

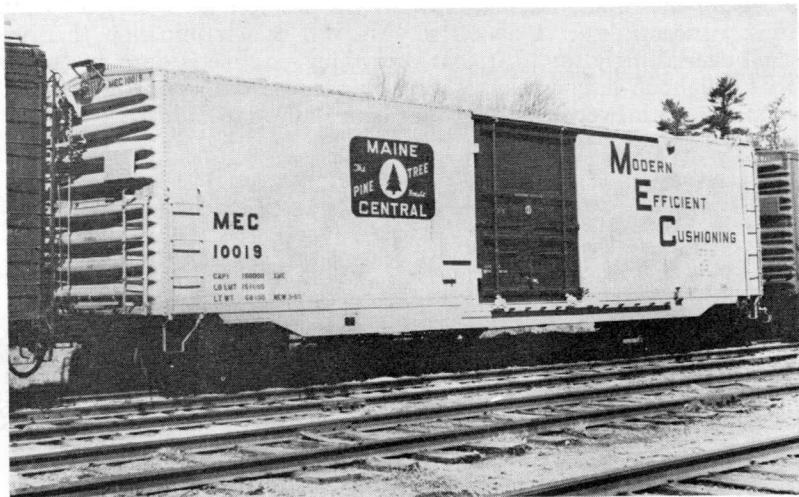


Messenger

Vol. 5, No. 6

For Employees and Friends of the Maine Central Railroad

April, 1965



FIRST OF THE NEWEST—Loaded with starch for the S. D. Warren Co., Cumberland Mills, this car was the first of Maine Central's newest series of box cars to arrive on line. There'll be 199 more, all with the latest cushion underframes, roller bearings and other features.

Cost: \$3,000,000

First of 200 Cushion-Underframe Box Cars Arrive at Warren Siding

The front-runner of Maine Central's newest equipment order—for 200 cushion-underframe box cars—arrived on line early in April.

Loaded with starch for the S. D. Warren Co., No. 10019 is one of 118 of the new units re-

leased at the General American Transportation Corp., shops in East Chicago, Indiana, March 31. The remaining 82 new cars will be on their way east before mid-April.

Alden Finimore, who left Waterville as assistant Shops Superintendent and who will return as Superintendent, has been inspecting the cars at East Chicago, aided by his new Shops Assistant Superintendent, Stewart Park, Jr.

Associates Honor Harold G. Hook

Two score associates of Superintendent of Locomotive Maintenance Harold G. Hook applauded as President E. Spencer Miller lauded him for "devoted, intelligent and workmanlike efforts which have been of great value to the Maine Central Railroad."

The occasion was a luncheon at the Lafayette Hotel in Portland which preceded Hook's retirement on April 4, after 47 years of railroad service.

At the head table, in addition to President Miller were J. D. Rourke, superintendent of car maintenance; R. F. Dole, mechanical engineer; Vice President

The new series of box cars will cost more than \$3,000,000. They are 50-footers with a capacity of 70 tons. The new cars have roller bearings and cushion underframes, nine-foot plug doors and aluminum roofs, as well as other modern features.

And they have a new slogan, all their own, based on the familiar "MEC" letters that adorn much Maine Central equipment. Using these letters as initials, the slogan reads: "Modern Efficient Cushioning."

The new cars have been sent for loading to New England and Maine by shippers in Decatur, Ill., Fort Wayne, Indiana; Chicago and other major midwestern points.

(Hook—page 8)

Kennebec Scouts Break Enrollment Record For MeC Merit Badge Course

More than 250 Boy Scouts—the largest enrollment in a Maine Central merit badge course yet—jammed the Pleasant street school auditorium in Waterville for the start of their five-week schedule April 7.

They represented troops from communities throughout the Kennebec Valley, from Skowhegan to Gardiner, and aided by their leaders and committeemen, filled every seat in the big assembly room. It was the biggest turnout in the experience of the Maine Central officials who have conducted similar courses in Portland and Lewiston since 1962.

The railroading students were welcomed by Bob Sprague of Belgrade, Kennebec Valley District Scout Executive, and by Joseph H. Cobb, MeC director of public relations, who outlined the five-evening program of the Waterville course. There will be three class sessions, an examination night and a Court of Honor program extending through May 5. In addition, a tour of the Waterville freight yards and the Waterville Shops has been scheduled for Saturday afternoon, April 17.

Serving as lecturers on the first evening were John Michaels, auditor disbursements; and W. Laird Harris, trainmaster at Waterville. Michaels outlined the history of the railroad industry, and its continuing importance to the prosperity of the Nation.

Harris dealt with railroad operations, equipment, signals and safety in a slide-illustrated talk.

(Scouts—page 8)

Lisbon Falls Firm Loads First Car

The new Lisbon Weaving Corporation's first carload shipment of woolen cloth was loaded into a Maine Central box car early in April, destined for a manufacturer of women's coats and jackets in Patterson, N. J.

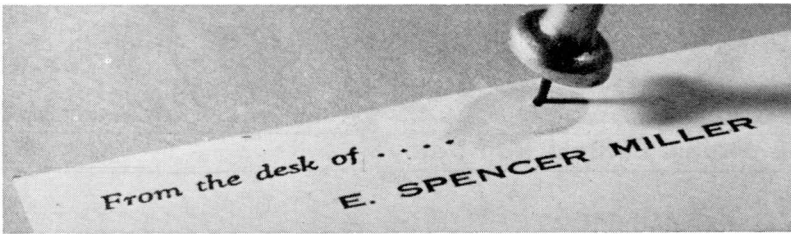
On hand to watch as the 250 bolts of cloth were transferred from a truck to the Maine Central car were Amel Kisonak, plant manager, and Roger J. Jalbert, Maine Central agent at Lisbon Falls.

Kisonak, as a member of the Lisbon Falls board of selectmen, was active in community efforts to arrange the sale of the former J. P. Stevens Co., Worumbo mill to the new owners, assuring that the looms would not be closed down.

The car, incidentally, was one of the 50-footers built last Spring by the Magor Car Division of Freuhauf Corp at Clifton, N. J. In transporting the load of 13,750 yards of all-wool Melton to Patterson, the car will be within hailing distance of its own assembly line.

