



Hook to Retire; Three Move Up Promotion Ladder

Retirement of a Portland railroad official and the resulting promotion of three others at Waterville has been announced by Roy E. Baker, Maine Central Railroad vice president, purchases, stores and mechanical.

Harold G. Hook, superintendent of locomotive maintenance since 1956 and veteran of 47 years' railroad service, will retire on April 4. He will be succeeded at Portland by George P. Silva, who has been Superintendent of



Harold G. Hook

the Maine Central's Waterville Shops since 1956.

Silva will be succeeded as Shops Superintendent by Alden H. Finnimore, who has been Assistant Shops Superintendent since 1956, and Stewart P. Park, Jr., assistant mechanical engineer and mechanical inspector, will move into Finnimore's former post.

Hook's 47 years of railroad service began when he joined the Boston and Maine Railroad as a machinist apprentice in 1918. He served as a machinist, engine house foreman, assistant shop foreman and general foreman on the Boston and Maine, joining the Maine Central in 1944 as Master Mechanic. He has been Superintendent of Locomotive Maintenance at Portland since 1956.

Silva, a native of Concord,



BRAND-NEW PIGGYBACKS—Four of the 20 new "piggyback" trailers destined for service on the Maine Central are shown as they were delivered at the Portland Terminal Company bulkhead on Commercial street in February. The trailers will serve an increasing number of Maine industrial shippers who are turning to trailer-on-flatcar railroad service for the movement of their products.

N. H., was educated in the Lowell, Mass., schools, Lowell Textile Institute and Lowell Institute. He joined the Boston and Maine Railroad in 1931 as a special apprentice in the Billerica Shops, and successively became a ma-



George P. Silva

chinent at Boston Terminal, assistant supervisor of rail motor cars, Foreman at Boston Terminal, Foreman of electric tunnel locomotives at North Adams, Assistant General Foreman at the Mechanicville Diesel Shop, Assistant General Foreman and General Foreman at the Boston Diesel Terminal. He was Boston and Maine assistant to the superintendent of Locomotive Maintenance in 1956 when he joined the Maine Central to administer the operations of the Waterville Shops.

MeC To Sponsor 4th Annual Scout Merit Badge Course in Waterville

The Maine Central Railroad will sponsor its fourth annual Railroading merit badge course in Waterville next month.

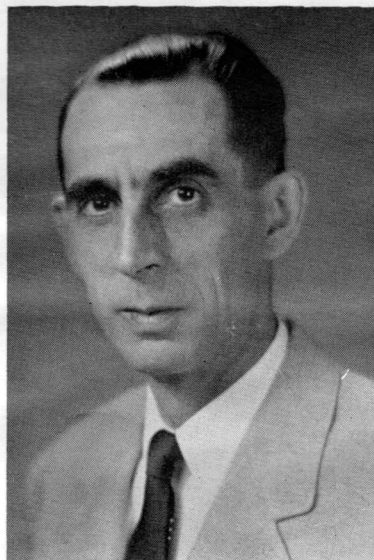
Scouts of the Kennebec Valley District will be eligible to enroll for the five-evening course, to be held in the auditorium of the Pleasant street school. The ses-

sions will be held from 7-9 p.m. on April 7, 14, 21, 28 and May 5.

The course in Waterville will be similar to those conducted at Portland in 1962 and 1963, and in Lewiston last year. The Portland and Lewiston courses attracted a total of more than 500 boys.

Fully approved by the Pine Tree Council, Boy Scouts of America, and by Robert Sprague, Belgrade, Kennebec Valley District Scout Executive, the course leads to the presentation of the

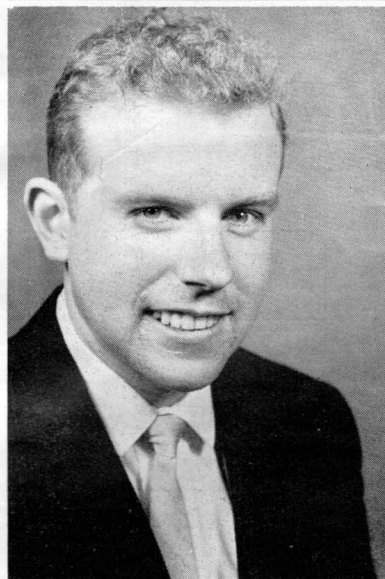
(Scouts—page 5)



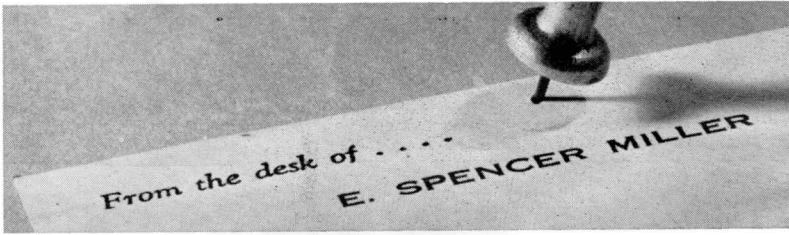
Alden H. Finnimore

His father, George A. Silva, was Superintendent of Locomotive Maintenance on the Boston and Maine for many years, and one of his sons, George P. Silva,

(Appointments—page 4)



Stewart P. Park, Jr.



