



## MeC Car Fleet Total to Rise By 236 Units

A total of 236 units of new or modified equipment will be added to the Maine Central roster this winter, with delivery scheduled for completion in April.

The total includes 200 new cushion underframe, roller bearing box cars, now under construction at the shops of the General American Transportation Corporation plant in East Chicago, Indiana; 14 damage-free cars to be leased from General American; two new mechanical refrigerator cars from Pacific Car and Foundry Corporation, Renton, Washington; and 10 more chip cars to be built at the Waterville Shops.

Delivery of the entire 200 "Paul Bunyan" pulpwood cars was completed in January by the Magor Division of Fruehauf Corp., and the new long cars are in use throughout the Maine Central system.

(New Cars—page 4)

## RWCU Has More Members, Loans, Savings In '64

Increases in membership, in savings accounts and in the number of loans during 1964 were



Flynn

noted by President Hugh F. Flynn in his annual report to members of the Railroad Workers Credit Union in January.

The report, also signed by Treasurer Merrill B. Stanley, stressed these points:

It is apparent that while our members are borrowing more, there is also a substantial increase in their savings.

The annual examination of the State Banking Department showed that we pay a higher dividend to our shareholders than other credit unions and that our interest rates are lower than most of the other credit unions.

(Credit Union—page 3)



**HUGE PULPWOOD PILE AT RUMFORD**—Thousands of tons of pulpwood, Maine's principal crop and the state's key commodity, are used in the production of pulp and paper, Maine's principal products. More than 2½ million cords of pulpwood is cut in Maine yearly, well over half the total produced in the eastern and New England states. The above scene is at the Rumford mills of the Oxford Paper Company.

Our automobile financing plan is growing steadily as it offers rates unsurpassed by any other financial institution. At the present time automobile loans represent 21 per cent of our total loan business.

During the year we added a permanent disability clause to our loan insurance plan to protect all borrowers who may become permanently disabled before reaching age 60. This is, of course, in addition to protection for all borrowers in case of death.

A committee made up of members of the board of directors conducted a membership drive by contacting each non-member by direct mail with a net result as reflected in our increase in membership.

After considerable effort we had special State Legislation enacted to amend our charter to make joint Accounts available to our members.

Again this year the Board of Directors declared a dividend of 5 per cent on Shares. In addition they are recommending to the Membership for their considera-

## Wood Is Key Commodity In Maine's Prosperity

Wood is a mighty important word to hundreds of railroaders in Maine, to thousands of paper-makers, and to nearly a million people who live and work in this Pine Tree State of ours.

And with the current dramatic expansion of the pulp and paper industry, the importance of the word is increasing with every yard of concrete and every ton of steel that's now going into bigger and better industrial plants.

Pulpwood—in its usual form and as chips—is Maine's principal forest product, and has been since the use of wood fibres replaced rags in the production of paper, and since loggers first looked westward in their search for sawtimber. Until then, Maine had been the nation's biggest lumber state, and Bangor its economic capital.

But in 1868, when paper was

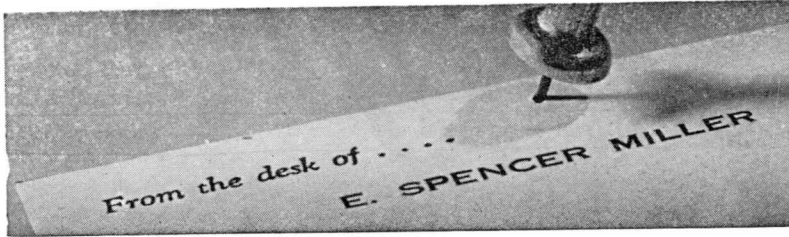
made from wood for the first time in Maine in the basement of a Topsham sawmill, trees that had been rejected as timber became valuable as pulpwood, and Maine's largest and most vital business was born. In 18 years, the pulp and paper industry was in full swing, and in ten more years, Maine again led the nation in forest production, this time as a pulpwood producer.

In the 90's, Maine forests were the source of nearly one-fourth of all the pulpwood used in the country, and now, although top place has been lost to the vast forests of the South and West, Maine still holds a position of leadership in the production of pulpwood and in the manufacture of pulp and paper. The state annually makes more than six per cent of the Nation's wood

(Wood—page 4)

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## MORE THAN JUST A RAILROAD

There is a story in far-eastern folklore about three blind men who were asked to describe an elephant. One, his hands running along the animal's trunk, told his questioner, "It's like a huge snake." The second, feeling the elephant's broad flank, said "It's like a house." And the third, having gauged the considerable proportions of one leg, declared "It's like a huge tree."



The point of this old story is that our personal, perhaps limited view dictates much of what we think about things . . . that unless we can see the whole of something, we are inclined to define the whole in terms of only a part, and in the process, be just as wrong as the three blind men were about the elephant.

So it is with the railroad. Unless a citizen, a worker, an editor or a banker can see the whole of it: what it is, what it does, who it is, and why it is, his assessment of its total importance is limited by the narrow view of what he can see, the very small part of the entire operation which touches him directly and personally.

This, of course, now that passenger trains no longer run on the Maine Central, is the reason so many people we meet are incredulous when we say the railroad is busier than ever, and is doing great things for the State of Maine. Because many of these people have lost personal contact with the Maine Central, and see it only at a distance, if at all, it's hard for them to believe that the railroad remains the most potent force in our state's industrial economy.

This is why we were pleased, the other day, when the Daily Kennebec Journal, in our capital city, ran an editorial commending us for publication of a new and attractive system map folder. The writer indicated that this sort of thing is a good antidote for limited-view thinking of "a lot of people (who) have all but forgotten that railroads exist any more."

There are many constructive treatments for a single problem. The most important and effective one is keeping the Maine Central modern and providing the best and most efficient rail freight service possible. Our new equipment, much now in use, and more on order, is keeping us modern, and our efforts are bent continuously toward improvement of our service to industrial customers.

Additional effort is aimed at the problem of increasing public awareness of the Maine Central's vital role, and other efforts are designed to meet the railroad's obligations as a citizen in many communities and the state. The shouldering of community responsibility by the Maine Central and its workers continuously brings the railroad into close contact with people who otherwise would see only a limited view of it, and who would consequently have only a limited understanding and appreciation of its importance.

The railroad maintains active membership in several industrial development organizations, in State and local Chambers of Commerce, and many of its employees are active in a wide range of political, civic, charitable and religious organizations. We've had several chairmen of town and city councils; selectmen; presidents of service clubs; United Fund chairmen and team captains; deacons; vestrymen; masters of lodges; and even presidents of garden clubs.

We encourage such participation in the firm belief that as our peoples' circles of acquaintance grow, respect for them increases, and the general view of the Maine Central, perhaps limited before, becomes wider, brighter and more clear.

*E. Spencer Miller*

## Letters:

### Mount Desert Ferry

To the Editor:

I appreciated receiving "The Maine Central Messenger" and note with interest the Mount Desert Ferry photo in the Jan. 1965 issue.

