the Messenger and other Maine Central Publications.

If readers have interesting old pictures or other old Maine Central material, we can put it to good use from time to time, with proper credit to the donor.

Data Processing Certificate Awarded To Gordon After Exam In Boston

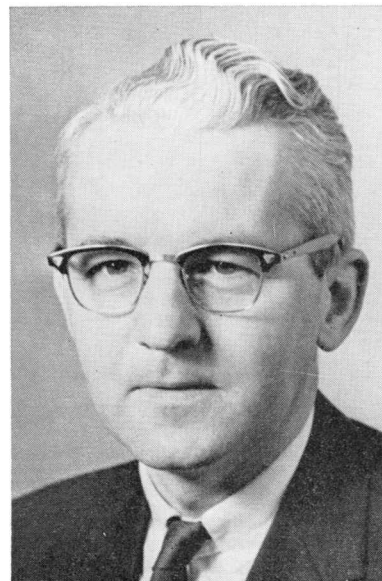
Ralph H. Gordon, auditor, data processing, and systems manager, Maine Central, has been awarded the Data Processing Management Association's certificate in data processing after an examination at Boston.

The exam covered a wide range of subjects considered mandatory for professional competence in the field. They included statistics, mathematics, accounting fundamentals, and various types of manual, computer and unit record systems and methods. Word that Gordon had passed the examination and had been awarded the certificate was sent to Horace N. Foster, Maine Central comptroller and treasurer, March 12.

As Systems Manager, Gordon is responsible for the study and installation of all new systems and equipment used by the Accounting Department of the Railroad. His prior experience included 15 years with the U. S. Bobbin and Shuttle Company of Lawrence, Mass., where he worked at various times in the Purchasing, Cost and Payroll Departments and spent five years as manager of the IBM department.

He worked for Remington Rand in methods for 8 months prior to accepting his present position. He serves as International Director for the Pine Tree State Chapter of the Data Processing Management Association and is New England Chairman of Education for DPMA.

Ralph and Mrs. Gordon have a son Chris attending Carnegie Institute of Technology and a daughter Jane attending South Portland High School.



Ralph H. Gordon

Julia Roper Ends Long MeC Service

Julia B. Roper, supervisor of telephone operators in the General office building since October, 1931, and a Maine Central employee for nearly 45 years, retired from active service in March.

Mrs. Roper, who had resided at 633 Congress street, Portland, already has moved to Rockland, her native city.



Julia Roper

Mrs. Roper joined the Portland Terminal Company in October, 1918, as a yard clerk at Rigby, and left to become a telephone operator for the Grand Trunk Railway for about a year, re-joining the Maine Central in 1920 as a telephone operator. She was appointed to the supervisor's post in October, 1931, and remained in that position until her retirement.

Because the switchboard is away from the general office traffic, many employees never met Julia Roper or knew her by sight, but her voice, and her willingness and ability to get calls through quickly and accurately, made her well-known throughout the Maine Central system.

Personnel from all over the MeC system have contributed to a retirement purse that will be presented soon at Rockland by Charles D. Prentice, chief engineer.

Maine Purchasing Agents Visit Waterville Shops



Looking over a locomotive—left to right, Richard R. Marquis, P/A, Forster Manufacturing Co., Wilton, Maine; Donald K. Russell, machine shop and engine house foreman; R. Leon Lary, P/A, Maine Turnpike Authority, Portland; Keith W. Percival, chief material examiner, State of Maine, Augusta; and John R. Dyer, P/A, State of Maine, Augusta.



In the consolidated stores department—left to right, C. J. Begin, stockman; Ronald W. Clifford, director of purchases, University of Maine, Orono; Richard W. Bartlett, P/A, Hudson Pulp and Paper Co., Augusta; Bruce L. Eugley, P/A, Hall and Knight Hardware Co., Lewiston; and Liston F. Lewis, assistant manager, purchases and stores, Bangor and Aroostook Railroad, Derby.



At the wheel lathe—left to right, Harold F. Bell, manager, purchases and stores, Bangor and Aroostook Railroad, Derby; Frederick L. Erminelli, division P/A, Saco-Lowell Automotive Division, Saco; William F. Moody, buyer and assistant treasurer, R. I. Mitchell, Inc., Auburn; S. Roy Swanholm, assistant buyer, Dragon Cement Co., Thomaston; and Diamond Sherrard, air brake foreman.



