

A 'Snow Train' From Rigby Yards



AT WATERVILLE—Pictured is the new Kershaw snow blower working in the Waterville area. This machine is self-propelled and can reverse its direction by the use of its hydraulically operated turntable. It does a fine job of getting rid of the snow between the track down to the ties. Aboard are E. E. "Stub" Murphy, operator, and track foreman Pete Boucher.

1965-66 Winter Was a Pip, But Spring's Coming

Maine Central operating people have their fingers crossed these days, hoping the snow season is finally over, and that a late-season storm or two won't put the winter of 1965-66 into the all-time record books. *Sat.*

That last major storm on Feb. 26 almost succeeded, and railroad workers are hopeful that it was a desperation blow, delivered to put the climax on one of the worst "old-fashioned" winters we've had in years.

Depending on where you live, this season's snows have totalled from 43 to 112 inches, dumped by nine major storms. Many more of the blowing, one to two-inch variety came in between, serving mostly to drift into areas that already had been cleared.

The Feb. 26 storm was the worst of the winter, dropping more snow, over a wider area of the Maine Central system, than any other. The Rumford area got 17 inches out of that storm alone, but when the skies cleared, Rumford's total accumulation was only 27 inches. Skowhegan had 40 inches on the ground after the Feb. 26 storm, and Dover-Foxcroft was covered to a depth of 45 inches. Drifts, of course, were edging up to the ten-foot mark in both communities.

The railroad operated a total of 33 plow trains in January, 55 in February, and so far in March, only three.

5th Annual MeC Scouting Course Set for Bangor

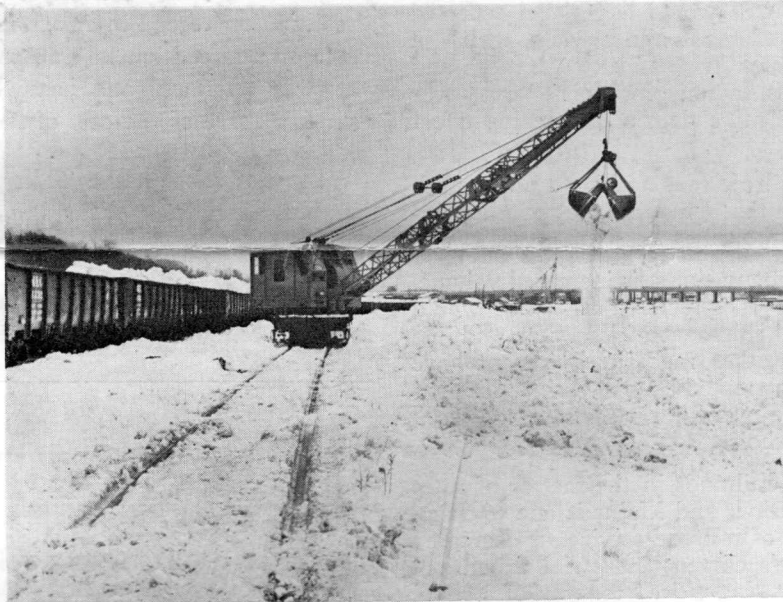
The Maine Central Railroad will sponsor its fifth annual Boy Scout merit badge course in railroading this Spring in Bangor, drawing boys from a wide area of the Penobscot Valley.

Full approval for the Maine Central course has been granted by Earl G. Reed, Scout Executive, Katahdin Area Council, which includes a large northern and eastern Maine area.

The course, to be given by a cadre of Maine Central officials from Portland augmented by specialists from Waterville and Bangor itself, has been scheduled to start on Wednesday evening, March 30. Similar two-hour sessions have been planned for April 6, and April 13, with a written examination on April 23, and a full-scale Court of Honor awards ceremony on Sunday, May 1.

More than 200 boys were attracted to similar programs in Portland for two years, in Lewiston in 1964, and in Waterville last Spring. A similar number is expected to register in Bangor, bringing total alumni of the Maine Central Railroading merit badge program to more than 1,000.

As in the past, the Bangor Merit Badge Course will be based on the material outlined in the official "Railroading" merit badge course—page 8)



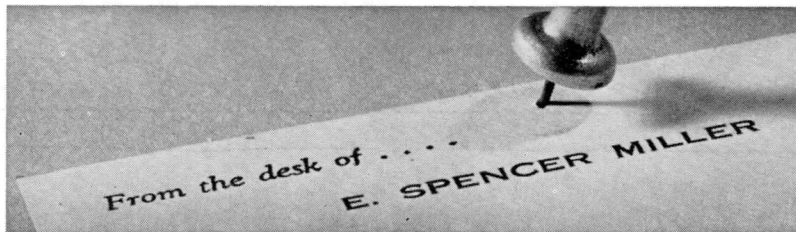
Was Unloaded Into Fore River



ON MeC RIP TRACK—Typical scene at Waterville Rip Track. Norman Thompson, carman, Waterville Shop. Due to so much snow, Norm has done more snow shoveling than carman work, he says.

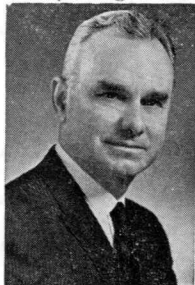


Clearing Buried Yard Nine



TO MY FELLOW EMPLOYEES:

Railroad freight rates, which for years have served as a convenient excuse for a wide variety of regional economic woes, are appearing in a new light these days. They're going down, while the cost of everything else is heading in the opposite direction.



Rail freight charges are now the object of pride and praise, and last month were hailed by an economist as "one of the nation's most timely and significant counter-inflationary forces."

