



## GATX To Start Construction of 200 Cushion Box Cars For MeC This Month

Construction of Maine Central's 200 cushion-underframe box cars—ordered last July—is scheduled to begin late this month at

the shops of the General American Transportation Corporation, East Chicago, Indiana.

Roy E. Baker, vice president, Purchases, Stores and Mechanical, said the first unit is scheduled for completion in the middle of February, and that Stewart Park, Jr., assistant mechanical engineer, and Alden Finimore, assistant superintendent, Waterville Shops, will be at the Indiana plant throughout the construction of the first unit.

The new series of box cars will cost over \$3,000,000, and will be 50-footers with 70-ton capacity. They'll have roller bearings and cushion underframes, and nine-foot plug doors to eliminate projecting doorposts. The cushion underframe feature is incorporated to minimize in-transit freight damage.

The box car order was Maine Central's second major equipment contract of 1964. It followed the order for the 200 "Paul Bunyan" pulpwood cars from the Magor Division of Fruehauf Corp., at a cost of \$3,000,000. These big cars are still coming off the Magor assembly line, with a total of 167 completed at press time. The entire order is expected to be finished and released by the end of the month.

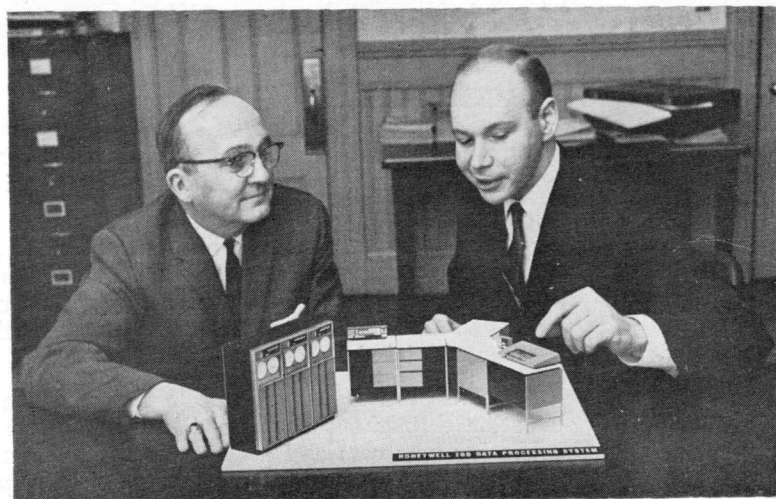
## Railroads Spend 1.4 Billions In '64 For Cars, Facilities

Railroad outlays for new train equipment and other modern facilities climbed 39 per cent to a record \$1.4 billion level in 1964, according to year-end reports by the Association of American Railroads. The AAR added that continued national prosperity should bring equal or even greater railroad modernization spending in 1965.

These results in other areas were also recorded by the nation's railroads, indicating a continued comeback for most of the industry from the traffic recession of 1958-61:

—Freight traffic ton-mileage rose 7 per cent over 1963 to 665 billion ton-miles as freight loadings increased by some 500,000 cars to more than 29 million.

(Railroads—Page 3)



A MODEL OF THE NEW COMPUTER—Horace N. Foster, left, treasurer and comptroller, listens as Stan Druck, sales representative of the Honeywell Co., explains the various units of the H-200, which will go into service for the Maine Central next fall.

## Retirement Tax Increases In 1965

The Railroad Retirement Tax went up January 1 for both the Maine Central and its employees, jumping from 7 1/4 to 8 1/8 per cent of taxable monthly compensation of \$450. This increase was provided by the 1959 amendments to the Railroad Retirement Tax Act.

As is known to most Maine Central railroaders, the retirement tax rate applies to the first \$450 of their earnings each

calendar month. The Railroad must match the amount paid in by its employees.

This means any employee earning \$450 or more will find his Railroad Retirement Tax increased \$3.94 per month, or \$47.25 per year.

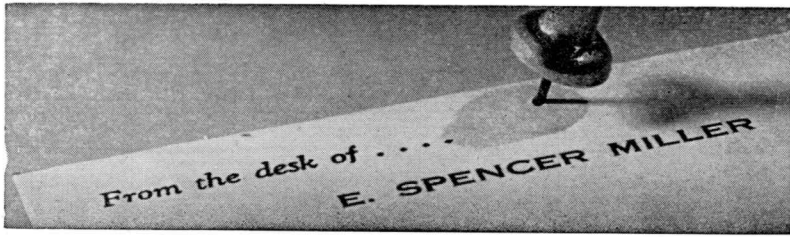
Besides matching this amount for each employee, the Maine Central also bears the entire cost of unemployment compensation contributions, paying 4 per cent on all earnings up to \$400 monthly.

Other industries, under Social Security, pay only 3 5/8 per cent on earnings up to \$400 per month.



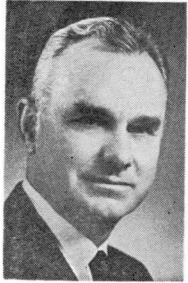
JAY PULP PILE GROWING—Pulpwood is being stockpiled rapidly at the site of the new International Paper Company mill at Jay, much of it arriving in the new, 72-foot "Paul Bunyan" bulkhead cars now in service on the MeC and BAR. As of January 6, a total of 267 carloads—roughly 6,000 cords—had been delivered to the new mill site, where production is scheduled to start in the fall. This picture shows the wood yard area, with several carloads awaiting the attention of the IP unloading crews.

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## TO MY FELLOW EMPLOYEES:

The old year is past, and 1965 stands before us, full of familiar assignments, new challenges and increasing responsibilities. In its



103rd year, Maine Central will become an even more vital economic force than at any other time in its history, with the best talents of its men and women and the most efficient use of its equipment and resources devoted to the support of dramatically increased industrial production.

We have been looking ahead to this expanded obligation throughout 1964, modifying equipment, purchasing new cars and assisting in the planning and construction of new track leads and sidings.

When the new mills and expanded facilities go into production next Spring, we shall be ready to fulfill our assurances that the best rail freight service possible will be provided.

But there will be other problems in the year ahead, some of them removed at some distance from our role as a prime mover of industrial freight. Along with the Nation's motorists, we shall be faced with a challenge by our highway competitors, who will move to further increase the size and weight limits of trucks using the U.S. Interstate Highway system. The increases, which already have the blessing of the Commerce Department, and therefore the present Administration, are limited to the Interstate highway, for which the Federal Government contributes 90 per cent, and the states the remainder.

But few, if any, highway freighters use only the Interstate System, and to be workable, any new size and weight limits on the Interstate would have to be duplicated on feeder highways, and thus become general. This, of course, is the strategy of the trucking industry, which maintains an increasingly formidable and effective influence in Washington.

In our November Messenger letter, we dealt at some length with the proposed truck size limits, and with the resulting increased damage to the Nation's highways and taxpayers' pocketbooks. The effect of the increases on the truckers' revenues is another threatening aspect of the problem, especially to us of the railroad industry.

