



Traffic Chief R. C. Merrow Dies In Portland

R. Clifford Merrow, freight traffic manager of the Maine Central Railroad and Portland Terminal Company since 1956, died Jan. 25 in a Portland hospital.

The burial office was read Thursday, Jan. 27, at Trinity Episcopal Church, Portland, with a large delegation of Maine Central co-workers and traffic officials from a wide area of New England in attendance.

Among the tributes were these words from President E. Spencer Miller:

"The Maine Central has lost a valued executive, and we who remain have lost a valued friend. Cliff Merrow was a gentleman in every fine sense of that word, and the railroad was proud to have him represent it. His dedication and accomplishments, evidenced in the effectiveness of the sales organization which he built in the past decade, will continue to benefit the company for many years to come."

Born in Saco, June 11, 1900, Mr. Merrow was graduated from Thornton Academy and the University of Maine. He entered railroad service in 1926 with the Montpelier and Wells River Railroad, and later joined the St. Johnsbury and Lamoille County Railroad. He was appointed general freight and passenger



R. E. Baker

agent for the St. J. and L. C. in 1943, and remained in that position until he became associated with the Maine Central in 1954 as assistant freight traffic manager. He was appointed to the post of freight traffic manager in 1956.

He was a member of Saco Lodge, AF & AM; York Chapter, RAM, Saco; St. Armand Commandery, Knights Templar, Kennebunk; Kora Temple Shrine, Lewiston; Portland Shrine Club and the Portland, Cumberland and Propeller Clubs; Maine Conclave, Knights of the Red Cross of Constantine; Traffic Club of New England, and National Freight Traffic Association.

He leaves his widow, the former Hilda M. Kinney; a son, Preston H. Merrow, Rutland, Vt., and two grandchildren; two brothers, Earle Merrow of Connecticut and Amos Merrow of Biddeford; and several nieces and nephews.

Sparrow Named Safety Supervisor

A full-time safety supervisor has been appointed by the Maine Central to function in all departments and operations of the railroad.

Roy E. Baker, vice president, purchases, stores and mechanical, named Laurence W. Sparrow, veteran draftsman and mechani-

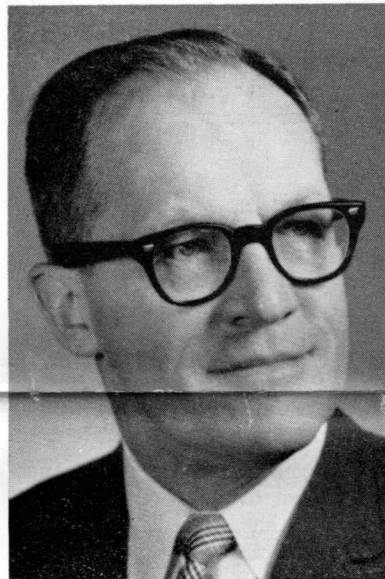
(Sparrow—page 5)

Baker Named to Special Post; Phillips, Dole Head Departments

A top-level management change, appointments of new executives to head the mechanical and purchases-stores departments and several promotions have been announced.

President E. Spencer Miller said Roy E. Baker, vice president, purchases, stores and mechanical, will become vice president, special projects, effective Feb. 21.

Baker has served in mechanical and operating capacities, first with the Boston and Maine and then with the Maine Central, for the past 40 years. A former Maine Central general manager, he became vice president, purchases, stores and mechanical, in 1963. A Pennsylvania native and graduate of Pennsylvania State University, Baker and his wife live at 46 Forest Road, Cape Elizabeth.



K. W. Phillips

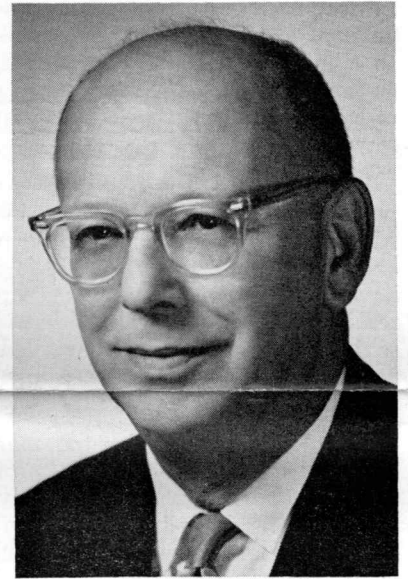
Phillips Heads Purchases, Stores

Kenneth W. Phillips, Maine Central purchasing agent since 1955, will become manager of purchases and stores, with responsibility to Vice President Sumner S. Clark.

Other Purchases-Stores department changes include the appointment of Earl R. Russell of Scarborough, former assistant purchasing agent, to the post of purchasing agent; Lawrence D. Smith, Portland, former chief clerk, to the post of assistant to the purchasing agent; and Raymond H. Pullen, Alfred, named chief clerk.

Phillips, the new manager of purchases and stores, is a native of Marblehead, Mass. He joined the Boston and Maine Railroad in 1935, and served with the Army's Military Railway Service during World War Two. Phillips

(Purchases—page 4)



R. F. Dole

Dole Appointed Mechanical Chief

Baker's Mechanical department functions will be assumed by Richard F. Dole, former mechanical engineer, who will become chief mechanical officer.

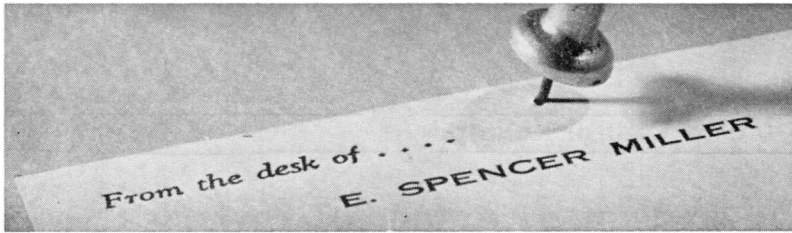
Other mechanical department changes include the appointment of Stewart P. Park, Jr., now assistant superintendent of the Waterville Shops, to the post of mechanical engineer; and Donald K. Russell, Waterville machine shop and engine house foreman, to the post of assistant superintendent of the Waterville Shops.

