



**THE MUSICAL AYLWARDS**—Debbie Aylward, 8th grader at Lincoln Jr. High School and brother Stephen, a sophomore at Deering High School, Portland, are band members in their respective schools. Their parents are Engineering Department Chief Clerk and Mrs. Dick Aylward. Mrs. Aylward, formerly a Maine Central secretary, now serves as a teacher assistant at King Jr. High School.

## THE MUSICAL AYLWARDS

No wonder they're called the musical Aylwards. Debbie Aylward is an accomplished pianist and plays the French horn in her junior high school band. Steve's the trombonist, who's a member of the high school band as well as the Pep Band, a 25 member unit which features pop music.

The youngsters sometimes play in the same musical group. When Debbie was a 7th grader, Steve was in the 9th grade and in the same band. When Debbie reaches high school, Steve will be a senior so they'll be reunited again.

Naturally their other interests are quite different.

Debbie is an active girl who loves sports. Horseback riding, skating, skiing, swimming . . . she loves them all. A fan as well, Debbie enjoys basketball, football and baseball games and rooting for her team.

Steve is the railroad man. A big project underway at present is laying all the new track he received at Christmas. He first became interested in model railroads at the age of seven when he got a look at his father Dick's model setup, located at Steve's grandparents' home in Salem, Mass. Dick had maintained the layout since the '30's and Steve was glad to join the fun. He has more than thirty cars and engines at present and is "sold" on the new bendable track, which he is installing, ballast and all.

Both Debbie and Steve are oriented toward service to others.

Steve is chairman of the Portland Youth Council, a group comprised of about eight young people, which is an offshoot of the Model Cities Program.

(See Page 8—Musical)

## NEW SAFETY DRIVE STARTS PRESIDENT ASKS FULL SUPPORT

Maine Central Railroad this month launches a new effort to reduce accidents and produce higher levels of safety on the job than has been our recent experience.

L. W. Sparrow, Safety Supervisor, was asked to prepare a statistical report showing how our railroad measured up in recent years on the safety score. The tables below are a result of his study.

A recent report by the Association of American Railroads blamed attitudes for accidents and states that the right safety attitude is positive—that is, it makes a man act safely.

## Lion - Tiger Loco Photos Stir Interest

Response to the picture of the "famous pair" in the January Messenger has given us a full story on the Lion and the Tiger.

The locomotives were built by Hinkley Locomotive Works of Boston, Massachusetts for one of the first railroads in Maine, the Whitneyville and Machiasport.

(See Page 8—Lion)

The AAR bulletin for December, 1969 noted some safety factors from a newsletter produced by the construction industry, as follows:

"Suppose an employee is doing a particular job and finds out he does not have the correct tool for the next step of the job. He has two choices: 1) he can get the correct tool; or 2) he can use another tool he has at hand. The employee with a positive safety attitude will get the right tool.

Another employee's job requires him to work above floor level. Again, he has two choices: 1) he can use a

(See Page 4—Safety)

### MAINE CENTRAL RAILROAD

Year	No. of Lost-Time Injuries	No. of Man Hours Worked	Resulting Personal Injury Ratio
1961	63	4,054,123	15.54
1962	64	3,889,947	16.54
1963	71	3,895,572	18.48
1964	60	3,604,695	16.64
1965	63	3,369,985	18.69
1966	74	3,378,950	21.81
1967	87	3,382,488	25.72
1968	65	3,248,405	20.01
1969 (11 Mos.)	70	2,989,071	23.41

### PORTLAND TERMINAL CO.

Year	No. of Lost-Time Injuries	No. of Man Hours Worked	Resulting Personal Injury Ratio
1961	27	1,282,542	21.05
1962	34	1,214,761	27.99
1963	35	1,200,766	29.15
1964	32	1,143,495	27.98
1965	33	1,068,581	30.88
1966	39	1,052,550	37.05
1967	56	1,041,848	53.75
1968	57	1,013,097	56.26
1969 (11 Mos.)	50	930,065	53.76

From the desk of . . .

**E. SPENCER MILLER**

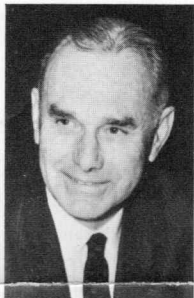
TO MY FELLOW EMPLOYEES:

We have just passed through a decade classified by a leading weekly newsmagazine as the era of "tumult and change."