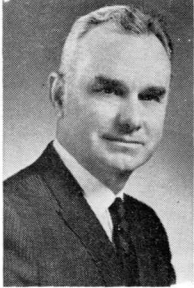


A GIFT FOR HAROLD HOOK—Vice President Roy E. Baker, right, presents a retirement gift to Harold G. Hook, Superintendent of Locomotive Maintenance, at a testimonial luncheon that preceded his April 4 retirement. President E. Spencer Miller, left, added his congratulations and expressed the Company's appreciation for Hook's long service.



TO MY FELLOW EMPLOYEES:

In this monthly chat with my fellow employees I would like to discuss the annual report of our railroad for the year 1964 which has just come off the press and has been mailed to our stockholders.



The facts and figures it contains make the report a heartening document which promises well for our success in 1965. At the same time it also hoists some warning signals which we may well heed—and all of us strive to observe and prepare for.

The report shows that while we actually moved 604 less freight cars over Maine Central lines in 1964, we moved 196,272 more tons of freight than we did in 1963. We were able to do this, of course, because of the fact that we were offering our shippers the use of larger, more modern cars which carried more freight per car than in previous years.

Both your railroad and its principal customers, the pulp and paper (forest products) industry spent large sums during 1964 with a dual aim which was to enlarge the pulp and paper mill operations and shipments in Maine. Some \$200 millions were spent in erecting new mills and enlarging existing paper-making facilities. At the same time your railroad was investing \$11 millions in the purchase of new cars in direct support of this industrial expansion.

The 1964 annual report told the owners:

“Last year we described the planned expansion in the pulp and paper industry and we are pleased to reiterate our optimism and to indicate that an increased volume of business will be enjoyed by the fourth quarter of 1965.”

The report shows that in 1964 the pulp and paper industry (together with its adjuncts which form the so-called “forest products” industries) provided 38.7% of the total tons of freight which we moved in and out of Maine. This carriage of freight provided 44.1% of the total revenue which we took in during the year of 1964. This was an increase of 3,463 cars over the number used to move forest products in 1963. It was an increase of 8,920 tons of forest products freight over that moved during 1963.

We showed encouraging increases in two other important freight categories in 1964. The road handled 4,260 more cars of gasoline, fuel and lubricating oil and petroleum products than it did in 1963. This contributed 179,839 additional tons to the total amount of freight carried. We handled 1,092 less cars of animal and poultry feed than in 1963 but showed an increase in tons carried of 8,369.

Historically potatoes have been important traffic tonnage and require special mention. We carried 3,446 more carloads of potatoes than we did in 1963 which boosted our total tons moved by 85,956. Unfortunately, this increased movement was occasioned by the fact that there was a shortage in crop in other potato raising sections of the country which is not likely to occur again in 1965.

These are the optimistic phases outlined in our annual report for 1964.

There is, however, another fact appearing in the report which, unfortunately, will provide us with a problem. I reported to the stockholders:

“It is estimated that known wage and salary increases and other benefits to labor will increase costs in 1966 to a level of more than \$1,400,000 higher than in 1963, less savings from reduction of employment estimated at about \$475,000.”

This means, roughly, that we must take in about a million dollars more from the movement of freight in 1966 than we did in 1964 if we are to make as good a showing as we did in 1964.

There are, of course, many factors included in the “maybes” and “perhapes” of what we must accomplish in 1965 and 1966 if we are to remain a solvent and profit-producing railroad. Of this ultimate result I have no doubt.

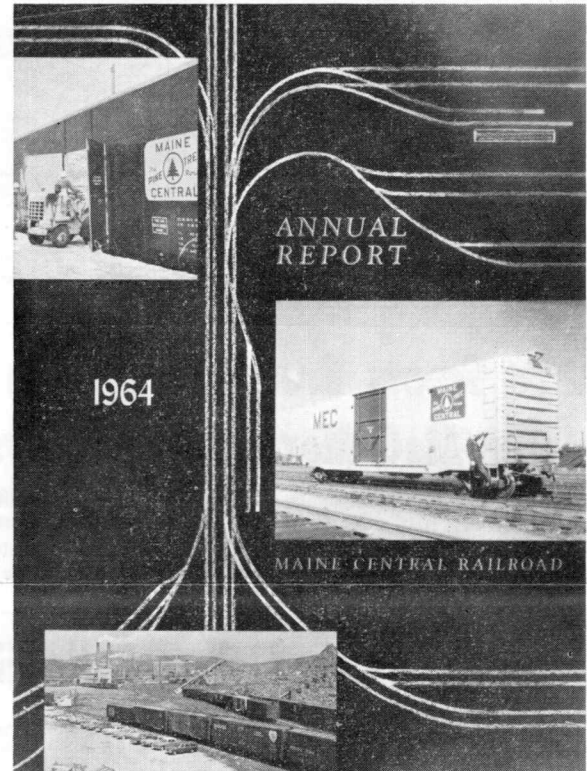
However, more and more it is becoming evident that the struggle between the railroads and competing forms of freight transportation is becoming pegged on service, as well as on economy and convenience.

That is where each of us, no matter what his job, must constantly be concerned.

The day is gone when industries must depend on railroad services. It is true that, at the moment, the larger industries can not get along without railroad freight service. But our competitors are constantly seeking legislation to permit bigger and heavier trucks on the public highways, as a means of competing more economically.

Every one of us, no matter what his position with the company, must concentrate in 1965 on service with a determination that we shall everlastingly see to it that everything possible is done to ensure that freight in larger volume keeps moving on the railroads and that it moves with ever-increasing speed and safety to lading.