The Nation's railroads have further reduced their average freight charges this last year, bringing total reductions in this area to 14 per cent since 1958. By contrast, the government's Bureau of Labor Statistics has reported, the Consumer Price Index has risen nearly ten per cent in the same period. The Association of American Railroads has stated that if the railroads' 1965 freight load had been carried at 1958 unit charges, the nation's shippers would have paid \$1.4 billion more for rail transportation than was actually the case.

This additional cost of doing business would have been reflected in increased prices for a wide area of goods and services, which in turn would have boosted the Consumer Price Index even more and made the dollar worth even less. Thus, by lowering unit charges over the years, the railroads have exerted more than a dampening effect on the rising spiral of inflation.

How, you might ask, have the railroads been able to accomplish this, and at the same time, to meet the demands of expanding industry for better equipment and improved methods?

The answer, as we've pointed out many times, is increased volume. Rates have been reduced to retain freight that otherwise would have been lost, and to encourage rail shipment of larger or multiple loads. New, high-capacity cars and other modern equipment have helped, along with the new business attracted by piggyback. Elimination of unnecessary services and long-overdue revisions in the work rules also are parts of the improved whole.

The holding action played by the railroads in the matter of rates has paid off in many areas of the nation, and Maine is one of them. It is inescapable that the availability of railroad service, at decreased rates, is a vital element in the state's current industrial expansion, and that not only the railroads, but the entire economy of Maine, will benefit.

The initial investment by the paper companies in expansion programs in Maine is in excess of \$200,000,000, and the long-term benefits to the state and its people are incalculable, yet the decision turned, to a great degree, on less than a third of a cent. That is the amount by which Maine Central's average revenue per ton-mile has decreased since 1958.

Unit charges now are less, but they're working out, attracting new freight and greater volume. We're hauling more tons more miles, our revenues are modestly ahead of our costs, and we're contributing in large measure to the battle against inflation.

It's doubtful if many public officials are aware of this aspect of the railroads' role, but it's true that the fight to keep the dollar strong is as vital to our country as any battle we've fought with bombs and bullets.

E. Spencer Miller

Editorial

A New Cabinet Post

Transportation—from the trails and rivers of the 13 colonies to today's vast network of rails, roads, waterways and airlines—has built America. But its growth—like much of the country itself—has been restlessly, perhaps recklessly, haphazard.

In effect this was the basis for President Johnson's call for a cabinet-level Department of Transportation last month. It would, he said, "coordinate the executive functions of our transportation agencies in a single coherent instrument of government."

The President's specific goals: (1) "policy guidance and support" for each transport mode, (2) clearing political and institutional barriers "which impede adaptation and change," (3) taking full advantage of modern technologies, (4) promotive private industry efforts toward greater transport efficiency "to give the American consumer more and better service for his transportation dollar," and (5) acquiring reliable information for decision-making.

The recommendation, made in a Transportation Message to Congress, steered clear of transport policy proposals, but the President already is on record in repeated calls on Congress for "heavier reliance on competition in transportation," and for requiring airlines, waterway operators and heavy freight trucks to more nearly pay their fair share of the cost of facilities provided by the taxpayers.

We're not sold on the Transportation Department recommendation, but fair-share user taxes make sense.



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

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Myrtle Neilson	General Offices
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Bill Manning	Sports



LAST DAY AS ROCKLAND AGENT—Frank L. Carsley, general agent, Rockland, retired Feb. 25 after nearly 50 years of railroad service. Frank, who also served as an assistant editor on the MESSENGER staff, began his railroad career with the Bangor and Aroostook in 1916, and has served on the Maine Central since 1918. He has been agent at Rockland for the past 25 years. Mr. and Mrs. Carsley have left for Florida, and when the weather improves, they'll return to their newly purchased summer home at Owl's Head.

Oakland Railroadman's Son Wins College Cruise Around the World

Warren Buzzell, the son of Carman and Mrs. Basil Buzzell of Oakland, is taking the second semester of his sophomore year at Ricker College aboard a ship travelling around the world thanks to a \$1200 scholarship from Chapman College, Orange, Cal.

Buzzell was one of six students in the U. S. selected for the scholarship aboard the M. S. Seven Seas, the "floating campus" of Chapman College.

The Seven Seas sailed Feb. 10 from Wilmington, Cal., and was scheduled to reach its first stop, Tahiti, Feb. 21.

It will proceed to the Far East, around Southeast Asia and India, through the Suez Canal into the Mediterranean, tour the Mediterranean countries, and return to the U. S., arriving in New York on June 17.

Classes started for Buzzell on the second day out, and will continue throughout the trip, with special tours and classes at ports of call. His education will include lectures by professors in foreign colleges, forums with foreign students, and visits to homes of foreign students and teachers.

Normal campus life will be continued aboard ship, too. The Seven Seas boasts a 7,000 volume library, study halls, a soft drink bar, beauty and barber shops, a swimming pool, religious facilities and a full-time recreation director.

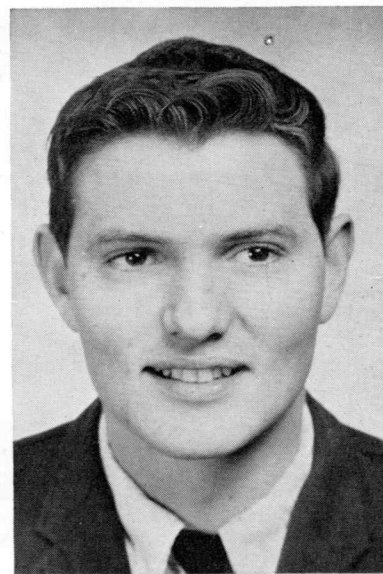
The last days before returning will be spent taking final examinations, and Buzzell will receive full credit for his Sophomore year, entering Ricker next fall as a junior.