Dole, the new chief mechanical officer, also served on the Boston and Maine, and later as general foreman at the Rigby Car Shops of the Portland Terminal Company and as assistant superintendent of the Maine Central's Waterville Shops. He has been

(Mechanical—page 4)



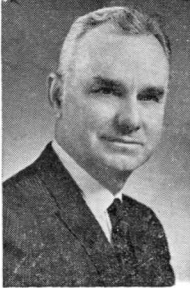
R. C. Merrow



It's Illegal-

TO MY FELLOW EMPLOYEES:

Members of the Maine Central family who read the Messenger thoroughly—and we hope they are the great majority—will note this month that the railroad now has a full-time additional safety supervisor, charged with the responsibility for reducing accidents in all Maine Central departments and operations. The new post is occupied by Laurence W. Sparrow, who has served long and ably in the Mechanical Department, and who now becomes concerned with safety on the entire railroad.



We wish him well in his new assignment, because accidents mean losses, not only in company dollars, but in valued human resources, in family misery and in lowered employee morale. With Mr. Sparrow's efforts, and with the cooperation of everyone who cashes a Maine Central pay check, we shall work even harder than in the past to eliminate these accident debits, an action that will be every bit as advantageous to the operations of the railroad and the job security of its workers as would be a new and lucrative source of freight revenue.

There is nothing really new or very dramatic about a safety campaign. The consistent increases in the annual highway death toll in Maine and across the nation have been greeted by what one writer called "resounding apathy." Reforms outlined by government leaders have been ridiculed by spokesmen of the opposing party, with the result that accident prevention, like "cheap power," has become something of a political football. We have heard so much of it that our eyes, ears and brains are insensitive to more, and we are secure in our conviction that accidents "always happen to someone else."

But they don't, as far too many of us already are aware. The universal human shortcomings of apathy, inattention, impatience and selfishness cause accidents involving most of us, at one time or another. The disciplines necessary to correct these frailties will bring about a dramatic reduction in accident losses, not only on the highways, but on our own railroad jobs.

Mr. Sparrow, as they say, has his work cut out for him. The same "resounding apathy" that greets the increasing highway accident tolls will greet many of his efforts to reduce accidents in the yards, offices, shops and along the main lines of the railroad. He will have to work to overcome this, and to educate, inform and inspire his fellow employees to perform their functions in the safest way, rather than the quickest or easiest ways.

His texts will be the slim booklets, "Rules for the Prevention of Personal Accidents," in the various railroad departments, augmented by experience and common sense. His endeavors will be largely personal, on a man-to-man basis.

His success will be measured conclusively in dollars saved, but the even more important benefits of his efforts in decreased personal suffering and hardship will never show up on a ledger. The personal health and prosperity of its people will make the Maine Central a better and stronger company, and a better, safer and happier place in which to work.

For the sake of the Maine Central, but more importantly for the safety of life and limb of us railroad workers, we wish him well.

E. Spencer Miller



To Put Salt On Railroad Tracks

A quaint law? Certainly. But not for the era in which it was passed. It saved a lot of livestock in the old days. Trouble is, many regulations and restrictions governing railroads today are equally quaint, equally unnecessary, equally geared to an era long past. They stifle price competition, hinder technological progress, and prevent the shipping public from receiving the full benefits of the dynamic railroad service to which they are entitled. America needs a transport policy as modern as America itself. Congress can provide it.



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

Editor

JOSEPH H. COBB, Director of Public Relations

Assistant Editors

Frank E. Ware	Bangor
R. S. Thing	Brunswick
F. L. Carsley	Rockland
Horace Rodrigue	Augusta
G. K. Stevens	Waterville Shops
Ruth Brochu	Waterville Station
Arthur L. Doucette	Waterville Yard
Sherm Carr	Lewiston
Albert B. Wetmore	Rigby
John F. Johnson	Rigby Yard
Harold C. Clark	Retired Workers
Alice Allen	General Offices
Carol Bragdon	General Offices
Molly Fehlau	General Offices
Myrtle Neilson	General Offices
Marion Stevens	General Offices
Bill Manning	Sports

President Johnson, Transport Aide Back Increased Highway User Taxes

President Johnson's Budget Message and an in-depth interview granted U.S. News and World Report by Alan S. Boyd, undersecretary of Commerce, added strength to the motorists' and railroads' case for increased highway user charges last month.

The President again recommended increased airway, highway and waterway taxes to help pay for government-provided facilities.

Mr. Johnson, in his Budget Message delivered to Congress on Jan. 24, had this to say concerning highway user taxes:

"Revised estimates of construction costs and the inclusion of new programs in the highway trust fund necessitate some tax increases and a short extension of the fund. The tax on diesel fuel should be raised, and the use tax on heavy trucks should be levied according to a scale graduated by weight. These increases would move the contributions by truckers closer to their share of highway costs."

While the President's message did not specifically mention the amount of the diesel fuel tax or the amount of the tax on heavy trucks, graduated by weight, the amount of the increase in revenue needed for the Highway Trust Fund (earmarked for the completion of the Interstate Highway) is \$197 millions. This amount is equal to the revenue needs of a year ago, when President Johnson recommended increasing the diesel fuel tax by three cents a gallon and increasing the weight tax on heavier trucks from \$3 a thousand pounds for vehicles in excess of 26,000 pounds to \$5 per thousands pounds for vehicles in excess of 26,000 pounds.

Overshadowing these requests, however, was the President's call for creation of a Department of Transportation—"to manage the vast Federal promotional programs in highways, waterways, air travel and maritime affairs, and to take leadership in the development of new transportation policies in accord with current realities."

The U.S. News interview with Mr. Boyd, undersecretary of Commerce for Transportation, ranged over problems of the entire industry, from metropolitan commuter service to passenger

ship subsidies. Much emphasis, however, was placed on the competitive inequities of rail and highway transportation in the matters of regulation and taxation. Mr. Boyd said "the regulatory philosophy for many years has held an umbrella over truck operations by restricting the freedom of railroads to cut rates . . . but we're moving more toward rate regulation which is based strictly on costs." He said the Interstate Commerce Commission is moving in the same direction . . . of giving the railroads greater (rate) leeway, and that "a lot of people are working, trying to simplify the now-complicated tariff system."