E. Spencer Miller



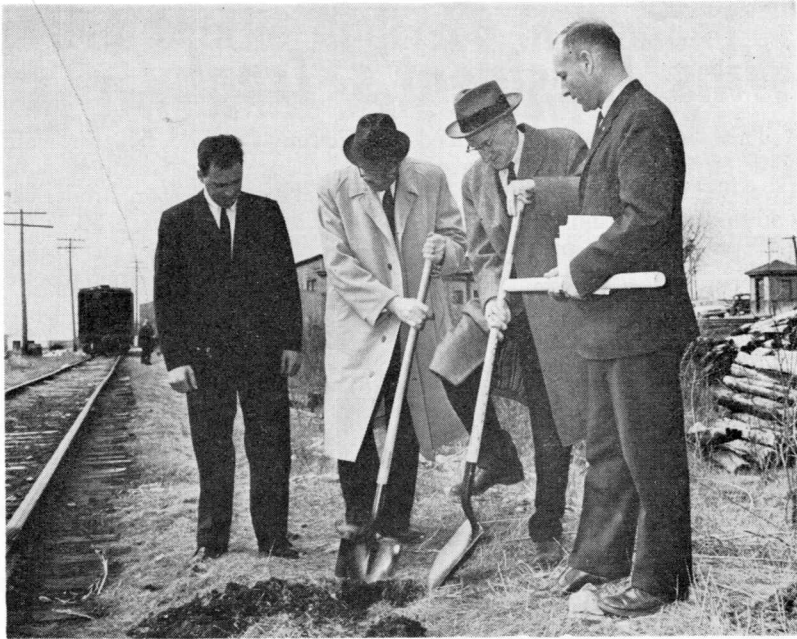
The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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JOSEPH H. COBB, Director of Public Relations

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Molly Fehlau	General Offices
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Marion Stevens	General Offices
Royden M. Cote	General Offices



BREAK GROUND FOR NEW ROCKLAND MILL—On hand at Rockland for the official start of construction by the H. K. Webster Co. of a new poultry and dairy feed mill were, from the left, Rockland City Manager Thomas LaPointe, President Walter N. Webster of the Lawrence, Mass., firm; John P. Scully, MeC Executive Assistant; and W. David Verrill, president of the Rockland Chamber of Commerce.

Shovel Brigade Breaks Ground For New Rockland Feed Plant

City, civic and railroad executives joined in a ground-breaking ceremony at Rockland, April 7, marking the start of construction of a satellite feed mill, newest addition to Maine's growing poultry industry.

Walter N. Webster, president of the H. K. Webster Company of Lawrence, Mass. told the group his company expects the new plant to be in operation early this summer.

Rockland City Manager Thomas LaPointe, W. David Verrill, president of the Rockland Area Chamber of Commerce and John P. Scully, executive assistant of the Maine Central Railroad joined in the shovel brigade which turned the first earth on the site of the new plant. They termed the event "another milestone in Maine's industrial growth and an import-

1961 and received the Air Force's Exceptional Civilian Service Award. He was Assistant to the Secretary of the Treasury from 1953 to 1961 and received the Treasury Department's Certificate for Exceptional Service. He served as a Captain, Air Transport Command, in World War II.

Lennartson Named New RPI President

Nils A. Lennartson, who from 1945 to 1947 was assistant publicity manager of the Maine Central, has been named President of the Railway Progress Institute, the national association of the nation's railway equipment and supply industry.

Lennartson resigned as Deputy Assistant Secretary of Defense, a post he has held for four years, to take his new post. He succeeds Holcombe Parkes, who retired April 1 after ten years as RPI president.

Lennartson was graduated from Bates College in the class of 1936, and for six years was a reporter with the Gannett newspapers in Maine. He left his Maine Central post to enter government service and was Assistant to the Secretary of the Air Force from 1948 to



ant addition to Rockland's industries."

Webster told newsmen that "we are particularly pleased that we will build this new mill on the property of the Maine Central Railroad. Our selection of the railroad-served site is an expression of our belief that railroad service will continue to be necessary asset in the future prosperity of the poultry industry in Maine. All our plants, such as the one which we operate at Livermore Falls depend on railroad service."

Present for the ground breaking were Raymond L. Jackson, MeC engineer of track, and Frank L. Carsley, General Agent, Rockland. Removal of a section of track to allow the mill construction was to start immediately.

Webster said that past experience of his company's bulk stations in various parts of New England, "convinced our marketing experts that a new plant here in Rockland will be successful and of aid to poultry growers in a 50-mile area. We shall bring bulk corn here by railroad and thus poultry raisers within this 50-mile area will have available feed which will permit them to continue to be competitive with industries elsewhere in the country."

CPR Stenographer Wins Top Award

Miss Diane Gagne, clerk-stenographer in the Canadian Pacific Traffic Department, Maine Central General Office building, Portland, has received the top prize in an essay contest conducted by the Canadian Railway Club.

Miss Gagne received a \$100 check and the congratulations of her company and fellow employees at a dinner in Montreal April 12. She was the guest of the Canadian Railroad Club for the flight to Montreal, and for a two-day visit in Canada's largest city.

Employees of the Canadian Pacific, each in a different country, won all three prizes in the essay contest. Second prize went to a CP Constable in the Angus Shops, Montreal; and third prize to a freight traffic representative in London, England.

Subject of the contest essays was "The Role of the Transportation Industry in Everyday Life."

Miss Gagne, a graduate of St.



Diane Gagne

Joseph's Academy, Portland, lives with her parents, Mr. and Mrs. Robert A. Gagne, at 32 Forest Park, Portland. She has been employed by the Canadian Pacific for the past 11 years.

1871 Slab Rate Unchanged In '65

That railroads have been - and still are - the low-cost means of moving bulk shipments is shown by a 95-year-old way bill in the collection of Herman E. Buchheim, Maine Central sales manager.

The mellowed document is headed: "Vt. Central, Vt. & Canada, Montreal & Vt. Junction & S. S. & C. Railroads." In longhand it records that the way bill covers a shipment to travel 69½ miles from Farnham's Que. to Swanton, Vt. on June 27, 1871. The car number is recorded as VC 1234 and a notation in the clerk's flowing script reads: "Leave at Highgate Springs."

In the same script, the bill records that the shipper was Wm. Donahue and the consignee B. Bronson. "1 car slab wood. 20,000 lbs., Rate 9c Collect \$18.00."

A glance at today's rates shows that this same type of slab wood shipment can today be moved from Winn, Me. to Oakland, Me. a distance of 116 miles, at the same 9c per hundred rate. The only difference is that the minimum rate requirement is 50 tons but, the freight traffic department says, the 50 tons may, if desired, be spread over two cars if necessary.

This seems a very good illustration of how, over the years, railroad freight rates have been held down fairly well, while the cost of almost everything else has skyrocketed.