You mention "The Rangeley" at the dock and the "Sappho" off shore. The vessel off shore is the "Norumbega". Her characteristics are different from the Sappho. She has a different type of stack and a more compact deckhouse. The Sappho left the Maine Central in 1916. The Rangeley left the fall of 1925 and the Norumbega in 1928. The Maine Central certainly had a most outstanding fleet of passenger steamers.

Shipping is one of my hobbies.

Very truly yours,  
W. Bartlett Cram,  
Hampden Highlands, Me.

To the Editor:

At the January meeting of the Amherst Railway Society, one of my members indicated that a picture of Mount Desert Ferry appeared in a recent issue of the Maine Central Messenger. This bit of information interested me greatly for two reasons:

First of all, the fact that I, a life-long fan of the Maine Central Railroad (in fact, I worked as an operator during the summers of 1948, -49, and -50), had absolutely no inkling of the existence of your publication and, secondly, the fact that I believe my father, Gregory Wynne, to have been the last agent at Mount Desert Ferry. For years now, I have observed that whenever two or more old Maine Central men get together, regardless of the nature of their service, the conversation inevitably gets back to Mount Desert Ferry and the pleasure

and happiness associated with that portion of the globe. Unfortunately, I am too young to have seen "the Ferry" in operation.

I am sure that had Mount Desert Ferry not been closed, my father would have stayed there until he died on the job. From conversations with him it is readily obvious that his tenure as agent there was the highlight of his railroading career.

Very truly yours,  
Alfred M. Wynne,  
Amherst, Mass.

### Wilderness Railroad

To the Editor:

The story of the "Wilderness Railroad" up in the Allagash Country in the December and January Messengers was particularly interesting to both Mrs. Leard and myself. For a great many years previous to my retirement, together with some other couple, we would spend a week or ten days up in that country on a hunting trip, making the old Chamberlain Farm our headquarters.

Perhaps some of your older readers will remember over a full page story entitled "In the Allagash Country" that I wrote for the December 1925 issue of the old Maine Central magazine, telling of the hardships of a two day's travel between home and Chamberlain. On the trip I wrote about we were accompanied by Mr. and Mrs. W. L. Nickerson. He is now the storekeeper in the Motive Power department in Bangor.

However, back to the "Wilderness Railroad." The first Fall after Ed LaCroix had completed his unique road, I wrote him on a Maine Central letterhead at his Canadian address and asked if myself and party could have a ride on one of his logging trains from Chesuncook to the shore of Chamberlain lake. I received

(Leard Letter—page 4)



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.

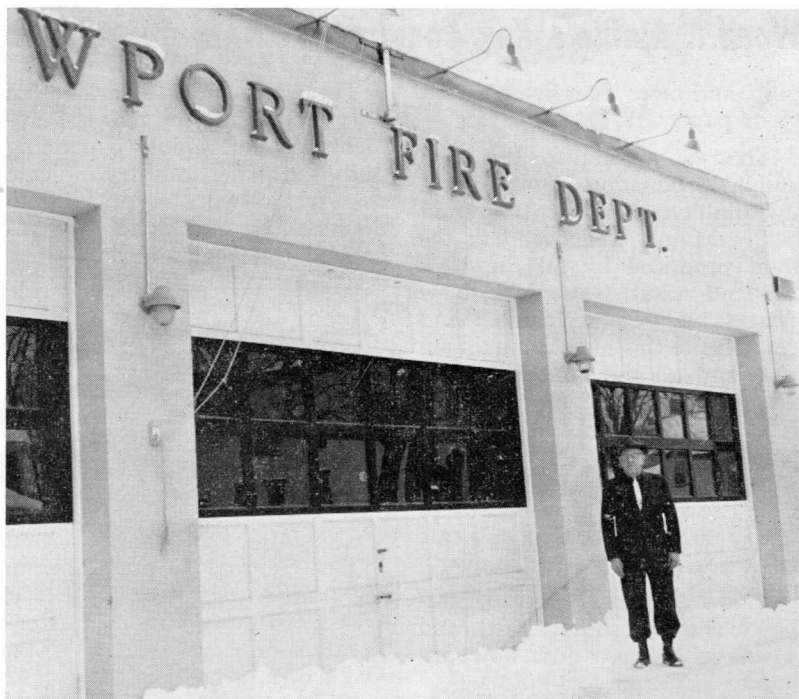
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ACCOMPLISHMENT IN NEWPORT—Agent Paul V. Witham, marking his 31st year as a selectman at Newport, stands before the town's new fire station and municipal building.

## Agent Paul Witham Completes 31st Year As Newport Selectman

January and February are notable for Paul Witham, Sr., agent at Newport. On January 29 he completed 51 years of Maine Central service, and this month he marks his 31st consecutive year as chairman of Newport's Board of Selectmen.

In his brand-new office in the town's brand-new municipal building just behind the brand-new fire station, Paul Witham was able to make a statement that few of his colleagues elsewhere in Maine can manage: "At the moment," he said, "Newport is free of debt."

Just a little more than a year ago, Newport residents decided they needed the new municipal building, fire station and offices, and the job was put up for bids.

"The low bid," Witham says, "was \$64,000, without heat or lights, so we did our own contracting and built it for \$37,000 with heat and lights."

This is but one indication of how Newport, unlike most Maine towns, has managed to stay out of the red, despite the increasing demand for more and better municipal services. Paul Witham, the Maine Central's Man in Newport, takes pardonable pride in this.

He finds equal cause for satisfaction in his 51 years of railroad service.

He started on a section crew at the age of 18, after working four years on a farm. Learning telegraphy at home, he was made station agent and telegrapher in 1917.

A year later he enlisted in the Army, choosing the Signal Corps in hope of making use of his telegraphy knowledge. But he wound up in the Artillery.

"The man in Portland apparently got credit for getting everyone into Artillery, so he talked me into changing over," Witham recalls, adding with a chuckle,



Paul Witham at work.

"I didn't know a 75 millimeter gun from a wheelbarrow."

Fortunately, he relates, the unit to which he was assigned in France had need of a radio operator. He eventually became an instructor—he and another operator graduated a class of 16 sergeants by keeping a class ahead of them at night) and rose to the grade of lieutenant.

Returning to the railroad, he was station agent at Winn, West Benton, Northern Maine Junction, Greene and Hermon Pond before being transferred to Newport in August 1928.

At Winn he met and married school teacher Thelma Dunifer. Two of the three subsequent additions to the family also have worked for the railroad.

Son John, 20, is station agent at Leeds Junction. Daughter Betty, now Mrs. Irving Varney of Woolwich, was a ticket clerk in Brunswick, Waterville and Rockland before the demise of passenger trains.

Another son, Paul Jr., 42, operates a Newport clothing store.

Reflecting on his years as a town father, he comments, "The worst trouble you have in this work is misunderstanding." But, he adds, his problems in this respect have been easily corrected.