Boyd, who initially took an on-the-fence position in response to the question of whether truckers should be expected to pay heavier taxes to cover highway costs, put himself squarely in support of the railroads and the nation's motorists by adding: "I believe that, very probably, if truck operations were to increase substantially in size, there would be a hue and cry from the public that the truckers should pay more."

Editors Praise MeC On Stock Dividend

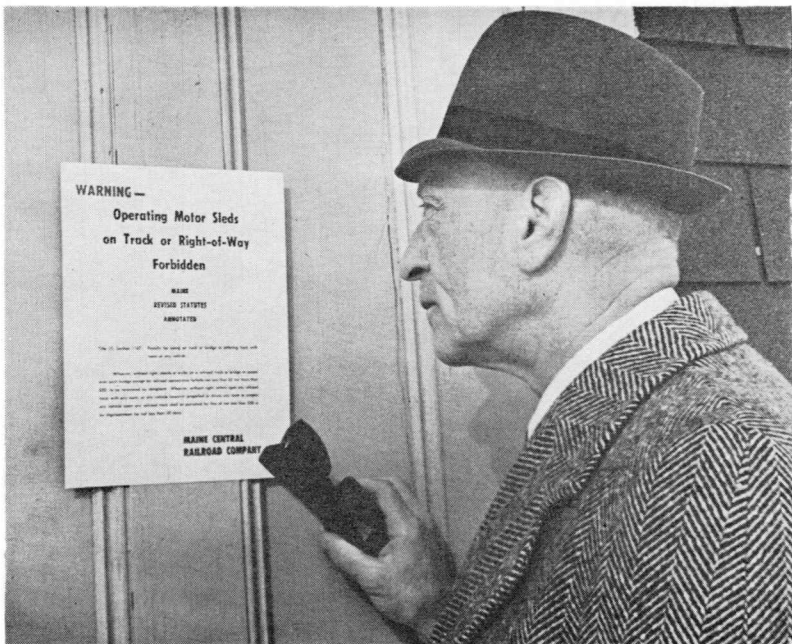
Maine Central's announcement of the first common stock dividend in 35 years was greeted by congratulatory editorials in four of Maine's largest newspapers.

Said the Waterville Sentinel: "a financial accomplishment for which management and workers on the railroad can take no small measure of pride."

Said the Portland Press Herald: "It does testify to the comeback of one of Maine's largest corporations."

Said the Kennebec Journal: "The railroads . . . are literally the lifeline linking Maine's heavy industry and much of Maine's agriculture with distant markets and supply centers. Good management and operational efficiency made the special stock dividend possible."

Said the Lewiston Journal: "The Management of the MCRR deserves much credit for its accomplishments since World War II. It has been particularly farsighted with respect to meeting specific challengers of the current day."



STAY OFF—OR ELSE—Chief Special Agent A. E. Christie posts a sign warning snowmobile operators to stay off railroad tracks under penalty of a \$50 fine or 30 days in jail. Several near-accidents indicated this stern reaction to an increasing problem.

Snowmobile Pilots Get Stern Warning After New Series of Near-Accidents

The Maine Central took the direct approach to a recurring problem last month . . . it told snowmobile operators to stay off the tracks . . . or else.

The "or else" is vigorous prosecution under the trespassing law which calls for minimum penalty of a \$50 fine or 30 days in jail.

It all came about after a series of near-accidents involving snowmobiles and Maine Central trains on the Calais Branch, the Bucksport Branch and the main line between Bangor and Mat-tawamkeag, and the still-vivid memory of an actual crash with a motorized sled a year ago near Lincoln.

"The increasing use of power snow sleds all over Maine has resulted in an alarming number of operators using railroad tracks as a speedway where, they think, they are safe from the dangers of traffic," said James W. Wiggins, vice president, Engineering and Transportation. "Unfortunately, these operators don't know the schedules of trains. The trespassing is not only dangerous to the sled operators but a collision with a sled could well result in a train wreck from debris getting under wheels."

"The practice has become widespread in the past few days, and for the protection of those who ride the sleds and for the safe operation of our trains, we

have been compelled to issue orders to railroad police to arrest and prosecute those who persist in continuing this dangerous stunt."

At press-time, signs warning snowmobile pilots of prosecution if they use the railroad rights-of-way were being posted all over the MeC system.



RECENTLY WED—Merle Ann (Chapman) Bellmare, daughter of A. P. Chapman, Jr. Clerk in Auditors Disbursements office, Portland, who was married January 15th at St. Joseph's Church to Gary Bellmare of Wellesley, Mass. The couple is residing in Lowell, Mass., after a honeymoon trip to Eastern Slopes Inn, No. Conway, N. H.



S. P. Park, Jr.

was graduated from Waterville High School in 1938 and joined the Maine Central as a machinist apprentice at the Waterville Shops in the same year. He became a machinist in 1941, and began military service in the same year, returning to Waterville in 1946. During the War, he served with the U.S. Military Railway Service in Europe for more than three years.

Russell was promoted to the post of machine shop foreman in 1955, and to machine shop and engine house foreman in 1958. He is a member of the Maine Association of Railroad Veterans, the New England Railroad Club, the Masonic bodies and the American Legion.

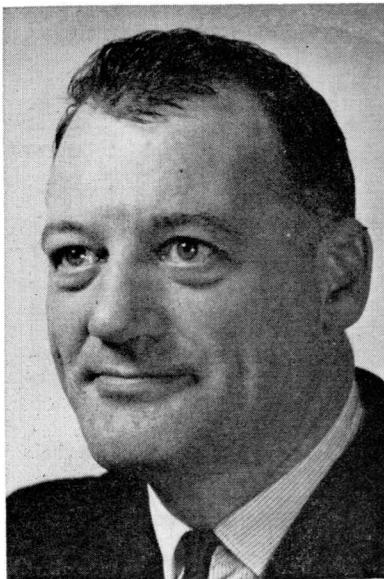
Mr. and Mrs. Russell live at 8 Bunker avenue, Fairfield.

Mechanical—from page 1)

mechanical engineer for the Maine Central at Portland since 1955. An active researcher and transportation historian, Dole is a member of several historical groups in Maine and Massachusetts, and has published articles on early railroads and steamships. Mr. and Mrs. Dole reside at 492 Cottage road, South Portland.