'Best Bowling in Years'

Portland Team Wins President's Trophy

General Office-Portland Team "A" won the E. Spencer Miller plaque by 62 pins from the defending champs of Rigby in the annual Maine Central Railroad Bowling Tournament at Bowl-Rite Lanes in Pittsfield, on April 3.

This tournament produced some of the best bowling in years. Five teams bowled over 2600, and only three teams hit less than 100 pins average per man per string.

Members of the winning team and their scores were:

Tommy Caufield, 540; Brownie Tate, 516; Dave Gardner, 530; Jerry Shea, 599; John Broderick, 574. Their total was 2759.

Each was awarded a trophy and will retain the large plaque until next year.

John Bellino of Waterville won a trophy for a high single of 150. Other good strings were rolled by Jerry Shea, Portland, 146; Warren Smith, Rigby, 145; Art York, Bangor, 136; A. C. Dumont, Bangor, 136.

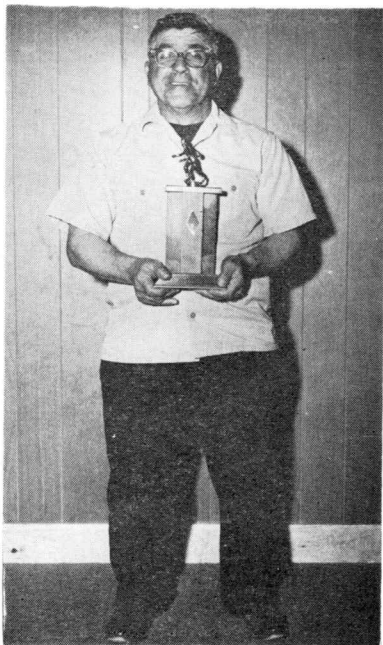
Jerry Shea, General Office, rolled 599 for high individual total.

Others who bowled 550 or better included J. Bellino, 579; J. Broderick, 574; A. C. Dumont, 571; B. Ladd, Waterville, 571; Al Goodwin, General Office, 565; C. DeRocher, Waterville, 556; and G. L. Bean, Rigby, 551.

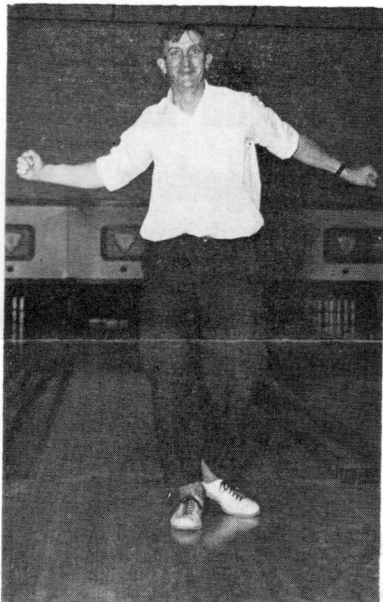
Teams entered and their total pinfall were as follows:

General Office "A"	2759
Rigby	2697
Bangor No. 2	2687
Waterville "A"	2683
Bangor No. 1	2605
Waterville No. 3	2564
General Office "B"	2546
General Office "C"	2531
Waterville No. 2	2487
Waterville No. 5	2275
Waterville No. 4	2267

The General Offices, Portland, will be host for next year's tournament to be held in the Greater Portland area sometime in April. All of the bowlers participating had nothing but praise for the fine job done this year by the host Waterville League and the chairman, Don Priest of Waterville.



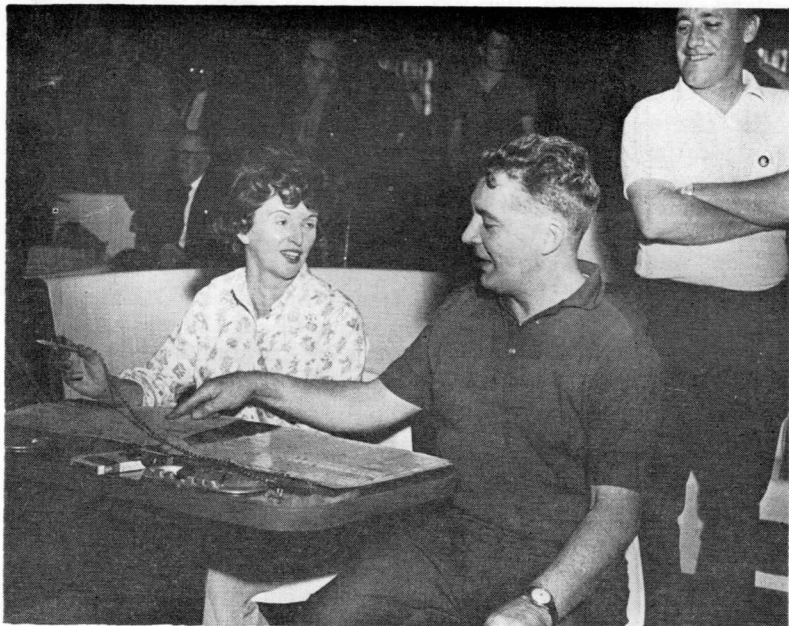
JOHN BELLINO
High Single



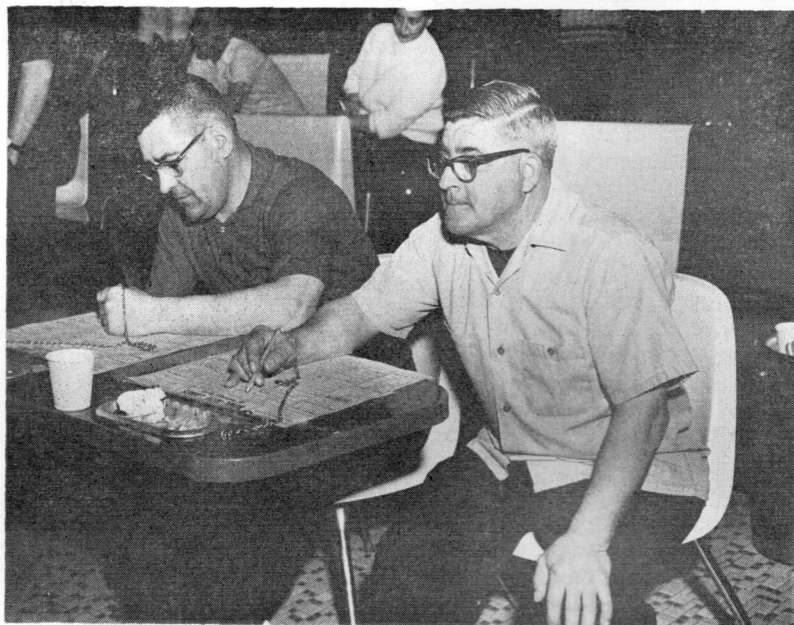
JOHN BRODERICK
After a Strike



TOURNAMENT CHAMPS—Members of the General Office Team "A", who felled 2,759 pins to win the annual tournament were, front, Dave Gardner and Jerry Shea. Rear, Tom Caufield, Brownie Tate and John Broderick. Al Goodwin made the trophy presentations.