Let's deal, for example, with four commodities that we transport: Increasing axle weights to the new recommended maximums would allow an increase of more than \$23 (11 per cent) in the average revenue per truckload from iron and steel—traffic that involves more than 300,000 truckloads a year. In the case of liquors, the new weight limit would allow an increase in revenue of more than \$46 per load on 45,000 truckloads per year.

The size limit increase would mean a truck hauling meat could, on the average, pick up almost \$28 extra per load, and a truck loaded with paper products would gross an extra \$18.

To the railroad industry, it comes down to this: If trucks are allowed to carry more, there's less left for the trains to carry. But to the public it's an even more threatening situation.

The average motorist and small truck owner pays the bills through his highway user taxes for the lion's share of the cost of concrete and asphalt rights-of-way for the heavy freight truckers. It costs the light-unit owner infinitely more for highways than it would if the roads were built for him alone. The recent A.A.S.H.O. tests showed this dramatically, and they also showed that the present 18,000-pound single axle limit causes 5,000 times as much damage to an eight-inch concrete pavement as an automobile's 2,000 pound axle.

Proposed weight and size limits, due for action by the present Congress, pose a challenge indeed, not only to the railroad industry but to the general public, both of whom continue to pay their own way.

There will be no real threat to the railroads or the public if an increase in truck weights is accompanied by a drastically increased scale of user charges designed to make trucks pay their way on a weight-distance or any other fair basis measured by use and damage.

*E. Spencer Miller*

## EDITORIAL

### Three Times As Safe

Interstate Commerce Commissioner Everett Hutchinson should know, and in a recent speech he declared that "the railroads' safety record is a miracle to technological progress."

He added that the industry's \$18.5 billion modernization program since World War Two has introduced all kinds of new equipment and facilities "engineered not only for greater efficiency and improved transportation service, but also for new peaks of safety."

And railroad employees have fully shared the safety gains. The average industrial worker, he said, is more than twice as safe as he was 40 years ago, but the average railroad worker is more than three times as safe.

### A Letter . . .

To the Editor:

This is intended to be a Christmas note to you and the entire Staff of Assistant Editors of the Maine Central Messenger.

I want you all to know how much I appreciate your efforts in putting out such a nice little magazine.

I am now in my 79th year and have been retired since Nov. 1, 1953, but I am still interested in everything pertaining to the good old Maine Central and I look forward with great pleasure every month when it is time for the Messenger to arrive and I want to take this opportunity to express my gratitude to all of you for the fine job you are doing.

I also want to extend to all of you, Sincere Christmas Greetings. May God bless you now and always.

Sincerely,  
Fred R. Pettengill,  
Retired Locomotive Engineer  
R.F.D. 2, Livermore Falls, Maine.



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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**AT ACCOUNTANTS' SESSION**—Maine Central's accounting department was well represented at the head table for the December meeting of the Southern Maine Chapter, National Association of Accountants. Horace N. Foster, MeC Treasurer and Comptroller, was the principal speaker. Left to right, John F. Gerity, assistant comptroller; Stanley W. Watson, office assistant to the comptroller and vice president of the chapter; Horace N. Foster; Erwin P. Berg, Bates Mfg. Co., president of the chapter; George H. Ellis, assistant comptroller, revenue and freight claims; and Horace M. Budd, assistant treasurer.

## Foster Relates Railroad-Industry Progress To Passenger Discontinuance

An improved cash and credit position gained through the elimination of passenger service deficits has made possible the "dramatic" improvement of the Maine Central Railroad's facilities, a railroad speaker said in December.

Horace N. Foster, treasurer and comptroller of the railroad, said these improvements have made possible the "close and effective" support by the railroad of the current \$200,000,000 expansion in Maine's pulp and paper industry.

Foster told the Southern Maine Chapter of the National Association of Accountants that Maine Central, by the close of 1965, will have spent \$6,000,000 for new equipment to meet the transportation requirements of the expanding pulp and paper mills.

The Maine Central executive said about half of this amount is for the railroad's new "Paul Bunyan" pulpwood cars, largest of their type ever used on an American railroad. These are now being delivered by the manufacturer, he said, and are already hauling wood—at 32 cords per load—from northern and eastern Maine to the new mill of the International Paper Company at Jay. An order for 200 cushion underframe box cars also has been placed, and delivery is expected early in 1965, he said.

The improved position of the Maine Central, Foster added, also has made possible the purchase of several other groups of new cars, and the modification of hundreds of owned units for special purposes.

All of this, he said, together with several major track construction projects now in progress where paper mills are expanding production facilities, would have been impossible if passenger train deficits had been allowed to continue.

The meeting was held at the Holiday Inn.

## Couples' Bowling Scheduled Feb. 13

The General Offices Couples' Bowling Tournament has been scheduled for Saturday, Feb. 13, at the West-Port Lanes, Westbrook, with the first pins to fall at 2 p.m.

Bill Manning, chairman of a committee planning the event, says fees for single entrants will be \$1.50, and for couples, \$3.00. There will be prizes.

Bill asks that bowlers wishing to enter let him know as soon as possible so that complete arrangements for prizes and refreshments may be made.

## Railroads—(from page 1)

—Total operating revenue came to \$9.9 billion, up 4 per cent.

—Net earnings from railroad operations increased 7 per cent to an estimated \$865 million.

—Rate of return on net investment rose to 3 1/3 per cent, up from 3.1 per cent in 1963.

—Net income from all sources, after deductions of fixed charges, increased 11 per cent to about \$725 million.

Passenger traffic, with the exception of commuter travel, continued downward for the 14th consecutive year as total passenger mileage dropped about 1 per cent from 1963 level. Total passengers carried increased, owing to gains in commuter travel.

And in the first nine months of 1964, 23 of the nation's 101 Class I railroads failed to earn enough to cover their fixed charges.

Freight traffic gains stemmed largely from plant modernization efforts and from the increasing influence of such new services as piggyback, cut-rate shipping by high-volume unit trains, and multi-level rack-car movements of automobiles.

Piggyback kept more than two million revenue highway trailers or containers off crowded highways—an increase of 12 per cent over 1963.

## Wed 62 Years

Retired agent-operator and Mrs. George H. Stetson of Monmouth observed their 62nd wedding anniversary Jan. 1, a few days after Mr. Stetson passed his 92nd birthday. He retired in 1953 after 57 years' Maine Central service.

## Big Cars Gain National Attention

The acquisition by the Maine Central and the Bangor and Aroostook of 368 "Paul Bunyan" pulpwood cars, many of which are now in service, has caused quite a stir in the railroad industry.

A late-December issue of Railway Age devotes two pages to the story, along with a report on Maine Central's increasing traffic in wood chips.

The new big cars, the report says, "are the latest evidence of a 'paper work' boom that no Maine railroader dislikes."