Park, who becomes mechanical engineer, joined the Maine Central in 1962 as assistant mechanical engineer after graduation from Columbia University and service in the equipment maintenance department of the Pennsylvania Railroad. He was named assistant superintendent at the Waterville Shops in March, 1965. Mr. and Mrs. Park, the former Margaret Staton of Portland, will move to the Portland area.

D. K. Russell, who succeeds Park as assistant superintendent, is a native of Oakland. He



D. K. Russell →

Purchases—from page 1)

re-joined the B&M in 1942, and became Maine Central purchasing agent in 1955. He is a past president of the New England Railroad Club, has served on several purchases and stores committees of the Association of American Railroads, and has been active in the National and Maine purchasing agents associations. Mr. and Mrs. Phillips and their daughter live at 15 Woodland road, South Portland.

Russell, who becomes purchasing agent with the February 21 changes, was named assistant purchasing agent in 1964 after eight years as administrative assistant in the Maine Central purchasing department. A native of Oakland, he joined the Maine Central in 1939 as a clerk in the transportation department in Waterville, and was soon transferred to Portland as a secretary in the executive department. He is a Navy veteran, and a member of the New England Railroad Club and the Maine Purchasing



← E. R. Russell



AT CLERKS' BANQUET—Prominent at the annual Banquet of Lodge 374, Brotherhood of Railway Clerks, held at Valle's Jan. 29, were, from left, Hugh F. Flynn, toastmaster; Richard Greene, president of the lodge; Joseph Conners, general chairman; and Reginald Roy, local chairman. The event included a social hour, dinner and dancing.

Board Votes Common Stock Dividend

A special dividend of \$1 per share on the outstanding 120,000 shares of common stock of the Maine Central Railroad was voted late in January at a Portland meeting of the road's board of directors. The dividend will be payable March 15 to holders of common stock of record February 25.

The vote marked a milestone in the company's financial affairs in that it will be the first disbursement on common stock of Maine Central since the depression year of 1931, when dividends of \$2 per share were paid.

President E. Spencer Miller said the special dividend declaration marked the end "of the difficult road which has been travelled by management since the long depression of the 30's. Then the Maine Central Railroad was faced with a complete rebuilding program, including modernization of its plant as well as its fleet of freight cars and locomo-

tives. In addition there was the very difficult task of refunding all its bonded indebtedness; eliminating a half dozen leased lines and acquiring their physical properties; paying off arrears on the prior preference 6 percent stock which at one time amounted to \$37 per share; eliminating this stock and finally clearing the arrears December 1 last on the company's 5% cumulative preferred stock which arrears at one time amounted to \$90 per share on 30,000 shares.

This issue now outstanding in the hands of the public has been reduced to 9,131 shares."

Miller also voiced optimism about the future of Maine Central stating that "although the railroad still has formidable problems with subsidized competition and the constant requirement for large capital sums to meet technical changes in the arts of transportation, to improve freight car quality and capacity and to replace over the next decade most of the company's locomotive fleet which will become overage and relatively inefficient compared with new power offered by leading manufacturers."

The railroad executive concluded that he is "most optimistic over the increased traffic volume which Maine Central should shortly receive from new or expanded industries in Maine at Jay, Lincoln, Bucksport, Great Works and Woodland, as well as from a host of new smaller receivers and shippers of carload freight."

Agents' Association. Mr. and Mrs. Russell and their children live on Eagle's Nest Drive, Pine Point, Scarborough.

His brother, Donald K. Russell of Fairfield, is the new assistant superintendent of the Waterville Shops. They are the sons of the late Raymond W. Russell of Waterville, a MeC employee, and Mrs. Edna Russell of Portland, and grandsons of the late George R. Russell of Waterville, who served as a Maine Central stone crew foreman for much of his 54-year railroad career.



HEAD CREDIT UNION—Officers of the Railroad Workers' Credit Union are shown in the organization's offices at 222 St. John Street, Portland. From left, Lawrence W. Reinsborough, clerk; Mary Ann Berry, assistant manager; Merrill B. Stanley, treasurer; Clifford R. Ball, vice president; and Hugh F. Flynn, president.

Railroad Workers Credit Union Loaned \$1 Million Plus In 1965

For the first time in its 39-year history, the Railroad Workers' Credit Union loaned more than a million dollars to members in 1965, President Hugh F. Flynn reported at the Jan. 24 annual meeting.

Flynn said 1965 was a year of significant changes in all areas of operation. He said the share account increased by \$93,705, or 8.2 per cent, while the loan account increased by \$52,968, or 6.8 per cent. He said total membership has remained constant, with only a small increase in the number of borrowers. Assets, he said, now amount to more than \$1,400,000.

Other highlights of Flynn's report:

Continued growth in the automobile finance program. Directors voted to finance pick-up trucks and Jeep-type vehicles that are not over three years old. Only one repossession has been necessary in the years the Credit Union has been financing automobile purchases, and this with no loss to the organization. Auto loans now represent 28 per cent of the RWCU loan business.

Flynn told the members that the RWCU has two objectives: to help members save, and to lend money when members are in need, and that each is equally important. He urged Maine Central and Portland Terminal Company employees who plan to borrow funds to check first with the Credit Union. He also urged employees to watch for announcements of new Credit Union loan programs in coming months.

Besides Flynn, who is president and manager, officers of the Railroad Workers' Credit Union include Clifford R. Ball, vice president; Merrill B. Stanley, treasurer; Mary Ann Berry, assistant manager; and Lawrence W. Reinsborough, clerk.

A supervisory committee is composed of Fred L. Harris, Alice A. McLaughlin, George E. Spires and Jean E. Gilpatrick. Directors for 1966 are Albert H. Adams, China; Clifford R. Ball, Cape Elizabeth; John F. Bevan, Bangor; Raymond F. Briggs, Raymond; J. C. Campbell, Portland; Stephen J. Conley, Jr., Portland; Hugh F. Flynn, South Portland; E. D. Jones, Portland; Wendell D. MacDowell, Portland; J. W. McIntire, Rumford; Joseph F. McMorrow, Sabattus; Chester L. Shepherd, Old Town; Archibald E. Smith, Fairfield; Merrill B. Stanley, Portland; and Thurlow L. Woodbury, Portland.

