



Rep. Jerry Conley

## Rigby Clerk Sets Good Record In 102nd Legislature

After four months spent in his freshman year as a member of Maine's Legislature, Gerard P. Conley says there is even more to the job than he suspected.

Jerry is a Portland Terminal Company freight clerk who was elected from his home district in Portland as one of the Cumberland County delegation in the House of Representatives.

One of the 102nd Legislature's busiest freshmen, Jerry is, among other things, serving as a member of the Legal Affairs Committee, one of the Legislature's most active and important subdivisions.

"I found that my thoughts regarding the Legislature were almost completely opposite to what I have found is really a legislator's job," said Jerry. "It's a lot of hard work, and you don't get anywhere with anything just on your own."

"A 'loner' gets nowhere down here. You've got to have help. You've got to do a lot of work among your fellow legislators, discussing your problems and theirs, studying proposed new legislation and deciding what's best for everyone."

Jerry Conley finds it "fascinating" to be a member of the 102nd Maine Legislature . . . "listening, considering, sitting

## 1965 Bond Drive Opens This Month; New Savers Sought

Maine Central Railroad and Portland Terminal Companies will cooperate with the U.S. Treasury Department in their 1965 Savings Bond Campaign with a month-long drive starting May 15. In endorsing the program, President Miller stated the theme of this Campaign is "Join the Star Spangled Savings Plan."

Mr. Miller said both companies have cooperated with the government in this program since its inception in 1941 by offering payroll deduction to all its employees. Through the years several thousand employees have taken advantage of this offer to purchase Savings Bonds, the world's most widely held securities, through the Payroll Savings Plan.

Last year the railroad industry, in conjunction with all other major industries in the country, joined to encourage more citizens to purchase U. S. Savings Bonds regularly through the Payroll Savings Plan. This year's campaign is a continuation of that effort.

Mr. Miller noted that at the conclusion of last year's Campaign 52 percent of Maine Central employees and 40 percent of Portland Terminal employees had signed up for Savings Bonds through the Payroll Savings Plan. He noted that these figures increased from those of a year earlier and hoped for even greater results this year.

This year's Campaign will be held May 15-June 15. John F. Gerity, Assistant Comptroller, last year's chairman, has been reappointed to head the 1965 Campaign.

tight and taking a long and careful look" at the complicated and controversial business of law-making.

"That's expected of a freshman legislator," Jerry says, "and it's pretty good advice. You've got to watch closely, move at the right time and not too often."

True to his word, the young Portland legislator has 'moved at the right time,' and just often enough. Jerry Conley is co-sponsor, with Rep. Ralph W. Brewer



SCOUT AWARD WINNERS—Roy E. Baker, left, vice president, purchases, stores and mechanical, presents U.S. Savings Bonds to top students in the Fourth Annual Railroading Merit Badge Course conducted in April at Waterville by the Maine Central. The boys are, from left, Ray C. Hooper of Madison, first prize; Michael Poirier, Waterville, second prize; and Dennis Monroe, Gardiner, third prize. Bob Sprague, Kennebec Valley District Scout Executive, is at right.

### Alumni Increasing

## 200 Kennebec Valley Scouts Complete 4th Railroading Merit Badge Course

Upwards of 200 boys, members of troops located in various communities which form the Kennebec Valley District of the Boy Scouts of America, gathered with their parents in the Waterville Armony May 5 for a court-of-honor ceremony following a 5-week railroading merit badge course conducted by officials of the Maine Central Railroad.

Three of the youngsters were presented with United States Savings Bonds by Roy E. Baker,

of Bath, of the automobile seat-belt bill finally enacted in April over strong opposition after many ups and downs. "It's probably the only bill ever passed by the Maine House three times before final enactment," Jerry says.

He's sponsor of several other measures before the Legislature this term, including one that would change requirements for would-be plumbers to receive their licenses. "Trust me to be right in the middle of anything technical, complicated and controversial," says Jerry.

Conley has made many friends among his colleagues at Augusta,

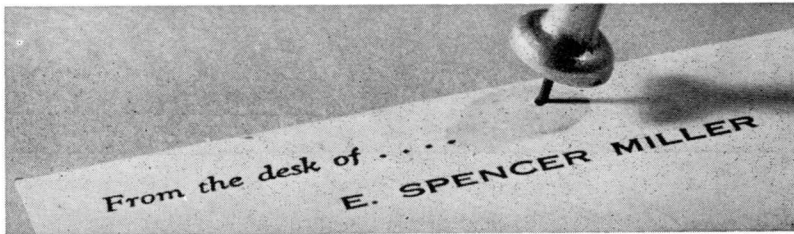
MeC vice president, purchases, stores and mechanical. Two hundred more were awarded the Boy Scout railroading merit badge. Twelve "Tenderfoot" Scouts were cited for completing the course, but because of their rank are not eligible, under Scout rules, to receive the coveted merit badge until they become Second Class Scouts.

Earle D. Bessey of Waterville, chairman of the Kennebec Valley District Boy Scouts of America, and Robert Sprague of Belgrade, Scout Executive of the district praised the Maine Central for conducting the course in which some 250 Scouts were originally enrolled. Just over 200 passed final examinations.

Top marks in the examinations won a \$100 savings bond for Ray C. Hooper, son of Mr. and Mrs. Clifford Hooper of 68 Park St., Madison. Ray is 15, a Life Scout, senior patrol leader of Troop 219, and freshman at Madison Memorial High School.

Second highest mark was won by Michael Poirier, son of Mr. and Mrs. Lionel J. Poirier of 27 Edgemont St., Waterville. Michel is 14, an Eagle Scout with 3

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### TO MY FELLOW EMPLOYEES:

There has been considerable loose talk recently about the poultry industry in Maine, and how, according to a small group which seeks to get government money to build a marine terminal at Rockland, the poultry business is going to the dogs because of high railroad rates. This self-seeking group would have the public believe that grain brought in by water would provide a lower-cost feed for poultry and dairy farms than does the present-day system of bulk corn coming in under low railroad rates and local feed mills preparing it for use on the farms.