Labor Peace and an Era of Good Feeling

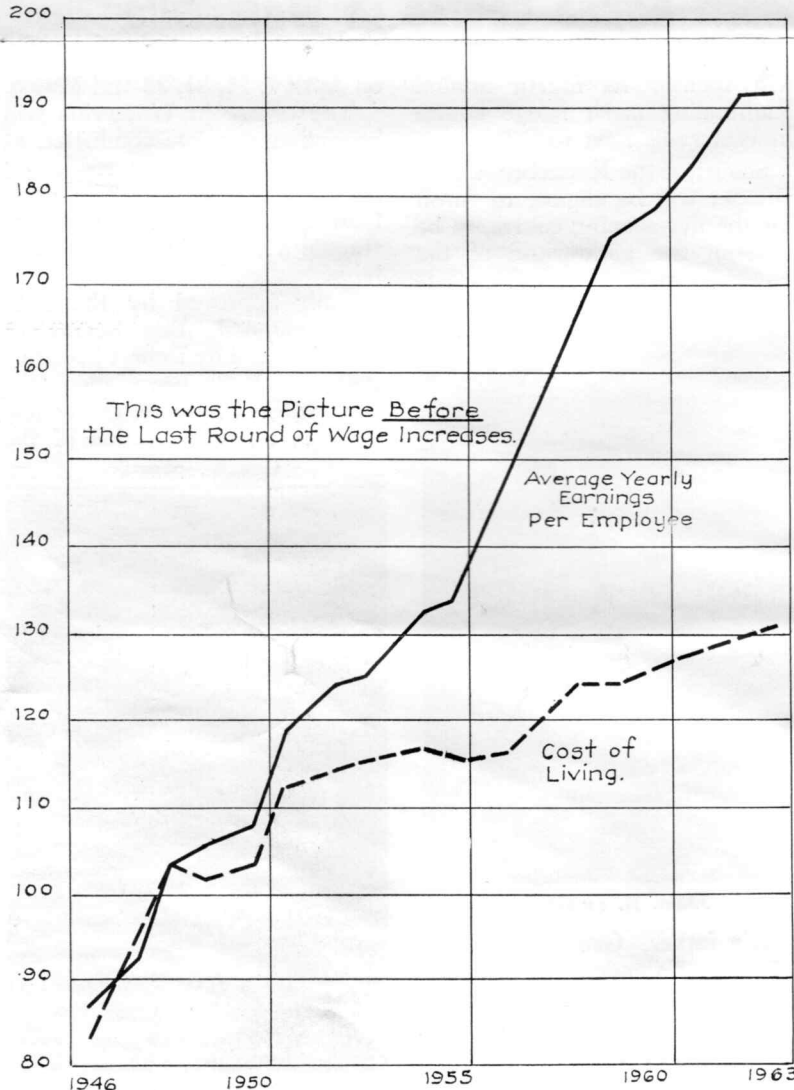
TO MY FELLOW EMPLOYEES:

Recent settlement of the last pending major railroad labor issue on a national scale should ensure labor peace for two years and we hope for many more. Labor has won greater remuneration, substantial fringe benefits and job protection. The monetary cost to the little Maine Central is huge and will increase costs in 1966 by \$1,-200,000 over comparable levels for 1963. Even before 1963 railroad wages had run far ahead of the cost of living. On a graph showing cost of living and average yearly earnings of railroad employees, the lines touch at 100 in 1946. In 1963 the line representing railroad wages climbs to 190 while the line showing cost of living rises only to 130. Such a graph is reproduced on this page.



These improvements for our men and women carry responsibilities. There should develop a new unity between management and labor in pursuit of company welfare and governmental policies which will advance the prosperity of the carriers, for such is the only long run assurance of job security. The latter can never be legislated and

TREND OF WAGES AND COST OF LIVING
1946-1963
1947-49 = 100



can never be won at a bargaining table. An agreement for job stabilization with an employer who goes bankrupt is worthless. The situation is similar to that when the surgeon announced: "The operation was successful but the patient died."

Ninety percent of our people are loyally devoted railroad men and women. I am sorry to say that a few are misled and misguided. These include the individual who puts in unjust claims, the persons who would rather hurt the company than further its interests, the man who wants a job when no productive work exists, the sour individual who refers to the loyal worker as a "company man" and the one who wants more reward for less work on the theory that "the company has plenty of money." Included is the victim of poisonous propoganda that railroads are rolling in wealth. Maine Central in 1963 earned a mere 2.64% on its investment and the Eastern Railroads only 2.27. This is a starvation diet.

The railroad employee whose attitude is one of injury or cost directed at his employer is disloyal to himself and his country as well. He is gnawing at the foundations of this Republic and is the enemy within just as surely as Russia is the enemy without.

Management has grave responsibilities to employees. It will do its utmost to meet them and to make this property a good place to work and above all to bring this railroad into prosperity which is the best protection its workers can have.

With labor and management united in peace and going forward hand in hand we look to all the mutual benefits which will flow from a long Era of Good Feeling.

E. Spencer Miller

Food for Thought

"We wonder how the railroads would fare if federal, state and city governments provided for them the same sort of assistance afforded other carriers through the maintenance of highways and airports?" . . . from the Portland Evening Express.

We've been wondering the same thing for quite a while.



The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

Editor
JOSEPH H. COBB, Director of Public Relations

Assistant Editors

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|-------------------|------------------|
| Frank E. Ware | Bangor |
| R. S. Thing | Brunswick |
| F. L. Carsley | Rockland |
| Horace Rodrigue | Augusta |
| G. K. Stevens | Waterville Shops |
| Arthur E. Genest | Waterville Yard |
| Sherm Carr | Lewiston |
| Albert B. Wetmore | Rigby |
| John F. Johnson | Rigby Yard |
| Harold C. Clark | Retired Workers |
| Alice Allen | General Offices |
| Carol Bragdon | General Offices |
| Molly Fehlau | General Offices |
| Myrtle Neilson | General Offices |
| Marion Stevens | General Offices |
| Royden M. Cote | General Offices |



INSPECT NEW RAIL EQUIPMENT—The first two units of a series of "damage-free" box cars ordered by the Maine Central arrived in Maine last month consigned to the S. D. Warren Co., Cumberland Mills. Above, inspecting the new units, are Merton C. Olsen, Cape Elizabeth, assistant sales manager, Maine Central; Robert L. Travis, Westbrook, traffic manager, S. D. Warren Co., and Edward Crawford, Cumberland, assistant traffic manager, S. D. Warren Co. The new units are equipped with the latest shock absorbing devices and interior load bracing to protect shipments.

Confused Trucker Spokesman Attempts to Confuse Public

Members of the Portland Lion's Club were informed recently, according to a report printed in the Portland Evening Express, that "73.7 per cent of all Maine communities have no other mode of freight transportation (than trucks) because of discontinued rail service."

If the spokesman for the trucking industry was correctly quoted this is another in the strange list of inventive "statistics" with which the truckers attempt to keep the public eye off their efforts to load Maine's highways with even bigger trucks. It's in the same class with that seductive statement—oft repeated, despite the fact it isn't true—that "One out of every five persons employed in Maine is in the trucking industry."

Let's examine this alleged busi-

ness of nearly three quarters of the people of the State of Maine being without freight service "because of discontinuance of rail service."

In the last 25 years the only freight service which the Maine Central Railroad has discontinued is that between Rumford Junction and Canton, and Washington Junction to Waukeag.

The map shows that on the Rumford Junction to Canton discontinuance, Hartford, East Sumner, Buckfield, E. Hebron, W. Minot and Poland were left without railroad freight service, and Franklin and Hancock were eliminated on the Washington Junction to Waukeag cut-off.