## Lena M. Hodge Ends 45 Years MeC Service

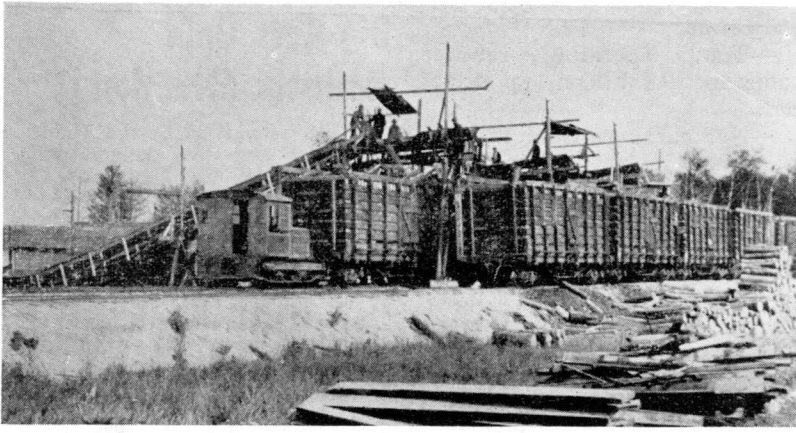
Miss Lena M. Hodge, an employee with almost 45 years service, retired December 31. Miss Hodge, a native of Colebrook, N. H., entered Maine Central service as a stenographer on June 21, 1920.

Miss Hodge had the distinction of serving as secretary to four Accounting Department officers: 1932-1940, Comptroller and Treasurer Albert J. Raynes; 1940-1952, Comptroller and Treasurer Walter P. Reeves; 1952-1955 Comptroller Horace N. Woodbury; and from 1955 to her retirement with Comptroller and Treasurer Horace N. Foster.

Miss Hodge, who has been on a leave of absence because of illness, resides at 84 Carleton street, Portland.



**WINTER'S FIRST**—That December storm that gave false hopes to our skiers and false promise of a white Christmas provided an early-season workout for Maine Central snow equipment. One of the new broom-blowers is shown at work in PTCO. yard 8.



From Eagle Lake . . .

## Wilderness Railroad Moved Mountain of Allagash Wood

Paul Bunyan had a better press agent, but the name of Edward "King" LaCroix stands high on the list of mighty men who cruised, cut and yarded Maine's pine and spruce, and who challenged Nature and even changed the face of the land to drive the logs to market.

LaCroix and two others, long before him, met and solved their common problem in different but dramatic ways. Logging in the area drained by the north-flowing Allagash and St. John Rivers, all three worked out methods by which logs could be taken over the height of land to waters flowing into the Penobscot, then southward to the sawmills of Old Town, Orono and Bangor and later to the paper mills at Millinocket, Lincoln, Howland and Brewer.

One dammed Telos Lake, a St. John tributary, then dug a canal from Telos to Webster

Lake, whose waters flowed into the East Branch of the Penobscot. After a brief wrangle over tolls and a threatened armed battle that lives in Maine logging history as the "Telos War," millions of feet of long pine logs floated south through the rushing cut. Another built a cable tramway at Eagle Lake, St. John waters, which moved pulpwood from Eagle to the head of Chamberlain lake, East Branch Penobscot waters, a distance of some 3,000 feet.

But in 1927, when 100,000 cords of Millinocket-bound Great Northern pulpwood lay in Eagle Lake and its tributaries, and when it was necessary to get these logs into the Penobscot's West Branch, "King" LaCroix built a railroad.

This railroad, built deep in the north woods with materials and equipment hauled more than 50 miles over iced tote roads and frozen lakes, has all but disappeared. The forest and time are taking their revenge for the tumultuous invasion of the Allagash by modern transportation 38 years ago.

But it did its work, and enough remains of the Eagle Lake and West Branch Railroad to serve as a memorial to the ingenuity of "King" LaCroix for many years to come.

The LaCroix railroad ran from huge loading conveyors on Eagle Lake to an unloading trestle that extended 600 feet into Umbazookskus Lake. The 13-mile distance included a 1,500-foot trestle across the Allagash near the head of Chamberlain Lake. More than 100 men were employed in the construction of the loading conveyors, the line and the trestles, and 40 more worked to modify Bangor and Aroostook flatcars for use in hauling the



Along Chamberlain's Shore . . .

pulpwood. These 60 cars, a 4-6-0 locomotive lettered N.Y.C. & H.R. and a 2-8-0 that apparently once served on the Rutland, were skidded in on huge sleds behind the potent Lombard steam and gasoline driven log haulers. Also brought in over the winter roads and lake ice were the barrels of fuel oil for the locomotives, the track itself, and the thousand other necessary items.

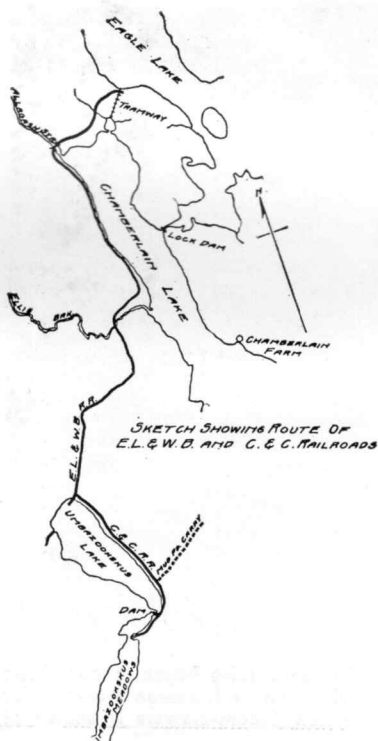
The pulpwood cars were about 32 feet long, with high rack sides, one of which was hinged at the top. Loaded with 12½ cords of wood in about 18 minutes at Eagle Lake, the cars were unloaded on the sloping trestle at Umbazookskus by opening the side, and letting the wood fall into the lake. The trestle was built with one rail about six inches higher than the other, and the cars themselves had a 12-inch slope on the floors, giving the load a total tilt of 18 inches. From a quarter to a third of the load would fall by itself, and men worked with hooks and poles to loosen the rest.

The Eagle Lake and West Branch also boasted two Plymouth shifters which handled the cars at both ends of the line, moving them to and from the loading conveyors at Eagle Lake, and providing a similar service at at Umbazookskus.

The first train over the line—a locomotive and ten cars—ran on August 1, 1927, and at the end of a week's work, about 1,800 cords of pulpwood had been moved across the height of land. The schedule, which initially called for two ten-car trains daily, was soon stepped up to three trains with 12 cars each. Other improvements, including lights that permitted night loading operations and storage towers for oil and water, improved efficiency until an average week's work saw 6,500 cords moved from Eagle to Umbazookskus.

But the numerous curves on the road itself, and undoubtedly the grades involved in the 13-mile trip, held running time down to about three hours.

(Eagle Lake—Page 8)



. . . To Umbazookskus Trestle



# MeC Chairman Provides Famous Old Vermont Railroading Poem

Back in the 80's, residents of Burlington, Vermont, and nearby Montpelier were up in arms over the fact that the Central of Vermont Railway, with fine impartiality, served neither.

It ran smack between them through Essex Junction and Montpelier Junction, where local "shuttle" trains from Burlington, the state's largest city, and Montpelier, the state capital, left or picked up main-line train passengers.