At the Maine Central's annual meeting on April 28 a stockholder inquired about this. I told him that it is high time that we put the lie to these false statements, and I want everyone who is employed by the Maine Central to have the facts. First, feed brought into Maine by barge or steamship would cost the poultry and dairy farmers 2½ cents more per hundredweight than they now pay for the feed brought to them by railroad.

Second, the Maine poultry business today is in a prosperous condition. It is growing, rather than deteriorating. A November 1964 report of the Cooperative Extension Service of the University of Maine shows poultry production in Maine exceeds any other farm commodity in value. It accounts for 42 per cent of Maine's gross annual farm income. Marketing of poultry products totaled nearly \$81 million in 1963. Ten years previously it was only \$62 million. The value of dairy production in Maine has increased from \$32 million in 1954 to \$40 million in 1963, which is the latest year for which these latter statistics are available.

A St. Louis firm, R. W. Booker and Associates recently published a report made to the Area Redevelopment Administration of the Federal Department of Commerce. The report was supposed to be a factual study of whether it is feasible to establish a \$5 million deep-water pier facility at Rockland. Actually the report, when studied closely, shows anxiety to find justification for a waterfront facility, rather than to present facts.

Analyzed carefully, it shows that there is no public benefit which this proposed terminal would provide that could possibly justify expenditure of public funds to permit its establishment. No consideration is given in the report to the impact of the pier proposal on the Maine Central, its employees, its ability to serve the Rockland area and Maine industry. It also does not consider the ultimate effect on the poultry industry if the railroad's present and continuing efforts to protect rates for poultry and dairy feed were to cease and normal rail rates were imposed.

This report indicates a saving of \$3.72 per ton if corn were delivered by water rather than by rail. Actually the water rate is higher. The Booker figure is based on the assumptions that water costs in effect several years ago exist now; that there will be no expense for discharging of grain from ships, for storage, insurance, price fluctuations with navigation tied up three to four months each year, and the availability of barges and tugs for a few movements annually.

The only way that grain could be transported by water to compete with rail would be through government subsidy of a terminal and also of the transportation itself. If this were done, Maine, and the Rockland area in particular, would be ruined. We make empty thousands of cars carrying corn which are used to ship out the finished products of our mills which could not survive without them.

In addition, should rail-borne grain be largely supplanted by water-borne grain, and should connecting railroads lose interest with a reversion to normal rail rate levels, our poultry industry would be finished, with incalculable loss to Maine.

Deliberate disinterest for the Rockland pier proposal has been demonstrated by Frontier, Inc., builders of Maine's newest and most modern poultry feed mill at Waterville, and by the H. K. Webster Company of Lawrence, Mass., one of New England's oldest and most successful feed concerns. Only a few weeks ago, the Webster firm

broke ground for a new feed mill on Maine Central tracks in Rockland, nowhere near the waterfront. These people are professionals in the business.

Every one of us on the Maine Central has a direct interest in such things as this entirely impractical proposal for a pier at Rockland, financed by government money. Not only would such waste of public funds reflect in our income taxes, but also in lessened employment in our industry.

A final postscript! A recent editorial in a Rockland newspaper is notable for two omissions and one plain error. It fails to state that to the extent that grain is carried by water, railroad cars will be unavailable for Maine manufactures and produce, dealing a deadly blow to our industry and agriculture. It fails to state that if there is any sizeable diversion of grain from rail to water, railroads west of here may well return to the 28300 scale, which is a mileage-basis rate and Maine's poultry industry will be ruined finally and forever.

The editorial completely distorts history in respect of subsidies to railroads. The Maine Central received none and in fact saved the line for Rockland. Here is the truth. Towns from Bath to Rockland were so anxious to have rail service that they issued their bonds to build the Knox and Lincoln Railroad. The cost was enormous for those days—about \$55,000 a mile. Trains were running by 1871 and the road was being poorly managed by directors representing the towns. They desperately tried to get Maine Central to bail them out. By 1891 Maine Central was prosperous; the subsidized Knox and Lincoln was a failure. Maine Central rescued the Knox and Lincoln through a lease and later absorbed it. Had it not done so the cement industry and others would never have developed. Rockland owes Maine Central an incalculable debt. If there has been a subsidy, Maine Central is the donor, and Rockland the recipient.

Now then: (1) Let's set the record straight.

(2) Let's not repeat the errors of the past and hope that Maine Central will again rescue Rockland from its folly.

(3) Let's not create further car supply problems for Maine's harried manufacturers.

(4) Let's keep the railroad interest in retention of a low rate structure for feed, and

(5) Let's deal with facts and not moonshine.

*E. Spencer Miller*



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# Editors Go To Bat For Maine's Motorists

## Papers Hit Move To Make Trucks Bigger Than Ever

Maine's newspapers went to the aid of the man who pays the lion's share of the highway costs—the average motorist—in a series of editorials last month. Directed to the voting public and the 102nd Maine Legislature, now in session, the editorials drew attention to the series of bills backed by the trucking industry calling for another round of increases in axle weights and vehicle lengths and widths.

Although the drivers of automobiles and small trucks have most at stake in these measures, the railroads also will lose if already-huge trucks are allowed to become even bigger.

In an effort to keep our readers informed, we have re-printed a cartoon that appeared in the Portland Sunday Telegram, and have excerpted some of the editorials, columns and letters-to-the-editor that have appeared in the past few weeks in the Telegram and other Maine newspapers.