HEY—YOU MISSED A PIN—Says Jerry Shea, after checking over his score during the tournament at Pittsfield. Keeping score—and probably right—is Peg Libby.



TENSION BUILDS—Two members of the Waterville delegation, J. Norman Vigue, left, and John Bellino, count the pins left standing. There were very few.

Clerk Charlie Anderson In Demand As Trombonist Since School Days

The slide of Charlie Anderson's gleaming trombone has traveled more miles than most cars during a part-time musical career that goes all the way back to his school days.

Pricing Clerk in the Auditor Disbursements office, Portland, Charlie is one of Portland's best-known musicians after five and on weekends, and his musical reputation has increased steadily since the day in 1934 that he blew his first tentative toots in the Lincoln Junior High School orchestra.

Son of Charles E. Anderson, Union Station ticket clerk who retired in 1960, the younger Charlie began trombone lessons with Bernard Greeley, veteran Portland trombonist, at the age of 12. A short time later, he joined the LJHS orchestra, broadening his musical training under the baton of Mrs. Maude Haines, wife of the late Harold Haines, a Maine Central accounting department worker for many years.

As a freshman, Charlie became a member of the Deering High School Band, first under the late Frank J. Rigby and then directed by the late Joseph Godreau. While still at Deering, he also played in the trombone section of the 13 Class Band for its Sunday morning radio concerts, in a similar student organization under Mr. Rigby; and began a membership in the Portland Symphony Orchestra that still continues.

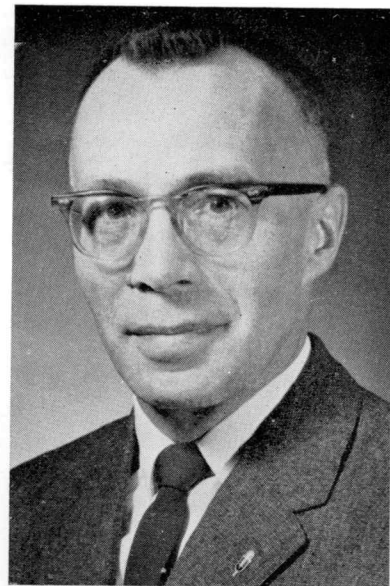
It was at Deering that Charlie's interest in dance music also began, and while still in high school he played with the bands of Bob Marcous, Bob Percival and Sal Cardilli at public functions throughout southwestern Maine.

For Charlie, World War II meant more music. Assigned as a member of the 318th U.S. Army Band, he was stationed in Florida and Iowa for three years, and traveled over a wide area of the Nation with this unit during War Bond Drives.

At War's end, Charlie returned to Portland and resumed local musical activities, first working as a collector for a Portland fuel firm, and then as a ticket clerk at Union Station. Evenings and weekends found him playing trombone with Portland-area bands, and back again with the Portland Symphony.

After 25 years with the Symphony, he is now principal trombonist, and has been a featured soloist. He plays with Nate Gold's Dixieland group, and with Don Doane's jazz combo, and journeys weekly to Gorham State Teachers' College to serve as a member of the music department faculty.

While the Maine Central and music occupy most of his time, Charlie's number one interest is, of course, his family. Mrs. Anderson is the former Phyllis Currier of Lyndonville, Vt.; son Gregory, 17, is a junior at Falmouth High, and daughter Julie, 4, rules the roost.



C. D. Prentice, Jr.

C. D. Prentice, Jr. Now Station Mgr.

Charles D. Prentice, Jr., of Greenfield, Mass., son of Chief Engineer and Mrs. Charles D. Prentice, has been named manager of radio station WHAI in Greenfield.

Associated with the station since 1948, Prentice has served as a staff announcer, music director and chief of operations.

A native of New London, Conn., Prentice is a graduate of West Haven High School and Hopkins Academy of New Haven, and attended Bridgewater, Va., College before World War II military service. He was enrolled at the University of Connecticut for two years after the war, leaving to join the Greenfield radio station.

Mr. and Mrs. Prentice have two children.

Letters:

TO THE MESSENGER

Portland, April 7, 1965

"Hi" Sign

Whenever a train passes by at a crossing, I've always wanted to wave at the train crew with a sign or signal meaning "HI! I'm a Railroadman, too!"

It seems that along with automobile decals, etc. we should also have a simple signal of recognition for a fellow Railroad employee, similar to Winston Churchill's "V" sign, which became famous.

Therefore, I would like to suggest a contest, to be open to active, retired, and laid off employees, for a simple "HI" sign, to be chosen or voted upon, depending upon the interest created.

Who knows? Our Maine Central might be the instigator of a National railroad employees' recognition sign!

M. E. MORSE,
Signal Clerk,
Portland.

From Florida

March 7, 1965

I am doing something that I have intended to do for a long time, and that is to tell you how much I appreciate the M. C. Messenger, and look forward to its arrival each month—and see the changes in new cars and see the names of the ones retiring and passing away. Some of them I have worked with, as I went to work for the M. C. Sept. 6, 1910 and retired Dec. 31, 1952. Some difference in lengths of box cars and others, 34 and 36 ft. cars in 1910 and then we commenced getting new 40-footers. We thought they were some cars.