In the blacksmith shop—left to right, Alden H. Finimore, assistant superintendent, Waterville Shops; Paul H. Day, retired purchases and stores manager, Bangor and Aroostook Railroad; G. Merrill Thomas, plant buyer, Dragon Cement Co., Thomaston; and Harry E. Powers, P/A, Portland Company, Portland.

Circus, Farmers' Wagons Started Movement To Piggyback Shipments

When circus wagons were hoisted onto railroad flatcars more than a century ago, hardly anyone foresaw the possibilities. Indeed, they lay dormant except on Long Island during the 1880s, when farmers shipped their produce wagons by rail to markets in New York City, putting the horses in boxcars on the same train.

Both were precursors of modern piggy-backing. It is a booming business which offers big advantages to the public.

Modern piggyback service began to reach real volume in 1953. In that year, a single railroad took 50,000 trailer loads off the highways in its territory. This year, the total for 89 Class I railroads will be close to 800,000 highway trailers or containers.

Motorists can be thankful that railroads are lightening traffic congestion by more than 15,000 trailers a week.

The chief reward to most people, however, should be cheaper goods through lower freight costs that go into every price tag. Piggyback and container shipments save money through less packing, bracing, cargo damage, pilferage, rehandling and clerical expense. Truckers save on labor and maintenance. Railroads get more use of their equipment, reduced terminal costs and earnings from volume traffic.

Goods going piggyback can be picked up at a warehouse or factory, packed once into trailer or container, hauled to track-side,

loaded onto a flatcar, shipped cross-country and delivered to the customer's doorstep.

The service is provided today by some 17,000 special flatcars, of which 10,000 are pooled by 34 railroads working together. Tracks and tunnels are being rebuilt and railroad right-of-way cleared for outside piggyback loads. Terminals are being opened expressly for piggyback operations. Loading and unloading equipment is being designed for "universal" containers that can move by train, truck, ship or plane.

Parker Brooks Dies In Portland

Parker Lovejoy Brooks, 59, of Cumberland Center, a clerk in the Accounting Department, Portland, died unexpectedly March 11, in a local hospital.

He was born Feb. 14, 1905, in Rochester, N. H., a son of the late George P. and Crissie Lovejoy Brooks.

He worked for Sawyer-Barker Co. in Portland for 24 years and later for the Boston and Maine, then the Maine Central.

He was a director of the Maine Central Railroad Credit Union. He was a deacon of Immanuel Baptist Church for 18 years.

Besides his widow, the former Elva Burgess, he is survived by two sons, Parker L. Brooks, Jr., Montpelier, Vt., and Burgess A. Brooks, Worcester, Mass., and three grandchildren.

Federal Transport Spending Climbs Again This Year

Federal spending in 1964 for highway, air and water transport facilities will total more than five times the entire cost of President Johnson's \$970-million "attack on poverty" program sent to Congress in March, the Association of American Railroads has revealed.

This year's outpouring of federal funds in support of these modes of transportation will reach an estimated \$5.3 billion, the Association reported, coupled with similar state and local government expenditures of \$10.3 billion.

The AAR study showed that construction and maintenance of highways will account for almost \$4 billion of the \$5.3 billion of the federal government's 1964 transport expenditures. Of the remainder, \$777 million will be spent on the federal airways system; \$85 million on airport development, administration and research; \$85 million on cash subsidies to domestic airlines and helicopter carriers; and \$341 million on water transportation, including \$183 million for inland and intracoastal waterways.

For all levels of government, this year's transport spending figures . . .

Top 1963's previous record-high total by more than \$800 million.

Continue an unbroken upward trend that has averaged well over three-quarters of a billion dollars a year in spending increases over the past decade.

Boost aggregate transport spending by all levels of government in all years of record to \$224 billion.

New RRB Leaflets List 1963 Changes

The Railroad Retirement Board announces the availability of revised informational leaflets on the benefits payable under the Railroad Retirement and Railroad Unemployment Insurance Acts. The leaflets include the changes in the laws resulting from the 1963 amendments. Here is the list of the leaflets.

Rigby Team Wins Railroad Bowling Tourney



WIN MEC BOWLING TOURNEY—Team A of Rigby, with a total pin-fall of 2597, won the new E. Spencer Miller trophy after emerging at the top of the heap in the annual Maine Central-Portland Terminal Company bowling tournament Saturday, April 4. Left to right, John Tracy, Herb Dyer, George Bean, Phil Maddox and Jim Campbell.