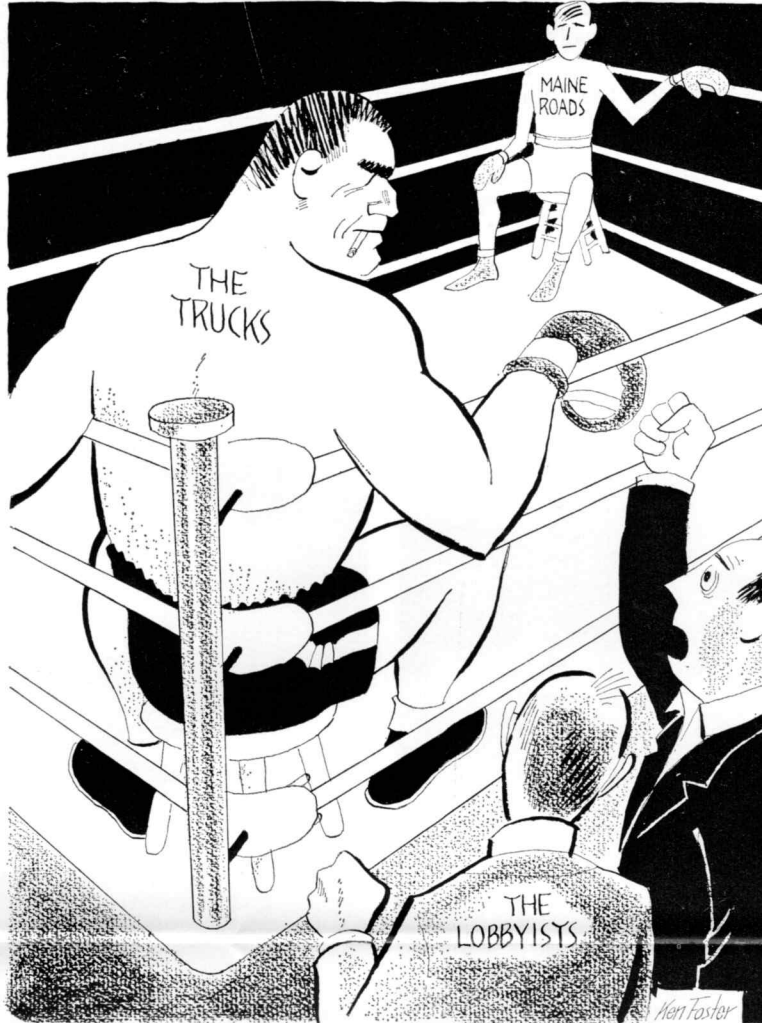
From the Portland Evening Express:

"When the normal limits already are higher than those permitted on the Interstate Highway, the highest type in the country, the absurdity of granting exceptions which apply only on state roads and city streets is heightened. And when citizens realize that, on top of the 10 per cent 'tolerance', forest products and construction trucks are permitted a further 15 per cent 'tolerance' in the three winter months, regardless of how warm the weather may be, surely they will wonder what has happened to the public interest in Augusta."

From the Bangor Daily News:

"Governor Kerner (of Illinois) rightly observed that of first concern should be 'the safety of the millions of highway users, and the preservation of the values of the enormous public investment in the highway system than in the assisting of those comparatively few individuals and commercial enterprises from realizing the last margin of profit that can be gained from the businesses they are conducting on the public highway system.'

"It appears to us that the Legislature and the Governor (of Maine) allowed themselves to be neatly slickered by an efficient truckers' lobby—at the motorists' expense."



### Where's The Referee?

(Portland Sunday Telegram)

From the Portland Sunday Telegram:

"The (truck weight laws) have been made intricate over the years by special favors granted to special interest groups x x x, but there is nothing intricate or obscure about the damage that the heavier loads are bound to cause in Maine highways, which already are deteriorating faster than they can be replaced.

"We think that all those concerned should study the (Federal Bureau of Public Roads) report before they water down the standards any further in Maine. To do otherwise is to incur a future highway construction bill that Maine can ill afford to pay."

From the Augusta Kennebec Journal: (quoting a 1964 letter to Congress from the U. S. Secretary of Commerce)

"A modest increase in axle weights can decrease the serviceability and life of the pavement structure. A significant increase can cause serious deterioration with failure imminent if it is not quickly reconstructed or replaced. The establishment of vehicle weight standards greater than those for which a highway

system has been designed can require (1) additional surfacing or reconstruction of the pavement structures; (2) the strengthening or replacement of bridge structures; (3) the increased levels of maintenance; and (4) increased financial burdens and commitments of public funds."

From "The Maine Issue," a Sunday Telegram column by Len Cohen:

"The seeds of future trouble are planted every time another weight limit is boosted or stretched. Ten years hence, Maine motorists will begin to wonder why their roads are going to pieces—and they'll probably vent their displeasure on the highway commission. The upshot may well be a huge increase in highway construction expenditures, at the expense of all. But those who are aware will be able to trace them back pretty directly to the successes of the conglomerate trucking lobby."

From the Piscataquis Observer, Dover-Foxcroft:

"And now the Maine Legislature has enacted a bill increasing the maximum weight for tandem axles from 32,000 to 36,000 pounds. The Interstate

highway and some others built in recent years can no doubt stand up under such weights, but many state and secondary roads will suffer. And when the highways suffer, so does the public."

From a letter to the Editor, Portland Sunday Telegram, signed by Arlyn E. Barnard, Executive Secretary, Maine Automobile Association:

"Any gas tax increase strikes hardest at the passenger car and fails to give overdue consideration to the added wear and tear on the highways of increasingly heavy trucks, which in turn will require more highway construction and maintenance costs than would be the case if our highways were not subjected to this increasing and alarming abuse. If and when the time comes that additional highway revenue is necessary, serious study must be given to types of tax that will insure that all classes of motor vehicles, including over-grown, over-weighted trucks, are bearing their equitable share of the highway tax bill."

From the Portland Press Herald:

"Good transportation is the heartblood of this state, so isolated from the rest of the country, and a healthy trucking industry is indispensable. But the public interest must be paramount, and it will not be served by granting to truckers special privileges whose burden will chiefly fall upon other highway users—and that includes by far most of the people of Maine."

From the Waterville Sentinel:

According to statistics of the Highway Research Board, the damage done to a six-inch concrete road by a 34,000-pound tandem axle is over 2,000 times greater than the damage done by trucks of the present weight limit. You can probably add a couple of thousand more times to 36,000-pound vehicle, the limit under the recently-passed law.