One that we missed this year is Charles Leard and wife. We had our last Maine picnic for the winter Friday the 5th and I am going to give you a list of M. C. retirees there. Tom Hendrickson and wife, dispatcher, Bangor; Arnold S. Baker,

(Letters—page 8)



DIXIELAND—RAILROAD STYLE—Charles R. Anderson, pricing clerk, Auditor Revenue office, Portland, reaches for a high note during a recent dance date at the South Portland armory. Nate Gold, leader of the Dixieland group, is at right.

Team No. 3 Leads Portland Bowling

Team No. 3, composed of Lenny King, Bill Manning, Joe Welch, Jr., Marty Stratton and Lindy Burgess, is leading the Maine Central Men's Bowling League in Portland with 39 wins and 11 losses.

In runner-up position is team No. 5, composed of Joe Weingartner, Paul Corbeau, Larry Ferguson, Dick Greene and Leo Badgery, with 28 wins and 22 losses. About five weeks remains in the Men's Bowling schedule.



ENGAGED—The engagement of Miss Delma Evelyn Dresser, above, daughter of Clerk and Mrs. John W. Dresser, South Portland, to Lee George Patenaude, son of Mr. and Mrs. Lionel M. Patenaude of South Portland, is being announced by her parents. Miss Dresser is a South Portland High School graduate, and is enrolled at the University of Maine in Portland. Mr. Patenaude, also a South Portland High School graduate, is with the U.S. Army at Fort Knox, Ky.

DEATHS

Gerald R. Humphrey, towerman, Royal Junction, March 3.

RETIREMENTS

Roy H. Hanson, laborer, Bangor, March 4.

Arthur Hutchinson, Jr., machinist, Bangor, March 19.

Irving F. McCalmon, yard brakeman, Portland, March 17.

Francis C. Mooney, crew dispatcher, Bangor, February 23.

Theodore W. Morey, machinist, Waterville, March 18.



TROWEL CLUB PRIZE—Lillian Smyth, left, and Ruth Watson, Data Processing, admire an afghan Lillian won in a drawing conducted as a fund-raiser by the Trowel Club, railroad Masonic organization. Walter Emery, PTCO. electrician and president of the group, provided the yarn, and Mrs. Emery crocheted it in three weeks' time.

GENERAL OFFICES

Fred Wilson, Timekeeper in Payroll Bureau, was recently honored when the Knights of Pythias held a convention in Portland. He was presented a plaque recognizing his 27 years of loyal and devoted service as Grand Secretary, and in addition was presented a medal for distinguished service. This medal has been presented only to six other members all over the country.

Blanche Szott is now in the throes of selecting an automobile, having taken driving instructions and obtained her license.

Among those attending a performance of "My Fair Lady" prefacing it with dinner at the Holiday Inn were; Grace Hogleund, Margaret Shapazian, Alice Allen, Ruth Christianson, Beryl Farrar, Theresa Slattery, Alice Eliason, Arlyn Whitney, Mert Neilson, and former employee Reta Rumrill.

Lee Lamson, nephew of Elta Benner and Linwood Lamson, is now stationed at Fort Dix, New Jersey, in the U. S. Army.

Sure signs that spring is here: all the grass fires, and the sirens of the fire department racing to them; golf talk; no rubbers in the cloak rooms; vacant stares; bowling banquet arrangements; colorful attire; and weddings.

Donna Roderick of the Revenue Office returned recently from an automobile trip to Albuquerque, New Mexico. On her return she visited in Florida.

Pat Scanlon and his wife spent a week in New York and New Jersey in March and while there viewed the St. Patricks Day Parade.

Dorothy Proctor, daughter of Mrs. Dorothy Proctor of the Car Service Department, has been working for some time as a psychiatric aid at McLean Hospital, Belmont, Mass. Dorothy finds this work most interesting since it deals with emotionally disturbed children. She will return to Boston University in September as a sophomore.

Bob Nurse of Car Accounting is on "cruise" with Naval Reservists across the Bay to the South (Portland). He is also sporting a new



ED HALEY HONORED—Co-workers gave Ed Haley, traveling car agent, a send-off as he worked his last day with the Company April 2. Ed has entered the retail grocery business at Cape Elizabeth in partnership with Rudy Gagnon, his brother-in-law. Standing, from left, Herman Scott, car distributor; W. E. "Duke" Lazette, assistant car distributor; and Mrs. Dorothy Proctor, stenographer.

steel gray cruiser of his own. It's a 1962 hardtop Cadillac.

Ed Haley has resigned his position as Traveling Car Agent in the Car Service Dept. and starting a new venture in the retail grocery business in partnership with his brother-in-law. We all wish him the greatest success.

Ray Briggs of Car Accounting and Mrs. Briggs are proud grandparents of a new grandson presented to them by their daughter.

Mrs. Dorothy Proctor recently spent an enjoyable week's vacation in New York City, taking in Greenwich Village and other points of interest in the area. She accompanied husband George who was on a business trip.

Fred and Tressa Bither made a recent weekend trip to Houlton visiting friends and relatives.

Friends of H. L. Fowler, Spare Dispatcher, will be interested to know that he is again in the hospital.

C. W. Handy, First Trick Train Dispatcher, entered the Mercy Hospital for an operation Tuesday, March 30th. We all wish him a speedy recovery.

Mr. and Mrs. William M. Grace, West Falmouth, were honored at a surprise party on their 25th wedding anniversary recently. He is leading plumber for the Portland Terminal Company. The affair was arranged by their daughter, Miss Roberta Grace, at the home of Mr. and Mrs. Horace E. Dyer, West Falmouth.

Three Honeywell representatives, Stanley Druck, John C. Coates and Paul Plourde, have joined the General Office crew temporarily, working out the advance arrangements for the installation of the Honeywell H-200 computer in the fall.

Stan Druck is a Honeywell sales representative and a graduate of Boston University. He lives in Everett, Mass. John Coates, who attended Bates and was graduated from Northeastern, has one daughter. He has worked for Honeywell 1½ years. Paul Plourde, senior sales representative, lives in Billerica, Mass., with his wife and three sons. He's a University of New Hampshire grad.