One such patron was the Hon. Edward John Phelps, Comptroller of the Currency under President Millard Fillmore, Professor of Law at Yale, and later Minister to England, who left Burlington for Boston one day aboard the "shuttle."

His train arrived at Essex Junction and the distinguished Mr. Phelps disembarked to await the arrival of the main line train for Boston. The usual shifting of trains and cars took place, and after considerable delay he boarded what he thought was the Boston train, only to find himself back in Burlington a few minutes later.

His dignity ruffled, he then composed one of Vermont's most famous poems, but one that, obviously, never became popular in Essex Junction. We had heard about the poem, but had never seen it until another well-known Vermonter, Edward S. French, chairman of the Maine Central Board, provided it early this month.

## "THE LAY OF THE LOST TRAVELLER"

With saddened face and battered hat  
And eye that told of blank despair,  
On wooden bench the traveller sat,  
Cursing the fate that brought him there.

"Nine hours," he cried, "we've lingered here  
With thoughts intent on distant homes,

"Waiting for that delusive train  
That, always coming, never comes,

"Till weary, worn,  
"Distressed, forlorn

"And paralyzed in every function!  
"I hope in hell

"His soul may dwell  
"Who first invented Essex Junction!

"I've travelled east, I've travelled west  
"Over mountain, valley, plain and river;

"Midst whirlwind's wrath and tempest's blast,  
"Through railroad's crash and steamboat's shiver

"And faith and courage faltered not,  
"Nor strength gave way nor hope was shaken,

"Until I reached this dismal spot,  
"Of man accursed, of God, forsaken!

"Where strange, new forms of misery  
"Assail men's souls without compunction,

"And I hope in hell  
"His soul may dwell

"Who first invented Essex Junction!  
"Here Boston waits for Ogdensburg

"Where strange, new forms of misery  
"Assail men's souls without compunction,

"And I hope in hell  
"His soul may dwell

"Who first invented Essex Junction!  
"Here Boston waits for Ogdensburg

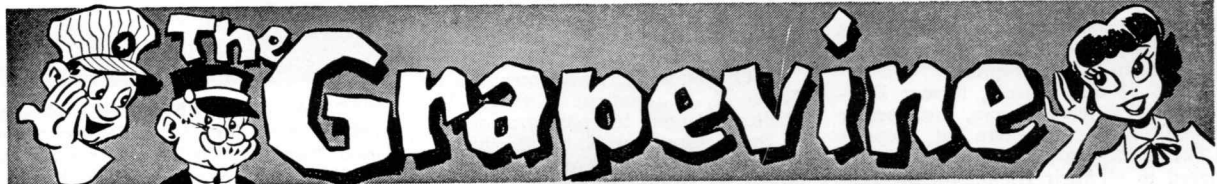
"And Ogdensburg for Montreal,  
"And late New York tarrieth  
"And Saratoga hindereth all!  
"From far Atlantic's wave-swept bays  
"To Mississippi's turbid tide  
"All accidents, mishaps, delays,  
"Are gathered here and multiplied!  
"Oh! fellow man, avoid this spot  
"As you would plague or Peter Funk shun!  
"And I hope in hell  
"His soul may dwell  
"Who first invented Essex Junction!

"And long and late conductors tell  
"Of trains delayed or late or slow,  
"Till e'en the very engine's bell  
"Takes up the cry, 'No go! No go!  
"Oh! let me from this hole depart  
"By any route, so't be a long one,"  
He cried, with madness in his heart,

And jumped aboard a train—the wrong one.  
And as he vanished in the smoke  
He shouted with redoubled unction,  
"I hope in hell  
"His soul may dwell  
"Who first invented Essex Junction!

The poem was used to support the case of a group of citizens who sought to have the main-line re-routed, or a new section built, to solve the Essex Junction problem.

While the Vermont Public Utilities Commission undoubtedly appreciated the poem as literature, the CV still runs between the two cities.



## GENERAL OFFICES

J. O. Born, principal assistant engineer, is the owner of a Blue 1965 Chevrolet.

Dana Bean spent his vacation at his home in Princeton, Maine, together with his sister who was home from college.

Carol Bradgdon took her vacation during the holiday season and just plain "took it easy" while waiting for Santa with her five-month-old daughter, Ann.

Nancy Libby, daughter of Assistant Traffic Engineer Ralph Libby, returned home for the holidays. She is a junior at the University of Maine.

Both sets of parents were entertained by the Roydon Cotes at Christmas time. Roy is freight traffic assistant-sales.

Louise Scannell spent an enjoyable Christmas Eve at an open house in Wiscasset.

Elta Benner was a house guest over Christmas with her sister Myra and family.

Larry Reinsborough's daughter, Mary Jane, a graduate of Carnegie Institute, in Boston, is now situated in Salt Lake City, Utah. She writes her father that she can go for a swim in her apartment building and 20 minutes later can be skiing in the snow covered mountains seen from her residence. She also commented that it took a little while for her to get used to the high altitude but is now a seasoned resident.

Fred Wilson and wife Pauline motored to Cape Cod over the Christmas weekend to visit their son and family.

Bob Rounds is absent because of illness.

Dick Greene is sporting a white Chevrolet Nova-Xmas Present???

The General Office Building was appropriately decorated in the Holiday season with Christmas trees here and there. The Disbursements Office were real show-offs displaying a beautiful aluminum tree with the revolving spotlight. Pretty fancy.

The General Office Building has again been visited by the Arctic White Owl. He frightened the pigeons so they were scattering back and forth between the office wings—looked like they were migrating, but no such luck.



MERRY CHRISTMAS PARTY—General Offices employees held a Christmas Party just before the holidays at the Purpoodock Club, Cape Elizabeth. Among the revelers, left to right, Ann and Bill Welch, Mert and John Neilson, Marge and Paul Corbeau and Kay and Dick Green.



VISITS PARENTS—Roland C. Jackson, Airman 3/c, USAF, visited his parents, Carman and Mrs. Wallace Jackson, over the holidays. He was graduated from Portland High School last June.

## RIGBY ENGINE HOUSE

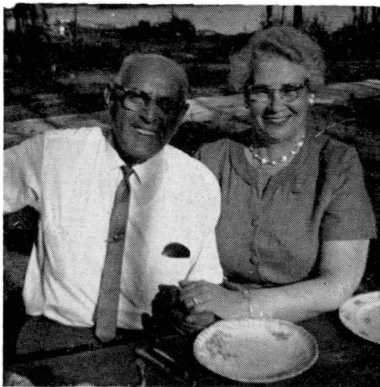
Stores Department Worker, Edwin and Mrs. Whalen visited their son, and his family at New Britain Conn. at Thanksgiving. He is employed as a chief accountant for the Stanley Tool Company.

Roland C. Jackson, Airman, 3rd class, son of Carman Wallace Jackson, has just completed the course of prescribed training required for this rating. He visited his parents over the Christmas holiday. He was graduated from Portland High School in June. While he was home, his grandfather, former Carman, retired, Isaac Jackson was stricken, and died at the White Haven Nursing Home, December 26.