"How this translates into potholes, a hazard all motorists in northern climates must contend with, we don't know, but evidently we are going to find out in the years ahead.

"It will tax the strength of the toughest of the new tires, we suspect."

From a letter to the Editor, Portland Press Herald, signed by M. Butler Pope, Gorham, Me.:

"I for one, ('poor automobile owner' that I am) prefer to see my tax dollars spent in making Maine a better state, rather than in trying to patch up highways needlessly and prematurely worn out. And I would prefer to contribute, through taxes, to improvements which will make Maine safer, sounder and more beautiful than it is now. I cannot favor anything which would tend to do otherwise."



G. B. Hegarty, Veazie, former agent, CPR, Brownville Jct.

## Maine Railroad Veterans Meet At Fairfield

Swallows returning to Capistrano may be a sure sign of Spring in California, but in Maine it's Spring when the Railroad Veterans Association holds its annual Sunday dinner meeting at Fairfield Center. They meet, recall old railroading days, and enjoy a fine, old-fashioned turkey dinner prepared and served by the Grangers of Fairfield Center. It's largely a Maine Central reunion, but many retired employees of other Maine railroads wouldn't miss it for the world.

We've seen a lot of groups and organizations, but none that enjoys just getting together as much as members of the Maine Association of Railroad Veterans.

Assistant Editor Harold F. Clark has furnished the details in the Veterans column, elsewhere in this issue, but here are some of the scenes, and some of the people, who attended the event April 24.



The group gathers at the Grange hall in Fairfield Center. Veterans from all over Maine attended the annual event, with the biggest delegations hailing from the Waterville and Portland areas.



Some early arrivals . . . Miss Nancy Hodgkins and former Boilermaker Hollis Hodgkins of Fairfield, and Mr. and Mrs. Raoul H. Cyr, Waterville.



Part of the Portland delegation . . . Miss Margaret B. Lee and Robert F. Lee, Portland, former clerk, PTCo.; and Head Clark and Mrs. Melville L. Davis of South Portland.



A fine, old-fashioned dinner, enjoyed by (clockwise), former Conductor Y. C. Nielson, Brunswick; former Conductor John W. McLeod, Lewiston; former Conductor Vern Pipes, Topsham; Mrs. McLeod and Mrs. Pipes.



**WILL IT BE "FLYNN STREET?"**—The City of South Portland is building a new access road to the Rigby engine house and stores department area to eliminate the dangerous route One entrance. The new road runs from the entrance road from the nearby industrial park to the Stores Department buildings. Inset shows Hugh R. Flynn, Storekeeper at Rigby, who as a South Portland City Councilor urged construction of the new access road, discussing progress with Edgar Kierstead, street superintendent, City of South Portland.

**Scouts**—from page 1)

palms and an instructor in Troop 212. He is a freshman at Waterville High School. He won a \$50 bond.

Third prize of a \$25 bond went to Dennis Monroe, son of Mr. and Mrs. George Monroe of Marston Road, Gardiner. Dennis is a Life Scout and Senior Patrol Leader of Troop 420. He is a sophomore at Gardiner Area High School.

Welcoming the scouts and their parents to the ceremony was Joseph H. Cobb, Director of Public Relations, Maine Central, who said the railroad is proud of having conducted four years of successful instruction for Boy Scouts in Maine. Total alumni of the program is now about 500, he said.

Assisting in the Court of Honor ceremony and with previous class sessions were Calvin T. Clark, general agent, W. Laird Harris, trainmaster, and Arnold Dow, storekeeper, all of Waterville. Besides the class sessions, the course included a visit to the Waterville Shops.

Directing the Merit Badge program at Waterville this spring was Russell F. Rackliffe, examiner, Executive Department, Portland. Other Maine Central officials who served as members of the merit badge "faculty" included John Michaels, auditor disbursements; J. E. Lancaster, supervisor, Bridges and Buildings; Leroy A. Taylor, Jr., assistant to auditor revenue; Ralph H.

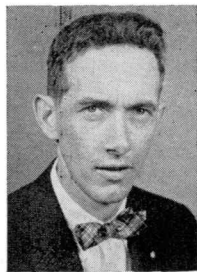
Gordon, auditor data processing and systems manager; and George E. Phillips, Assistant to Freight Traffic Manager.

**Roy Cote Named To Sales Post**

Appointment of Royden M. Cote as Commercial Agent, Maine Central, was announced in late April by R. C. Merrow, freight traffic manager.

Cote will solicit traffic in Greater Portland, on the Rockland Branch, in Gardiner and Augusta.

Son of Theodore J. Cote, PTCO. Machinist at Rigby, and a graduate of Westbrook High School, Cote joined the Maine



Cote

Central in 1957 as a clerk in the car service department. He was later assigned as a messenger in the Accounting Department, then as a rate clerk in the traffic

Department. He was appointed Traffic Assistant, Sales, in 1962.

He is a past master of Temple Lodge, AF and AM, Westbrook, and resides with Mrs. Cote and their four youngsters at 189 Rochester street, Westbrook.

**No Beatle Fan**

**English Lad Guest of Railroad Family During American Visit**

The tall boy was Peter Mountstephen of London, England, finishing up an 11-day stay in the United States. He shook the Messenger representative's hand in friendly fashion, but regarded him a little warily.

"I suppose," he said, "you're going to ask me if I like the Beatles. Everyone asks me that."

And without waiting for an answer, he extended a neatly printed business card. It read:

**The X-iles Beat Group for All Occasions**

"That's my outfit," he said. I play drums . . . and I'm not particularly fond of the Beatles."

Peter, whose fondness for the Beatles was limited by professional rivalry or a lively sense of

humor, was one of 21 British High School Ambassadors in Greater Portland for a week's visit last month.

He was the guest of Holly Phillips, daughter of George E. Phillips, Assistant to the Freight Traffic Manager, and Mrs. Phillips of Cape Elizabeth. Other British High School ambassadors were guests in homes throughout Greater Portland for seven of the 11 days spent in the States. They visited briefly in New York City, Wellesley, Mass., and Portsmouth, N. H., before coming to Maine.