2597 - Pin Total Wins Miller Trophy

by
Al Kennedy

The Annual MeC and PTCO. Men's Bowling Tournament, held at the Westport Alleys in Westbrook, April 4, 1964, was won by Rigby Team "A" with a total pin-fall of 2597.

The team composed of George Bean with 541; Phil Maddox with 470; John Tracy with 506; Herb Dyer with 505; and Jim Campbell with 575.

The team won possession of the new E. Spencer Miller Trophy for at least a year. Three wins will be required for permanent possession.

Second place was won by Gen. Office Team No. 1 with B. Tate, 476; E. Casey, 488; L. King, 533; G. Stanley, 505; and J. Shea, 502; for a total pin-fall of 2524.

The High Single String of 131 went to John Broderick of Couples Team No. 1.

The High Total pin fall of 575 went to Jim Campbell of Rigby "A" Team.

In the Portland Men's Bowling League, it's Team No. 1 leading the race in the second round of bowling. They are nine points ahead of the second place team with only three weeks of bowling left. The leaders are Denny Shea, Bucky Gato, John Foley, Russ Proctor, Everett Goddard and Jerry Shea. Jerry Shea is hanging onto the high single string with 147, and Sam Cavallaro has the high three of 371.

It's going to be a real close battle for first position in the Couples' Bowling League. With only two weeks left, Team No. 12, with the Morrisons and the Jacksons, is only three points ahead of two teams tied for second place.

The Lollypops of the Portland Gal's Bowling League are still leaders, having won 57 as compared with 46 for the second place Mudders. The gals will have their banquet at Carolyn's in Cape Elizabeth on May 13.

The Willowdale Golf League, consisting of four eight-man teams, will get underway on or about April 29. The League will meet every Wednesday night. Starting time will be 5:30 P.M.

According to the calendar, it's fishing time, but the weatherman doesn't agree. Keep that rod and reel handy, it's got to warm up sometime.

IB-1—Benefits for Railroad Workers and Their Families; RB-6—How To Compute Railroad Retirement Annuities; RB-7—Benefits for Survivors of Railroad Workers; RB-8—How to Compute Railroad Survivor Benefits; RB-15—IN BRIEF—Benefits for Railroad Employees and Their Families; UB-4—If You Work for a Railroad.

The Board also distributes a booklet (RB-11) which is intended primarily to assist railroad employees who plan to retire in the near future.

Copies of the leaflets may be obtained free of charge from any of the Board's field offices or by writing to the Board's Information Service, Room 522, 844 Rush Street, Chicago, Illinois 60611.

Safety Chief Orders MeC Spring Clean-Up

William E. Maloy, Maine Central Safety and Fire Protection supervisor, has issued the annual Spring clean-up notice in an effort to hold fires on the property to a bare minimum.

His five-point memorandum is as follows:

Get the required permission for the destruction of records no longer necessary to be kept. Keep those that must be retained properly bundled and stored in a place away from stoves, heaters etc.

Empty all lockers, cupboards and desk drawers and put back only what is needed for future use.

Remove all rubbish and grass growth from under and around all buildings, platforms and incinerators.

Check all fire fighting equipment to see if in good condition. If found defective, order replacement.

Check incinerators to be sure they are in good condition before burning rubbish. Before starting outside fires when a dry condition prevails obtain permit from proper authorities.

Gov. John Reed To Address NESAB

Maine Governor John H. Reed will be the principal speaker for the annual Perfect Shipping dinner-meeting of the Maine and New Hampshire Sections of the New England Shippers' Advisory Board at the Eastland Motor Hotel, Portland, May 13.

The NESAB session will precede the Spring meeting of the Maine Traffic Club, scheduled for the following day.

Robert L. Travis, traffic manager, S. D. Warren Co., will serve as toastmaster. Other speakers will include Frank Keenan, traffic manager, Great Northern Paper Co., now serving as Maine Chairman, and Kenneth G. Fraser, traffic manager of the Keyes Fibre Co., Loss and Damage chairman.

The Caboose Car is scheduled for 6 p.m. and dinner at 7.

The Grapevine

GENERAL OFFICES

Patricia Connary of Purchasing Department had a two-weeks April vacation in Sarasota, Florida, flying down and driving back with relatives. Mrs. Dolores Stanley substituted in "Pat's" job.

Blair Walls, supervisor, employees group insurance, has traded his car for a 1964 Bonneville Pontiac, in a deep aqua shade.