Buzzell's parents said that he first got word that he was being considered for the scholarship while he was home over Christmas vacation. On his return to Ricker, he found that he was the unanimous choice of the faculty for the scholarship.

IP Publishes Maine's Newest Company Paper

The International Paper Company has just published volume one, number one, of the IP "SCROLL," for employees in the Jay-Livermore Falls area.

The first issue carried a picture showing the first shipment of paper from the new Androscoggin Mill as it was loaded into a Maine Central box car, with officials of the railroad and IP on hand to watch.



Warren Buzzell



By Bill Manning

The 15th Annual Maine Central Men's Bowling Championship will be held April 16 at West-Port Lanes in Westbrook at 1:00 P.M. The General Office League are defending champs and hosts. Edward Montgomery was selected chairman. This is strictly for MeC men employees. More information will be available later in March.

In the Men's Bowling League, Team 5 with Kenneth Austin, Joseph Gallant, Reginald Libby and Wilbur Wilcox lead with 31 wins and nine losses followed by Team 8, composed of Joseph Capozza, Jay Welch, Phillip McDonald, and Joseph Welch, Jr. High Single is held by Joseph Welch, Jr. with a 140; high three by Thomas Manning with a 353; high team single by Team 9 with Robert Lewis, Larry Ferguson, Dana Bragdon and Clinton Kane. High Team Total by Team 7 with John Conroy, Robert Engelhardt, Brownie Tate and Thomas Caufield.

In the Couples Bowling, February 19, Edward and Bertha Montgomery won first place with a 662; William Manning, Sherl Welch, Michael Campbell and Marilyn Campbell tied for second and third place with 600; and Ruth and David Gardner took fourth with 658; it was a close match, with most teams were separated only by two pins.

ATTENTION ANGLERS

Messenger To Run Fishing Contest

The Messenger wants to get right at the facts this fishing season . . . no more wild rumors about monster trout; no more Monday morning heroics about four-foot salmon; no more vague reports of limit catches without evidence of any kind; no more tampering with the truth.

Knowing fishermen as we do, we realize this is a tremendously difficult task, and that only a really fine prize, such as a new rod and reel, maybe, could induce a fisherman to tell the complete, unadulterated, unadorned story.

So that's what we'll do . . . offer a new fly-fishing, spinning or bait-casting rig to the Maine Central employee, his wife, or his youngster who catches the heaviest togue, brown or brook trout, land-locked salmon or smallmouth bass this season. Reels and lines will go to the three runners-up.

So . . . as the season goes on, and you catch a fish that you think is big enough to win, take his picture, fill out the coupon below, have it attested by a Warden (that's the catch) and send the picture and the coupon along to the Messenger.

We'll keep everyone informed as to how the contest is going.

MAINE CENTRAL MESSENGER FISHING CONTEST—1966

Name job title

Work location date caught

Where caught lure or bait

Species weight lbsoz.

Remarks

Sign here

Attest:

Warden

Maine Central Carpenter Now Skipper of Trim Steam Yacht

A Maine Central carpenter has become the only man in Maine, probably, who can boast he's the skipper of a new steam yacht.

Department; C. H. Lesneski, yardman, Portland Terminal Co.

Donald E. McCaslin, Waterville Shops; Leland A. McIntire, Waterville Shops; P. E. McTigue, Bangor Enginehouse; Andrew Miles, Waterville Shops; A. P. Mills, Rigby Enginehouse; Donat Morin, trackman, Brunswick; Guy J. D. Myrand, yard conductor, Lewiston; Elmer W. Nelson, trackman, Cherryfield; Wallace R. Pooler, track supervisor, Bartlett.

J. P. Quincannon, yardman, Portland Terminal Co.; Raymond V. Ryder, leading electrician, Portland; Vernon R. Ryder, section foreman, Deering Jct.; Owen W. Spaulding, Bangor Car Department; M. E. Wilson, conductor, Dry Mills.

Lots of people have new boats—more every year, in fact—but as far as we've heard, Lawrence E. Brown is the only one whose craft chugs in a fine, old-fashioned way, has a turn-of-the-century whistle, and is propelled at a stately pace by steam.

A member of the Bangor Bridge and Building crew, Brown bought the boat two years ago in Greenville after it had spent the first 32 years of its life on Moosehead Lake. It was a motor cruiser then, used as a launch by Maynard's Camps at Rockwood, on Moose River.

The Bangor carpenter moved the 30-foot hull to Snow Pond, Belgrade, and went to work on it, making basic repairs, installing the steam power plant, and finally building the topsides. As the "S.S. Sootie," she rides the waters of Snow Pond in antique dignity, making tourists look twice.

The "Sootie" has an eight-foot beam and draws three feet. Her new Simple boiler weighs 670 pounds and carries a working pressure of 185 pounds. The engine itself is an elderly seven-horsepower, one-cylinder slide-valve job. "Sootie's" whistle is a souvenir from the old Augusta and Kennebec street railway, and the pressure gauge came from Maine Central steam locomotive 630.

Next time you're near Snow Pond, look up Brownie and the trim steamer "Sootie." Bet he'll give you a ride.



SHOPS PRESENTATIONS—Alden Finnimore, superintendent, Waterville Shops, presents 25-year service pins to Machinist Andrew Miles, center, and Laborer Leland McIntire, right, two of the many Shopsmen who have qualified for the award.