During his week at the Cape, Peter visited Augusta, met Governor Reed and toured the State House. He attended daily classes—and even track practice—at Cape Elizabeth High.

He was expected to join in with his American counterparts—in school and out—and that's just what he did. Even with the shortness of his visit, he said he gained a better understanding of Americans. "I expected you all to be friendly," he said, "but nothing like this."

He explained that his visit was part of a new exchange program that began last Christmas, when 20 American high school students visited Britain and spent the holidays with English families. Peter's British delegation made the return visit this Spring, and another American group is scheduled to be welcomed in Britain this Summer.



**WED AT WATERVILLE**—Miss Carmeline Rousseau, daughter of Mrs. Christine Rousseau of Waterville, recently became the bride of Harvey Fredette, son of Car Inspector and Mrs. Leo A. Fredette in a Waterville ceremony.



**IT'S A LONG WAY HOME**—Peter Mountstephen of London, England, points out his home territory for Holly Phillips, daughter of assistant to the freight traffic manager and Mrs. George E. Phillips, his hosts during a brief exchange visit last month.



Mrs. Stewart P. Park, Jr.

## GENERAL OFFICES

Horace M. Budd, Assistant Treasurer, and Mrs. Budd will spend the middle two weeks of May vacationing on a trip to New York, Washington, and Williamsburg, Va. They are planning to cross Chesapeake Bay via the new 17-mile bridge.

We extend our sympathy to Gordon Williams of the Assistant Treasurer's Office on the recent death of his mother.

Shirley Wilson and her husband are starting to get returns on their real estate licenses as they each recently sold a house.

Jeannette Calder has been assigned to the Executive Department as stenographer to J. P. Scully and E. P. Smith.

In the traffic department, Royden M. Cote has moved from traffic assistant, sales, to commercial agent. Fred L. Harris has become traffic assistant, sales, after long service as chief rate clerk. Joseph R. DiMauro becomes chief rate clerk, and William D. Knox, Jr., becomes chief clerk.

Ralph Libby, former assistant traffic engineer, has moved into the car service department post vacated last month by the resignation of Ed Haley.

Other job changes in the Accounting Department include John Dresser moving into the job vacated by Ralph Libby in the Traffic Department, Paul Crawford taking John's job in the Assistant Treasurer's Office, Theresa Slattery moving over to Paul's desk and Ken Austin coming in from the Payroll deduction Bureau to take Theresa's job.

Merrill Stanley of the Chief Statistician's Office was a World's Fair visitor the first week in May and among those present on the opening day of the Fair in April was Cliff Clifford of the Car Accounting Office.

May 8 was the date of the wedding of William "Gerry" Shea of the Car Accounting Office to Margaret Bailey of Portland, with a reception being held at "The Paddock". The newlyweds went away on a short honeymoon trip.

Bill Manning of the Car Accounting Office is getting a new 1965 Mustang GT convertible in a beige

## Miss Staton Weds Stewart P. Park

Miss Margaret C. Staton, until May 1 a machine device operator in the accounting department, Portland, became the bride of Stewart P. Park, Jr., assistant superintendent of the Waterville Shops, in a Saturday afternoon ceremony May 1 at the Auburn Methodist church.

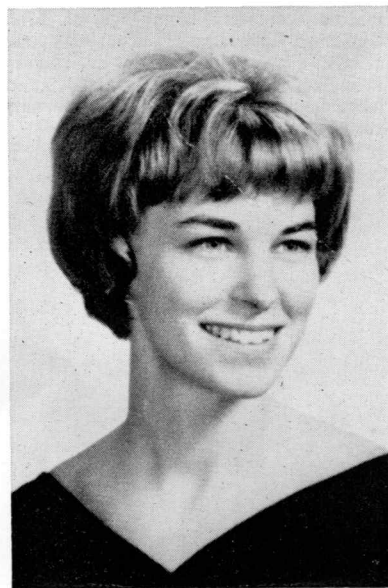
They will reside in Waterville.

Mrs. Park is a Portland High school graduate, and has been employed by the Maine Central since 1962. The bridegroom, a native of Brooklyn, N. Y., was educated in the public schools of Mamaroneck, N. Y., and Columbia University. He joined the Maine Central in April, 1962, as assistant mechanical engineer at Portland. He was named to the assistant Shops superintendent's post at Waterville in March.

color. He was recently elected president of the newly-formed Maine State Mustang Club.

Eleven-year-old Stevie Tupper, son of General Superintendent and Mrs. A. N. Tupper, was recently the first-prize winner of an essay contest among 5th and 6th graders on the subject "How to Make South Portland More Attractive", sponsored by the Osewantha Garden Club. Stevie was the winner of a U. S. Savings Bond.

Don Colello of the New Haven office in the General Office Building



**TO WED THIS SUMMER**—Jo Irving, daughter of Mrs. Connie Davis, stenographer, car accounting, is engaged to David Michael Verrill, son of Mr. and Mrs. Irwin L. Verrill, Pleasant Hill road, Falmouth. A summer wedding is planned. A graduate of Deering High School and Westbrook Junior College, Miss Irving is employed by Hayden-Stone, Portland. Mr. Verrill, a Navy veteran, is a College of Technology Senior at the University of Maine.



**BRIDE-TO-BE HONORED**—Miss Margaret Staton, who became Mrs. Stewart P. Park, Jr., a few days later, was honored late in April by co-workers in the General Office Building. A few of those attending the dinner part at Crescent Beach Inn, were, from left, Glenda Gilman, Donna Roderick, Carolyn Ethridge, Shirley Wilson, the guest of honor, and Alice Allen.

is the happy owner of a 1965 Chevy Super Sports Convertible, turquoise with a black vinyl top.

Alice Allen of the Comptroller's office and her husband and 7-year-old son are spending the week of May 17th at Brassua Lake Camps in the Moosehead Lake region.