Figures in the official manual of the State of Maine show that the communities listed above, according to the latest available figures, have a total population of

6,003. And that, according to the same official state manual, is a long way from being 73.7 per cent of the total of 969,265 residents which populate our state today.

Let's pursue this interesting set of figures a little further. The 125-odd cities and towns which the Maine Central continues to serve in Maine—and again we repeat—only two discontinuances of freight service have been made by the Maine Central in the past 25 years—have a total population of 518,710. This figures to better than 53.5 per cent of the total population of our state.

That's the Maine Central alone. It does not include the scores of other communities served by the freight trains of the Bangor and Aroostook, the Boston and Maine, the Grand Trunk, the Canadian Pacific or the Belfast and Moosehead Lake. We will venture a guess that if the detailed figures of communities and residents served by these other railroads were added to the 53.5 per cent which the Maine Central serves alone, the actual figures would be that less than 25 per cent of Maine is not served today by railroad freight service.

We have a suspicion that a majority of the public—especially Maine's motorists who are paying 5 times as much as the big freight carrying trucks for their proportionate expense of using Maine's highways—are not going to be fooled nor lulled to sleep by the latest "figures" of the trucking spokesman.

Railroads will continue to stick to facts and substantiated figures in their efforts to convince the public—especially Maine's motorists—that the big out-of-state trucks should be made to contribute their fair share for the use of Maine's highways.

Shopsmen Honor George P. Silva

Waterville Shops employees honored George P. Silva, their superintendent for the past nine years, at a banquet in Waterville March 13.

The event, held at the Waterville Armory, included guests from the General Offices in Portland. Silva will assume the duties of Superintendent of Locomotive Maintenance at Portland next month, on the retirement of Harold G. Hook after 47 years' railroad service.

Members of a committee planning the event included John E. Larracey, Donald K. Russell, Diamond B. Sherrard, W. L. Jewell, Kenneth E. Reed and Arnold R. Giroux.

Suzanne Svenson Bowdoin 'Queen'

Suzanne Svenson, 18, of Portland, Maine, a student nurse at Massachusetts General Hospital in Boston, was crowned as Queen of the 1965 Bowdoin College Winter House Party Feb. 13.

She reigned over the weekend after she was selected by judges and crowned at Bowdoin's annual Winter House Party Concert-Dance, attended by a record total of some 1,800 persons.

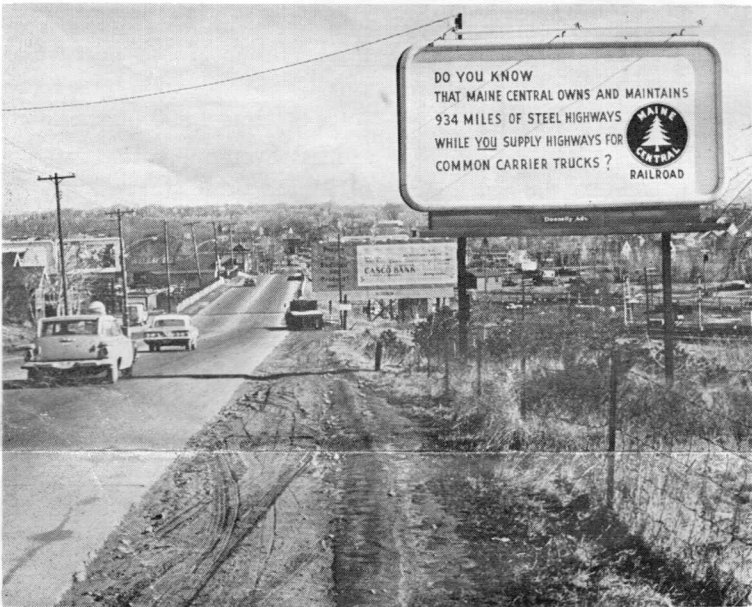
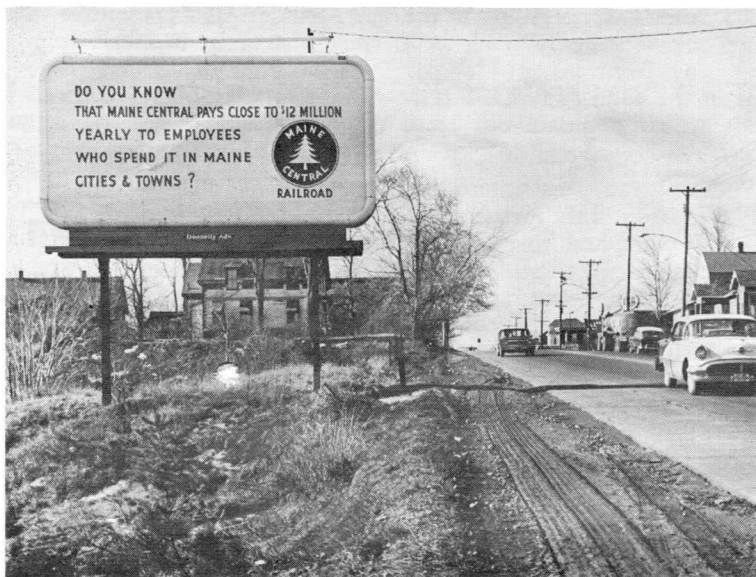
Miss Svenson, is the daughter of Maine Central Traveling Accountant and Mrs. Donald H. Svenson of Portland. She was presented with a silver bowl. Miss Svenson is a graduate of Deering High School in Portland.

Her escort was Charles J. Kahill, a Senior and son of Mr. and Mrs. Charles F. Kahill of Portland. Kahill has been a Dean's List student, member of the Bowdoin track squad and a winner of many campus contract bridge championships.

Miss Svenson was the Queen of Bowdoin's Kappa Sigma Fraternity at a Bowdoin Winter House Party two years ago, when her escort was also Kahill. This year she represented the College's pioneering Senior Center in the annual contest.



BOWDOIN QUEEN—Suzanne Svenson, wearing the crown of Bowdoin's Winter Queen, with her escort, Charles J. Kahill of Portland.



TELLING THE MAINE CENTRAL STORY—These two sign boards on Route One in South Portland are telling the railroad's story to thousands of motorists who pass this spot each week.

South Portland Signs Tell Travelers Facts About Maine Central Railroad

A new on-the-highway educational campaign by the Maine Central Railroad has been started on heavily-traveled Route 1 in South Portland.