J. Thomas Baldwin, Data Processing, with Mrs. Baldwin and their three children, attended the wedding of his brother-in-law, Edward Beecher, to Miss Maxine Reynolds on March 28 at Whitingham, Vermont. Tom's daughter, Debra (5½ years old), dressed in pale yellow, and Diane, (age 4) dressed in white, acted as flower girls.



Debra and Diane

Miss Lena Hodge, secretary to the comptroller, is a patient at Mercy Hospital.

Miss Marion Perkins, data processing, leaves April 17 for a two-week vacation in Pittsburgh, Penn., stopping en route to sight-see in New York, Harrisburg, and Philadelphia.

Among General Office personnel who were elected delegates to the Maine State Republican Convention are Gordon Williams of the Windham area, Stanley Watson from Yarmouth, Vice President Sumner Clark, Ernestine and Stephen Miller from Portland.

Charles Hagar of Mr. Hook's office has a new Valiant—Bob Brewster of Engineering bought a Chevrolet Impala—George Stanley of the Revenues Office has a bright red Ford convertible.

Theresa Slattery of payroll deductions office is very happy about her new color television set,—and reports the colors are "just out of this world!"

The Maine Central Women's Bowling League finishes its season on April 29, with their sweepstakes being held May 6, and the annual banquet will be on May 13 at Carolyn's, Cape Elizabeth.

Jo Irving, daughter of Connie Davis (Car Accounting) spent a week in Bermuda recently. Jo is a senior at Westbrook Junior College, and the Senior girls spend their spring



CENTURY OF SERVICE—Two veteran Maine Central Railroad locomotive engineers, James J. Lowery, 49 Bell St., Portland (seated left) and Leon L. Caler, 135 Wythburn Road, South Portland, are presented with engraved wallets by President E. Spencer Miller. Both enginemen have just completed 50 years service with Maine Central and Caler has retired. Lowery is still in active service.

vacation in Bermuda, staying at the Bermudian Hotel.

Cheryl Lamson, niece of Elta Benner, auditor disbursement dept., and Lin Lamson, engineering dept., recently flew to California by jet to visit her brother, Lee, who is studying missionary work there.

Margery Sterling, Machine Operator auditor disbursements office, has resigned to apply for retirement under the Retirement Act.

Theresa Slattery, Insurance Office, has purchased a colored television set. She says it's wonderful. Probably will have a lot of company now.

Blair Walls has swapped cars again and is now sporting a green hardtop Pontiac Sedan.

TRAIN CREWS

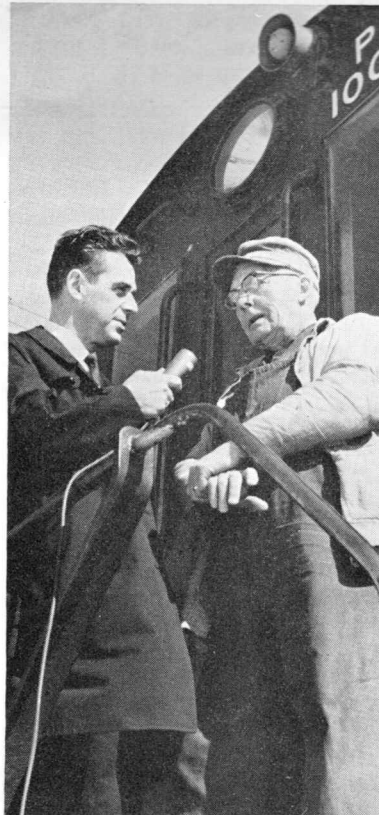
Conductor and Mrs. John Palman, Auburn celebrated their 25th anniversary by taking a two week trip to Miami and Nassau the middle of April. Their children did not want to go on this trip because they said after 25 years of married bliss, their parents deserved a second honeymoon.

A social and dinner hour was enjoyed at Carolyn's, Cape Elizabeth, honoring the "Old Timers" of H. W. Longfellow Lodge 82 of the B. of R.T. April 11. Honored by presentation of 60 years, continuous membership pins were retired Conductors Harry Jewell, MeC. and Henry Smith, B&M. A fifty-year pin was presented to retired Conductor William Monahan of the MeC. Other members who were to receive pins and not able to be present are Rufus Burns and Edward Hammond of the B&M R.R. About 75 members were present.

Recent visitors to Portland to see the boys were retired Conductor Albert Parent of Lancaster, N. H., and

Allen Edwards of Colebrook, who holds the Beecher Falls job.