"They've used me fine," he says of the townspeople.

### Credit Union—from page 1)

tion and approval, that a Special Dividend of 1/4 per cent on Shares and a 5 per cent rebate of interest paid on loans during 1964 be declared.

Flynn's report also indicated that during 1964, the total Credit Union membership increased from 1,652 to 1,683; the number of borrowers increased from 1,081 to 1,109; the share account increased by \$87,017.93 or 8.3 per cent; and the loan account increased by \$72,444.53 or 10.2 per cent.

Officers reelected for 1965 are Hugh F. Flynn, president and manager; Clifford R. Ball, vice president; Merrill B. Stanley, treasurer; Mary Ann Berry, assistant manager; and Lawrence W. Reinsborough, clerk.

Members of a supervisory committee are Fred L. Harris, Alice A. McLaughlin, G. E. Spires and L. W. Reinsborough. Jean E. Gilpatrick is supernumerary.

Directors for 1965 are Albert H. Adams, China; Clifford R. Ball, Cape Elizabeth; John F. Bevan, Bangor; Raymond F. Briggs, Raymond; James C. Campbell, Portland; Stephen J.

Conley, Jr., Portland; Hugh F. Flynn, South Portland; Earl D. Jones, Portland; Wendell D. MacDowell, Portland; John W. McIntyre, Rumford; Joseph F. McMorrow, Sabattus; Chester L. Shepherd, Old Town; Archibald E. Smith, Fairfield; Merrill B. Stanley, Portland; and Thurlow L. Woodbury, Portland.

Offices of the Credit Union were moved during the week of February 1 from room 115 to room 205 in the general office building, Portland.

## Nubert B. Estabrook Honored By Parish

Nubert B. Estabrook, freight foreman, Waterville Shops, was presented the Episcopal Churchman's Medal late in January in recognition of his 25 years' service to St. Mark's Parish. The presentation, by the Rev. David K. Montgomery, was made at the annual meeting of the Parish.

## Thinking Safety

by W. E. Maloy  
Rules Examiner

Don't cross tracks close to engines or cars. Always walk far enough away, at least 10 feet, from engines or cars so that in case they start suddenly, there will be ample time to get off the track in safety. Look for and avoid trains, engines or cars that may be approaching on the next track.

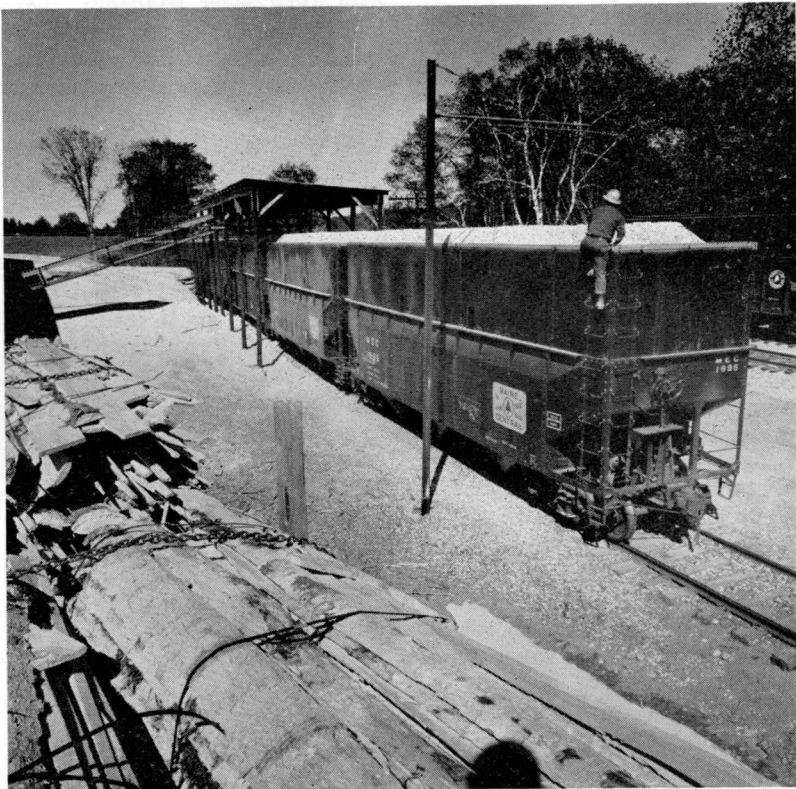
Leo P. Bouffard, below, yard conductor, Lewiston — Lower Yard, is taking no chances. Through experience he knows that even though his own crew isn't working on this track, another switching crew could couple on and cause these cars to move suddenly.

### BE ALERT—NEVER HURT





**ON THE WAY TO THE PULP MILL**—Pulpwood unloaded at the Cumberland Mills of the S. D. Warren company travels down this conveyor to the debarkers and chippers before it is transformed into pulp and finally paper.



**FROM SLABS TO CHIPS**—This scene, at the Androscoggin Corporation, Oakland, shows debarked slabs in the foreground, and several loaded high-side chip cars about to be coupled onto a train bound for Rumford.

## Wood... Maine's Key Commodity (from page 1)

pulp, and more than five per cent of its paper and paperboard.

The raw material for this huge annual production is more than 2½ million cords of pulpwood cut in Maine, well over half the total produced by all the New England states, New York, New Jersey and Pennsylvania. And yet, despite this huge annual harvest, and all the lumbering that has gone on in Maine since the King's Broad Arrow marked tall pines for the Royal Navy, there will remain enough standing, live, sawtimber-size trees in Maine to fill a train of box cars 10,000 miles long with lumber.

There are many startling statistics about Maine's forests, and all serve to show just how important trees are to all of us.

There is, for example, example, nearly 19 acres of living, growing forest for every resident of Maine. More than 82 per cent of the state is woodlands, and more than half the forest area of New England is right here in Maine.

The state's forest-dependent industries provide full-time jobs for more than 30,000 people, paid nearly \$136 millions a year.

The products of Maine's woodlands each year are worth more than all the state's agricultural crops, plus its fish and lobster catches.

Forest insects and diseases together kill almost as much timber as is harvested for use, but in spite of this natural mortality, forest fires, and commercial cutting, timber is growing in Maine's forests faster than it is removed.

The forest industries of Maine are managing their woodlands to produce timber crops perpetually, and at the same time, to shelter abundant water and wildlife, and to provide increasing opportunities and facilities for public recreation.

So Maine's forests are of great importance to all of us as citizens of the state, and particularly important to us as railroad people. Last year, Maine Central handled 82,602 carloads of pulpwood, chips, lumber, forest products, woodpulp, paper and raw materials for the paper industry, almost 40 percent of the railroad's total carloads.

There were 12,874 carloads of pulpwood alone, and new requirements of the rapidly expanding pulp and paper industry indicate this traffic will be more than doubled as production is increased this year and next.

### Cars—(from page 1)

The 200 new GATX box cars will be completed and delivered late this month and next; the leased DF cars this month; the refrigerator cars in April; and the chip cars in March.