Two advertising boards which have been used by the Maine Central for several years now employ a new technique in acquainting motorists with significant facts as regards the Maine Central and its importance to the economy of our state.

The messages are changed once each month on both boards. Subjects dealt with include information about the heavy tax payments of the Maine Central Railroad to both state and city and town coffers; the importance of Maine Central freight service to the state's largest industries,

which, incidentally are the state's largest employers; the fact that, despite claims of our competitors, the railroad still handles the major portion of freight for the state's largest industries; and that more than half of Maine's 110,000 industrial employees work for companies that depend on Maine Central rail transportation for their raw materials and to ship out their finished products.

The boards work 24 hours a day, being illuminated during night-time hours, with the lights automatically controlled by a mechanism which turns them on as daylight fades and turns them off at daybreak.

The boards are located at the middle of a hill on the highway nearly opposite the Rigby yards.

Appointments—(from page 1)

Jr., is now a Boston and Maine fireman. Mr. and Mrs. Silva have another son, Robert F., and two daughters, Mrs. Roberta Van-Dyke, Denver, Colo., and Mrs. Marilyn Chase, Laurel, Md.

Finnimore, to become the new shops Superintendent, is a native of Waterville, the son of Herbert Finnimore, also a career Maine Central employee. He was graduated from Waterville High School in 1932, and joined the Maine Central in the following year as a machinists' apprentice. He served successively as machinist, assistant foreman and assistant shops superintendent. Mr. and Mrs. Finnimore have two children, Mrs. Barbara Closson and Karl Finnimore, both of Waterville.

Park, the new Assistant Shops Superintendent, was born in Brooklyn, N.Y., and educated in the Mamaroneck, N.Y. public schools and Columbia University. He earned Bachelors' degrees in Arts and Mechanical Engineering while employed as a junior engineer in the Pennsylvania Railroad maintenance of equipment department. He joined the Maine Central in April, 1962, as assistant mechanical engineer at Portland, and was appointed to the post of assistant mechanical engineer and mechanical inspector late in the same year.



ENGAGED—The engagement of Miss Merle A. Chapman of Portland to Gary A. Bellmare, Rochester, N. H., is being announced by Miss Chapman's parents, Mr. and Mrs. Alfred P. Chapman. Mr. Chapman is a clerk in the Maine Central Railroad accounting department, Portland. Miss Chapman, a graduate of Deering High School, is a senior retailing student at Westbrook Junior College. Mr. Bellmare attends Cambridge School in Boston. A fall wedding is planned.

Thinking Safety

by W. E. Maloy
Rules Examiner

When about to get off a car or engine, look for and avoid cars or engines that may be standing or approaching on adjacent track. Check the ground conditions for loose rocks, depressions and structures or obstructions at the side. During winter months when snow cover is present, extra precautions must be taken to prevent slipping or tripping. Get off on the ground between tracks, as conductor Frank Leathers is doing in the picture, not between rails in a track.

Don't attempt to get off if there's too much speed for safety.



724 Wins Trophy In Couples' Bowling

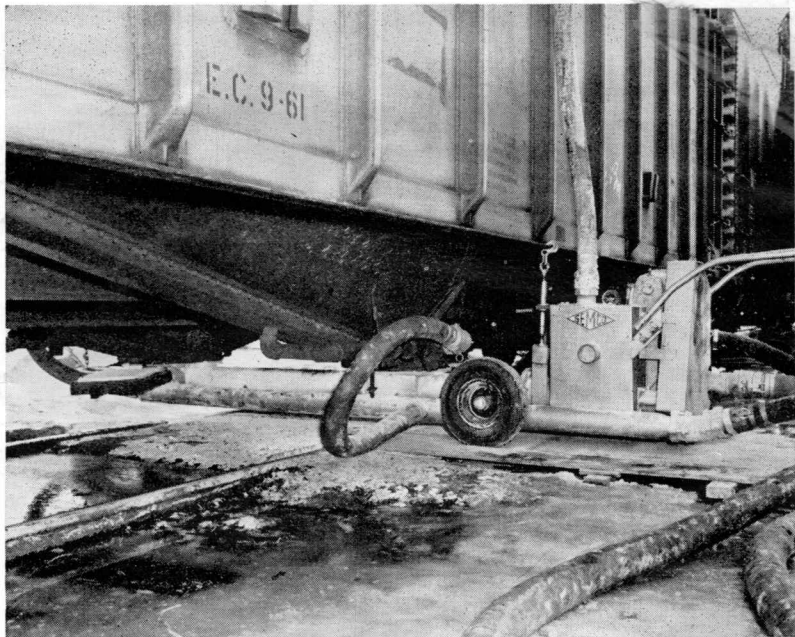
Theresa Slattery and Joe Weingartner, with a combined pin-fall of 724, were top scorers in the Washington's Birthday Couples' Bowling tournament at Westbrook in February.

They beat their nearest rivals, George Spires and Glenda Gilman, by only three pins to take the trophy. In third place were Joe Welch, Jr. and Jean Jellison, 684; with Chet Robie and his wife, Mary, and George Stanley and Peggy Dorsey in fourth and fifth positions.

Joe Weingartner bowled strings of 133, 132 and 133, while his partner, Theresa Slattery, had 122, 102 and 102.

Dave Gardner had the best three strings, however, for a total of 379, and Lolly Grant hit 354 for the best feminine three string total.

Bill Manning served as chairman. The event was held at the West-Port Lanes, Westbrook.



NEW FLOUR-UNLOADING METHOD—Unloading bulk flour by air pressure was begun last month at Lewiston by the Country Kitchen Bakery with the use of specially designed hopper cars and a tank truck. **TOP PHOTO** shows the machinery in place under the car. The flour passes through hoses to the truck, as shown in **LOWER PHOTO**.

Scouts—(from page 1)

coveted Railroading merit badge. The final evening of the Waterville schedule will be devoted to a full-scale Boy Scout Court of Honor during which the Merit Badges will be presented.

In addition to the badges that signify completion of the course, prizes of U.S. Savings bonds will be awarded to Scouts who win the three top scores in a written examination.

The schedule includes three two-hour periods of instruction on the evenings of April 7, 14 and 21, the examination on April 28, and the Court of Honor ceremonies on May 5.

Instructors will include W. L. Harris, trainmaster at Waterville; J. E. Lancaster, supervisor, Bridges and Buildings, Portland; John Michaels, auditor disbursements, Portland; R. F. Rackliffe, examiner, Portland; and L. A.