Carman and spare foreman William Bean has the renovations on his Gorham home about completed.

Harry A. Horton, whom many of the older men employed at the engine house will remember as having been employed as a Welder, 3rd trick, died recently, at the age of 63. He was also employed by the Canadian National Railroad in Portland.

Former Machinist Helper Fred



**RECENTLY WED**—Retired Rigby Machinist and Mrs. Clyde Burnham who were married this fall. They are shown at a late-fall outing at a nearby lake.

Bustin visited the engine house, but tells us he is not feeling too well after his sojourn in the hospital.

Two of our retirees, former Electrician Chester Freeman, and former Signal Dept. Foreman of Repairs Charles Rideout, wish to be remembered to all their friends on the railroad.

Christmas and New Years greeting cards were sent to all retirees whom we could contact with money from the Shop Welfare and Flower Fund. Christmas baskets were sent out to the sick, with money raised by popular subscription around the engine house.

Carman Arthur Landry is on vacation for four weeks, the first of our group to participate in the new vacation schedule.

We hear from former Engineman Ray Forbus, at Venice, Florida. On Thanksgiving Day he picked cucumbers out of his kitchen garden.

Charles Muir, who will be remembered as operator of the quick lunch cart which visited the various points on the terminal, is seriously ill and would be happy to hear from the boys.

Machinist Doris Boisse while visiting his son and family at Washington, D. C. during the Christmas holidays, received word that his sister Mrs. Alina Blais of Biddeford had died suddenly. The usual tribute was donated from the Welfare and Flower Fund.

Roland Thurston, grandson of Machinist George Weeks, has finished the prescribed course in electronics at the Merchant Marine School. He has been assigned as an Electronics Technician in the oil tanker service.

Stores Department Worker Francis Haldane has been assigned to a clerk's position at the Car Department.

Foreman Charles Tetreault recently visited his father's home in Vermont.

Herbert Amadon, former Mountain Division engineman, retired, wishes to be remembered to his friends on the pike.

Alfred Landry, retired carman, visited the shop recently. He is the brother of Carman Arthur, and Foreman Edward Landry. "Ed" is on vacation and Carl Carter is covering his job.

General Foreman Gordon Sears has recently purchased a home on Ferry Road, Saco.

Foreman Joseph DeRoche had plenty of company for the holidays, when he was visited by his son James, and family. He is a Staff Sergeant, U.S.M.C. located at Cherry Point, N. C.

The list of officers for the Machinists' Local No. 525, for 1965 were as follows: President, Joseph Nalbach. Vice President, George Weeks. Re-

cording Secretary, Martin Stratton. Financial Secretary, Theodore Cote. Treasurer, Lucien Carignan.

Mrs. Edwin Temm, wife of the late Machinist "Ed" Temm, wishes to thank all those persons who showed their kind attentions during her bereavement.

Laborer Daniel Kane, injured during the month when he fell from a ladder while installing storm sash, is recovering slowly.

Al Wetmore has just completed painting out the cement walls of the basement of his home.

## RIGBY YARDS

Yard Clerk C. D. Soper has returned to work after a stay at the Maine Medical Center. His position was covered by Spare Yard Clerk M. A. Eaton.

S. O. Chandler, swing operator at Tower X, is a patient at the Maine Medical Center, his position covered by Spare Operator R. C. Burdwood.

Yard Clerk G. E. Goodwin has returned to Hyde Memorial Hospital after a visit home for Christmas. Why not drop him a card? He would be pleased to hear from fellow clerks.

J. F. Johnson has returned to work after his vacation. His position was covered by R. J. Thompson.

E. S. Runnells, first trick operator at Tower X, has returned to work after his vacation, his position covered by Spare Operator E. H. Gronlund.

The new office at Rigby has been completed, and all clerks formerly working at the Freight Office on Commercial Street are now working at Rigby. The new machine room also has been completed but is not yet in operation. New Teletype and IBM machines have been installed. General Yardmaster L. W. Matthews has returned to work after his vacation.

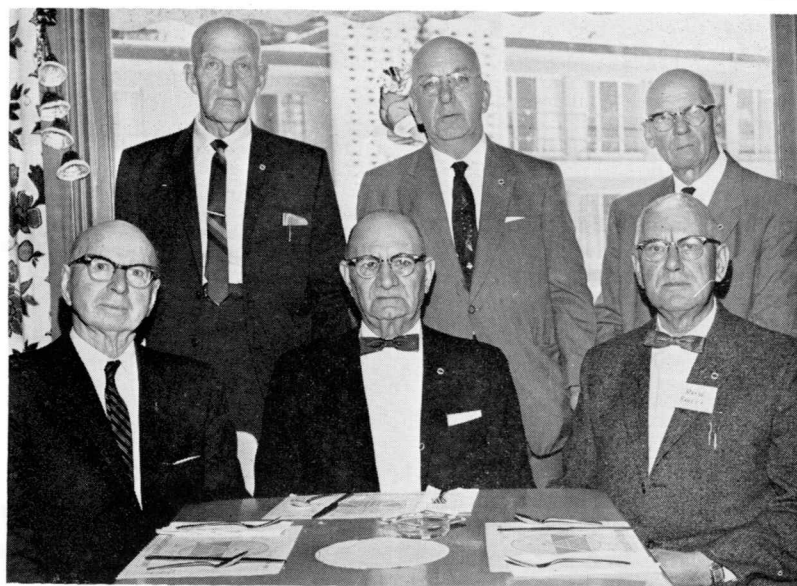
General Agent P. V. Bourque is on his vacation.

Station Master J. J. McNally also had had a few days off.

Lester Pettingall, first trick Messenger, has returned to work after his vacation, his position covered by Spare Messenger and Call Boy Francis Morelli.

Mrs. McLaughlin and William Cooney of the freight office have returned to work after their vacations.

Yard Clerk P. M. Snow has bid off



**HEAD RAILROAD VETERANS**—New officers of the Maine Association of Railroad Veterans, installed in December, are shown above. Seated, from left, R. R. Lewis, Portland, 1st Vice President; Horace Knowles, Portland, President; and Ray W. Farley, Saco, 2nd Vice President. Standing, Herbert Fogg, South Portland, chaplain; Bart Lyden, Portland, secretary-treasurer; and Clarence Soper, Portland, 3rd Vice President.

a new position at Rigby Yard, and Yard Clerk C. E. Queen has bid off a helper's position at Rigby. We hope everyone enjoyed a nice Christmas, and from all of us at Rigby to all of you, a very happy and prosperous New Year.



The Maine Association of Railroad Veterans annual Christmas party was held at Howard Johnsons restaurant Thornton Heights, So. Portland, Dec. 20, with 104 members present and the Christmas spirit prevailing.

A floor show was presented by Paul Landry banjo, Lester Cole piano and Patty Delaney, soloist, who also led the group in Christmas Carols and Hymns.

Norman Massengale and Horace Knowles presided over the Christmas Tree and exchange of gifts.