AWARDED SERVICE PINS—Joseph D. Rourke, superintendent of car maintenance, presents 25-year service pins to employees in the Bangor Car Department. From left, Rourke, Richard A. Golding, William B. Leonard, Owen W. Spaulding, Linwood J. Connors and Benjamin W. Caldwell.

33 MeC Workers Awarded Service Pins

The following Maine Central employees were presented 25-year service buttons in February:

Edwin G. Ainsworth, trackman, Crawford Notch; Ralston A. Armstrong, stores department, Waterville; R. E. Arnold, yardman, Portland Terminal Co.; M. M. Beers, clerk, Vanceboro; A. E. Bellefontaine, Rigby Enginehouse; Louis O. Boyington, trackman, Kingman; Carleton R. Buzzell, machinist, Waterville Shops; Benjamin W. Caldwell, Bangor Car Department.

Ruth Christianson, secretary, Portland; Linwood J. Connors, Bangor Car Department; R. J. Curry, yardman, Portland Terminal Co.; H. R. Eames, Bangor



H. R. Eames, left, general foreman, Bangor Engine House, received his 25-year service pin from George P. Silva, superintendent of locomotive maintenance.

Enginehouse; Richard A. Golding, Bangor Car Department; Alvar R. Jarvi, truck driver, Lewiston; Wallace L. Jewell, assistant freight foreman, Waterville Shops; H. J. Kenny, clerk, Portland Terminal Co.; Lewis C. Ladd, yard conductor, Roxbury; William B. Leonard, Bangor Car



MAINE'S NEWEST—PERHAPS ONLY—STEAM YACHT—The "S.S. Sootie," which spent her first 32 years as a motor cruiser on Moosehead Lake, has been rebuilt and remodeled as a steam yacht by Bridge and Building Carpenter Lawrence E. Brown, Bangor.



NEW HOTEL MUSEUM PIECE—Back in 1870 when the Maine Central Railroad took over the line from Portland to Augusta, this sign was erected on the then-new Augusta freight office. It was found recently, stored in the present Augusta facilities of the Maine Central. A few days later, John P. Scully, executive assistant, Maine Central, presented the sign to Robert J. Dunfey, (left) vice president, treasurer and general manager of the Dunfey Hotels and Motor Inns, as an addition to the growing collection of antique Americana in the lobby of the Sheraton-Eastland Motor Hotel in Portland.



VICTIM OF THE COLD—Bert White, Bangor trackman, found this huge eagle—still clutching an eel from the river—while patrolling the main line in Orono last month. It had been stunned, apparently, then had frozen to death.

INDUSTRY ROUNDUP

What's Happening On U.S. Railroads

Freight Volume Leading 1965: The first weeks of 1966—before severe winter weather took its traffic toll—showed rail freight volume running about 5 per cent above the beginning weeks of 1965 . . . and 1965 proved to be a post-war record-breaker at 695 billion ton-miles of rail freight. The nation's 13 regional Shippers Advisory Boards have forecast a 2.5 per cent gain in first quarter carloadings over last year, an increase which should produce some 7 per cent more first-quarter ton-mileage.

Piggyback traffic, meanwhile, is continuing the unbroken upward climb which in 1965 carried total rail cars loaded past the 1-million mark for the first time. In the first 3 weeks of 1966, cars loaded with truck trailers or containers were running 11.9 per cent above the comparable period of 1965.

Freight Car Titans: Latest statistics show the average freight car installed in 1965 could handle a load of 78 tons as compared with 54 tons for the average car being retired. This 44 per cent expansion in the freight car's chest measurement has boosted the aggregate carrying capacity of American's 1,800,000 - unit freight car fleet to more than 160 million tons.

Besides allowing heavier loading at decreasing transport charges, today's freight car offers

numerous mechanical improvements—roller or improved solid bearings, impact-absorbing "cushion" underframes, larger doors for easier loading and unloading, and the like. Such improvements show up in today's average freight car price tag of \$15,000—double that of 1955. Put another way, railroads must now put up twice as much money as 10 years ago to buy a given number of cars.

Bangor Trackman Finds Big Eagle

You never know what you'll find when out inspecting the track, says Bert White of Bangor, who ran across a spectacular example of the violence of Dame Nature in Orono last month.

Bert found a huge eagle, frozen to death, with an equally frigid eel clutched in one set of talons. First victim of the tragedy, Bert guesses, was the eel, which the eagle had grabbed from the Penobscot River. Next came the eagle's turn, apparently stunned when it ran into telephone wires

as it flew off with the eel. Below-zero temperatures did the rest.

The Maine Central trackman found the bird and its intended meal a few hours later, and turned both over to Game Warden David Mercier of Orrington.

The eagle weighed 35 pounds, and had a wingspread of more than 70 inches.

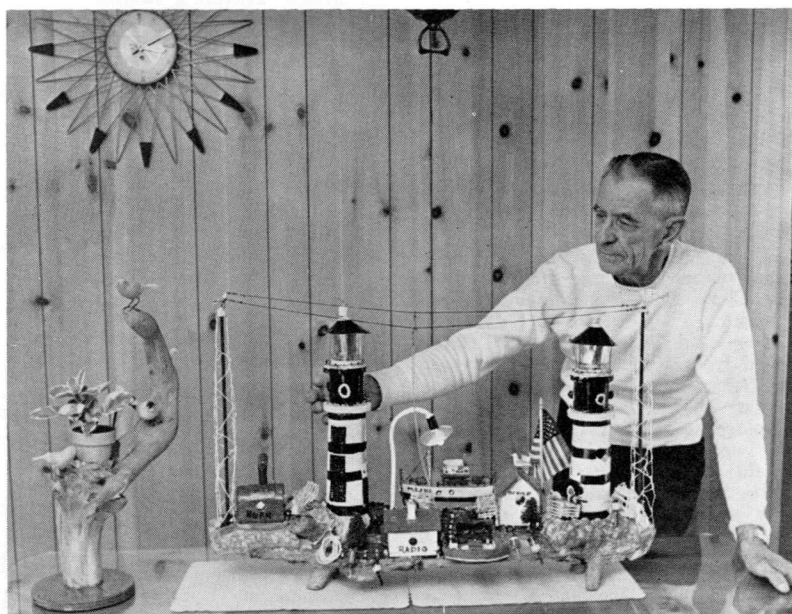


The regular monthly meeting of the Railroad Veterans was held at Howard Johnson's restaurant, Thornton Heights, February 27, with 40 members in attendance.