Work is progressing very rapidly on the new mill for the International



TV INTERVIEW—Charles J. White, senior engineer for the Maine Central system when he retired in mid-March, was interviewed on his last day of work by Charles Tarkinson, WGAN-TV newscaster, in Portland. White had 59 years of Maine Central service.

Paper Co on Riley Hill. The main line is now being moved and by the time this issue is published construction will have started.

Car Inspector Bob Mulhern is having a 22-ft. boat built and hopes to do some salt water fishing this summer around Biddeford Pool.

Trainman Adrian Daigle has purchased a small truck for construction use on his cottage to be built at Peabody Pond this summer. Trainman "Abe" Hall bought Adrian's 53 olds.

Conductor Barney Cross and his crew have been assigned a cab with an oil burner. Don't know how he is going to broil steaks on this rig like you could on the old coal stoves.

When Engineer "Joe" Crozier made his last trip on DR2 March 14th his whole family were on hand to greet him at Rigby to celebrate the occasion. Many long years of happiness and health to you, Joe, and all the rest of the boys who have retired.

Congratulations to Mary Bouchard, daughter of Conductor and Mrs. Edgar Bouchard for achieving top honors of her class of 1964 South Portland High School.

Sympathy is extended to the family of "Al" Spencer, retired conductor, who died early in April.

Trainman Earle Kelley had traded for a new Chevy wagon.

Conductor Marshall Pratt has returned to work on the Augusta switcher after being off sick for several months.

Former Danville General Agent Dies

Ernest F. Redmun, 79, who retired in April, 1962, after many years as general agent at Danville, died March 31 at his Danville home.

He began working on the railroad at the age of 17 and was employed by the Canadian Pacific, The Maine Central and the Grand Trunk.

He married the former Myra Cates in 1908, and they lived in Danville for 48 years. He retired as general agent of the Maine Central Railroad after 50 years of service.

He was born in Wilkshire, England, April 9, 1884, the son of William and Annie Dowlin Redmun, was educated in Sherbrooke, Que. schools, and came to the United States in 1906, residing in Rockland.



The Maine Association of Railroad Veterans met March 22 at Howard Johnsons, Thornton Heights. Seventy attended.

Happy to announce that retired B&M Engineman Howard Burnham has returned home from Maine Medical Center and is convalescing.

Congratulations to Mr. and Mrs. S. C. Skillings who celebrate their 64th wedding anniversary April 26.

They were married at Skowhegan in 1900. Drop them a card. They reside at 86 Summer Street, Dover-Foxcroft.

Sympathy is extended to the family of Retired Conductor Alfred Spencer who died March 23.

Charles Card, son of Retired Conductor Harold Card, has purchased a new ranch at Amarillo Texas with 420 acres of irrigated land. He plans to raise wheat and cattle.

Conductor Arthur Roy's eldest daughter was married at Auburn, March 30.

RIGBY

Spring is here at last, and the garden-minded members of our working forces at the engine house and surrounding points are preparing for the season ahead by starting seedlings in their basements and hot-beds.

Henry Beckwith, a member of the Bridge and Building Crew who has been working this winter at the engine house as a laborer, was injured recently when he slipped off of the top of an fuel oil car. He is reported to be progressing rapidly. This changed the figure on the accident board as of April 1 to 29 days.

Foreman Linwood E. Sweatt has been out sick, but is back on the job at this time. Machinist Maurice Weeks substituted for him, as Foreman on the 3rd trick.

Maurice Weeks says his crop of spring calves has reached the count of 10 to date, with a possible total of 17 expected as additions to his herd of Herefords.

Construction Engineer James O. Born, who is in and out of Rigby quite often, is a member of the City of Westbrook Planning Board.

Carman Issac Jackson, retired, underwent surgery at a local hospital. Understand he is coming along very well.

General Foreman, Car Department, Justin Buzzell also had surgery, and his health is expected to be back to normal soon.

Engineman Louis Proctor, retired, was involved in a recent, auto accident at the entrance to Rigby property when a truck hit his car. There were no injuries.

Alvin Worcester, Equipment Maintainer, has been in the hospital for treatment.

Electrician Walter Emery, located at Wharves No. 1, and 3, has purchased a new boat and motor. As an added accessory, his fellow workers recommended a "sonar fish finder."

Former Sheetmetal Worker, A. T. Pratt died March 10. A floral tribute was sent from the Rigby Flower Fund.

Former Carman Almon Dunham, father of Carman Edgar Dunham, underwent surgery during the month.