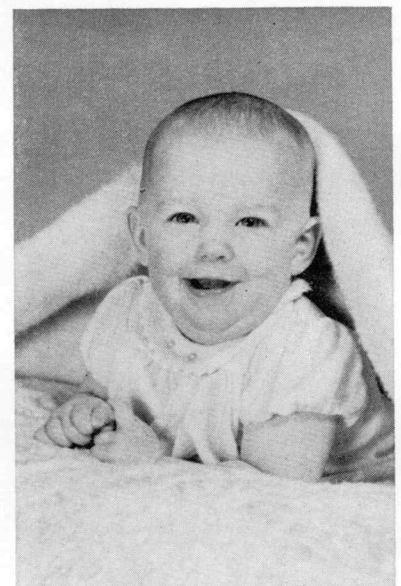
We extend our sympathy to Horace N. Foster, comptroller and treasurer,

on the death of his mother; also to George H. Ellis, assistant comptroller-revenue and freight claims, on the recent loss of his father.

Harry Blackmore has been informed that his son, Robert, who attends Maine Maritime Academy, has acquired an average of 3.561 in all subjects and has been placed on the Superintendent's List. While on this list, Robert is entitled to wear gold stars upon the lapels of his dress uniform.

Harry's oldest son, Donny, will return from Turkey this month after spending a year there. After a month's leave, he and his wife will drive to Arizona where Donny will complete his service tour.

Reid Potter and Carol Bragdon are each sporting a new little Volkswagen "Beetle Bug."



FIRST PORTRAIT — Ann Elizabeth Bragdon was just six months old when this picture was taken a few weeks ago. She's the daughter of Signal Helper William and Stenographer Carol Bragdon, and granddaughter of Watchman William McDonough, all of Portland.

RIGBY YARDS

James Stanton of the freight office has returned to work after vacationing in Florida, his position being covered by Christine Heskett.

Eleanor Flaherty of the per diem department has returned to work after being on the sick list, her position being covered by Walter Pettin-gill, whose position was covered by P. J. O'Toole. Spare Clerk A. J. Blackwood covered third trick car distributor's position in place of O'Toole.

Yard Clerk L. D. Aldrich is on the sick list, his position being covered by Spare Yard Clerk E. C. McKeen.

Spare Yard Clerk R. D. Henderson is enjoying a few days vacation. General Yardmaster C. J. Ward has also been enjoying a week's vacation, his position being covered by M. E. Deering.

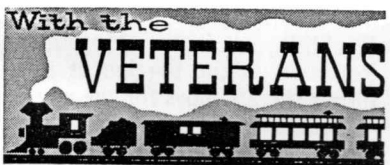
Recent visitors at the yard office were retired yard clerks P. J. Kil-martin and V. E. Ward. Nice to see the boys.

J. M. Weingaertner, third trick operator at Tower Two, is on vacation, his position covered by Spare Operator R. C. Burdwood.

Spare Operator E. H. Gronlund is filling in at W. R. Office.

S. O. Chandler, general chairman of the B.R.T., is at St. Louis for a few days.

Many happy returns to Eddie Run-nells, first trick operator at Tower X; Charlie Young, second trick operator at Cumberland Mills and W. D. Graham, first trick operator at Rigby yard office, on their birthdays.



The Maine Association of R.R. Veterans met Sunday, March 28, at Howard Johnsons' restaurant at Thornton Heights.

Joseph Cobb, MeC Director of Public Relations, entertained the group with pictures and commentary explaining the railroad's activities and progress. Mr. Cobb's talk was greatly enjoyed by all. He explained there are many new projects by the paper industries which will be served by the R.R. A total of 53 members attended.

We were all saddened by the death of Ralph W. Jellerson. Floral offerings were sent and a moment of silent Prayer observed.

We were pleased to have Walter Thompson, Mrs. Gladys Wansky and Palmer Wiles from the Boston area in attendance.

Attending from the Waterville area were: Mr. and Mrs. Wm. Mingo and Mr. and Mrs. Owen J. Thompson.

Our April 25 meeting will be held at Fairfield Center Grange Hall. A turkey dinner will be served at 1:00 p.m. E.S.T. Tickets are \$1.50 and everybody is welcome. Early reservations will be appreciated.

Our best wishes to George W. Thompson who is a patient in the Chelsea Naval Hospital.

Mrs. Raymond H. Farley is enjoying a vacation in Florida. Walter Stimpson has a new Oldsmobile.

WATERVILLE SHOPS

Carman Jimmy Steeves who has been hospitalized for major surgery, has been a recent visitor at the Shops. After sufficient recovery time he will return for further surgery.

A3C Maurice Bovine, son of Carman and Mrs. Arnold Bovine, has completed his basic at Lackland AFB, Texas, and has completed Tech School. He has returned to Texas after a furlough with his parents and expects to be assigned for three years in France.

Foreman Chick Pooler has been hospitalized for observation and treatment.

Laborer and Mrs. Irving Knights have returned from a two-week vacation in Florida.

We are all pleased to see Electrician Don Dickey back on the job after a long absence due to an accident.

Mrs. Hazel Jackson, wife of Painter Leroy, is confined to a local hospital resulting from a fall breaking her left hip in three places.

Retired Carman and Mrs. Verne Belyea were feted March 20th by family and friends celebrating their 50th wedding anniversary. The event was held in the Vestry of the Waterville Methodist Church.

Mr. and Mrs. William (Marilyn) Chase are the parents of a daughter, born March 30 at Prince George Hospital, Chillum, Md. Maternal grandparents are former Superintendent and Mrs. George Silva.

Mrs. Elizabeth Finnimore has recently spent some time in Hammond, Ind., visiting her husband, Shop Superintendent Alden Finnimore, who is inspecting new box cars at the General American Car Plant.

Machinist Theodore Morey died March 17 at a local hospital after a lengthy illness. Morey had worked for the Maine Central for some 47 years. Honorary bearers were fellow workers, Everett Pollard, Vernon Hamlin, John Eames, Jr., Diamond Sherrard, William Cote and George Beasley.

We have been informed that two long-time employees have recently applied for the pension. Carman Curtis Orchard, with 41 years service, and Car Inspector Ern Jones, who first came to the Maine Central in 1916.

Carmen Clarence Butabaugh and Chester Knights have returned to work after lengthy sick leaves.