The latter units will be used in a new movement of chips from the Androscoggin Corporation at Oakland to the Penobscot Corporation mill at Great Works, Old Town. Like the series of 42 now in service for the Eastern Fine Papers Division of Standard Packaging, the new chip cars will be modified from two series of presently-owned steel box cars, conforming to the design approved by the American Pulpwood Association.

### Letter—(from page 2)

a prompt reply from Mr. LaCroix saying they were not allowed to carry passengers on logging trains, but when we reached Chesuncook, to call his foreman at Eagle Lake and they would send an engine and flat car down after us and at no cost.

Incidentally, I knew that Dr. Jimmie Cox, a Maine Central doctor at Bangor for years, was also headed for the Farm at that time, together with another doctor and a Bangor druggist, all friends of ours. I called the Doctor up and told him I had a private train and they would be welcome passengers. He said they had a speed boat chartered to take them from Chesuncook Dam to the head of the Lake and we were welcome to ride with them, therefore, the trip was made from Bangor to the Allagash Country in one day.

I might add that while we were spinning along on that rail trip through the wilderness, we saw innumerable deer spinning into the tall timbers away from the tracks. All in all, it was a wonderful ride and flat car experience, thanks to "King" LaCroix.

Sincerely,

C. H. LEARD,

MRA, Bangor, Me.

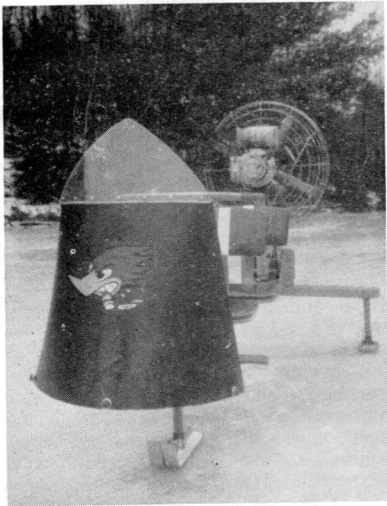
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Maine's Railroads employ more people, pay more taxes, and spend more money for fuel and materials and equipment than any other form of common carrier transport in the state.



# Ed Walen's Newest Creation Has A Propeller, But No Wings

Ed Whalen, whose last bit of do-it-yourselfery was a compact trailer for his compact car, has come up with another vehicle, one that's particularly tailored for winter in Maine.



Ed's ice scooter

The Rigby Stores Department worker has taken a leaf from the Florida bayou traveler's book and built a propeller-driven air boat, but with skates. The craft is an ice-boat, really, but has no sails . . . only a four-bladed propeller that pushes it along at a good clip over the ice of any lake Ed happens to choose.

The prop is powered by rotary gasoline engine, and the rig can be converted for summer use, Ed says, by replacing the skate runners with pontoons.

The prop is powered by a rotary gasoline engine which runs half a day on two gallons of gas. Ed has cut down some aircraft skis for it, and hopes to try it on snow one of these days.

The South Portland craftsman

said he and a friend, their weight totaling 385 pounds, rode it during a recent test spin, and were clocked at 50 miles per hour.

Next summer, Ed says, the rotary engine will do nicely on a boat.

# Railroader, 82 Bowls 141 String

Former Hostler Pat Caruso, now 82, bowls ten strings a day at the Bangor-Brewer lanes. For most of us, this would be accomplishment enough.

Pat retired last March after 54 years' Maine Central service. Last week he rolled a string of 141.

# RETIREMENTS

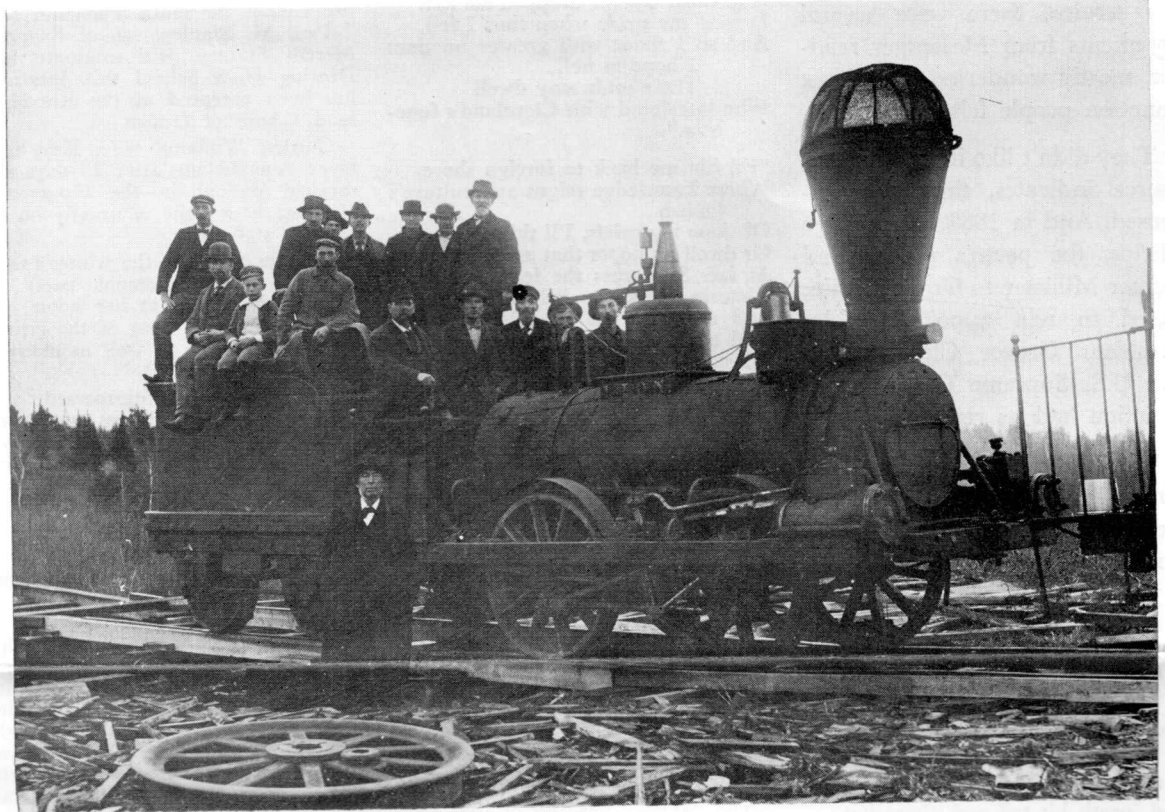
Wilfred J. Chaisson, trackman, Bangor, January 21.

Harry W. McCaslin, laborer, Waterville, January 19.

Frederick McConvey, conductor, Woodland, January 21.