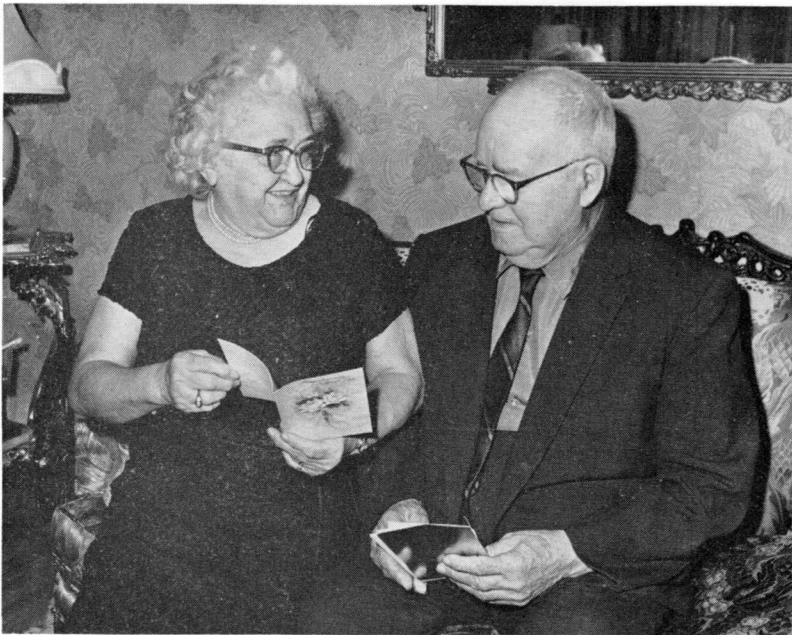
Sergeants Hamilton and Anglin of the U. S. Army Recruiting Service showed a film on Modern Warfare. The experiences of Audie Murphy, ex-G.I., were very interesting and appropriate for a patriotic meeting. Mrs. John Burke was at the piano, and Mrs. Melville Davis and Mrs. Paul Landry led the group in singing patriotic songs.

We are sorry to hear of Walter Stimpson's return to the Maine Medical Center. At last reports he was progressing well and we all sincerely hope he will return home soon.

Word has been received that Herbert Wells of Chelsea, Mass. (former examiner of the B&M RR) is confined to the Massachusetts General Hospital, Baker Memorial Building in Boston. He is gaining satisfactorily and each day shows improvement. Cards would be appreciated.



DRIFTWOOD HANDICRAFT—Retired Conductor Emile Morin, Cape Elizabeth, shows his latest driftwood creation, a model of a Coast Guard lifeboat station, complete with foghorn, radio shack and other buildings, including two lighthouses. It's not intended to be Two Lights, despite the fact that the famed Cape Elizabeth lighthouses are just a few steps down the road from his home. At right is another driftwood novelty, a decorative planter.



OLD TIMERS REMINISCE—When Mr. and Mrs. Archie Carignan, above, observed their 61st wedding anniversary last month, the 82-year-old retired Maine Central engineer and his wife received a card from Fred J. Gleason of Portland, a retired yard conductor. With the card was this sketch, with Carignan in the cab of 374 in Yard 9, Thompson's Point, on a typical day in 1913, just as the Bartlett extra was about to leave. The conductor is the late Joe Langlois, who Archie says always had to run to catch the buggy despite his invariable request to "Pea Soup" to "go slow when you haul up." Fred Gleason, the artist, also is 82.

Herbert W. Fogg is confined to his home by illness. We missed you, Herbert.

Virgil E. Nowell, retired conductor, Bangor Yard, writes that a delegation of Maine Central veterans attended the Maine-Florida picnic Feb. 4. Virgil reports that retired MeC Engineer Walter Allen, 96, danced "most every dance, and always found a partner for the waltzes." Others attending, besides Mr. and Mrs. Nowell, include former Operator and Mrs. D. M. Pomerleau, former Conductor Harry Gibbs, former Engineers Doby White and Arnold Baker, and Mr. and Mrs. William E. Robbins.

Virgil and Mrs. Nowell are at 5735 75th avenue, Pinellas Park, Fla.

Retired Car Inspector and Mrs. Martin H. Welch, South Portland, recently observed their 50th wedding anniversary. A party was held for them by their son, James Welch of Cochrasset, Mass., and their daughter, Mrs. Emile Casey of South Portland.

GENERAL OFFICES

Bettie Woods, wife of Clerk Bill Woods, is a patient at the Maine Medical Center.

Connie Davis, Car Accounting, is back at work after suffering a sprained ankle.

Al Chapman, clerk in Auditor Disbursements office, has been a recent surgical patient at the Maine Medical Center.

Lil and Larry Smyth are now home owners, having purchased a new Cape Cod on Dennett Street, Portland.