Sparrow—from page 1)

cal inspector, to the new position in response to mounting industry and public concern over accident prevention.

Baker said Sparrow will act to reduce accidents affecting railroad employees and their families and to improve public safety in line with current efforts on the national and state levels. "We intend to do our part," Baker said, "in the campaign to reduce accidents and save lives."

A Scarborough native and South Portland resident, Sparrow has been a Maine Central railroadman since 1922, and a mechanical department draftsman at Waterville and Portland until his appointment as mechanical inspector of locomotives and cars in 1964.

His successor as mechanical department draftsman, James P. Coffin of Freeport, again succeeds Sparrow as mechanical inspector. Both appointments were effective February 1.

The new safety supervisor will work under the direct supervision of William E. Maloy, mechanical instructor and rules examiner, who has performed the safety function on a part-time basis.



James P. Coffin

NOTE OF THANKS

John Corcoran, who retired January 6 after a long railroad career as an instrument man in the Engineering Department, wishes to thank all his co-workers and friends for their gifts and good wishes. He was honored at a retirement dinner last month.

Medicare Deadline Set For March 31

Railroad employees who reached age 65 by the end of 1965, whether they are still working or not, are reminded by the Railroad Retirement Board that if they want to be covered for supplemental medical benefits under the new Federal "medicare plan" when it starts this July, they must sign up by March 31, 1966. If they do not enroll by the March 31 deadline, they will not have another chance to join before October 1967, and they cannot be covered for the supplemental medical benefits before July 1968. Also, persons enrolling at a later date will have to pay a higher premium than if they join now. The cost now is only \$3 a month.

Persons already on the benefit rolls of the Railroad Retirement Board can expedite their enrollment for supplemental medical benefits by filling out, as soon as possible, the cards included in the enrollment kit they received from the Board. Other eligible railroad employees and their wives can take action to obtain coverage for supplemental medical benefits at any Board office.

More than two-thirds of Maine's annual product value is manufactured or grown by industries served by trains of the Maine Central.

GENERAL OFFICES

Bill Manning of Car Accounting reports a wonderful time during his Naval Reserve training "cruise" (on land) at Key West, Florida. He says the weather was fine and he wishes he were still there.

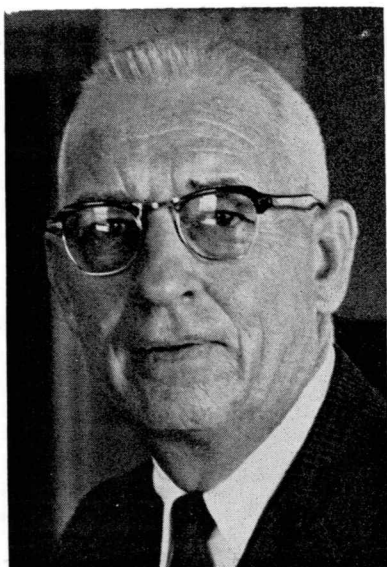
Bob Nurse, Car Accounting's outdoor sportsman, is going rabbit hunting these winter Saturdays with Sam Ruth of the Car Service Office and former Chief Clerk Carl Bruns.

Everett Goddard, Manager of Car Accounting, had a brief stay in the hospital during the past month.

Lena Hodge, retired secretary to the Comptroller, has moved from Mercy Hospital to Devonshire Manor where she would be pleased to receive visits from her railroad friends.

We extend our sympathy to Marty Holmes, Assistant to the Comptroller, on the recent loss of his sister in California.

Shirley Wilson, stenographer in the Assistant Treasurer's office, and her husband Bill recently flew to New York to meet his mother on her return from visiting Bill's sister in Hawaii.



Laurence W. Sparrow



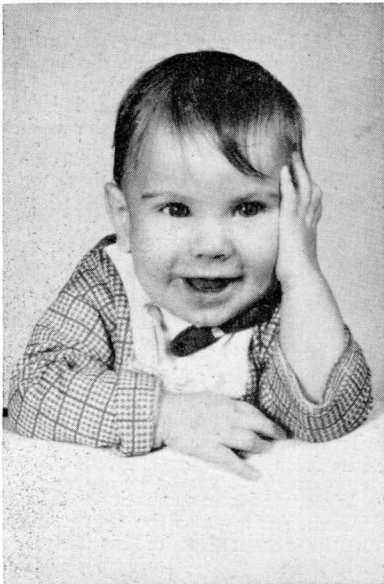
25-YEAR SERVICE AWARD—Gordon Sears, right, general foreman, Locomotive Department, Rigby, presents Arthur Mills, crew dispatcher's office, a 25-year service button.

Our Mr. Smith went to Washington (Eric) so intent upon getting there in time for an important meeting that he rode all night in a bus, arriving in time to find everything closed due to snow conditions.

Dotti Proctor, a sophomore at Boston University and daughter of Dot Proctor, Car Service Department, is on the Dean's list.

Our congratulations and warmest wishes to Mr. and Mrs. Robert Foss (Frances Foss, Leading Clerk in the Mechanical Department) on the birth of a daughter, Francine Marie.

Chuck Clifford, son of Cliff Clifford of the Car Accounting Office, plays forward and is captain of the Biddeford High School basketball team which stands No. 1 in the LL league.



Wayne Twombly II is the son of James Twombly, a Portland Police officer, grandson of Carman Wayne Twombly of Rigby and great-grandson of retired Carman Inspector Byron Twombly.

RIGBY YARDS

Retiring during the month of January were Clerk J. G. Johnson and Crossing Tender J. E. Conley.

On the sick list are S. L. Patridge, E. A. Hill, A. C. Appleby, J. J. Joyce and R. E. Barror.

Vacationing during January were Yard Clerk G. Severy, Assistant Yardmasters C. H. Plummer and R. G. Presnell, Yardmaster R. A. Chenevert, Watchman Peter Chisholm and Crossing Tender C. J. Forest.

A. C. Liscomb has bid off position 25R, R. J. Thompson 7R, C. E. Queen 6R, M. A. Eaton 49R and D. C. Berry 51R. R. E. Auger has displaced R. Henderson on position 17R.