Taylor, Jr., assistant to auditor revenue, Portland.

Kennebec Valley District Boy Scouts who are interested in the course have been asked to write to Calvin T. Clark, general agent, Maine Central Railroad, Waterville, giving their name and address. This must be accompanied by an official merit badge application form signed by their Scoutmaster.

RETIREMENTS

Jeremiah J. Flaherty, clerk, South Portland, February 21.

Percy R. Thompson, carman helper, South Portland, February 3.

Guy A. Wentworth, clerk, Waterville, February 24.

DEATHS

Robert Young, machinist, Waterville, February 6.

Leslie K. Chipman, agent, Burnham, February 21.

With Our Customers

Lewiston Firm Uses New Unloading System, Frontier to Start in April

There were important developments last month in the operations of at least two rail-based Maine industries, the Country Kitchen Bakery at Lewiston and the brand-new Frontier feed-mixing plant at Waterville.

The former began to take advantage of the savings possible in the receipt of bulk flour by using a specially designed hopper car from which the flour is unloaded by air pressure at a track in Lewiston and taken to the bakery in a specially-designed truck. Regis A. LePage, proprietor of the bakery, said the move will provide a less-costly operation than was the case when flour was delivered in bags.

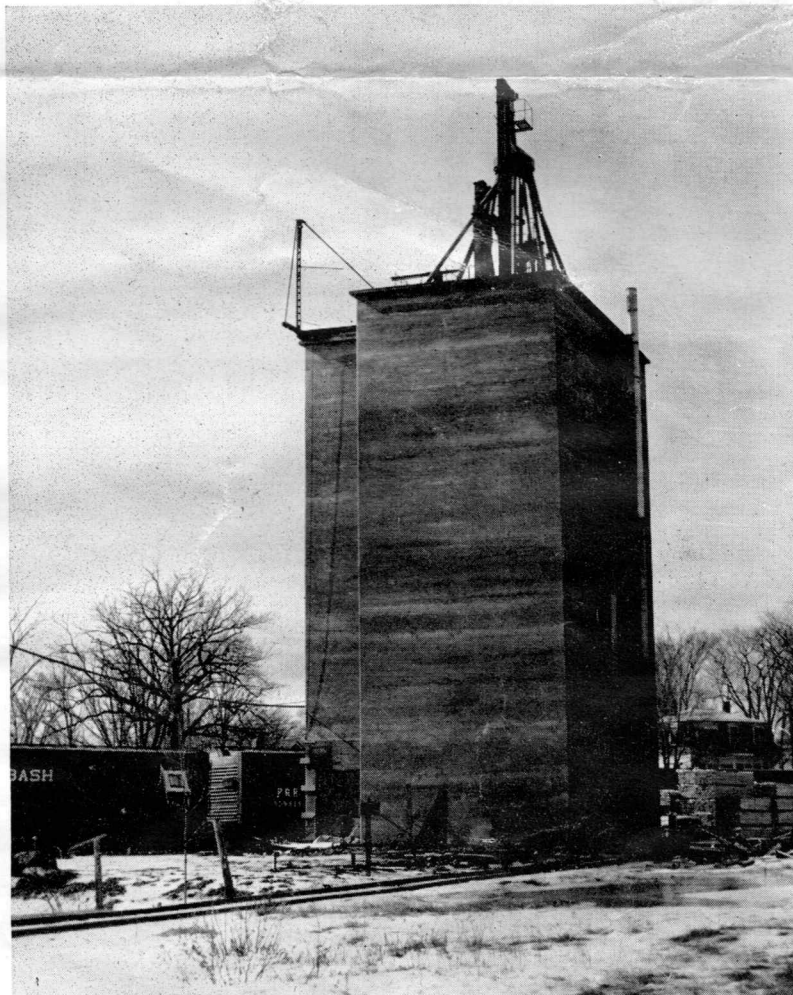
In Waterville, the final touches were being made on the new, \$250,000 plant of Frontier, Inc., located by the Maine Central and the Waterville Development Corporation last September. Right on schedule, the new mill is expected to start production

early next month. The new mill will produce 25,000 tons of high nutrient poultry and dairy feed annually, receiving corn and other ingredients by rail.

With the start of production about three weeks away, the Maine Central already had delivered several carloads of corn to the new Waterville plant.

The new mill will employ between 20 and 25 persons in the production of feeds, according to Frontier officials, at a cost that "will put farmers in the Waterville area in an excellent competitive position."

As the Messenger went to press, arrangements were being completed between the railroad and the H. K. Webster Co., of Lawrence, Mass., for the location of a "satellite" feed mill at Rockland. This will be similar to the installation now being operated by the Webster firm at Livermore Falls.



NEW WATERVILLE INDUSTRY—The new, \$250,000 poultry and dairy feed manufacturing plant being completed at Waterville this month by Frontier, Inc., will begin production next month. The new plant already has begun to receive corn and other raw materials by rail, and will deliver mixed feeds to large-volume users throughout Central Maine by truck.



The Grapevine

GENERAL OFFICES

William Woods and wife Betty, along with their three daughters, motored to Clearwater, Florida, in February, to visit their fourth daughter. Bill went swimming just once. He said it rained a lot while they were there.

Reggie Roy is the proud papa of a new baby girl, unnamed as we go to print, as he was anticipating that the fourth arrival would be a boy and wouldn't even consider choosing a girl's name. Both mother and baby doing well at the Mercy Hospital.

Charlie Anderson is in great demand for his trombone playing. One weekend in February he played at the Sheraton Plaza in Boston for a college prom. He also motored to Orono this past weekend to play for the University of Maine Winter Carnival. He should have a flying license if he keeps this up.

Among recent and former Maine Central employees noted on the Cumberland County panel for jury duty were Kathryn McMulkin (who was elected foreman—or would it be forewoman), Erland Libby, and Lin Burgess. Another civic duty being performed by personnel of the railroad.

Mert Neilson and husband John (and another couple) spent the long Washington's Birthday weekend in New York and Boston, registering at the Statler-Hilton in New York and the Parker House in Boston.

Elta Benner, one of the early vacationers, took a week off to view the spring styles and entertain.

Hazel Wallace has just returned from a jet flying visit to her daughter in California.

Alice Eliason returned from Florida sporting a beautiful tan just in time to become a grandmother again—her third.

Marty Holmes and Errol Libby have been traveling around to attend the basketball games of their respective home teams of Falmouth and Scarborough High Schools.