The officers for 1965 were installed by Past President Melville L. Davis.

They were as follows: Horace Knowles, President; Robert Lewis, 1st Vice President; Ray Farley, 2nd Vice President; Clarence Soper, 3rd Vice President; Bart Lyden, Secretary and Treasurer; Herbert Fogg, Chaplain.

The retiring President, Edward M. Quinn, was presented a gift of binoculars in appreciation of his services the past two years.

Retired Engineman Howard Burnham is at his home on Craigie Street after a long stay in the hospital and would welcome calls or cards from his old R. R. friends.

Ralph Jellerson, retired from the General Office, has returned home after undergoing surgery at the Mercy Hospital, and would no doubt appreciate cards from his friends.

Retired MeC Conductors Walter Stimpson and Roy Garland have returned home after a hunting trip in Washington County on the Airline Road. This is one occasion the boys plan on and never miss getting into the woods.

Mrs. Clara Dennis reports Mrs. Frank C. Hobart who was formerly Myrtle Allen, retired B & M Clerk at the North Station Boston, and one of the few women members of the Maine Association of R. R. Veterans has sold her home in Melrose, Mass., and moved to Phoenix, Arizona.

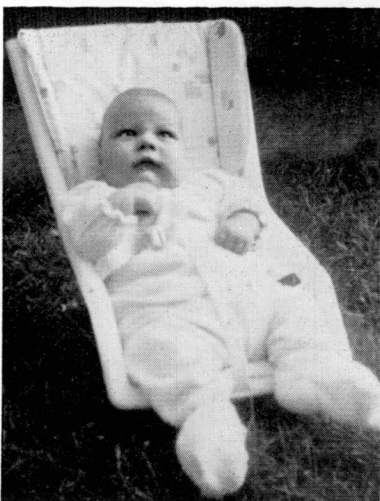
## TRAIN CREWS

Conductor Maurice Wilson has returned to work after having a bout with blood poisoning and after quite a stay in the Maine Medical Center.

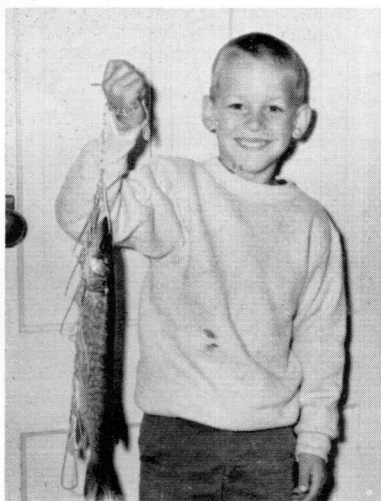
Conductor Roy Garland has been off due to an injury for several weeks now, and is expected to return to work shortly.

Trainman Johnny Frank and Johnny Hachey have left the night freight and have taken jobs on RD1 and RJ1.

Retired conductor John Jordan passed away in December after suffering injuries in an automobile accident near his home in South Portland. His wife, also injured in the same accident, passed away soon after John. We wish to extend condolences to their children and relatives.



**SPIKE AND ROCKY**—Conductor Stan Mattatall, West Scarborough, will be surprised when he sees these pictures, because his wife Mary, mother of these youngsters, sent them along to the Messenger on the sly. At left is Lance Dexter "Spike" Mattatall, born last July, and at right is Craig "Rocky" Mattatall, obviously quite a fisherman.





Conductor John Reardon passed away at his home in Portland in December. He has not worked for several years due to illness. We wish to extend our sympathy to his family.

Trainman John Watson has returned from a tour of duty in the army and is now working the trainmen's spare board out of Portland.

Trainman Vic Ward has been off sick for several months and is not expected to return for several more. We wish him a speedy recovery.

RB3 and Advanced B12 have been restored for the winter months with Dick Green and George DiMauro taking the running jobs.

A new job has been operating to Livermore Falls and return to Rigby six days a week has been taken by Conductor Barney Cross with Johnny Feeney and Joe Meehan doing the heavy work.

Retired trainman Emile Morin fell off a six-foot ladder at his home recently and broke a wrist.

Retired Conductor Dan Kennedy of the Boston and Maine Railroad passed away at Togus recently after a long illness. We wish to extend to his family our sympathy.

Trainman Happy Day finds the traveling pretty rough these winter days and working out of Rigby can't get home to his new bride Elsie very often. He was fogged in Christmas and could not get home but fooled us all by taking a whole week over New Years.

Operator Henry Preble started the new year out right by showing up in a nice new Ford.

Retired Conductor Frank McNally underwent surgery at Mercy Hospital, Portland, and is now at home at 21 Quebec St., Portland. I am sure a get-well card will cheer him during his illness.

Trainman Kenneth Nutting is looking forward to his vacation so he and the Mrs. can head for sunny Florida.

George MacLearn, son of Trainman and Mrs. Rodney MacLearn, is coming along fine after suffering injuries in an automobile accident several weeks ago.

Maine Central Yard Conductor Joe Gallant of Rumford has been off several weeks after being hospitalized. Hope you get back to work soon, Joe.

Conductors Morrell, MacDonald and Massengale have all become new grandparents recently. Glen says it is old stuff with him now, six times over.

## LEWISTON

Leo Bouffard, Conductor on Switcher No. 2 at Lewiston, was a recent patient at the St. Mary's Hospital. We all wish you a speedy recovery, Leo.

Good luck to furloughed clerk Henry White, presently employed in construction work on the new Pioneer Plastics factory in Auburn. Also, to Joe McMorrow, your former Assistant Editor from Lewiston, on his new job with the Tredwell Construction Co. at Livermore Falls.

Our deepest sympathy is extended to the family of Mrs. Fred Langley who passed away in August of this year. Mrs. Langley was the widow of former clerk at Lewiston, Fred Langley.

We would also like to extend our sympathy to the family of retired Trainman Don Fraser, who passed away Nov. 23.

A recent visitor to the Track Supervisor's Office at Lewiston was furloughed Trackman Adelard Pro-

vencher, who had just been released from the St. Mary's Hospital, having undergone minor surgery at that institution. We're happy to see you back in circulation again, "Shorty."

Many of the men in Maintenance of Way Department on District No 3 plan their vacation schedule so as to have a week off in November for the express purpose of chasing the elusive "White Flag." Except for Trackman Ray Flynn, they have all been strangely silent on the results of their efforts. Ray does make claim to bringing down his deer early in the season, but snap shots to substantiate this claim were never offered. We do know that Truck Driver Aime Roy, Section Foreman Albert Beaudin and Trackman Jean St. Pierre could very well have stayed at home for all the success they had. Beter luck next season, boys.

Congratulations to Trackman Bill Lowell and Mrs. Lowell on the birth of their baby girl. Also, we must not forget to congratulate the Grandfather of this beautiful young lady, Section Foreman Ellie Hall and Great Grandfather Floyd Towle, Section Foreman at Monmouth.