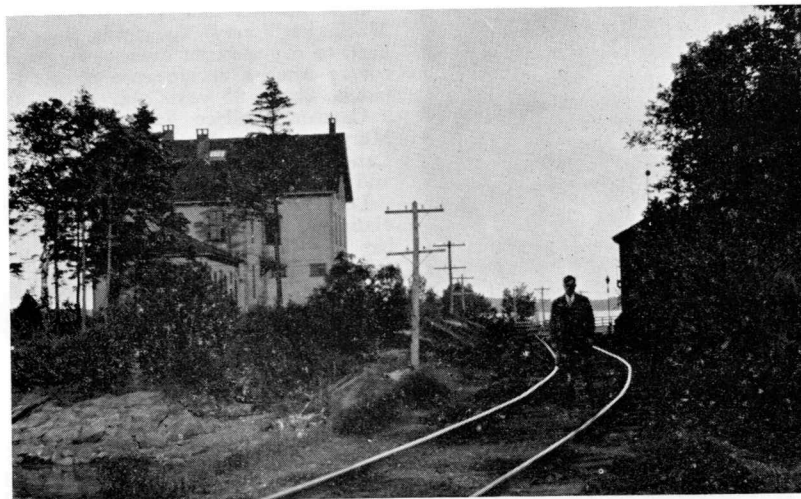
John Phee, laborer, Portland, January 19.

Ivan L. Sirois, agent telegraph, Skowhegan, January 1.

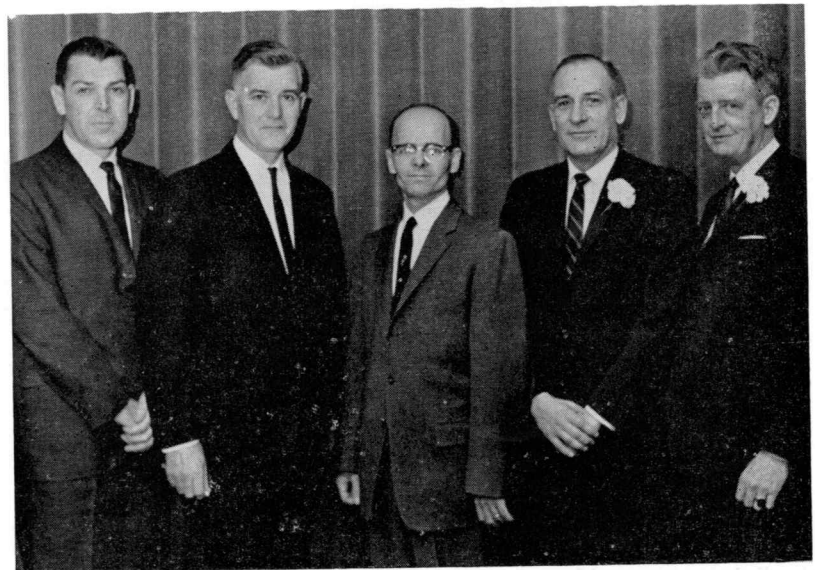


**THE "LION" AND FRIENDS**—Not the earliest, but one of the earliest steam locomotives in Maine was the "Lion," which served on the Whitneyville and Machiasport railroad more than a century ago. The old wood burner may be seen today in Crosby Hall, the mechanical engineering laboratories, at the University of Maine in Orono. The man in the foreground, above, is said to be Cornelius Sullivan, at one time owner of the railroad, several mills and much Washington County land. Known and respected as a true friend and promoter of Washington County, he is said to have claimed at one time that he "could walk all the way from Machiasport to Bangor and never set foot off his own land."

The Maine Central Railroad moves more than 7,000,000 tons of freight annually.



**AT MOUNT DESERT FERRY**—Alfred M. Wynne's letter (page 2) recalled another picture of Mount Desert Ferry furnished by Carl E. Henry of Orono. It's a shot that shows the old hotel, The Mount Desert Inn, operated by the Maine Central. The man is Gregory Wynne, agent at the Ferry for many years.



**AT BROTHERHOOD BANQUET**—Officers of Lodge 374, Brotherhood of Railway Clerks, Express and Station Employees, pictured at their January banquet, are, from left, Joseph Gallant, trustees' chairman; Lawrence Reinsborough, secretary-treasurer; Edward Gingras, president; William Pye, Cincinnati, Ohio, a representative from the Grand Lodge; and Joseph Connor, Boston, general chairman, BRC, for the Maine Central and Boston and Maine Railroads.

## Essex Junction Poem Had Sequel Aimed At Judge

After last month's publication of the not-too-complimentary poem about the old days in Essex Junction, Vermont, and its not-too-satisfactory railroad passenger service, there were several comments from Messenger readers, mostly wondering how Essex Junction people felt about it.

They didn't like it. In fact, one source indicates, they were incensed. And in 1888, after Judge Phelps, the poem's author and former Minister to Great Britain, failed to win appointment by President Grover Cleveland to the U.S. Supreme Court, Essex Junction had its revenge.

The following verses were aimed at the unsuccessful office-seeker by the Hon. Marcellus A. Bingham of Essex Junction:

### "THE LAY OF THE ONE WHO GOT LEFT"

On cushioned seat at "White House"  
sat

A man of wit and foreign air,  
And 'neath his tall and glossy hat  
Gleamed eye that told of blank de-  
spair.

From early morn till late at night  
Whether the day was foul or fair  
He felt the touch of deadly blight  
And cursed the fate that brought him  
there.

Cried he: "Friends, fly the deadly  
place,  
As you would plague or Peter Funk  
shun:

And I hope in hell  
Their souls may dwell

Who interfered with Cleveland's func-  
tion."

"Long days," quoth he, "while linger-  
ing

Afar from England—happy spot!  
I've waited that delusive thing,  
That, always coming, cometh not,  
Here have I met a sudden shock,  
I feel by man and God forsaken.  
A useless thing—a shattered wreck  
With failing strength and faith all  
shaken.

The Irish put their veto on  
Assailed my course without compunc-  
tion;

And I hope in hell

Their souls way dwell

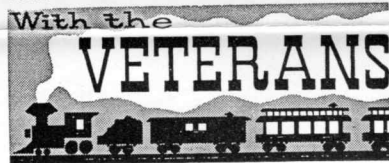
Who interfered with Cleveland's func-  
tion."



"Judicial robes ne'er looked so fair,  
The bench so grand, the pay so great,  
Until they passed from being mine  
And I was left disconsolate.  
The Brigadiers were all for me,  
And Sir Charles this, and Duke of  
that,  
Alas! my record would not do,  
And cruel Grover dropped me flat.  
It hurt my pride when thus I fell,  
And so I shout with greater unction:  
I hope in hell  
Their souls may dwell  
Who interfered with Cleveland's func-  
tion."

"I'll hie me back to foreign shore  
Where knowledge reigns and culture's  
known  
Of these my griefs, I'll think no more,  
Or dwell on hopes that are now flown.  
At fair St. James the feast is spread,  
Victoria waits, the Prince is there;  
And while for me the wine runs red  
And clink of glasses fill the air,  
I'll shout! Avoid mistakes like mine  
As you would plague or Peter Funk  
shun,  
I say with redoubled unction  
And add without the least compunc-  
tion.  
I hope in hell  
Their souls may dwell  
Who interfered with Cleveland's func-  
tion."