Betty and Mac MacDonald have moved from Roberts Street to Riverside Street, occupying the apartment vacated by the Smyths.

Dolores Stanley of Engineering is now back to work after a bout with the flu.

Elta Benner of A.D. Office was an early vacationer, taking a week to get caught up on housekeeping chores and visit Boston and Peabody.

Milt Chaplin's son, Roy, has entered the service and is stationed at Fort Dix in New Jersey.

Dottie Proctor and her husband, George, were recent travelers to Massachusetts to visit their daughter, Dorothy and son, George, Jr.

Louise Scannell, MDO in Aud. Disb. office, recently visited her

cousin, Mrs. Walter Griffin, in Manchester, N. H.

Birthdays are coming thick and fast in the Disbursements Office—those who enjoyed the day off this past month were Joe Gallant, Paul Landry, Francis Cameron, Reggie Libby, Mert Neilson, Red Murray, Dick Greene and Milt Chaplin.

Ann Welch, wife of Clerk Bill Welch, recently attended a performance of "A Lion in Winter," with Robert Preston, in Boston, which she greatly enjoyed, and lunched at the top of the new Prudential Building, in company with co-workers from the telephone company.

"Skip" Werner, nephew of Theresa Slattery, Comptroller's office, was aboard the M.M.A. training ship State of Maine, back from its winter cruise.

Eddie Stewart is now sporting a 1963 blue Volkswagen.

Harry Blackmore is awaiting the arrival of his son Bobby, who has been on the Maine Maritime Academy Cruise, and his oldest son, Donny, who has been stationed in Arizona.

Mary Morse's house is now sporting a remodeled kitchen.

Conductor and Mrs. Edgar J. Bouchard, South Portland, attended the christening of their first grandchild in Alexandria, Va., recently. Their son John and his wife are the parents of a daughter born in a Washington hospital in February.

RIGBY ENGINE HOUSE

The heavy snow storms during the past month have caused much concern among the men owning camp property, and some lame backs and sore muscles caused by snow shoveling.

Mrs. Donald Sinclair, wife of "Don" Sinclair, Bridge and Building Crew, has assumed the office of Worthy Matron, to serve on degree team of Iona Chapter, O.E.S.

Welder Albert McCann has returned to work after being ill. He resides at Peaks Island.

Foreman Linwood Sweatt who has been ill for over a year, is slowly improving. He has seen former Boston and Maine Traveling Engineer Donald Wiggins, and Engineer James Spear. Both are retired and are feeling well, he says.

Richard E. Brume, nephew of Machinist Helper William Brume, a member of the North Windham police and fire departments, is running for a Selectman's post in Windham. He is head custodian at North Windham High School.

Clerks Patrick Conley and Joseph Malloy are both back on the job after having their vacations for 1966.

Car Inspector Charles Riley is on the mend after a brief sojourn at the Maine Medical Center. Carman Ernest Coates was at the Mercy Hospital.

Foreman Joseph DeRoche has received word from his son, James DeRoche, at a rocket base at Huntsville, Alabama, that they had a snow-fall of one and one half feet recently, something unheard of.

Former Chief Clerk Leo Belfontaine is enjoying himself at his winter home in Florida, says his brother Alphonis, Turn-table Operator at Rigby.

Engine House worker Albert Meade has a new Ford.

Fred Blethen of Phillips, brother of Mrs. Charles Tetreault, wife of Foreman Charles Tetreault, died recently at his home.

Donald Tracy, a former PTCO machinist now with the Grand Trunk at Island Pond, Vt., attended the recent funeral of his aunt and uncle, Mr. and Mrs. Horace Stinson, who were killed in an auto accident.

Laborer Edward Murphy was on the sick list recently.

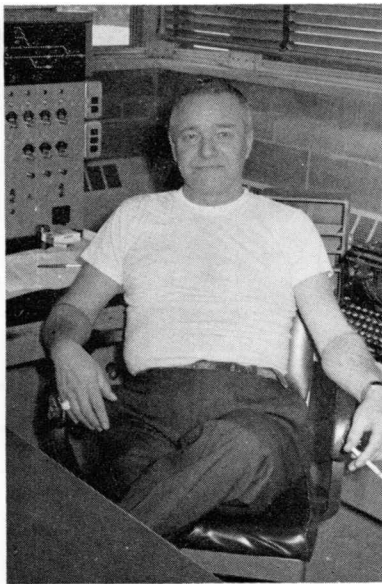
Chief Clerk Frank Garland, a member of the Freeport School Committee for the past five years, has been elected as a Republican town committee-man. His family group, the "Harmonica Kids," will appear on the Ken MacKenzie Show soon.

Former General Foreman Malcolm Billington, and Foreman Frederick Lombard were visitors during the month. I understand Fred is still doing part-time work with a dairy store chain.

Retired Boilermakers Claire Libby and Charles Jackson are both well and would like to be remembered to their friends at the shop and engine house.



WED 55 YEARS—T. F. Cosgrove, Telegraph Operator (retired) and Mrs. Cosgrove recently celebrated their 55th Wedding Anniversary. Mr. Cosgrove, operator at Fairfield Station, retired in 1949. He served 38 years with the Maine Central Railroad.



Busy at Waterville station when Assistant Editor Arthur Doucette appeared with his camera were, left, Ruth Brochu, also an Assistant Editor, and clerk-typist in the Engineering department; John Begin, operator, Tower A; and Beverly Cook, clerk in the freight office.

Wharf No. 1 Watchman, Donald Whitney, and his wife were notified that their son, Donald, Jr., was injured aboard his ship the "Neosho" in the Caribbean during a bad storm. "Don" and Mrs. Whitney traveled to Charleston, S. C., to visit him while he was confined at the naval hospital. Young "Don" is now in fine condition and back on duty.