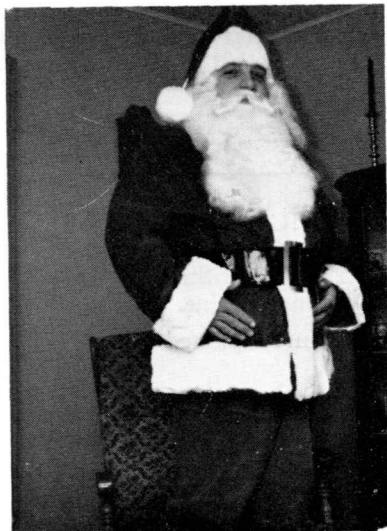
Pat St. Pierre, Brakeman on Switcher No. 1 at Lewiston, enjoyed a week's vacation in December. His job was covered by L. K. Powers from Waterville.

Benjamin Black, furloughed Trackman on District No. 3, was a patient at the Central Maine General Hospital at Lewiston on two different occasions during December. Best wishes for a quick recovery, Ben.

It is rumored that Track Supervisor Donn Wolfe is now taking orders for fireplace construction. Those of you who have seen the results of the job he did on his own fireplace will undoubtedly be clamoring for his services. It's really the work of an artist.

## BRUNSWICK

The Holidays are over and everybody is getting back to normal after celebrating. Two new cars now grace the premises: H. O. Preble, First Trick Clerk Telegrapher is sporting a new black Ford with snappy red upholstery. C. A. (Mitch) Mitchell is burning up the road between Brunswick and Bowdoinham in a new Chevy V-8 with all the extras. Mitch is plan-



**HO-HO-HO—Albert C. Henn, clerk at Bartlett, N. H., plays Santa Claus for local youngsters each year. Here he is, just before his appearance this season.**

ning to head for Florida in March, we hear.

Comment was made recently by Section Foreman R. A. (Bob) Albert that his name had never appeared in the Messenger. It has now.

Agent Bob Thing and family have just returned from a vacation trip to Manchester by the Sea, Mass.

Retired Baggage-master Sam Lachance was a recent visitor. Sam certainly seems to be enjoying his retirement traveling around the country by train.

## ROCKLAND

Congratulations to Conductor H. R. Day who was married to Mrs. Elsie Pojaokoa in November. They will make their home on the New County Road, Rockland.

Agent D. W. Smith of Waldoboro is back on the job after several weeks' sickness. Operator Gene Harjula covered his job.

Agent Malcolm Graham of Warren has a new Chevy.

Section Foreman Earl Miller is on the sick list. Section Foreman Warren Smith from Warren is covering his job.

Sectionman Alton Mank is back on the job after several weeks sickness.

On vacations are Chief Clerk Fred Snowman, Car Inspector F. A. Montgomery and Machinist J. A. Clough.

Engineman M. W. Miles from Waterville is covering the switcher.

## WATERVILLE SHOPS

Lead Machinist Ken Fletcher and family have recently spent a couple weeks in the sunshine of St. Petersburg, Fla., where they have been visiting his mother.

Machinist Ted Morey has recently entered a local hospital for surgery.

Carman Ralph Roberts has been recently installed Senior Warden of Central Lodge, A.F. & A.M., China. Roberts is also President of the Carman's Local.

A local drug store, during the holidays, gave away a silver tea set as a sales promotion. It was won by Mrs. Bea Hinkley, wife of Laborer Dana Hinkley.

Laborer Edgar Stanley is confined to a local hospital for checks and treatment.

Cars driven by Engine House laborer Eddie Gurski and former Upholsterer Louis Baker were in a crack-up recently. Gurski's Corvair was demolished and Baker landed in the hospital with contusions and broken bones.

Assistant Supt. and Mrs. Alden Finnimore were recent visitors in Boston, where he attended the monthly meeting of the New England Railroad Club.

Long-time sick employees who have returned to work during the last month are Sheet Metal worker Roy Wilcox, Welder Warren Johnston, Carman Helper Ray Libby, Machinist J. Eddie McAleer and Carman Sam Merrow.

Carman and Mrs. Roland Boulette flew to Quantico, Va., over the holidays, visiting relatives for a week.

Carman Chester Knights is a patient in a local hospital.

Laborer Paul Fletcher has returned to driving tractor after a stint as a Piper Helper, and Tractor Driver



**TO WED IN MAY—Mr. and Mrs. Carroll Stevens of Waterville announce the engagement of their daughter, Miss Jean Anne Stevens, above, to Norman R. Nadeau, son of Mr. and Mrs. Leo Nadeau of Augusta. Miss Stevens was graduated from Waterville High School in 1963, and has been employed by the J. C. Penney Co., in Waterville. Mr. Nadeau is employed by the Bates Manufacturing Co., in Augusta. The wedding is planned for May 15. Carroll Stevens, father of the bride-to-be, is a Clerk at Waterville.**

Charlie Derusha is temporarily set up as Machinist Helper.

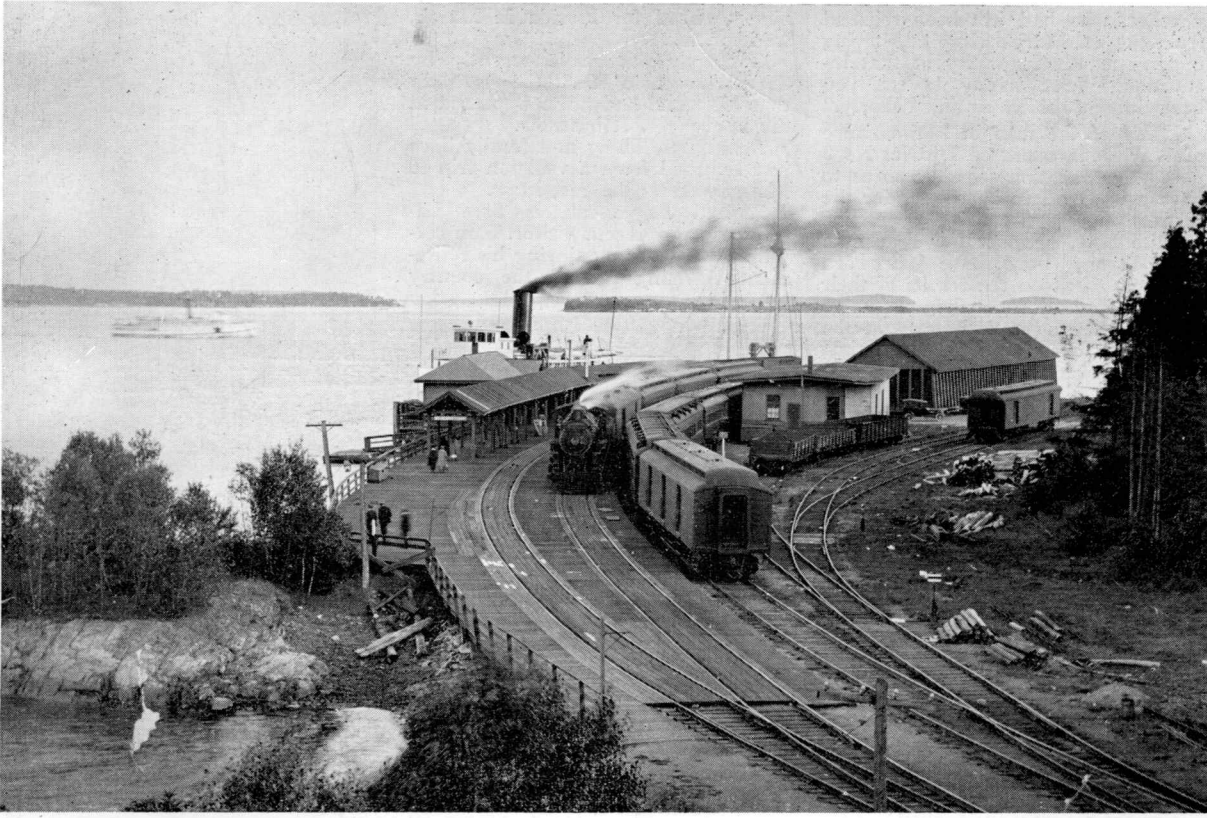
While shoveling snow from a piazza roof, Machinist Wilfred Pooler slipped and fell to the steps breaking his hip. He is confined to the Sister's Hospital.