A bridal shower was given Margaret Staton April 22 at Crescent Beach Inn. She was presented two electrical appliances.

Attending were Jean Gilpatrick, Donna Roderick, Glenda Gilman, Carolyn Ethridge, Marion Stevens, Anna Biggins, Marguerite Hollywood, Grace Thompson, Arlyn Whitney, Alice Allen, Ruth Christianson, Shirley Wilson, Martha True and Margaret Briggs.

Benjamin Braasch and his family enjoyed a spring vacation visiting friends at Fort Lauderdale, Fla.

Carl Baldwin was recently hospitalized for several days at the Maine Medical Center.

Mert and John Neilson are going to have a busy month of May. It was Parents Weekend May 7 and 8 at Nathaniel Hawthorne College in Antrim, N. H. where daughter Karen is enrolled and the latter part of May is May Day at Keuka College in New York where daughter No. 2 (Kathy) attends. May Day is an event where every class moves up a year—the freshmen become sophomores, etc. for one week. A Queen is selected and the Coronation takes place with attendants, receptions, musicals, etc. Kathy was recently elected Chairman of her class for Stunt Night. In the meantime the big time—The Spring Weekend—will have taken place, then everyone has to buckle down for final exams.

Among the June graduates this year will be Michael, son of Amy and Walter Provencher, from Portland High School; Robert, son of Mary and Francis Cameron, from Deering High School; Catherine, daughter of Mary and Francis Cameron, from St. Josephs College, No. Windham; Merle Ann, daughter of Helen and Al Chapman, Jr., from Westbrook Junior College; Judy Therriault, daughter of Molly Fehlau, from Deering High School; Kathy Irving, daughter of Connie Davis from Deer-

ing High School; Keith Ferland, former summer employee in Engineering Dept., from the University of Maine; and John Faibisy, son of Marion Faibisy, from the University of Maine.

Both John and Keith have accepted assistantships at the University of Massachusetts and are to be congratulated on their splendid achievements while attending college.

Robert Wilson, son of Payroll Clerk Fred Wilson, recently married Carol Ridlon of South Portland. Fred's other son is in the service stationed in the Aleutians.

Fred and his wife recently enjoyed an early spring vacation motoring through Pennsylvania, where they visited the DuPont Estates, and down through Maryland and Virginia.

Bob Clarke of the Disbursements Office reports fine weather and the best camp yet when he attended maneuvers at Fort Belvoir in Virginia in April.

## RIGBY

Disciples of Issac Walton are out in force this month, trying their fishing luck as the ice leaves the lakes and streams. Their catches vary, but we're sure they're all having a good time.

Donald Oates and Phillip Murphy, who have been out sick, have returned to work at MeC Car Shop.

Employees at the Rigby Engine House were sorry to learn of the death of Machinist Arthur Hutchinson, Jr., with whom we have worked for many years, and who had served as Treasurer of Local No. 525, I.A. of M. for a time, before going to Bangor to work. A floral tribute was sent from this point to the funeral.

Car Department Laborer William VanTwistern died at the home of his daughter in Chicago, where he was taken after a recent heart attack.

Several new cars have been purchased by our workers: Machinist Helper, Joseph Ashley, a Ford L.D.T. model (Galaxie); Machinist Theodore Cote, a Comet; Laborer Asa Worcester, Ford, (Country Squire); Laborer Charles Ready, a new Chevrolet; and Storekeeper Maurice Allaire, a new Chevrolet.

Foreman Maurice Weeks recently attended a two-week training course in diesel repairs at LaGrange, Ill. He flew out and back—his first experience with air travel.

There were several visitors at the engine house and car shops during the month. Your reporter was in Florida. Former Carman, Walter Peables, John Spink, Former Engine House Clerk, Alvin Miller, who will observe his 90th birthday soon, and Laborer John Flaherty, a former engine house employee who will soon go to Peaks Island for the summer. Also visiting was former Laborer Henry Steves.

Former Stationary Engineer Thomas Foley, at the Rigby Power Plant died recently. He was born in Galway, Ireland. A floral tribute was donated by the Rigby Engine house flower fund. He was employed at Rigby for 50 years before his retirement in 1960.

James Quincannon, a former Clerk and Machinist Helper, is now covering the Engine Dispatcher's swing job. Laborer Robert Casey, who has worked as a Machinist Helper from time to time, is now covering Quincannon's old job.

Carman Geoffrey has bid in the job as Leading Carman at Yard No. 8.

Electrician Walter Browne is on vacation.

Machinist John Nally has been ill. The "Harmonica Kids" led by Frankie Garland, their father, who is our Chief Clerk, are appearing on the "Ken MacKenzie" show as regular week-end performers. They sure can harmonize too. Their most recent show was on April 30 in Augusta.

The wedding of Sharon Ann Sullivan to Stephen Parker Williams both of Cape Elizabeth, Sharon is the daughter of former Machinist Helper Nathan H. Sullivan, Jr., now with the New England Telephone and Telegraph Company, and the granddaughter of Nathan H. Sullivan, Sr., a former welder. They will honeymoon in Northern New England.

Carman Angus Petersen died recently after a short illness. He retired ten years ago. A floral tribute was donated by the carmen.

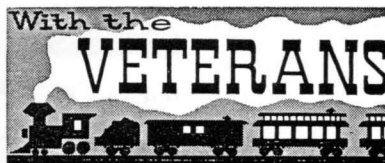
Laborer Daniel Kane has returned to his job after a long period of convalescence resulting from a fall and leg fracture while putting on storm windows last fall.

Pond Cove School, Cape Elizabeth, 3rd Graders made their annual visit to the engine house recently. They, as a group, are some of our greatest enthusiasts, and deserve a lot of credit.

Mrs. Edwin Temm, the wife of one of our former machinists, is serving on the decorations committee for annual Cumberland County 4-H Clubs Style Dress Revue, at Falmouth Congregational Church Parish House. Their daughter Lois Temm was one of the winners in the revue contest and will no doubt be chosen to go to the University of Maine competition, as a county winner. The winner of this contest will go to Chicago to attend the National 4-H Club Congress.