RIGBY YARDS

On the sick list are Yard Clerk S. L. Patridge, his position covered by W. H. Darling; Yard Clerk A. G. Appleby; L. H. Holmes, agent at Cumberland Mills, his position covered by Spare Operator R. C. Burdwood; Swing Operator W. E. Kirkpatrick, position covered by Spare Operator C. D. Kane; George Purdy, janitor at Rigby yard office; Mrs. LaRose, freight office, her position being covered by Mrs. Heskett, whose position is covered by Spare Clerk Richard Jones.

Margaret O'Donnell of the freight office has returned home after a stay at the Mercy Hospital.

Vacationing in the sunny south are Mr. and Mrs. John Stanton of the freight office. Mrs. Eleanor Flaherty of the per diem office is also enjoying a vacation.

Third Trick Call Boy C. M. Haskell has been on vacation, his position covered by F. Morelli; also Crossingtender Wallace, covered by Spare Crossingtender R. E. Cooke; Lamp-lighter T. F. Conley, covered by R. E. Cooke.

The new extension to the machine room is nearly completed and when finished the telegraph operators will move downstairs in the new extension.

WATERVILLE YARDS

Conrad Mason, Swing Clerk at Waterville Yard, and Mrs. Mason were celebrating their birthdays recently. Not having any specific plans or things to do to celebrate the event, they decided to eat out. They jumped into their car and started out, and finally realizing it was getting late, they decided to stop for a bite, and found themselves in Danvers, Massachusetts.

Robert H. Quirion, who did some spare clerk work last summer, was married recently to the former Roberta Smedberg of Wilton. Our congratulations, Bob.

Fred J. Sandy, retired trainman, received a 20-year emblem for continuous membership in Lodge 343, Waterville, from President Charles Luna of the Grand Lodge of the Brotherhood of Railroad Trainmen. The 10 year recipients were: Richard M. Choate, Henry J. Douin, Earl C. Bartlett, Eugene J. LaLiberte and John H. McCormick.

Roger Ouellette says it's good to see Ralph Moffatt back from his vacation. The switch lights seem to burn more brilliantly.

G. A. Dessent, Yard Brakeman, has applied for a marriage license. The lucky girl is Nancy Brown, daughter of Bill Brown, Sheetmetal worker at Waterville Shops.

There was only one vacation this month, Bill Monroe, Yard Checker.

We had a new addition this past month in the yard. Jim Fletcher has been filling in for Bill Monroe. Incidentally, Jim was recently released from the armed forces and is a Viet Nam veteran.

WATERVILLE STATION

Track Supervisor Maurice Thorne has returned to work after an illness.

Trackman George Sanborn, Winslow, also has returned to work.

Spare Trackman James Shelley has returned to work after being in the service for 2 years.

Sympathies are extended to Trackmen George and John Sanborn on the death of their father, retired Track Foreman John T. Sanborn, and to Machine Operator Oral Perry on the death of his sister-in-law.

There are quite a few workers out on account of sickness. They include Track Repairman Gid Veilleux; Track Foreman A. Gowen, Skowhegan; William Varney, Clinton; Ed Tenan, Carmel; Trackman Phil Harris, Pittsfield; Machine Operator E. E. "Stub" Murphy.

Clerk Denise Belanger, Freight Office, and Trainmaster Bud Harris, are among the newest two-car families.

WATERVILLE SHOPS

The flu bug has really decimated the work forces here at the Shops during the last month, but so far all have recovered satisfactorily and have returned to work.

Early vacationers include Carmen Win Reynolds and Peanut Libby.

Recent recipient of the President's 'Greetings' is Dave Alley, son of Mason and Mrs. Eugene Alley of Fairfield. He is at Fort Dix, N. J., and expects to be transferred to Texas for basic training.

Carman Junior Dow is a patient at the Seaton Hospital recovering from major surgery.

Laborer Edgar Stanley, who has been on the sick list for some time, has recently applied for the pension. He has worked here for some 20 years.

Driving new cars are Foreman Lew Ifill, a Mercury, and Welder Warren Johnston, a Buick.

Another young man, Fred Eames, son of Machinist and Mrs. John Eames Jr., has recently been inducted into the Army and is presently at Fort Dix, N. J.

BANGOR ENGINE HOUSE

Danny Coombs, son of Engine House Laborer and Mrs. Bernard Coombs, was home for a short vacation after playing pro-ball for a club in San Juan, Puerto Rico, for the fall season. Coombs has received his contract to pitch for the Houston Astronauts for the 1966 season. He will report for spring training in Florida.

First Lieutenant Russell L. Ware, son of Electrician and Mrs. Frank Ware, is stationed in Viet-Nam with the 25th Infantry Division. He was with the 25th in Hawaii for about a year before going to Viet-Nam.

Russ is a former Brakeman and Conductor in the Bangor yard. His wife, Linda Wilson Ware, is staying in Charleston, S. C., while he is away.

Sympathy is extended to Electrician Shepleigh Allen on the recent death of his mother, Mrs. Josephine D. Allen, at Columbia Falls.

Engineer Hazen King retired Jan. 29 after a very successful career of 47 years on the Maine Central. We all wish him a very long and happy retirement.

Chester L. Shepherd, Machinist at the Bangor Engine House, retired recently. "Shep" is another of the old-timers who will be missed all over the system as he worked with every department connected with maintenance. Shep's many friends wish him well and look forward to seeing him around.

Employees at Bangor were greatly saddened by the tragic deaths of Clerk Herbert Rogan and Mrs. Rogan as the result of an automobile accident.