While making a turn into Allen street, coming to the Shops, Gas Plant attendant Algine Small had his new Ford rammed by another car. Damage to Small's car was some \$450.

Some red hot bowling by Shops employees is shown by some fine scores. Laborer Jimmy Bellino has posted a single of 147. Laborer Bob Knights, a string of 155. Clerk Carroll Stevens, a string of 131. Machinist Helper Don Priest, a three string total of 390 and Checker Roy McCommie a three-string total of 356.

We do not know whether it was jubilation over the back pay or anticipation of a long holiday week-end, or just what it was that prompted a thirsty machinist to start for a cup of coffee from the machine. He walked straight to the time cards rack and dropped his dime in the TIME CLOCK! Such singular action was duly noticed and an appropriate hand drawn Christmas Card with several expressive verses was given to the gentleman. We wouldn't publish his name but his initials are Ollie Kitchen. Commemorating the event, fellow workers chipped in and gave Kitchen a bottle of 'Old Shop's Whistle'. (one long toot and you're out)

At the annual supervisors get-together in the Office of Supt. G. P. Silva, all regular foremen were present as well as several who have retired. Perhaps the youngest looking and active of those present was former Foreman Raymond Clark. He remarked that he would be 80, his coming birthday. Also present were former Electrician Foreman Ralph Patterson, Blacksmith Foreman Owen Thompson and Freight Foreman A. L. Johnson. The mobile unit of station WDO was also on hand and the party was enlivened muchly by the regular barbs and comments of the chief announcer. (We hate to admit it publicly, but it's sort of quiet since he retired.)



**MOUNT DESERT FERRY, 1925**—This 40-year-old picture, supplied by retired conductor Carl E. Henry of Orono, shows the busy passenger terminal at Mount Desert Ferry when patrons rode the famed "Bar Harbor Express" from New York, and completed their journey aboard one of the railroad's passenger steamers. At the dock is the "Rangeley," while the "Sappho" may be seen offshore.

### Eagle Lake—(from page 4)

The railroad was in use about four years, and moved a mountain of wood from one watershed to the other. The operation was supplied initially overland from Lac Frontier, Quebec, then by boat and barge from Chesuncook Dam, and finally by a five-mile railroad from Chesuncook to the Umbazookskus terminal of the Eagle Lake and West Branch. This short line, known as the Chesuncook and Chamberlain Railroad, was built by the Great Northern Paper Company solely to supply the longer line to Eagle Lake.

The considerable work of the Eagle Lake and West Branch

was completed in 1931, when operations in the area came to a close. It's quiet now at Eagle Lake, and all that remains are the rusting rails and the decaying framework of a car or two here and there along the old right of way. The two locomotives stand cold, protected by a shed whose sagging door is opened only by Allagash canoeists who stare in disbelief, then wonder what mind, strength and imagination brought these massive engines to this silent wilderness.

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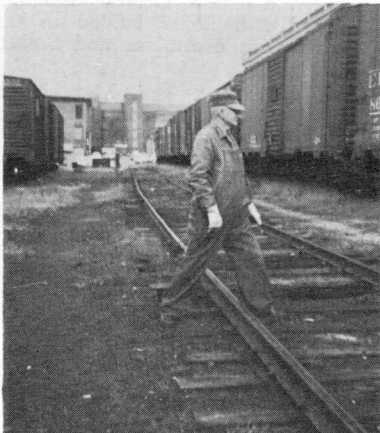
Maine railroad employees are paid nearly \$27,000,000 each year.

## Thinking Safety

By W. E. Maloy  
Rules Examiner

When crossing tracks, look in each direction for approaching trains, engines or cars. Step over the rail, as Carman Lewis B. Bowie of Lewiston is doing at right, not on it, and avoid stepping on the ends and edges of ties whenever possible.

Many employees have been injured by not taking these simple precautions.



Don't be guilty of safety rules infractions; don't be hurt, and don't be sorry.

## Williams Heads Windham Kiwanis

Gordon Williams, Maine Central cashier, Portland, was installed early this month as president of the Windham Kiwanis Club. Williams acceded to the Windham club's top office after many active years as a director, as treasurer, chairman of committees for fund-raising projects and vice president. He is a resident of Windham Center.

Williams joined the B&M Railroad at Portland in 1945, and became MeC Freight Clerk at Winthrop for five years later. He returned to Portland as a Clerk in the Assistant Treasurer's office in 1952, and was named Cashier in 1955.

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Maine Central Railroad Co.  
222 St. John Street  
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Return Requested

SAM VAUGHAN

44 THISSELL ST.

PRIDE'S CROSSING, MASS.

## Delmont W. Bishop Dies In Melrose

Delmont W. Bishop, who served as advertising agent for the Maine Central Railroad for many years, died December 20 at his home in Melrose, Mass. He was 63. *Heart trouble.*

Bishop started his Maine Central career in 1922 as a clerk in Waterville and later was ticket seller there. He transferred to the Portland ticket sellers' office in 1925 and later in that year was appointed ticket seller at Fabyan, N. H.

In 1926 he was promoted to the Passenger Traffic Department as advertising agent. Two years later he was named Assistant to the Publicity Manager and in 1929 was also serving as editor of the Maine Central Railroad Magazine.

He later was appointed as assistant in the advertising agents office of the Boston & Maine Railroad at Boston and at the time of his death was employed as a ticket agent for the Boston and Maine. *At Gloucester*

### RETIREMENTS

Maurice L. Baker, carman, Bangor, December 7.

Clarence W. Coffey, yard brakeman, Portland, December 12.

Cornelius J. Griffin, section foreman, Willey House, N. H., December 26.

Lena A. Hodge, secretary, Portland, December 31.

### DEATHS

Howard W. LaBounty, section foreman, No. Stratford, N. H., December 14.

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