The '60's have produced perhaps greater changes in the railroad industry than have been evidenced in any other ten-year period in our history.

Mergers, mechanization, Centralized Traffic Control, Automatic Car Identification Systems, computer progress and the emergence of many units of sophisticated and specialized rolling stock have created a collage of the modern railroad industry both exciting and promising.

The seventies will present opportunities for continued growth with new and exciting business and personal opportunities.



As we enter the new decade, there is every reason to believe that the depressed earnings of our industry can be improved to a level sufficient to supply needed plant improvements and to attract capital. Our product is one that many industries cannot live without and the prices of our competition are driving more and more tonnage to the rails.

So much for industry projects and let us now deal with an important phase of employee welfare. I emphasize the need for every railroad

employee to give special attention to the matter of safety on both Maine Central and Portland Terminal Company.

A tabulation of safety records on our lines as shown on page one of our Maine Central Messenger presents statistics which speak for themselves but it should be noted that, during the nine year period, our ratio of lost-time injuries to total hours worked has increased substantially.

Of further interest is a comparison of our record with that of other carriers of similar size.

Figures released by the Association of American Railroads, covering Class 1 railroads in Group C, that is, roads performing less than 5,000,000 man hours per year, showed Maine Central in 12th place for the first seven months of 1969, with a ratio of 20.70.

The composite rate for the eighteen roads was 14.99, nearly 6 points better than the Maine Central rate. Ten of the eighteen roads reporting had ratios of less than 10.00, or more than 10 points better than our own.

This certainly is no record of which we can be proud.

Safety hazards are a reality, no matter what the job is and injuries cannot be prevented unless there is a desire for safety, an awareness of danger and obedience to the rules.

When an individual suffers a personal injury, his or her dependents, and society itself suffer as well. Injuries may affect long term health, earning power and even a man's ability to continue in his present line of work.

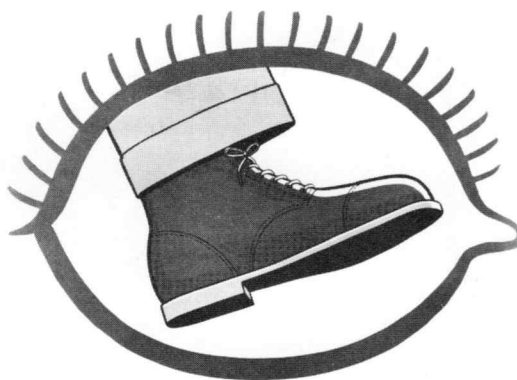
A company also suffers when it loses the services of experienced personnel . . . even for a day.

The business of working safely is important to the railroad, its customers and its employees. It is a matter toward which a great deal more of our time and effort will be directed in the future.

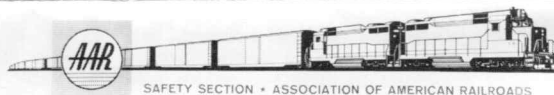
My request is that every man and woman start each day and approach each task with the full intention of completing it safely and without injury. And to those in train service, yard service, mechanical or road maintenance, remember that you are your brother's keeper. Don't let a careless act by you ruin the life of a co-worker.

To these thoughts I would like to add my best wishes for a happy, prosperous, healthy and above all, safe new year!