T. W. Benson, first trick operator at Tower 2, has been on the sick list, his position being covered by R. A. Powers, whose position was covered by E. H. Gronlund.

D. J. Wilson, third trick operator at Rigby Yard, has been on vacation, his position being covered by C. D. Kane. W. D. Graham, first trick operator, Rigby, has been on vacation, his position being covered by E. H. Gronlund.

RIGBY ENGINE HOUSE

This month was visitors' month at the engine house, evidenced by the number of Cub Scout groups with their den-mothers. The towns of Kennebunk, and Gorham were especially represented with better than 100 scouts. General Foreman Gordon Sears in most cases acted as their guide. The visits included a general inspection of the property, and of course, a chance to blow the whistle on one of the engines.

Machinist Fred Johnson while on vacation, received the news of his wife's mother's death. We wish to send our condolences to Mrs. Johnson.

The death of Joseph Masula, whom we all knew at the engine house, was received with regrets. "Joe" was a clerk in the Maintenance Department.

Stores Department Clerk "Frank" Matthew Kane enjoyed his vacation in the last weeks of December, taking in the holidays. "Went no place special, but just relaxed," he said.

Carman Joseph Geoffrey, who had been hospitalized, is back on the job. A couple of days later, when he and Carman Earl Jones had a near accident, when a freight car door they were repairing, came off its hangers, due to the strong wind.

Car Department Clerk Patrick Conley is on vacation at this date, as well as Clerk Joseph Malloy.

Carmen Merle Cook and son Merle, Jr., received a large basket of assorted fruit from Miami, Fla., where Merle's sister resides.

Samuel Napolitano was a new daddy on Dec. 28, when a son was presented to the family by Mrs. Napolitano. "Sam" kept "Bachelor's Hall" and nearly starved to death living on corn-flakes. "I'm an awful cook," he says.

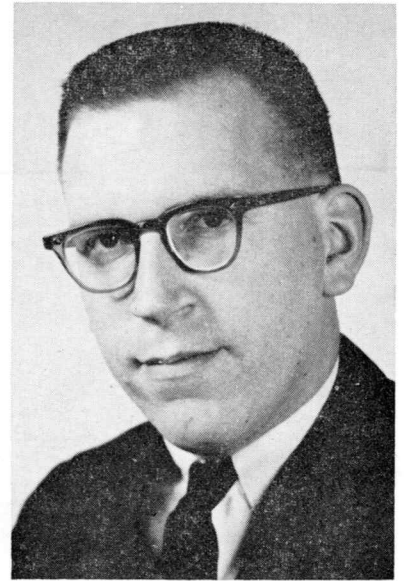
Foreman and Mrs. William Bean were attendants at the wedding of her mother, Mrs. Kathleen Thompson Nichols, in a recent ceremony at the Pride's Corner Congregational Church, to Bertram Jones of Huntington, New York. Grandson Donald Bean was one of the ushers.

Hermon Crommet, a former Portland Terminal machinist at the old Thompson's Point repair shops, died recently at the age of 77. Hermon retired in 1953 after working a while as a machinist in Chicago. He was one of the pioneers in forming the shop union for the machinists in 1923. His home was in West Buxton.

John MacDonald, former Blacksmith Shop Foreman at Thompson's Point and Rigby, was a recent visitor at the engine house.

Former Machinist Helper Allen Vose died at his home Jan. 10.

Machinist and Mrs. Theodore Cote attended the funeral of their brother-in-law Louis Saint Pierre, husband of Mrs. Cote's eldest sister,



SERVING IN VIET NAM—SP/6 Sherman R. Hill, 26, son of Conductor William W. Hill, Switcher No. 3, Waterville Yard, entered the service in September, 1960, and trained at Fort Dix, N. J. He had Army schooling at Monterey, Calif., in the Vietnamese language. Sherman served a year in the Saigon, Viet Nam, area, a spent a year in the Philippines, and a year and a half in Washington, D. C. with the Security Branch of the Army. He is presently serving somewhere in Viet Nam as a linguist.

Mrs. Nellie Miller Saint Pierre, who is the daughter of David Miller one of our old-time machinists at the Point, and Rigby

Jerome Benny, retired foreman of the Car Department, died in January after a long illness. He was a foreman for at least 25 years, and acting General Foreman as well.

Willard Derrah, Crane Operator for the Bridge and Building crew, was around Rigby with the rest of carpenters and various crew-men doing odd repair jobs. Allan Pollack, once an employee in this same crew, now retired at least four years, was a visitor at the shop. Allan is the picture of health, keeping in condition by working in his garden, supplying 2 or 3 local markets with produce in summer, and a series of exercises during the winter.



IT'S COLD OUT HERE—Left to right—G. E. Gagnon, Brakeman, J. C. W. Levesque, Conductor, A. J. Thiboutot, Brakeman, M. W. Miles, Enginemen, crew of Relief Switcher No. 1, Waterville yard.



CAUGHT BY SURPRISE—was Work Equipment Supervisor Raymond Coulombre and his family on a recent outing at Colby ski area, Waterville. Left to right: Mrs. Coulombre, son, Michael, Ray; and daughter Judy at extreme right. Their other daughter Ann was not present. Judy is the ski enthusiast in the family and is doing fine.

Oakland, temporarily until the return of Albert Eldridge; Victor Thompson, Waterville, temporarily until the return of Jimmy Cameron.

Sympathy is extended to the following: Work Equipment Supervisor Ray Coulombre on the death of his father in Fitchburg, Mass.; Clerk Denise Belanger and her sister, spare clerk Lucette Huard on the death of their grandfather in Canada; Trackman Mack Murphy and machine operator Eldon "Stub" Murphy on the death of their mother; retired laborer Ernest Toulouse on the death of his wife. Track Foreman Alfred Gowen, Skowhegan on the death of his brother in Montreal, Que.

Ray Sawyer's Signal Crew No. 1 have been on District No. 4, working at Clinton and Waterville.