Thus writeth one from Essex Junc-  
tion.



The January meeting of the Asso-  
ciation of Railroad Veterans was held  
at Howard Johnson's restaurant,  
Thornton Heights, Jan. 24 with a  
good attendance considering the  
weather.

The South Portland Fire Dept.  
presented an instructive program ex-  
hibition on Fire Prevention.

The group from Massachusetts were  
greatly missed and will be in the  
future due to the lack of passenger  
service.

George W. Thompson of Somer-  
ville, Mass., was reported confined to  
his home by illness. In attendance  
were Mr. and Mrs. Ralph Jellerson.  
Ralph is slowly recovering from his  
recent illness.

We are sorry to report the passing  
of: Frank M. McNally, road con-  
ductor; Isaac C. Jackson, car in-  
spector; Fred E. Ward, car inspector;  
and Frank E. Wilkinson, road con-  
ductor and 50 yr. man.

A moment of silent prayer was ob-  
served. Floral offerings were sent.

Great credit is given to Owen J.  
Thompson and William C. Mingo for  
their good work in maintaining our  
Waterville membership. Waterville  
and vicinity has a membership of  
over 200.

The Maine Association ended the  
year with a membership of 537.

All Railroad Veterans with 15  
years or more of service are cordially  
invited to join. The more the merrier.

Mr. and Mrs. Ray W. Farley have  
just returned home after spending the  
month of January at Daytona Beach,  
Florida.

## GENERAL OFFICES

Bill Manning of the office of Car  
Accounting and Statistics had his  
first "shakedown cruise" in the Naval  
Reserve without seasickness, as he  
spent two weeks at the N. R. Training  
Center in South Portland.

Paul M. Stanley, son of Examiner  
Merrill Stanley, will graduate from  
Deering High School this June and  
has been accepted at the Rhode Is-  
land School of Design.

Gordon Williams' wife, Kay, is at  
home convalescing after 25 days as a  
surgical patient in the Osteopathic  
Hospital where she is usually on the  
nursing staff.

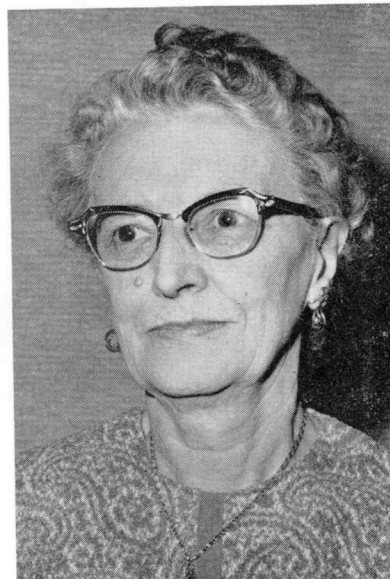
In spite of one of the winter's worst  
blizzards, the retirement party for  
Lena Hodge, held at her home, was  
well attended by many of the girls in  
the general office as well as many of  
the retired personnel.

Spring flowers interspersed with  
"greenbacks" formed the centerpiece  
on the table. Tea and coffee were  
served along with dainty tea sand-  
wiches and pastries. The table was  
attractively arranged with a silver  
tea service and a pretty collection of  
bone china cups and saucers.

Lena was also presented some play-  
ing cards for her favorite indoor sport  
of Samba. The arrangements were  
made by Mollie Fehlau, Ruth Kelley,  
Alice Allen and Mert Neilson. Those  
braving the storm to call were Edna  
Crimmins, Martha True, Eleanor  
Frates, Marion Faibisy, Dorothy  
Hollywood, Marguerite Hollywood,  
Connie Davis, Shirley Wilson, Retta  
Shaw, Grace Høglund, Amy Westcott  
and Cora Hoy.

Alice Eliason of the Engineering  
Dept. is taking an early vacation and  
flying down to Florida to visit with  
her sister.

Madeleine Bowdoin and Stuart at-  
tended the New England Kiwanis  
Convention in Boston recently. They  
also attended the Kiwanis Ladies  
Night held at the Eastland Motor  
Hotel Jan. 3.



Lena Hodge—Honored  
By Office Friends.

Shirley Wilson, stenographer in the  
Assistant Treasurer's Office, and her  
husband Bill have had heat installed  
in the basement of their Cape Eliza-  
beth home to make a studio for Bill,  
who has had cartoons published in the  
Portland papers and other pub-  
lications including our "Messenger."

Clifford P. Hawkes, Jr., General  
Accountant, has completed his re-  
quirements for a B.S. degree in  
business administration at the Uni-  
versity of Maine in Portland. He'll  
be among the June graduates, and  
has already begun his studies leading  
to a Masters' degree.

Stan Watson and his wife, Toni,  
spent a recent Sunday skiing at  
Mount Abram and we hear that Joe  
Cobb and his family have been try-  
ing the slopes at Poland Springs.

Pat Slattery, a former employee of  
the Maine Central Accounting De-  
partment and brother of Theresa  
Slattery, has been named Plant Man-  
ager of the three Fromkin Mills in  
Maine—Lisbon Falls, Fairfield and  
Waterville. Many people in the Gen-  
eral Office Building will remember  
Pat when he worked in the Account-  
ing Department prior to service in  
World War II.

Sympathy is extended to Mert  
Olsen and family on the recent death  
of Mrs. Olsen's father. Mert is assist-  
ant sales manager in the traffic de-  
partment.

Sympathy also to the family of  
Robert Milliken who died recently.  
Mr. Milliken was the father-in-law  
of Chief Clerk Fred Harris of the  
traffic department and father of Mar-  
garet Minott, substitute stenographer.

At this writing Sales Manager H.  
E. Buchheim and Traffic Assistant-  
Rates Forest Ryder are on the traffic  
department sick list.

Marion Faibisy's son, John, a senior  
at the University of Maine, Orono,  
has again made the Dean's list. Con-  
gratulations, John, keep up the good  
work.

Elta Benner was a recent hostess  
at a Valentine's Party for the Past  
Noble Grands of her lodge.

## RIGBY SHOPS

Mrs. Marion Lanciault, mother of  
Machinist "Larry" Lanciault, is con-  
fined to convalescent home during re-  
covery after a severe case of pneu-  
monia. She is 95 years old.

Carmen Wallace Jackson, Phillip  
Murphy, Elmer Amsden, and Arthur  
Landry have finished their vacations  
and are back on the job.

Local No. 525, International Asso-  
ciation of Machinists, at their Decem-  
ber meeting had an installation of  
officers for 1965.

Former Electrician "Jackie" Malia  
is now employed at the Grand Trunk  
Shop in Portland. His duties are as  
an "all around" man. He has recently  
purchased a home in Gorham which  
he is renovating in his spare time.