Laborer Asa Worcester has completed improvements in electric lighting fixtures in his home on Fallbrook Street.

Electrician Joseph Fountaine also has undertaken home improvements.

Laborer Robert "Bob" Casey has had a bout with the flu, but is back on the job.

Chief Clerk Leo Belfontaine is back at his desk after spending a lengthy vacation this winter at his cottage in Canada.

Laborer Albert Meade has been ill.

The Flower Show at Wonderland Park in Revere, Mass., was attended by several workers' wives.

The new clothes lockers have

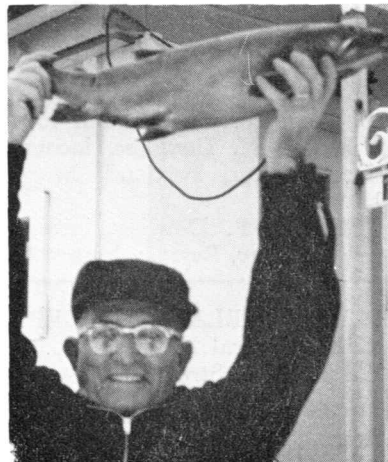


EASTER WAS EARLY, COLD AND WET—It was a great day for ducks, and even better for penguins and polar bears, but Easter found many Maine Central families at church in spring finery. Mike and Maureen, youngsters of Chief Clerk and Mrs. Charles Wolman, Waterville, were among them. As may be seen from a glance at Maureen's right foot, the tide was a little high on Easter morn in front of Waterville's Sacred Heart church.

started to arrive, and are being erected in the renovated wash-room at the engine house.

Skiing members of the working group at Rigby were elated at the late snow storms.

Visitors at the engine house for the



FROM BRANCH—Stan Connors, retired Maine Central railroader from South Brewer, scored mightily in March with this 8½-pound togue taken through the ice of Branch Pond. Bud Leavitt, piscatorial pundit for the Bangor Daily News, allowed that it was one of the better fish to be taken from Branch this winter. We can add that it was enough togue for a chowder and a half.

Telegrapher George Ferris, who underwent surgery at the Maine Medical Center, was discharged after recovery on April 2.

Telegrapher W. E. Kirkpatrick also returned home after a brief sojourn and surgery.

Albert Dougall, retired, is now residing at the Eastland Motor Hotel.

Richard Cote, son of Machinist and Mrs. Theodore Cote, will reside at San Jose, Cal., where he has purchased a restaurant and coffee shop.

We recently heard from former Laborer Arthur Thompson, retired, whom you will remember as having the title of "The Gentleman Farmer of Freeport". He also will be remembered for his knack with composing poetry and prose.

Friends of Leading Signal Testman Howard Rand will be glad to know that he will not be inconvenienced by working out in the rain and snow as he now has a piece of canvas he carries with him on the job for protection against the elements.

WATERVILLE SHOPS

That spring has come there can be no doubt, from the new cars one sees here about, and they are owned by Blacksmith Helper Onie Pellerin, a Ford; Laborer Roland Anderson, a Dodge; Carrier Pigeon Reggie Ellis, a Dart; and Crane Operator Rocky Risbarra, a Ford.

Machinist Helper Don Priest has been a coin collector for a long period and could be considered an expert in the field, and is also a dealer of sorts. In the last several months the hobby has caught on with the boys around the Shops and several are beginning to take it seriously. Among them are Painter Leroy Jackson, Upholsterer Leo Baker, Laborer 'Pete' St. Peter, Clerk Sam Karter and Laborer Dick Starkey. Several were fortunate enough to get one of the new Kennedy halves.

Laborer Archie Smith has been elected Chairman of the Republican Committee in Fairfield. Archie recently attended a State Committee meeting at Augusta to formulate 'planks' for the State convention and was roundly applauded for his speech against a state income tax.

Carman Earl Burgess, who has been out for a long time, has been a patient at the Lahey Clinic, Boston.

While in the process of preparing his papers for retirement, Carman Bernard Peabody died unexpectedly last month at his home in Benton.

Apprentice George Clark is spending a hitch with Master Welder Harold Varney soaking up points of the art.

Carman 'The President' Ralph Roberts has returned after being hospitalized for minor surgery.

Supt. George Silva, Foremen Al Nelson and Don Russell along with Storekeeper Jim Blethen, recently attended a day-long instruction meeting at the Pilots Grill, Bangor, sponsored by GMC Locomotive Division.