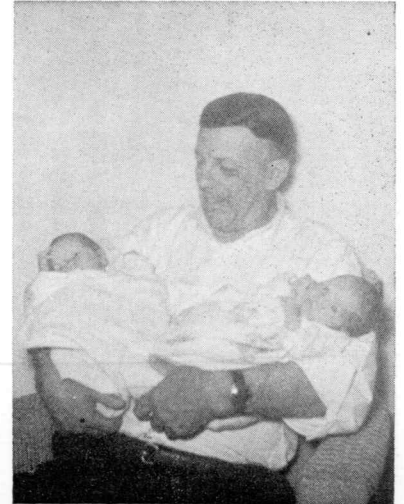
Track Supervisor Maurice Thorne underwent surgery recently and is coming along fine.

A postcard was received recently from Ralph Snow who is enjoying himself in Arizona this winter. Mr. and Mrs. Snow are planning a trip to Grand Canyon, Colorado, and Nogales, Mexico.

The following persons are recent donors to the Waterville Blood Bank: John Begin, Joe Boudreau, L. H. Bujold, R. O. Currier, Joseph Cosgrove, R. R. Chamberlain, Cal Clark, G. E. Coro, Earl Crandlemire, H. J. Douin, Arthur Doucette, Harold Dart, Everett Flannery, A. E. Genest, Gideon Gagnon, Jr., G. E. Gagnon, Hollis E. Hodgkins, M. E. Michaud.

Anyone who wishes to sign up as a blood donor may do so by calling the Yard Office.

Track Foreman W. L. "Joe" Haskell, Waterville, has swapped trucks. He now has a 1966 Chevrolet truck.



Ralph LaLiberte, Swing Yardmaster, Waterville, is a brand, spanking new granddaddy. Incidentally, if you can't guess, it's twins, a boy and girl, Peter and Colleen to be exact, born Jan. 3, to Ralph's daughter, Linda, in New Jersey.

WATERVILLE YARDS

R. J. LaLiberte, swing assistant yardmaster, was doubly honored this past month. First, one of his daughters in New Jersey was blessed with twins, a boy and a girl, which made him a grandfather for the first time. Next, his son-in-law, John Huard, won all those awards for playing football for the University of Maine. He was named All Maine, All New England, Yankee Conference and Little All America. Ralph bought a new car and took two week's vacation to visit his daughter and son-in-law in New Jersey.

John Begin, telegraph operator, Tower "A", Waterville, says the thermometer dipped to 26 below in his neighborhood, January 13. Baby, it's cold out there.

Charley Hersey, engineer, Switcher No. 8, had a good laugh this past month. It seems half a set of trucks from a de-railed car were reported to be two wheels off, one on each side by E. R. "Wyatt Earp" Palmer. Gene LaLiberte says "How else?"

Don Bartlett is back in Waterville on Switcher No. 2.



J. N. Vigue, Assistant Yardmaster, 1st trick, at Waterville Yard. One of his busiest chores is answering the telephone and relaying important orders by radio to proper trains.

Charles Parkhurst says his car goes so fast that he has to keep his emergency brake half on to drive at normal speed. Wonder if Charley ever thought of putting wings on his car?

T. W. Severy, engineman, officially retired Jan. 26, which gives him 49 years of railroad service. Tom was the 4th man from the top of his roster. That's a lot of railroading in any man's book.

Ken Fitton was in the Master's Chair again recently while Ralph LaLiberte was on vacation.

Our congratulations to Ken Snow, 2nd trick yard checker, on an addition to his family, a girl named Linda Elaine. Also to the family of Harold Stinson, Spare Engineer, who has a new son.

The following have taken vacations this month: E. J. Laliberte, R. B. Williams, L. L. LaPierre, R. J. Laliberte, R. J. Moffatt, D. Bartlett, E. C. Stenson and T. W. Severy.

With the spareboard of yardmen running wild in this inclement weather, Roger Ouellette, Spare Yardman, not having much time for rest and eating, is losing weight. The other day as he was working the west yard with O. J. "Butch" Bouchard, adding cars on the rear of B-11 they had only 30 cars or so, but Butch remarked that he couldn't see Roger on the rear of the train until he lit a fuzee.

Al Thiboutot, Brakeman on Switcher No. 3 made the front page of the Waterville Morning Sentinel. Al made a scene with his new snow blower in action.

Amos Lake, retired Yard Conductor, was seen downtown recently, and looks great.

Last month an item here stated that Ralph Moffatt was Assistant Yardmaster, but he's really a Switch Tender. He was shown adjusting switch lights.

Jerry Dessent, Spare Yardman, was notified to report to his Draft Board Feb. 3, for his physical.

WATERVILLE STATION

The following trackmen have bid off positions: Keith Bowden, Corinna; Ronnie Hartford and Arthur Haskell, Dover-Foxcroft; Mannie Howell, Hartland; Linwood Decker, Sec. 241,

WATERVILLE SHOPS

Assistant Supt. Stewart Park is away on a car inspection trip to Buffalo, N. Y., and Chicago, Ill.

Sympathy is extended to Car Inspector Paul Hallee, whose mother died recently.

Foreman Don Russell has a new yellow Comet hard-top.

Carman Phil Gillikson has returned to South Portland where he is working on the rip track at Rigby.

Carmen Hugh Gray and Arthur Campbell have recently been furloughed.

Brick Mason Gene Alley has recently open a store and filling station at his home on Western Avenue, Fairfield.

Retired Carman George Cates died at a local hospital on Jan. 24. He had been retired since 1957 and had worked for the Maine Central for 37 years.

On the sick list recently have been Larry Folsom, Chester Craig, Al Wentworth and Dick Boucher.

And then there is the Machinist Helper who forgot his birthday, and had to be sent home to get his holiday.

Sympathy is extended to Carpenter Everett Flannery whose mother died recently.



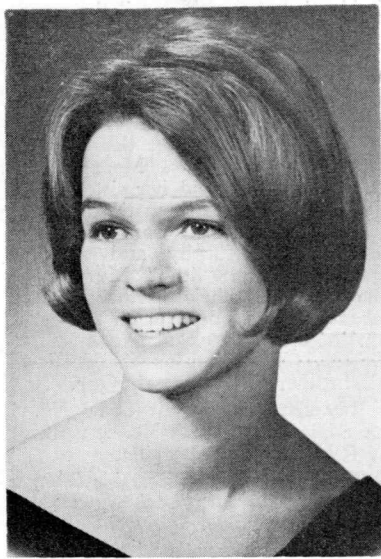
WINS HIGH SCOUTING AWARD—Bruce Hillman, son of Assistant Yardmaster and Mrs. Burns C. Hillman, Waterville, received the God and Country award—one of Scouting's highest—in a recent ceremony at the Getchell street Baptist Church, Waterville. From left, the Rev. Richard Smith, pastor; Bruce, Mrs. Hillman, Mr. Hillman, and Scoutmaster Merle Trott. Bruce also received a congratulatory letter from Senator Edmund S. Muskie.