*E. Spencer Miller*



**Keep An Eye on Where You Step  
and help avoid an injury from  
SLIPPING, TRIPPING AND FALLING**



**MAINE CENTRAL Messenger**  
For Employees and Friends of the Maine Central Railroad

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**

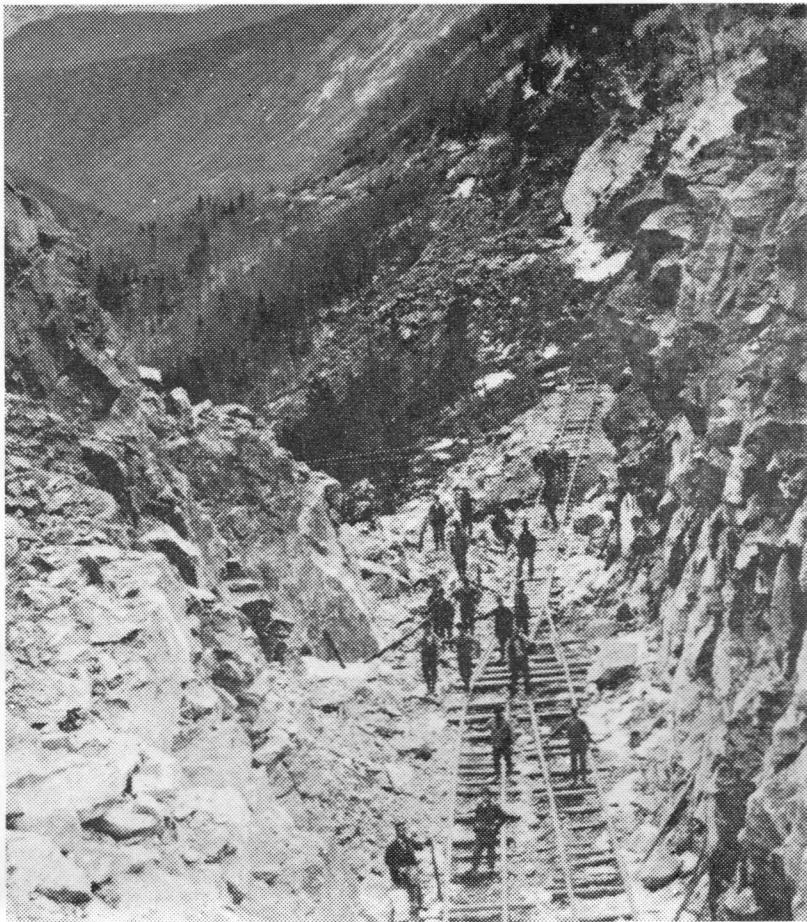
Nathalie J. Alward, Director of Public Relations

**ASSISTANT EDITORS**

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Albert B. Wetmore	Rigby Shops
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# NEW HAMPSHIRE'S WHITE MOUNTAINS ARE REALLY RUGGED!



As it was in the 1870's



As it is in the 1970's

The next time you hear a summer visitor complain about "the tall tales they tell about the ruggedness of the White Mountains of New Hampshire," you can safely whisper to him (or her) that it isn't braggardism. Those White Mountain rocks are really rugged!

Maine Central's family, together with some 3500-odd people all over the country who asked for a copy, well remember the natural-color photograph of the White Mountain's Crawford Notch, which provided the cover for the 1968 annual report of our railroad.

Your editor recently came across a most interesting booklet written in 1965 by Frances Ann Johnson Hancock. Its title is "Crawford Notch—Southwestern Approach to The White Mountains of New Hampshire." It was printed by the Courier Printing Co. Inc. of Littleton, New Hampshire.

One of its pages contains a photograph made from almost the exact spot which produced the annual report photo—with a century of years between the taking of the pictures. The 1870-ish photo is captioned "Old Kilburn View of crew building railroad through Crawford Notch." Both photos are reproduced on this page of this issue of THE MESSENGER.

A reading-glass comparison of the two photographs—rock to rock, so to speak—provides a most interesting conclusion. All the gales and snow which have raged through the Notch in the past century haven't changed the cut through the rocks at Crawford which is the location of Maine Central's tracks. Almost the only visible change in a comparison of the two is that the "face" which appears in the rock formation at the upper righthand side of the photos has "grown a beard" in the century's passing. Some scrubby bushes growing out of the rocks provide the facial adornment.

## MEET THE VOICE



**THAT MILLION DOLLAR SMILE**—belongs to Mrs. Athleen "Athie" Bryant, rate clerk, Augusta Freight Office. On the job there since 1943, Athleen is helpful to the many railroad men and women who depend on her for correct information and the know-how that comes from many years on the job. A hunting and fishing enthusiast, she is a National Rifle Association certified Rifle instructor and a Hunter Safety Program instructor as well as a proud member of the Ladies Limited of Readfield, an organization of seventeen skilled lady marksmen, who meet and shoot weekly. Her son Wayne, 18, a University of Maine freshman majoring in journalism, likes to hunt and fish with his mom on vacations.

**Safety** (From Page 1)

proper ladder; or 2) he can stand on a nearby pipe. The man with a positive safety attitude will use a ladder to provide a safer place from which to work."