With the passing of 60, or fewer, working days, a sad sun will rise and cast a pall of gloom over Waterville Shops. On that dreary day Bill Otis will be paroled to the rocking chair on Myrtle street Extension. Woe is us.

month included former Boilermaker William Pettipaw, Laborer Michael Wallace, former Crane Operator and Malcolm Billington retired foreman.

Virginia McKenna, daughter of former Boilermaker Charles Jackson, was elected as president of the Westbrook Congregational Church Womens' Guild.

Carman Jeri Niles died March 19. Flowers were sent to the funeral.

Retired Coach Cleaner Mary Geary was hospitalized March 19. The same day her husband, Patrick Geary, died.

Extensive repairs are being made on the machine shop hoist at the engine house. They are nearing completion.

Jerry Woodrow, Carpenter, Bridge and Building Crew, lost part of his thumb and forefinger in an accident with a skil-saw, at an out-lying point.

Carman Thomas Merrigan has purchased a new 1964 Buick "Sky-lark" with the glass dome.

Mr. and Mrs. Al Wetmore visited Frank Avery, former Supervisor of Signals, now in Brunswick. He has been retired for over 19 years, and wishes to be remembered to his friends all over the system. His health is generally good.

Miss Beverly E. Shaw is engaged to be married to Gene A. Bickford, son of Carman and Mrs. Edgar Dunham. A June wedding is planned.

We are happy to announce the participation of the Rigby Yard Office in our column. John Johnson, chief clerk at the yard office, will assist Al Wetmore, Rigby correspondent.

Report—from page 1)

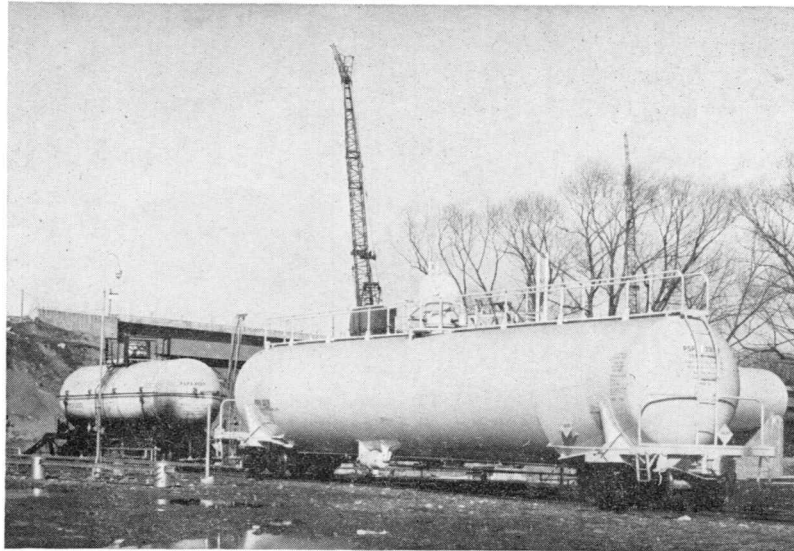
expansion comes at a favorable time. For ten years we have worked to eliminate losing services, and to abandon useless facilities and uneconomic endeavors. We are now prepared and ready to put our every effort into the new freight business which should be highly remunerative." He pointed out that on October 1, 1963 the Maine Central "eliminated the last vestige of passenger service--the mail-merchandise trains which had been operating at a small loss--and substituted trucking of mail under a contract with the Post Office Department which will produce a small profit."

The report showed that while total receipts from the movement of freight by Maine Central in 1963 were \$640,207 less than receipts of the previous year, the Maine Central actually handled 1 per cent more net ton miles of freight in 1963 than it did in the previous year. The report stated that "decrease in revenue resulted from reductions in rates which were effected during the year for a dual purpose. Primarily, of course, we were establishing incentive rates in order to keep traffic moving on our rails. Also, we were providing Maine's industries with low-cost efficient transportation which will enable them to continue to compete—successfully—with producers of similar products in other sections of the country."

Baker—from page 1)

taxes are in addition to \$794,749 in local taxes which the Maine Central has paid in the last four years to the treasurers of cities and towns through which it operates."

The railroad executive told the purchasing agents that Maine Central's excise taxes in Maine presently are based on 2 per cent of the Maine Central's gross receipts in Maine. "Our longest freight haul," he said, "is from the gateways from the west at St. Johnsbury, Vt. and North Stratford, N. H. Through those gateways, Maine Central provides freight service from and to all parts of the country west of the Buffalo area. Thus the more freight your companies route over Maine Central and the more of it you have routed via our western gateways, the larger is the excise tax which we pay to the State of Maine, as 85 per cent of Maine Central tracks are located within our state."