Former Foreman and Mrs. Fred Lombard will motor to Philadelphia to visit their son's family. They no doubt will visit other places of interest while on the trip.

The annual "Spring Musical Festival" held at the Lyman Moore Junior High School on April 30, featured folk dances and performances, by both the orchestra and the band. Many railroad employees' children participated in the event.



The April meeting of the Railroad Veterans Association was held at Fairfield Center Grange Hall Apr. 25 with 140 attending, about 50 members were from Portland. A delicious turkey dinner was served.

A trio called the "Folklore Singers" consisting of two boys and a girl entertained with folk songs and guitar selections.

The annual meeting in the Waterville District is always an enjoyable occasion. Brothers William Mingo and Owen Thompson and members of their committee as always did a commendable job.

The next meeting of the Railroad Veteran's will be held May 23 at Howard Johnson's Restaurant, Thornton Heights, So. Portland. The speaker will be Cumberland County Commissioner Arthur Charles. All wives and friends of the Railroad Veterans are welcome to attend.

Mrs. Ernest T. Biladeau and Mrs. Clara Dennis who recently celebrated their birthdays were given a round of applause.

We were saddened to learn of the death of Brother George W. Thompson of Somerville, Mass. George has been a very active and tireless worker for the Veterans and will be greatly missed. A floral tribute was sent from the Railroad Association.

## WATERVILLE YARDS

The Maine Central Railroad's Boy Scout Merit Badge course tour of the Yard and Shops was a big success. Although a paper drive was being held in one part of the city, a large group showed up for a tour of Tower A, Waterville Yard and the Freight Office. Along with Mr. Laird Harris and Mr. Calvin Clark, many volunteers from the yard and shop did a fine job of escorting the scouts through the railroad property.

Many railroad families were present at church Easter Sunday, most of them sporting their Easter finery, but one of the most attractive, I would say, was the family of E. J. LaLiberty. They looked mighty sharp. Mr. "E. J.", of course, is assistant conductor of Switcher No. 8.

R. G. Cook, Flagman on Switcher No. 8, has just returned from a week's vacation, which he and his family spent at the New York World's Fair. No doubt they had a wonderful time.

Ken Snow, 2nd trick yard checker, is painting his house, and the unfavorable weather is causing him grief, as he's anxious to finish so he can devote his spare time to fishing and golfing.

Assistant Yardmaster "Joe" Boudreau has retired from coaching Pee Wee Hockey for this season, and he is now busy receiving compliments and trophies, which he is very worthy of. He really worked hard and did a wonderful job. The team along with some of their parents went to Detroit, Michigan, to play for the national championship, and although they did not win the finals, they won the respect and admiration of the fans who saw them play. Joe is not exactly through with coaching,

as he is planning to coach his own boys on how to catch fish this summer.

B. C. Hillman has left Switcher No. 4 for Switcher No. 7—the difference is from afternoons to days.

## WATERVILLE STATION

For the benefit of the many people who may not know what offices are in the new station building, here they are: Freight Office; Trainmaster's Office; Engineering Dept., which consists of Track, Work Equipment, Plumbing & Heating Supervisors; Yard Office; and Tower. For those who are interested in seeing the Retirement Board man, he is in the Trainmaster's Office the second Monday of every month unless it is a holiday.

Sporting new cars are Supervisor Work Equipment R. A. Coulombre, a Chevrolet Bel-Air wagon; Assistant Track Supervisor W. R. Pooler, a Ford Country Squire wagon; General Foreman Plumbing & Heating R. H. Snow, Chevrolet Impala; Trackman N. A. Chamberlain, Chevrolet Bel-Air; Assistant Work Equipment Maintainer C. L. Anderson, a "Jeep;" Bill Rack Clerk L. Ridley, Plymouth Fury; Track Foreman E. P. Veilleux, Chevrolet Impala; B&B Foreman Richard Smith, Chevrolet Impala.

Beverly Cook, clerk-stenographer, freight office, and her family went on a week's vacation to New Jersey to visit her brother. While there they visited New York City and spent a few days at the World's Fair. Lucette Huard covered Bev's job.

Trainmaster W. L. Harris and his family recently moved into their new home on Maude street, Winslow.

Trackman V. B. Thompson attended the funeral of a close relative in Massachusetts recently.

Trackman "Pete" Boucher attended the funeral of his father-in-law at Beauceville, Quebec, Canada.

Supervisor Work Equipment R. A. Coulombre and Chief Engineer C. D. Prentice attended the American Railway Engineering Association Convention in Chicago the week of March 22.

J. E. Boudreau bid off the third trick yardmaster's job in the Yard Office.

Basil Trask, track foreman, Oakland, is out sick and his job is being filled by P. M. Cates.

Sympathy is extended to N. A. Chamberlain, trackman, on the death of his wife.

Wives of Track Foreman A. Gowen and Foreman R. A. Beaulieu were hospitalized recently.

## WATERVILLE SHOPS

Transfer Table Operator Archie Smith is mulling an invitation to become a member of the National Republican Committee.

Supt. A. H. Finnimore is recovering from surgery at the Thayer. He expects to be back in circulation around the first of June. George Silva is acting Ramrod along with Top Hand Stewart Park.

Death has struck several times in the past month to active and retired employees and families, including retired Boilermaker Fred King, retired Boilermaker Percy Bull; Joseph McAleer, father of Machinist J. E. McAleer; Mrs. Ethel Faas, wife of retired Machinist John Faas; Martin Mullen, a former Painter; and



DEAN OF CARMEN—Dean of the Carman Helpers is Ray Libby, left, a hale and active Shops worker at the age of 78, along with Carman Glenn McCorison snapped on an early spring day beside the transfer table pit. (Stevens photo)

Laborer Algie Small of the acetylene plant.

We are informed that Carman Clarence Butabaugh is applying for disability pension.