We are pleased to note that we have two accomplished public speakers in our ranks in the persons of Machinist John Larracy, who hosted the Armory banquet for the Silvas; and Machinist Foreman Don Russell, who made an appropriate presentation speech at the Jefferson luncheon. The latter's speech was most astonishing, as Don has the reputation of being a man of very few words.



TO WED SOON—Painter helper and Mrs. Bill Fletcher of Waterville have announced the engagement of their daughter, Margaret, to James LaHay of North Anson. An early wedding is planned.

Carman Ernest Taylor has a new Chevrolet.

Boiler Maker Bernard Waning is laid up with a trick knee and Laborer Ray Reny has been set up to assist with some of the boiler work.

Miss Carmeline Rousseau, daughter of Mrs. Christine Rousseau of Waterville, and Harvey Fredette, son of Car Inspector and Mrs. Leo Fredette of Winslow, were married recently at Notre Dame Church.



AT WATERVILLE TESTIMONIAL—Waterville Shops employees honored George P. Silva, who has been Shops Superintendent for the past nine years, before he assumed new duties as Superintendent of Locomotive Maintenance in Portland. Left to right, before the banquet in the Waterville armory, were Roy E. Baker, vice president, purchases, stores and mechanical; Mrs. Silva, Silva, and John Larracey, chairman and toastmaster for the event.



FOR THE HISTORY BUFFS—This picture, furnished by retired Chief Dispatcher Harry Treat, is another collector's item. Taken at Union Station yard, just west of the old train shed in the early 90's, it shows the stubby MeC switcher "Atlas," built in 1872 by the Portland Company; and the B&M switcher "Prides," built in 1862 as No. 63 of the Eastern Railroad. Harry has identified some of the men, as follows: From left, Vance Chick, Charles Thompson, B&M engineman; 4th man, Joe Waterhouse; tall man below window of 163, Ike Hartshorn; next man, Joe Stevens, Yardmaster at Union Station; next man, light overalls, MeC engineman Leroy Foss; last two men, Charles Cram and Will Eaton.

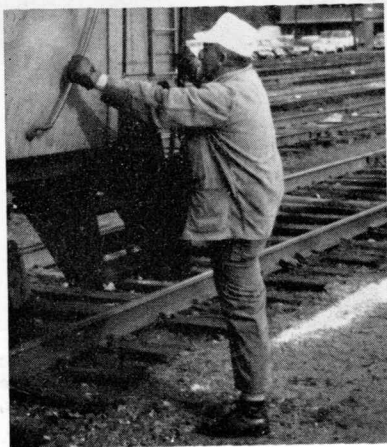
Thinking Safety

by W. E. Maloy
Rules Examiner

When boarding cabooses use rear steps, and watch out for switch stands or other obstructions in the way. Be sure of your footing. Extra care must be taken when wet or slippery conditions exist.

Do not attempt to get on if speed is too fast for Safety. Shown in the picture is Conductor Henry Down as BX2 was leaving Bangor yard.

"ALERTNESS IS THE
KEY to SAFETY"



Letters—(from page 5)

engineer; W. L. Allen, engineer (around 94 and danced all the dances); William McAlleane and wife, station agent, Bucksport; D. W. Pomerleau and wife, operator; William Robbins and wife, Portland.

Carl Pierce and Mrs. Carl Hanes, widow of Carl Hanes, were at the February Maine picnic.

Was sorry to hear of John Keating ending his column. I used to know John when he was brakeman on regular freights between Portland and Bangor.

Best wishes to you all,
(signed) VIRGIL E. NOWELL,
5790 75 Terrace,
Pinellas Park, Fla.

BACK ISSUES?

To date, I have every copy of the "Messenger" but two. I wonder if anyone along the line would have extra copies of August, 1963, Vol. 3, No. 11, and November, 1960, Vol. 1, No. 1. I would be more than grateful if I could locate these two copies.

R. H. PERRY,
Box 384,
El Segundo, Calif.

Hook—(from page 1)

Roy E. Baker, George P. Silva, former superintendent of the Waterville Shops who will succeed Hook; and C. W. McElroy, superintendent of shops, Boston and Maine Railroad. A delegation of six other Boston and Maine men who had worked with Hook during the 26 years he was associated with that railroad

joined with Maine Central and Portland Terminal associates at the luncheon.

Hook was presented with a purse and other gifts on behalf of those who had worked with him on the two railroads.

Ralph H. Jellerson Dies In Portland

Ralph H. Jellerson, 68, a retired Maine Central railroad clerk, died March 17 at Portland.

He was born May 25, 1896, in East Waterboro, the son of John H. and Nettie Abbott Jellerson. The family moved to

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South Portland when he was a child and he attended schools there.

As a young man he worked for the Boston and Maine Railroad and later for the Maine Central Railroad. He was retired from the MCRR's personnel department in 1961.

Mr. Jellerson was a veteran of World War I and served with the U.S. Army Band.

He was a member of Hiram Lodge, A. F. & A. M.; Mt. Sinai Chapter, R. A. M.; Portland Commandery, K. T.; Maine Consistory, 32nd Degree Scottish Rite, Valley of Portland; Kora Shrine, Lewiston; Kora Shrine Band, Portland; Shrine Club; Deering Chapter, O. E. S.; and Trowel Club.

He was also a member of Clark Memorial Church, Brotherhood of Railroad Clerks, Maine Association of Railroad Veterans, Ralph D. Caldwell Post, AL, and Cumberland Barracks, World War I Veterans.

Besides his widow, the former Rouie V. Everett, he is survived by two sisters, Mrs. Dorothy Huntley and Miss Mildred Jellerson, both of South Portland; an aunt, Mrs. Edith Abbott; and two nephews.

Scouts—(from page 1)

Calvin T. Clark, general agent, Waterville, assisted Russell F. Rackliffe, executive department, Portland, in the big job of registering the 250 boys for the course.

Others slated for instructional duties as the course continues include Leroy A. Taylor, auditor disbursements office, Portland; J. E. Lancaster, supervisor of Bridges and Buildings, Portland; Ralph Gordon, auditor, data processing and systems manager, Portland; George E. Phillips, assistant to the freight traffic manager, Portland; Don Russell, Locomotive Shop foreman, and Arnold A. Dow, storekeeper, Waterville.

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