BIGGER THAN EVER—This huge tank car, recently spotted at the Maingas, Inc., plant at Fairfield, is one of the largest tank units to appear on the Maine Central. It carries 32,000 gallons, and is contrasted with the conventional 10,000-gallon car at left. Maingas has recently modernized and remodeled its Fairfield facilities.

At the Jefferson Hotel meeting, Baker told the purchasing agents that in addition to its heavy tax bill paid to state and local communities, the Maine Central spends \$1,300,000 each year in making purchases from Maine merchants. "These purchases," Baker said, "range all the way from ties purchased from Maine farmers to the huge amounts of fuel required by our Diesel locomotives. Our purchasing field is scattered all over the state.

"In addition to its taxes and its purchases," Baker concluded, "the Maine Central provides the major share of upwards of \$26 million in wages which, each year, are paid to railroad men and women who are residents of Maine from Fort Kent to Kittery. The greater portion of this immense railroad payroll is spent with merchants, tax collectors and professional men in our state."

Baker added that "freight shipped by truck does not return any such payments to the state. Freight-carrying trucks on Maine's highways are not charged an excise tax on their gross receipts from cargoes. They do pay the motor vehicle excise tax, but that is a far different story than being taxed 2 per cent of their gross receipts. Trucks based in other states pay almost nothing to use Maine roads due to our policy of reciprocity. This is just another form of the direct and indirect subsidies which highway freight transportation receives from the pockets of Maine's taxpayers."

Armitage—from page 1)

Inc. He is a past president of the Investment Bankers' Association of America and a former member of the New York and Midwest Stock Exchanges.

A graduate of Bryant and Stratton School, Boston, Armitage is a 32nd degree Mason, a member of the Union Club and the Down Town Club, Boston; the Cumberland Club, Portland; and is treasurer of Emmanuel Episcopal Church, Dublin Lake, N. H.

RETIREMENTS

Herbert C. Amadon, locomotive engineer, Portland, March 15.

John C. Baker, locomotive engineer, Waterville, March 15.

Leon L. Caler, locomotive engineer, Portland, March 15.

Pasquale Caruso, hostler, Bangor, March 12.

Joseph B. Crozier, locomotive engineer, Portland, March 15.

Roscoe H. Douglass, locomotive engineer, Portland, March 15.

William P. Dowling, locomotive engineer, Bangor, March 15.

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

Return Requested

SAM VAUGHAN

44 THISSELL ST.

PRIDE'S CROSSING, MASS.

James E. Fay, locomotive engineer, Portland, March 15.

Lloyd G. Gatcomb, freight clerk, Vanceboro, March 27.

Herman A. Gonyer, coach cleaner, Bangor, January 31.

George M. Hibbard, locomotive engineer, Bangor, March 15.

Joseph C. Hickson, locomotive engineer, Bangor, March 15.

Lenwood A. Hunter, locomotive engineer, Portland, March 13.

Hector F. Jones, section foreman, Lewiston, March 20.

James W. Kelley, locomotive engineer, Bangor, March 15.

Everard L. McKay, locomotive engineer, Bangor, March 15.

George F. Monahan, locomotive engineer, Portland, March 15.

Fred A. Moore, locomotive engineer, Waterville, March 15.

Ralph C. Mower, locomotive engineer, Auburn, March 15.

Henry S. C. Neil, trackman, Portland, March 20.

Maurice B. Pope, locomotive engineer, Waterville, March 15.

Albert P. Prescott, locomotive engineer, Bangor, March 15.

Lewis L. Richards, section foreman, Richmond, March 23.

Jesse E. Richardson, locomotive engineer, Waterville, March 15.

Julia B. Roper, supervisor-telephone operators, Portland, March 13.

Leon H. Sanborn, carman, Bartlett, N. H., March 13.

Margery E. Sterling, machine operator, Portland, March 31.

Albert T. Walker, locomotive engineer, Portland, March 14.

Bartley T. Wallace, engine hostler, Portland, March 15.

Charles J. White, locomotive engineer, Portland, March 15.

DEATHS

Bernard B. Peabody, carman C., Waterville, March 8.

Parker L. Brooks, clerk, Portland, March 11.

Arthur C. Thibeault, carman, Portland, March 25.

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