Marion Perkins, Data Processing Dept., is sporting a 1965 dark blue four door Belaire Chevrolet.

Robert Englehardt of Data Processing took his vacation to stay home with his two children while his wife was confined to a local hospital.

J. F. Stanford and Ray Jackson are both sporting convertibles now that spring is just around the corner. Al Kennedy has just purchased a nice white Dodge.

"Tate" Cummings has asked that we convey his thanks for the many kindnesses bestowed upon him while a patient at a local hospital. He is recovering very nicely and hopes to return to work soon.

RIGBY ENGINE HOUSE

Former Chief Clerk, Leo Belefontaine who retired recently was a visitor of Former Engineman Ray Forbus at Venice, Florida.

Supervisor of Steam-fitters and Plumbers, Ralph Snow, and Mrs.

Snow were involved in an automobile accident in South Carolina, while enroute to Florida. Their car was completely demolished and they were hospitalized for 10 days. They are still in Florida at the time of this writing.

Former Boiler-maker Charles Jackson was a visitor at the shop one day this month, and generously supplied the boys who liked rabbit meat with that commodity, which he had shot in the vicinity of his farm at Cornville, near Skowhegan. He stated, "The rabbits are thicker than flies around a molasses barrel."

Carman Ernie Coates is now covering the job vacated by Percy Thompson when he retired.

Laborer, John Phee, at the Car Department has taken his pension after many years of service. He is residing with his sister on Grant street.

Carman Joseph Geoffrey has taken a day job after many years of working the night shifts. Also a familiar figure, seen on the sales force at Days' Jewelry Store.

Patrick McDonough, a former railroad employee, and a brother of former Steam-fitters Helper Lucien McDonough, died suddenly.

Two wedding anniversaries took place during the month. That of Mr. and Mrs. Archibald Carignan, a former engine house worker, who celebrated their 62nd anniversary at their home at Thornton Heights, where open house was observed. Also Stores Clerk and Mrs. Matthew Kane who observed open house at their home. Later in the month "Frank", and his wife took in a fried clam supper at the Methodist Church at the "Heights." "Conora" was the caterer.

Walter Ashley, a former engine house employee for many years, and a brother of Machinist Helper Joseph Ashley, underwent brain surgery

early in the month. He is well on the road to recovery.

Carman Merle Cook, and Mrs. Cook spent a couple of weeks in Florida, and came back much refreshed.

Laborer, and Turn Table operator Albert Meade returned to his job after a lay-off of several months due to sickness.

Carman Donald Perkins and his family spent the week-end holiday period of Washington's Birthday, at their farm in Washington County, where his father lives.

Machinist Russell Hammond took two weeks vacation, during the time his wife was under the doctor's care. However she is much improved in health.

A very pretty wedding ceremony took place recently when Irene Strout, the daughter of Electrician Alvin Strout, and Richard Goodine were married.

Hormidas H. Boisse, Holyoke, Mass., brother of Machinist Doris Boisse, died suddenly. A floral tribute was donated by the shop Welfare Fund.

Laborer Asa Worcester is still quite active in church affairs pertaining to the men's club, "Cum Double", and various other committees, at the Stevens Avenue Congregational Church.

Phillip J. Fontaine, brother of Electrician Joseph Fontaine died during the month. A floral tribute was donated by the shop Welfare Fund.

The Bridge and Building Crew members "Don" Sinclair and Guy Briggs were called over to Rigby to do maintenance work on the turntable, due to water damage during the storm of February 25.

Mrs. John W. Douglas, daughter of former Carman Adolphe Bourque, is serving on the supper committee,



JERRY FLAHERTY RETIRES—Co-workers at Rigby presented a retirement purse to J. J. "Jerry" Flaherty as the veteran engine crew dispatcher worked his final day last month. He was employed by the railroad for 47 years. From the left, Frank Garland, E. M. Drown, Gordon Sears, engine house foreman; Melvin L. Charity, road foreman of engines; and Flaherty.



JUST TURNED THREE — Kimberly Ryder, daughter of Mr. and Mrs. Forest Ryder (Dad is traffic assistant-rates at Portland) has just had her third birthday. Her grandfather is W. E. Ryder, retired PTCO. yard conductor.

under the auspices of the Sponsoring Father Walsh Mission Club of Portland.

There will be no Rigby "Grapevine" items for the month following this issue, as your correspondent and Mrs. Wetmore plan on a Florida trip during March.

Foreman Maurice Weeks is looking forward to the first of the crop of Spring calves, to supplement his herd of pure bred Herfords.

An accomplishment worthy of mention, when the wrecking crew at the Car department put a locomotive back on the rails, which had fallen into the turn-table pit.

Engineman "Jeff" Mealey, made a trip to St. Petersburg, Florida, where he spent quite a bit of his time browsing around and enjoying himself.

Laborer Albert Stiviletti was again the winner in one of our local radio contests. The name of the contest was, "The most embarrassing moment of my life." Here is the story that won the prize. "Al" was employed at one of our local auction houses. He was told to get a certain piece of merchandise, which was stored in the attic above the auction room. In the process of transporting the item, out of the attic area, which only had a narrow cat-walk passage, he slipped and one leg pierced the ceiling, and hung dangling over the audience, and was his face red.

RIGBY YARDS

G. E. Goodwin, yard clerk, has returned to work after a stay at the Memorial Hospital.

D. J. Wilson, third trick operator, has been working at the dispatcher's office, his position being covered by Spare Operator E. H. Gronlund.

W. D. Graham, first trick operator, has been on vacation, his position being covered by Spare Operator R. C. Burdwood.

W. E. Kirkpatrick is on vacation, his position being covered by Spare Operator C. D. Kane, who has been displaced by Spare Operator E. H. Gronlund.

E. J. Wade, swing yard clerk at yard 8 and Commercial street, is on the sick list, his position being covered by Francis Stack.



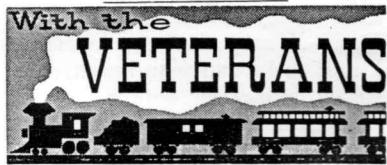
AT QUEBEC WINTER CARNIVAL—Attending the recent Winter Carnival in Quebec City was this group from Waterville. From left, Gloria Laliberte and Ruth Brochu, clerk-stenographers; Fabiola Tardiff, retired stenographer; and Beatrice Roy, wife of Yard Conductor Romeo Roy.