The article continues:

"Strongly fixed attitudes are hard to change, but it can be done. Probably the most effective way to change attitudes is having the supervisor set the right example. He proves he wants a safe operation not only in what he says, but more importantly, in what he does. This means abiding by all safety rules and safe practices, always wearing required personal protective equipment, and particularly, accepting supervisory safety responsibilities with enthusiasm. Your men will not accept their responsibilities unless you accept yours."

**1** Portland Terminal Company Conductor William F. Redlon agreed to act as model in this series of photographs to show the right and wrong way to carry out various railroad responsibilities. In the photo above, he is taking a risk as he uses the hand brake.

Here, the proper method, as shown, is to face the wheel and make sure that your feet are firmly placed.

**2** Getting off a standing locomotive front-to may look comfortable, but there's nothing out ahead to hold on to if you slip.

The right way, shown above is to come down the steps facing the gangway with hands firmly on the grab irons, looking both ways and down to be sure of safe footing and that there is no movement on adjacent track.

**3** In this photo, Redlon is too close to the end of the car and also breaking an important safety rule that says "Step over, not on, the rails."

Here we see the cautious and correct approach.

**4** Riding on the side of a car calls for caution and skill. You should never hang out where you may be struck by cars on adjacent tracks or hurt in close clearance areas.

The right way is to hold on with both hands, both feet firmly on the ladder rung, staying close to the car.

**5** Here we see a switching operation. The wrong way photo shows the switch being pushed away from the body, and a lack of attention to placement of feet.

The job takes both hands and feet firmly placed. The legs must do the work instead of the back. Body and feet must be kept clear of moving parts.

**WRONG WAY**



**1**

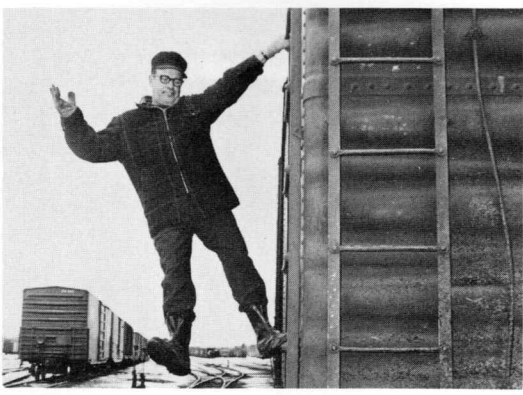
**RIGHT WAY**



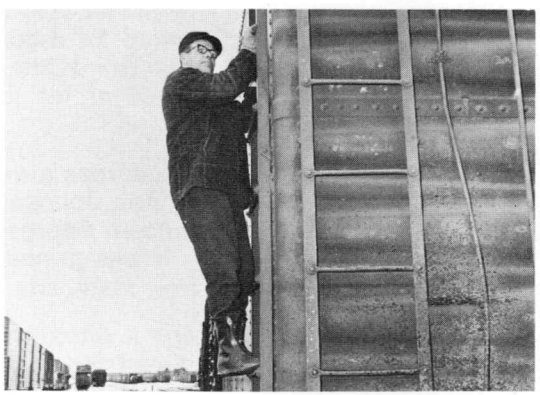
**2**



**3**



**4**



**5**



# The Grapevine



**BEST OF EVERYTHING** — Among the many well wishers to visit Ernest White at Madison Freight Office on his retirement day, December 31, 1969, were the crew of WH-2 and WH-1. L. to R.: R. M. Gibbs, Ernie, A. H. Edwards, S. A. Cookson Jr. and Roy Adams. Ernest White started his railroad career as a Baggage-master back in 1920 at Belgrade, and for many years did spare work as a Telegraph Operator all over the Maine Central R. R. System. Ernest has a nice family — 5 girls and 3 boys, with only one child left at home. All the others are married.

## RIGBY SHOPS

Arthur Thompson, Beech Hill Road, Freeport, Retired Janitor at Engineers' quarters, Rigby, has informed me through his son, Hostler Raymond Thompson that he is enjoying good health and wishes any of his friends at the enginehouse to call on him if they are out his way.

Car Shop employee, Elmer Andrews has recently purchased a snowmobile and is using it to good advantage to get into his cottage during the winter months.