Horatio Clark, former assistant  
pay master, has just passed his 94th  
birthday, and is in good health and  
active every day in the insurance  
business.

Carman Donald Perkins is back to  
work after a sojourn in one of our  
local hospitals for a physical check-  
up.





**SMALL OPERATOR**—Dawn Margaret Gray, daughter of Operator and Mrs. K. A. Gray of Mattawamkeag, just turned 14 months old, and that's reason enough for her appearance in the Messenger this month.

Bridge and Building Crew carpenters "Don" Sinclair and Jerri Woodrow have just completed the installation of overhead garage doors on the Stores Department shed. This will make it much handier for snow removal, as the old swing type doors opened outward against the drifted snow and ice.

The relief crane underwent an inspection and over-haul job during the month. A new pinion gear, which operates the rotary ring gear, was installed.

Laborer Donald Moody, quite prominent in local and state politics, as well as representing Kenneth Curtis in his recount of ballots, has received an appointment in the Sheriff's Department of Cumberland County.

Laborer Edward Cribby and family have moved into their practically new home after the recent fire which destroyed the original house. "Ed" is now working a Hostlers Helpers job temporarily.

Hostlers Helper Arthur Thorne is able to get out around some of the time and to drive his car during his period of convalescence.

Irene Strout, daughter of Electrician Alvin Strout, is engaged to be married. A winter wedding is planned.

Electrician Raymond Rider has christened his new shelter used for ice-fishing. He caught a 24-inch pickerel at Long Lake, Parsonsfield.

Former Car Department Foreman Harry Adams, now 1st Selectman at Windham, was instrumental recently in incorporating the first full time police force in that town.

Former Carman Fred Ward died recently after a long illness. A floral tribute was sent to the funeral by the men at the car-shop.

Engine house Laborer Dustin Greenlaw recently jammed his finger while at work.

Archibald Carignan, former engine house hostler, wishes to be remembered to his friends on the "pike." He is looking forward to the Spring weather when he can visit his cottage at Rangeley Lake.

Engine house Laborer Asa Worcester is a grand-dad. His son Eugene's wife presented the family with a boy baby, Eugene, Junior.

Carman Thomas Manning is back on the job after a prolonged lay-off due to injury to his foot and ankle.

Alvin Worcester, Portland Terminal equipment mechanic, is being assisted by Alfred Henderson, Assistant to Supervisor of Equipment, Waterville.

Charles Whitten, former clerk in stores Department, is now an engine dispatcher on the 3rd trick.

Engineman Earnest Bean was injured quite severely, and the operator of another car was killed instantly in a recent head-on crash.

We are not to be out-done on the Maine Central by television's King family. We have two such groups. "The Harmonica Kids" represent the family of Chief Clerk Frank Garland, and the family of Machinist-Welder Albert McCann are proficient in several departments of musical and dancing entertainment. Terrence, the oldest boy, has played the organ and piano since the age of eleven at the Saint Christopher Catholic Church, Peaks Island, and all the children, of which there are six more, either do tap or ballet dancing, or play some musical instrument. Their mother is their instructor in dancing.

Miss Mary Rourke, sister of Joseph Rourke, Supervisor of Car Maintenance, died January 27, after a short illness.

The daughter of former Boilermaker Charles Jackson, Mrs. Donald McKenna, along with her husband Donald McKenna, who is chairman, are serving on the ticket committee, which is promoting the appearance of the University of Connecticut concert band at Westbrook High School. All Greater Portland Schools are invited to attend.

Patrick Reagan, former pipe-fitter at the old No. 3 engine house, died Jan. 30. He was a brother of Machinist William Reagan, now deceased.

George Parker, who many Portland Terminal employees will remember, is at the Pine Manor Nursing Home. His son, Mahlon, is also there.

## RIGBY YARDS

We are glad to hear that Yard Clerk G. E. Goodwin is out of the hospital and expects to return to work soon.

S. O. Chandler has returned to work after a stay at the Maine Medical Center. His position was covered by Spare Operator R. C. Burdwood.

First Trick Operator W. D. Graham, Rigby Yard Office, has been enjoying a few weeks vacation. His position was covered by Spare Operator R. C. Burdwood.

Third Trick Operator D. J. Wilson has also been enjoying a few weeks vacation, his position being covered by Spare Operator E. H. Gronlund.

Spare Yard Clerk D. C. Berry has bid off position 16 R, second trick at Rigby Yard. G. H. Bondensen has bid off position 20 R, third trick at Rigby Yard.

E. J. Wade, yard clerk at yard eight, is on the sick list.

J. J. Joyce, yard clerk at yard eight; Mrs. E. F. Flaherty of the per diem department; and W. MacDowell of the freight office; have returned to work after being on the sick list.

Peter Chisholm, watchman at Wharf One, has been on vacation. His position was covered by G. Purdy, spare watchman.

C. J. Forest, crossing tender at Forest Ave. crossing, has been on vacation, his position being covered by Spare Crossing Tender C. M. Bodge.

## LEWISTON

Our deepest sympathy is extended to Mrs. Richard L. Achorn, wife of the General Agent at Lewiston, on the death of her mother, Mrs. Philip A. Huff, Sr., of Augusta.

David Flynn, son of Trackman Ray Flynn, was recently married to Miss Jane St. Pierre of Auburn in a double ring ceremony at St. Louis Church in Auburn. Mr. and Mrs. Flynn spent their honeymoon on a brief motor trip to Canada, visiting Mr. Flynn's brothers, and then to Rangeley, where they enjoyed a few days of skiing.

Henry Lyons, Trackman at Rumford, is presently a patient at Rumford Community Hospital, recovering from a heart ailment.

Charlie Richardson, Telegraph Operator at Lewiston, is busy moving again. We don't know what it is with Charlie, but shortly after he moves into a hotel, they close it down.

Cook Eddie Croteau was a recent patient at St. Mary's General Hospital, where he underwent minor surgery and a complete physical check-up. We are happy to report that Eddie is now in first class condition and feeling great.

To be counted among the proud owners of 1965 automobiles is Section Foreman Philip Spruce, who is sporting a beautiful new Chevy.

Trackman Benjamin L. Stimans of Livermore Falls recently received eye surgery at the Franklin Memorial Hospital at Farmington. Ben is now at home and we hope making a speedy recovery.

Engineer A. H. Turcotte, Switcher No. 1 at Lewiston, was off sick for a few days with a bad case of the flu. His job was covered by H. C. Philbrick, Jr.

Slipping on the ice caused Engineer Royal C. Holden a painful hip injury forcing him to take a week's

sick leave. His job as Engineer on Switcher No. 2 at Lewiston was covered by C. G. Nielsen from Portland.

Recent visitors at the Lewiston Freight Office were Retired Crossingtender Forest Dearborn and Retired Telegraph Operator Joe Robert.

## WATERVILLE SHOPS

Retired Blacksmith Welder George Hustus died during the month at the age of 77. He had been retired some 12 years.