D. C. Berry has bid off position 49 R, third trick.

Call Boy C. M. Haskell is on vacation, his position being covered by Spare Call Boy Francis Morelli. Yard Clerk L. D. Aldrich is on vacation.

The downstairs yard office and the dispatchers' office have been painted and the ceilings whitened. It looks very nice.

We could have used a row boat very nicely at the Rigby parking lot when the rains came. The boiler room was flooded, resulting in no heat. Thanks to Bill Grace and his helper, the office wasn't too long without heat after the boiler room was pumped out.



The February meeting of the Maine Association of Railroad Veterans was held at Howard Johnson's restaurant, Thornton Heights, on Sunday, February 28 with 68 members present.

The guest speakers were Kenneth J. Nolan and Louis P. Finnimore of the U. S. Railroad Retirement Board. They presented a film describing the benefits and the financial structure of the Railroad Retirement Act. A question and answer period was conducted and proved very instructive and helpful to all concerned.

Patrick Halloran presented the group with a beautiful oil painting of Portland Head Light which will adorn the wall of our meeting place.

Mr. and Mrs. William H. Coombs were congratulated on their 50th Wedding Anniversary.

The Massachusetts group was represented by Palmer Wiles.

We were pleased to have seven applications for membership from Waterville.

Mrs. John Burke donated cards to be sent to the shut ins: Mr. and Mrs. Howard Burnham, Mr. and Mrs. John Keating, George W. Thompson and Ernest Hudson.

It was gratifying to see Ralph Jellerson and Walter Stimpson, both of whom have been on the sick list, in our midst.

Our oldest member Horatio Clark, 94, was also in attendance.

We are anticipating Joseph H.

Cobb, Public Relations Director, MeC., as our next speaker on Sunday, March 28th.

Word was received from Charles W. Goodwin of Lawrence, Mass., that he is on the mend after a bout with the flu.

Mr. and Mrs. William H. Coombs of 47 Irving street, Portland, were guests of honor at the February monthly meeting of the Good Fellowship Group of the Clark Memorial Church on Pleasant avenue, the occasion being Mr. and Mrs. Coombs' 50th wedding anniversary. Mr. and Mrs. Coombs were married in Portland February 20, 1915. Now retired, he was employed in the signal department of the Maine Central for 45 years.

Mr. and Mrs. Hilmar P. Utecht of Topsham were honored by members of their family and friends at a 50th Wedding anniversary open house Feb. 28 at the Topsham home of Mrs. Utecht's nephew, Mr. and Mrs. George Griffing.

Mr. Utecht was a Maine Central employee from 1913 to 1960, with most of his service as a fireman and engineer. They lived in Brunswick for 44 years, returning to their farm home in Topsham on Mr. Utecht's retirement. Mr. Utecht cares for an apple orchard and plants vegetables, and both are Grange and Extension members. Their son, Hilmar E. Utecht, is a PTCO. engineer.

Retired switchman George Burns of Brunswick is a patient at the Veterans' Hospital, Togus.

John E. Rollins, who retired as a clerk at Lewiston in 1952 after 38 years on the Maine Central and nearly seven on the Grand Trunk, is enjoying his retirement in St. Petersburg, Fla. His address: 8045 22nd avenue North.

AUGUSTA

Conductor Marshall Pratt of the Augusta Switcher is now a proud grandfather. Marshall's daughter, Mrs. Marilyn Morin, gave birth to a son at the Augusta General Hospital. Marilyn is a former employee at this station and worked as a spare clerk.

Clerk Athleen Bryant is back to work after being ill for many months.

Signal Foreman Ray Sawyer and crew are here for a few weeks replacing telephone poles.

Tel-Operator Wendell Lewis is now holding the operators job at this station. It has been a number of years since he has worked at Augusta.

Tel-Operator Ray Bishop of Gardiner, took several weeks' vacation and was replaced by Operator Phil Carr.

Engineer Charles Drew of the Augusta switcher and Mrs. Drew spent a month vacationing in St. Petersburg, Florida. While there they visited relatives and saw many friends who were retired employees of the MeC.

Our sincere sympathy is extended to the family of Herbert Thing, our former agent, on his passing Feb. 17.

BRUNSWICK

Machine operator Israel (Izzie) Racine has built a 4-room camp on Williams Pond in Bucksport and has been spending his spare time there, hunting and fishing. Next year he plans to get a snowmobile so he can travel around on the Pond and in the woods.

Equipment maintainer Caleb Mitchell will be leaving this month for a three-week vacation in Florida.

Crossingtender Rene Dechene is ill, and we wish him a speedy recovery. His position at Bath has been covered by Wallace Chaplin. Joe Desjardin, clerk in the track supervisor's office, has nearly 50 years service. Joe had a checkup a short while ago and the doctors say he is good for another 50 years.

WATERVILLE SHOPS

The entire Shops forces were deeply shocked and grieved by the sudden and untimely death of Machinist Robert Young, which occurred recently. Young had worked many years as mechanic on the heavy equipment and has also been the Shops Maintenance Machinist. Bearers at his funeral were Foremen, Donald Russell, Diamond Sherrard and Llewellyn Ifill; Machinists Richard Chamberlain, and Donald Rines, and Carman Ervin Emery.

February 24 marked the end of a railroad career for Clerk Guy Wentworth which had started 52 years ago. Wentworth was presented with a substantial purse from the Shops

employees and was the Dean of forces at the time of his retirement.

Laborer Harold McCaslin has recently spent a couple weeks in Florida.

Sympathy is extended to Machinist Philip Severson whose wife, Lou Grace, died recently after a long illness.

Carman Roland Giroux has a new Oldsmobile on order.

Renewing old acquaintances have been retirees, Bill Mingo, Frank Bragg, Abe Johnston, Ralph Giroux Parson Lowry, Ralph Patterson and Chester Knights.

Of all the cars with which he could collide while driving his new Chevrolet station wagon, retired Millman Phil Gooch had to wallop a State Police cruiser in Augusta. Good Morning Judge and twenty bucks!

Carman Earl Burgess has recently traded for a much newer Cadillac.

Paint Shop Sweeper Reggie Ellis recently received a nice 17-jewel wrist watch which was awarded for a donation to a worthy cause.

We are pleased to see Laborer Edgar Stanley, back from a 25 day stay in a local hospital, as a recent visitor. He hopes to return to work at some future time.

Retired Foreman and Mrs. A. L. Johnston are presently touring the southern states to California for a month's visit. They will return to Maine via a northern route.