Blacksmith, Car Department, "Brownie" Tatarczuk, after being released from the hospital during the holiday season, had to return for a few days of recuperation. He is doing okay at the date of this issue.

Chief Clerk, and Mrs. Frank Garland have announced the marriage of their daughter, Donna to Alan Worth, U. S. Marine Corps, on December 13 at the Freeport Congregational Church. Frank, of course, gave the bride away and her sister played the wedding march on the church organ.

Foreman "Johnnie" Weeks has recently changed automobiles and has another "Caddie".

Holiday greetings received from the heads of all departments to do with maintenance work at Rigby, viz: —T. J. Jewett, G. W. Silva, and R. F. Dole, were appreciated by the employees at these various points.

A 50th Wedding Anniversary surprise party was given to retired enginehouse employee Charles Jackson, a retired Boilermaker, and Mrs. Jackson. The event took place at the Presumpscot Grange Hall, Port-

land, arranged by their daughter, Virginia.

A recent visitor at the enginehouse and car department, Ernest Nott, a technical representative for the Eutectec Welding Supply Corporation. He displayed some of the latest products in welding rods as well as demonstrating same. His home is in Gardiner, Maine. He is also seen around the shops at Waterville.

As usual, Paul and Lydia Landry, in their appearances on the radio "Maine Line" program, were appreciated by their Rigby fans in all departments. "Let's have more of the same thing in the future," is the general comment.

Fred "Mike" Emery, a retired Machinist, died in late December after a brief sickness, at the age of 77. "Mike" was a member of a rail-roading family, his father, Arthur Emery having worked at the old Thompsons Point Shops for many years. "Mike" had 45 years service before retirement and will be remembered as owner of a race horse named "Scottish Zephyr" as well as other horses at various times. He was also a member of the Maine Harness Racing Association.

Engine Dispatcher and Mrs. Arthur Mills entertained at a Holiday punch party on December 21 at their home. Many friends and members of their families were present as well as their daughter, Barbara, and her fiance Gary Daigle; also it may be said that, "The punch was not spiked."

Ex-General Foreman Frederick Lombard was a very busy man in his home workshop before the Christmas holiday, manufacturing toys including doll cradles for the

Clearing House Christmas donations to the under privileged children.

The engagement of Bonnie Thompson, and Brakeman (Flagman) Dennis Wetmore, son of Electrician "Bert" Wetmore, was announced on January 4 at a family reunion. The party was sort of a joint affair in honor of a second grandson, Luke Caizzo, a serviceman leaving for assignment to an unknown destination. The reunion took place at the home of your reporter, "Al" Wetmore.

Retired General Foreman Malcolm Billington is kept quite busy these days with routine duties around his home, as well as sometimes extra chores thrown in, such as the clearing up of the premises with his snow blower following the blizzard of late December. A possible trip to Florida is planned.

A rather belated announcement of the birth of a daughter, Mary Elizabeth, to Mrs. Martin Conley, wife of "Marty" Conley, Car Department employee. She is their second child.

A Christmas fund of money was raised by the men at the engine house and donated to "Ed" Whalen and "Phil" Cook who are on the sick list. Both men are Stores Department employees.

## ROCKLAND

Well, whatta ya know! The ash tray in Father Snowman's "pickle" overflowed and he has gone and traded for a brand spankin' new "clam"! This sure calls for a meeting between he and Clam Committee Chairman Roy Cote. The "pickle" green Plymouth Fury has gone where all good used cars with full ash trays go and now he has started filling the one in the new "clam" white Olds Cutlass. Hooray for the clams. Hope that it is wide enough to haul the Chief Clam.

Wish to extend our sympathy to Car Cleaner Fred LaBranche in the passing of his mother, Mrs. Raymond Scott, widow of the late Car Cleaner Raymond Scott, who retired from the Maine Central a number of years ago.

Retired Yard Conductor Maurice Lake is making good progress at the Knox County General Hospital, following surgery, keeping the help occupied and getting ready to return home.

Getting that time of year again when the registration office next door, formerly the old Maine Central passenger station, begins to have the 1970 auto licensing influx. By the time the February write-up is due the line will probably be forming outside the door.