Employees on the injured list, Electricians Don Dickey and Al Adams and Machinist Andy Miles, are reported making very good progress toward recovery.

Some of our retired employees who have been recent visitors include Harold Varney, Verne Belyea, Bill Mingo and Charlie Lowry.

Foreman F. R. Case has returned to the Shops after a lengthy car inspection trip at Clifton, N. J.

Leslie Bickford of Belgrade died recently. Among survivors is a son, Carman Welder Joe Bickford.

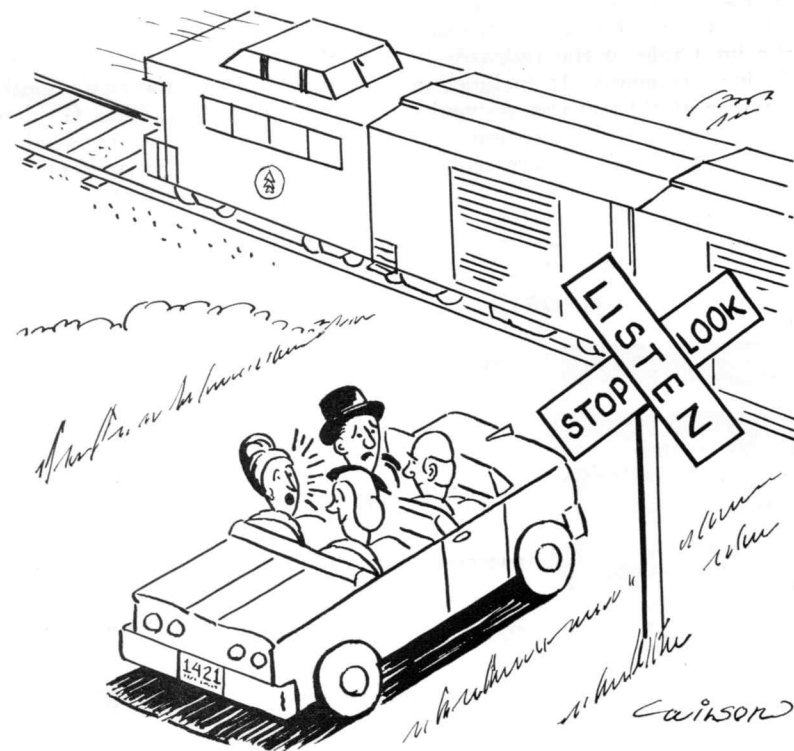
Pigeon Elisha St. Peter has been laid up for a week after a foot injury.

Carman Roland Giroux is the latest small car addict. He has recently acquired a 4 door English Ford.

Assistant Supt. Alden Finimore is presently staying in Hammond, Indiana, where he and Assistant Mechanical Engineer Stu Park are inspecting new cars at the General American plant in East Chicago, Indiana.

Machinist Ted Morey has returned to the hospital for further surgery.

Raymond McCommic, a retired locomotive Engineer, died recently in Waterville. Among survivors is a son, Carman Checker Leroy McCommic.



"I don't mind the 'Stop and Look,'  
It's the 'Listen' I can't stand."



**PORTLAND RAILROAD DISPLAY**—This exhibit of old railroad pictures and historic items attracted great attention in the Congress street window of the Cumberland Savings and Loan Association, Portland.

## Historic Railroad Pictures, Items Displayed In Portland Bank Window

For two weeks in January, Portland's Congress street shoppers were treated to a large and unusual display of historic railroad pictures and other memorabilia in a window of the Cumberland Savings and Loan Association.

The exhibit, arranged by Harold Barker of Pine Point with items from the collection of J. Emmons Lancaster, Falmouth, Maine Central supervisor of Bridges and Buildings, stressed the vital role of the railroads in Maine's economy. It included a number of old pictures, souvenirs of the passenger service era, and HO models of modern equipment.

Cumberland officials said interest was high in the exhibit throughout its two-week tenure in their big window.

Arrangements were being made at press time to install the same exhibit in a window of Benoit's store in Lewiston.

### Accepts Club Award

Mrs. Frank Carsley, wife of the general agent at Rockland, accepted a silver bowl presented by a local merchant to members of the Rockland Garden Club for their work on the city's South End Park project. The Garden club had previously received a \$100 prize for the project, at Main and Water streets.

He joined the Maine Central Railroad's accounting department in 1907. In 1939 he was named assistant treasurer, and later became treasurer and tax consultant. He retired in 1957 after a half century of Maine Central service.

Mr. Lunt served with the Army at Camp Upton, N. Y., in World War I. He was a member of Ancient Landmark Lodge, A.F. & A.M.; trustee of the Maine Charitable Mechanic Association and a communicant of State Street Congregational Church. For his many years service as an usher and 25 years as treasurer of the Sunday School, Mr. Lunt had been named an honorary deacon.

Surviving besides his widow, the former Ruth Carter, is a daughter, Mrs. Fred (Marguerite) Peters, New York; a sister, Mrs. Robert Noiles, Portland, and several nieces and nephews.

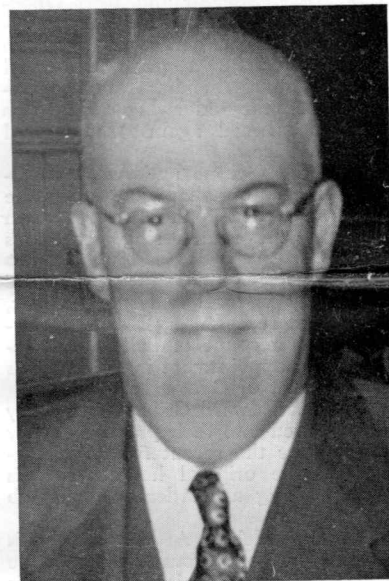
### DEATHS

William J. Alexander, trackman, Bangor, January 8.  
Herbert R. Day, trainman, South Portland, January 24.

## Retired Treasurer Lunt Dies At 75

Ralph Bernard Lunt, 75, of 11 Kent Road, South Portland, retired treasurer and tax consultant for the Maine Central Railroad, died Jan. 26 at his home following a long illness.








Mr. Lunt was born June 25, 1889 in Kennebunk, son of Benjamin F. and Etta Gooding Lunt. He attended town schools and was graduated from Shaw's Business College and Pace Institute of Accounting.



Ralph B. Lunt

Maine's railroads spend more than \$4,000,000 annually as good customers of Maine merchants and suppliers.

### THE RAILROADS IN 1964 SIGNPOSTS OF A COMEBACK YEAR

	FREIGHT TRAFFIC VOLUME	UP 7%
	PIGGYBACKING OF TRUCK TRAILERS	UP 12%
	HAULING OF NEW MOTOR VEHICLES	UP 25%
	PASSENGER TRAVEL	DOWN 1%
	TOTAL OPERATING REVENUE	UP 4%
	NET OPERATING INCOME	UP 7%
	PLANT IMPROVEMENT SPENDING	UP 39%

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