Among those hospitalized recently have been Watchman Albert Stevens, surgery; Fork Lift operator Elton Gibbs, Machinist Phil Severson, Machinist Sid Hamlin, Machinist Bryant Kent surgery, Laborers Albert Dudley and Tim Pooler, Carman Paul Hallee and Blacksmith Helper Red Black.

Laborer Reggie Ellis has been tending Store in the Diesel Tool Room while Helper Earl Crandlemire is set up as a Machinist.

Paul Fletcher has bid and been assigned to the Gas Plant job.

Electrician and Mrs. Joe Banks have recently returned from a vacation in Arizona.

In the spring a young mans fancy lightly turns to thoughts of love, etc., but we notice that the more mature ones around here turn their thoughts to new cars, including Assistant Foreman Wallace Jewell, a Cadillac; Foreman Major Estabrook, a Comet; Carman George Buck, an Impala; Roy McCommic, an Impala; Gerald Ackley, a Chevy convertible, Assistant Foreman Sid Brown, a Chevy station wagon; Carpenter Foreman Dick Smith, an Impala; Blacksmith Helper Ken Foster, a Scout; Machinist Mike Bosco, a Buick; Supt. Motive Power George Silva, a Rambler; Carman Sam Merrow, a Tempest; and Clerk Don Berard, a Plymouth.

Clerk and Mrs. Cornelius Begin announce the marriage of their daughter, Rachel Ann to Charles E. Matthews, Saturday, April 24, at the Immaculate Heart of Mary Church, Fairfield.



McC SHARPSHOOTERS — Carman Ernest Taylor, Painter Chester Craig and Car Inspector Eddie King are members of the Madison Rifle Club which won the State Championship this last winter. (Stevens photo)



By Bill Manning

Team No. 3 copped first place in the Men's Bowling League, with Lenny King, Bill Manning, Joe Welch, Jr., Marty Stratton and Lindy Burgess. Team No. 2 with George Stanley, John Conroy, Jim Brice, Dick Smith and Roland Gilbert, took second place.

High team single goes to Team No. 1 with Sam Cavallaro, Eliot Eastman, Roland Jarry, John Foley and Paul Bourque, with a 547. High team total to Team No. 3 with a 1554. High single to George Stanley, 139 and high 3 string to Lenny King, 365. Their banquet was held at Carolyn's in Cape Elizabeth.

With only three weeks left in the couples bowling league, team No. 5 with Martha and Lindy Burgess and Ruth and Dave Gardner lead with 69 wins and 39 losses, followed closely by Team No. 7 with Lorraine and Tom Hayes and Rita and Tom Caufield with 67 wins and 49 losses. Women's high single and high three is held by Bea Crawford with a 134 and 330. Men's high single, Blair Walls, 151; high three, Ray Davis, 375; high team single, team No. 3 with Arline and Ralph Coffin, Peg Bailey and Jerry Shea, 435; high team three, team No. 10 with Lillian and Larry Smyth and Kay and Blair Walls, 1221. The banquet will be held May 15 at the Padlock, Prides Corner.

Bill Manning won Class B title in the first Gymkana Time Trials of the Maine State Mustang Club held in Mill Creek Shopping Center.

In the final week of Women's Bowling, the Dub's Lil Asselyn, Mary Donahue, Mary Nugent and Jane Jones lead with a 68 wins and 44 losses; followed closely by the Low BO's, Barbara Carroll, Ann Whitmore, Hanna O'Toole and Lolly Grant with 62 wins and 50 losses.

Hanna O'Toole holds both High Single and High Three for the season with 126, 329. High Team Single for the season is held by the Untouchables, Mary Ann Berry, Carmel Robichaud, Bev Waterman and Jean Finley, with 399. The Low Bo's also hold the season High Team Total with 1106. The annual Sweepstakes will be on May 19 and the Banquet is at Carolyn's at 6:30 P.M. on May 27th.



**STARTING THE SEASON**—General Office golfers turned out in force for the start of the season May 5 at Willowdale. Eight of them, waiting to make the season's first swing, are, from left, Clyde Luce, John Currier, George Phillips, Robert Rounds, Dick Luce, Larry Smyth, Arthur Edwards and Charlie Hagar.

### Conley—from page 1)

and has won the respect of both Democrats and Republicans. No novice in the matter of politics, Jerry has been active in Portland and Cumberland County Democratic organizations for several years. He ran unsuccessfully twice for Cumberland County Sheriff before his election to a Legislative seat last Fall. His policy of "sitting tight and taking the long look" has resulted in fair and effective representation of his district at Augusta this session. As a third-generation railroadman, Jerry Conley is completely aware of the industry's stake in the laws being made and changed by the 102nd Legislature. His record of accomplishment is such that he merits the gratitude and praise of his fellow employees and all Maine citizens.

Jerry was born in Portland 35 years ago, and was graduated from Cheverus High School and Portland Junior College.

When the Conleys are at home at 182 Clark street in Portland, there's quite a group to answer "present" when the roll is called. Jerry and his wife Ann are parents of eight youngsters: Gerard P., Jr., 10; Richard P., 9; Jean-

Marie, 8; John F., 7; Thomas M., 5; Peter H., 3; Patrick G., 2; and Daniel E., six months.

### Seek Blood Donors

Railroad friends of Herb Ackley and R. L. Hamel, both seriously hurt recently in accidents and now patients at the Eastern Maine General Hospital, Bangor, have asked the Messenger to assist them in locating blood donors.

Ackley needs a total of 14 pints, and nine are needed by Hamel, and the appreciation of their families will go to fellow railroadmen who are willing to help by giving blood.

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PRIDE'S CROSSING, MASS.

### RETIREMENTS

Arthur L. Gatcomb, section foreman, Machias, April 1.

Ralph S. Moxcey, helper, Waterville, April 16.

Maurice J. Nix, locomotive engineer, Bangor, April 1.

### DEATHS

Willard B. Cooney, freight clerk, Portland, April 29.

John H. Malloy, clerk, Portland, April 28.

Algie W. Small, gas house attendant, Waterville, April 14.

William G. VanTwistern, laborer, Portland, April 25.

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