We received a nice Christmas card from Retired General Agent and Mrs. Frank Carsley from the sunny southland of St. Petersburg, Florida, saying that they have been having cool weather. Advises he saw retired Agent Dom Pomerleau, formerly of Newcastle, who sent along his regards and wants to be remembered to all.

## WATERVILLE YARDS

Leo Lapierre, Conductor of Switcher #9, is presently convalescing after surgery at the Seton Hospital. Seems he was in the same room with Lucien Lefebvre, Conductor of Switcher #2. Lucien has been released, and let's hope that Leo will soon be out and around.

This is a continuing story from last month. Apparently Ken Ireland Sr., Engineer of Switcher #4, is not giving up smoking, as he too bought himself a new 1970 automobile.

Charles Hersey Jr. got bunted by Hermand Dodge of Portland.

We can tell when Ralph Moffatt goes on vacation—the switch lights go out.

Louis Donahue bunted the spare board, and one of his first assignments was at the big green chair in the Yard Office.

Conductor of WX-1 and XW-2, Don Giberson, made an early arrival with his train recently, and a remark that Bobby Sweet made was "He must have received a compass for Christmas."

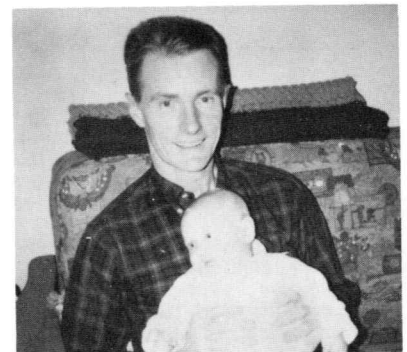
Vic Tardiff bunted the Conductor's position on Switcher #4. He's back with his long legged friends, Lee Miller and Guy Coro.

Can you imagine that? Paul Joler says he can't even hold a job—yes! even Rumford.

Connie Mason had an experience of a life time. Seems some friends wanted an extra passenger on their "Ski-do". After quite some coaxing, he agreed. There were five of them and it was just too much for a pond of thin ice. There were only 3 feet of ice, and as the story goes—it was a wet and very cold ride. He did catch cold and lost two days work.

## WATERVILLE STATION

Robert Esty, Rate Clerk, Waterville Freight Office, has returned to his home following a heart attack which kept him in the hospital for quite some time. Bob has asked us to thank his friends and co-workers by way of the "Messenger" for the many cards and gifts received since his confinement long before the holidays. Keeping in touch with his railroad friends has helped to shorten the days he has to stay quiet.



**THERE'S NOTHING LIKE A GRANDSON** — says Robert Sweet, Yard Laborer, Waterville. He is holding his No. 1 grandson, Kevin Alan Quirion, 3 months old.

Former Railroad employees now making their home at the Mount Saint Joseph Nursing home are former General Agent Hugh Travers, and Baggage-master Raymond Barriault.

Clerk Jeanette Perro has bid off position in freight office vacated by Lucette Huard, while "Lucette" has bid off rate job subject to the return of Bob Esty.

Also included on the sick list from the Track Department are Vic Thompson, Bob Bennett, and Lionel J. Roy. Although, Section Foreman, Lynwood Decker of Corinna has returned to his work he would like to thank his fellow workers and friends for their kindnesses during his long absence. He says the gifts and cards were greatly appreciated.

## ENGINE & TRAIN CREWS

Our sympathy is extended to Hostler Frank Caruso, whose father passed away. He was also Hostler at Bangor Enginehouse most of his adult life. He retired a few years ago.

Conductor C. Dunifer is back in the hospital. We wish him a speedy recovery. Conductor Ray C. Bond is holding down his old job, 1st Bucksport Ex.

A. R. Butterfield, trainman, Bangor Yard, is doing his bit for his country in the Army and is stationed in Germany.

A new arrival to the MeC is Sonny Sloat, trainman, after 22 years in the Army.

Bangor yard master, Ed. DeGrass' son John is in the Army undergoing training as a gunner on a helicopter gunship.

Congratulations are in order for two student engineers to rank of qualified engineer, Eastern Sub-Division, P. Stevens and D. Mahon.

Former electricians of Bangor Enginehouse, F. Smith and Frank Ware are on their way South, with the Cadets of Castine Maritime Academy. We wish them good sailing.