Yard Brakeman and Conductor T. H. Ware of the Bangor Yard is Vice Commander of the Bangor Flotilla of the U. S. Coast Guard Auxiliary this year. He also holds a Staff Appointment in the 1st. U. S. Coast Guard District office at Boston.



Miss Betty McCaslin, daughter of Painter and Mrs. Don McCaslin, Waterville, is a senior at Boston University, majoring in mathematics. She is practice teaching in Brookline, Mass.



Miss Nancy Ackley, daughter of Welder and Mrs. Gerald Ackley of Waterville, is a senior at Waterville High School.



RETIREMENT GIFTS — Chester Brown, right, foreman carpenter in the bridge and building department, Bangor, retired recently having served in the B. & B. Dept. for most of his working life. A host of friends wished him a very happy and long retirement. Clarence E. Dixon, B. & B. Supervisor, Bangor, is shown presenting Chet with a skil-saw and purse of money as a token of esteem from his many many friends throughout the MeC system.

DEATHS

Roland L. Gilbert, conductor, South Portland, February 24.
James A. McGill, baggage and mail handler, Portland, February 27.
William J. Mizula, janitor, Portland, January 24.
Herbert T. Rogan, claim clerk, Bangor, February 20.
Benjamin I. Wallace, agent, Machias, January 5.

RETIREMENTS

Leroy P. Butler, trackman, Lewiston, February 2.
F. L. Carsley, general agent, Rockland, February 27.
John E. Conley, crossing tender, Portland, January 3.



NAVIGATION AID—Retired PTCO. Electrician Chester Freeman has built this model lighthouse at his summer home on the New Meadows River.

John A. Corcoran, instrumentman, Portland, January 11.
Charles E. Drew, locomotive engineer, Bangor, January 18.
Joe G. Johnson, yard clerk, Portland, January 1.
H. E. King, locomotive engineer, Bangor, January 30.
Allison Laberee, conductor, Portland, January 31.
Thurl W. Severy, locomotive engineer, Waterville, January 26.
George F. Weeks, machinist, Portland, December 17.

Scouting—(from page 1)

badge booklet, with specific topics to be covered in lectures, films, slides and demonstrations by the staff of railroad instructors.
Members of the "faculty" for the Bangor course include General Agent Royce Wheeler, Bangor; Division Engineer Wilhelm G. Schloth, Bangor; Bridge and Building Supervisor J. Emmons Lancaster, Portland; Trainmaster W. Laird Harris, Waterville; and Examiner Russell Rackliffe, Portland. The course will be supervised by Joseph H. Cobb, Portland, director of public relations. Several other Maine Central employees in the Bangor area will assist.
The Maine Central will again offer awards of U. S. Savings bonds to the three top scorers in the written examination.

Granville E. Nickerson

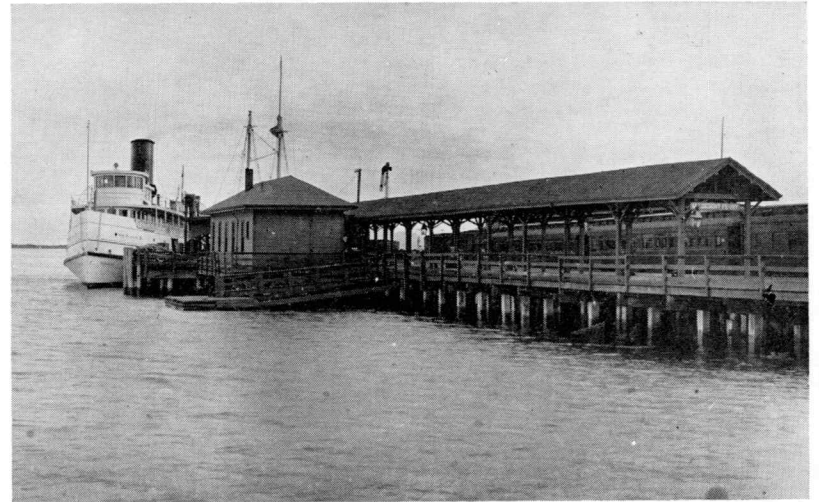
Granville E. Nickerson, 63, of 43 Elsmere Ave., South Portland, died Feb. 16 after a brief illness. A purchasing agent for the Maine Central Railroad for many years, he retired in 1956 and for several years was book-keeper for Waldron's Garage, Scarborough.

Mr. Nickerson was born in Portland Feb. 15, 1903, son of Charles L. and Isa Starling Nickerson and attended local schools.

He was active in the Boy Scouts for 47 years, serving as a neighborhood commissioner at the time of his death. He also was a past president of the Board of Trustees of People's Methodist Church and a member of Hiram Lodge, A. F. & A. M., and Hiram Chapter, R. A. M.

Survivors include his widow, the former Alma Doughty; two sons, Charles E., Westbrook, and Stanley G., South Portland; four grandchildren and several nieces and nephews.

For the History Buffs



AT MOUNT DESERT FERRY—There was quite a reaction a while back when we published one of Carl Henry's Mount Desert Ferry pictures, so here's another, showing the New York train on the platform, and the steamer "Rangeley" at the wharf. The tall masts of a schooner berthed behind the station building also can be seen in this picture, dating from 1920.



COLLECTOR'S ITEM—Blair Walls, supervisor, employees group insurance, is one of the many general office employees and visitors who have paused to inspect this old railroad-stagecoach service poster, on the wall in the Public Relations department. The poster, advertising passenger service by coach and train from Portsmouth or Dover, N. H., to Bangor, was printed in January, 1841.

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