Carman Helper Gerald Buck has a new Chevrolet station wagon.

Among those who have been hospitalized or on the sick list have been Machinists Lauris Varney, Ted Morey and Ollie Kitchen; Blacksmith Helper Onie Pellerin, Welder Joe King and Carmen Bing Crosby, Jimmy Steeves, Helper Albert Dudley and Car Inspector Clyde Dow.

Laborer Ray Reny has recently been set up to boiler maker helper and Laborer Clyde Hammond to Blacksmith Helper.

Boilermaker and Mrs. Laurence Cote have been recent visitors in Boston attending the Ice Follies.

Our dear friend and bosom buddy, retired Foreman of Work Equipment, has been a very welcome visitor hereabouts lately. We are sorry that his innate modesty prevents us from publishing his name.



AFTER 52 YEARS—Guy A. Wentworth, center, a stock man in the Stores Department, Waterville, retired in February after 52 years of Maine Central service. Making the presentation, at right, is Thomas F. Roche, general storekeeper, and C. J. Begin, stockman and chairman of the gift committee, is at left.

Herbert J. Thing Dies in Waterville

Herbert J. Thing, Maine Central Railroad general agent at Augusta until his retirement in 1961, died Feb. 17 at a Waterville hospital. He was 72 years old.

A native of Belgrade, he was born Nov. 26, 1892, son of the late John and Edna (Yeaton) Thing, was educated in public schools and graduated from Shaw Business College in Portland. Of his 47 years service with MCRR, he was station agent at Belgrade 32 years, then worked in Waterville before going to Augusta. He was also a telegrapher.

He was a life member of the Order of Railroad Telegraphers, serving as secretary-treasurer as well as general chairman for MeC members.

Thing was a past master of Messalonskee Lodge of Masons, Drummond Chapter, Royal Arch Masons, and Mt. Lebanon Council, all of Oakland; past master and 50-year member of the Belgrade Grange.

Surviving are his widow, the former Fannye Yeaton; a daughter by his first marriage, Mrs. Marilyn Young of Belgrade; a sister, Mrs. Mildred Thompson of North Vassalboro; three grandchildren, several nieces and nephews.

Leslie K. Chipman Dies Unexpectedly

Leslie K. Chipman, 68, Agent at Burnham, died unexpectedly at a Pittsfield hospital, Feb. 21.

He was born at Hiram, March 3, 1896, the son of Fred A. and Sarah Kimball Chipman.

Prior to coming to Pittsfield 15 years ago, he had lived at Richmond.

He had been employed by the MeC since July, 1917.

A member and deacon of the Pittsfield Universalist Church, he was a member of a Masonic Lodge at Denmark, past chancellor of Hiram Lodge, Knights of Pythias, and a past master of the Grange at Hiram.

Survivors include his widow, Mrs. Agnes Sanborn Chipman; three daughters, Miss Drucilla Chipman of Gardiner; Mrs. Tristram Little of Richmond; Miss Sarah Chipman of Pittsfield and a grandson, Peter Leslie Little of Richmond.



THIS IS THE SAPPHO—In January, when we published a picture showing the docks and yards at Mount Desert Ferry, we were called to account by several readers for identifying the ship in the far background as the "Sappho," one of the Maine Central's best-known passenger ships. The ship in question was not, apparently, the "Sappho." But here she is, positively and absolutely, in a picture from the collection of R. F. Dole, MeC mechanical engineer.

Breaching the Limits

(An editorial from the Portland Sunday Telegram)

There are now a dozen bills in the Legislature seeking to permit heavier, wider and longer trucks on Maine highways. Some of these

are retreads of bills rejected by the last Legislature. Some attempt new breaches in the limits set by law. One even seeks to reduce the penalties for violations.

This is probably a new high in the steady campaign of chipping away at truck weight and size limits pursued in Maine—and other states—the past 10 years. The technique has become classic. First one industry gets an exception to the rules, then another seeks the same thing, and others follow suit. Pulp and timber trucks had a 10 per cent tolerance on weight limits; last session, the construction industry got the same tolerance; this year, farm trucks and refrigerated products trucks want it. When the width limit was 96 inches, pulp trucks got an exception allowing them to go to 102 inches. Last session, the general limit was raised to 102 inches. Now the pulp and log industry is asking for a 10 per cent tolerance, which would make the effective limit 122 inches—on roads that aren't a great deal wider.

The impact of a truck on a roadway depends on the number of axles, the distance between axles and the weight per axle. Several bills this year seek to increase the permissible weight per axle or to reduce the required distance between axles. Another bill would increase the length

limit from 55 feet to 60 feet—for the load, although next session the limit would undoubtedly be sought for the trucks, too.

Persuasive arguments are advanced for relaxing limits. But the cumulative effect is to put heavier and larger trucks on Maine highways that are deteriorating faster than they are being rebuilt. Moreover, many of the relaxations go beyond the limits set by the federal government for the new, heavy-duty, ultra-safe Interstate Highway. And we have the ridiculous situation of Maine allowing heavier loads on narrow, winding, light-duty secondary roads than on the most modern highway in the state.

By allowing heavier loads, Maine is building up a huge

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222 St. John Street
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Return Requested

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South Portland, Maine

R-3

Bowling Tourney Slated April 3

The annual Maine Central bowling tournament for men will be held at Bowl-A-Drome alleys in Pittsfield Saturday, April 3, at 1:00 p.m.

Don Breen of Waterville shops is chairman and announces that there is room for sixteen teams. He expects four teams each from Waterville, Bangor, Rigby and General Office. The Rigby Pick-ups are the defending champs and plan to be on hand to capture a second leg on the beautiful E. Spencer Miller trophy that was started last year, after the Waterville shops had retired the large trophy after their third win.

Don says that the rules will be the same as in the past: that the tournament is open to all male employees of the Maine Central and Portland Terminal Company, but he would prefer that the fellows come as a team representing their area. Entry fee will be \$1.50 per man. Trophies will be awarded to the members of winning team, plus high individual five and high single string.

As soon as you have names of men on your team, please let Don Breen, Waterville shops know, so he can plan lunch, score sheets, and other details.

backlog of highway construction needs, with an ever mounting cost. Since the State has been borrowing for 15 years to make ends meet on highway construction and since many people feel it already is spending up to the hilt for highways, a huge financing problem hangs over the heads of Maine citizens unless somebody calls a halt. Thus far in the session, nobody seems to care.

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