TO WED THIS SUMMER—Mr. and Mrs. Donald H. Svenson of Summit St. have announced the engagement of their daughter, Miss Suzanne Marie Svenson, to Charles James Kahill, son of Mr. and Mrs. Charles F. Kahill of Ashmont St. A summer wedding is planned.

Both are graduates of Deering High School. Miss Svenson is a senior student at Massachusetts General Hospital School of Nursing.

Mr. Kahill is a graduate of Bowdoin College and a member of the faculty at South Portland Junior High School.



TO WED—The engagement of Miss Jane Mavis Budd to Richard Dean Hay of Providence, R. I., is announced by her parents, Assistant Treasurer and Mrs. Horace M. Budd of Woodmont St. Mr. Hay is the son of Mr. and Mrs. John A. Hay of Hall St.

Both are graduates of Deering High School. Miss Budd is a senior at the University of Maine in Portland, and a member of Chi Omega sorority.

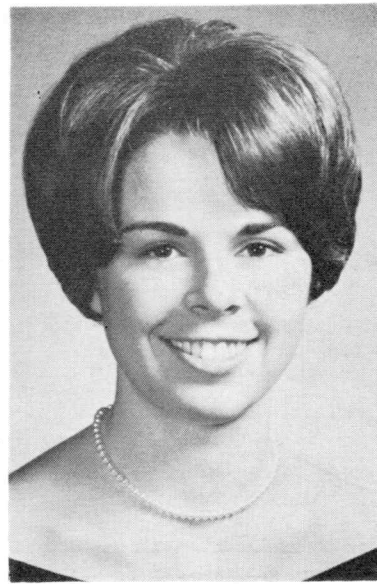
Mr. Hay, a graduate of Burdett College in Boston, is assistant supervisor with the John Hancock Mutual Life Insurance Co. in Providence.

from the Boys Training Center. They were excellent and greatly enjoyed.

Mrs. Helbert Wright (Del's widow) is spending part of the winter in Manchester, Conn., with her daughter Louise.

Mrs. Frank C. Hobart, formerly Myrtle Allen of Melrose, Mass., now resides in Phoenix, Arizona. She will be remembered as a former clerk in the North Station offices.

We were pleased to hear from



ENGAGED—Sales Manager and Mrs. Herman E. Buchheim of Portland announce the engagement of their daughter, Linda Susan, to Mr. Peter Baldwin Wagner, son of Mr. and Mrs. William L. Wagner of Apple Crest Farm, Hampton Falls, New Hampshire.

Miss Buchheim was graduated from Deering High School and is a senior at Colby College. She is a member of Chi Omega sorority.

Mr. Wagner was graduated from Exeter High School, Exeter, N. H., and is a senior at Colby College. He is a member of Lambda Chi Alpha fraternity.

An August wedding is planned.

Charles W. Goodwin of Lawrence, Mass. and John G. Thompson of North Andover, Mass., who are enjoying their retirement.

Ray W. Farley, first vice president of the Railroad Veterans, retired January 1, after 58½ years of service with the Boston and Maine Railroad. His first assignment was assistant agent at Lee, N. H. June 20, 1907, and he received a 50-year pin in June 1957. He was general agent at Biddeford from 1942 to 1962.

A card of appreciation was received from Walter P. Stimson by the Association for cards and flowers received during his stay at the Medical Center. He is at his home in North Windham.



By Bill Manning

With the start of the second half of bowling in the Men's Bowling League season, four teams were tied for first place. They are Team 10, with Jerry Gilbert, Joseph Welch, Martin Holmes and William Welch; Team 8, with Joseph Capozza, Philip McDonald, Jay Welch and Joseph Welch, Jr.; Team 7, with John Conroy, Steve Frost, Robert Engelhardt and Tom Caufield; and Team 4, with Lindy Burgess, Mike Campbell, Samuel Cavallo and Charlie Smyth.

Team 13, with Lillian and Larry Smyth, Mary Nugent and John Conroy, lead in the Couples League with Team 2, Nell and Mel Cottle, Dave and Ruth Gardner, following close.

In the Women's League, the Oddballs, with Janette Breggie, Rita Foley, Kay Greene and Margie Corbeau, hold the lead with the Misfits, Barbara Fleming, Nora Engelhardt, Peggy Dorsey and Kay Ramsey, and the Lobbyettes with Jean Finley, Beverly Waterman, Carmel Robichaud and MaryAnn Berry tied for second place. The high single and three is held by Madeline Campbell 120-307. High team single as well as the High Team Total are held by the Misfits, Barbara Fleming, Nora Engelhardt, Peggy Dorsey and Kay Ramsey.



The January 23 meeting of the Railroad Veterans was held at Howard Johnson's Restaurant, Thornton Heights. Despite the inclement weather, there were 40 in attendance. The group was entertained by "The Bell Ringers"



VISIT PORTLAND OFFICES—A total of 13 students from the Manpower Development and Training Center, Lewiston, were guests of the Maine Central Railroad Company last month, touring the St. John street General Offices. Shown as they visited the Railroad's data processing department are, from left, Sheila McMorrow, daughter of Mechanical Department Clerk Joe McMorrow; Gloria Howard, Francis Currier and Claudette Carter, all of Lewiston. Seated is Ralph H. Gordon, auditor, data processing, showing the students a card-punch console.

Do We Have Your Correct Address?

If not, drop a note with your name, address and Zip Code to:

McC Messenger
222 St. John Street
Portland, Maine

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine. 04102

Return Requested

Bulk Rate
U. S. POSTAGE
PAID
Portland, Me.
Permit No. 16

SAM VAUGHAN

44 THISSELL ST.

PRIDE'S CROSSING, MASS.