Last month, Engineer, W. F. Durant and wife Martha, spent a week with his father and mother at their home in Hollywood, California who were celebrating their Golden Wedding Anniversary. The trip from Bangor to Los Angeles took only five hours which was hard for them to believe.

Engineer, E. Farrel is presently building a new home on the Bucksport River Road. His own home is up for sale. Any takers?

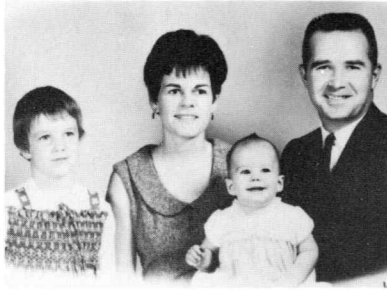
John Costain, conductor, Bangor Yard, is still off sick. Expects to be out for some time yet.

## GENERAL OFFICES

Mrs. Marion Faibisy, Clerk-Stenographer, Engineering Department, was called to Nova Scotia on the serious illness of her brother, Alex Dewar, who is much improved at this time.

The Dick Aylward family have acquired an eight weeks old, male, Welsh-Terrier puppy, whose full name is "Pinewood Yankee Cymro"; Aylward, of course. Steve and Debbie call him "Cym" pronounced "Kim".

Mr. and Mrs. Edward Davis motored to Florida on their vacation, where they visited the Rock Festival in Miami. His happy smile tells us they had a grand time!



**FAMILY ALBUM**—This family has a many-sided relationship with the Maine Central. Mr. and Mrs. William Bragdon (Carol) and two children, Ann, age 5 years, 3 months and Susan, age 7 months. Carol's father, Bill McDonough, is a watchman in the General Office Building, formerly a signal helper in the Signal Department. Carol worked as a stenographer in the Engineering Department prior to the birth of her second little girl.

Mr. and Mrs. Bill Hayward reportedly have a new red Rupp snowmobile. If it's not true, blame it on our gullibility!

Wes and Mrs. Martin, daughters and doggies, are enjoying the new all blue 1970 Pontiac Station Wagon which they recently purchased.

Tom Roche, retired Traveling Storekeeper, visited with us recently, and is having great fun doing what he pleases most of the time, and living the life of Riley—no, Tom Roche!

Ray and Mrs. Jackson's daughter Judy Castino of Van Nuys, California, and their daughter Natalie Chandler, husband Steve, and son Eric, of Gorham, New Hampshire, visited with them during the Christmas Holidays.

Ray also appeared with the Portland Symphony Chorus at City Hall, Portland, in their Concert on December 17th, where he sang bass in "The Messiah".

John Marcroft of Roanoke, Virginia, brother of George Marcroft, chief clerk in the General Superintendent's office, retired recently from the Motive Power Department of the Norfolk and Western Railroad. A testimonial presented by the General Manager of that department in scroll form praised John's many years of service to the railroad as well as the railroad industry. It read in part "John has consistently demonstrated a thorough and detailed knowledge of air brake equipment, mechanical devices and operating procedures. His untiring energy and devotion to duty have brought honor and prestige to this railroad and to himself." John and his wife Vi were honored at a half dozen parties. He is now working as a consultant.

Clifton P. Hawkes, Jr., Auditor Revenue & Freight Claims, has been convalescing at his home in Raymond after being hospitalized at the Maine Medical Center for several days.

Members of the Revenue Office returning from several weeks sick leave are Irene Kelsea, Winn Hayden and Milton Stevenson.

Charlie Chamberlain, Jr., Leading Signal Maintainer, P. T. Co. and Mrs. have acquired a brand new 1970 Oldsmobile Cutlass, a beautiful blue inside and outside. Charlie says he's

blue, too—because he's got to pay for it!

George Lowell, Comptroller's office, is hospitalized with a broken leg, suffered when he fell on ice at his home. He is progressing satisfactorily and we know he would appreciate cards from his co-workers.

Mary Morse is the very proud owner of a gorgeous mink coat, which has caused sighs and "oh's" from all the gals in the building.

Mr. Forest C. Hoar, retired checker, freight yard, Commercial Street, has bought land and a beautiful deluxe mobile home in Hernando, Florida. He and his wife left Maine on December 1, 1969 with their son, Stewart, who drove them down and flew back.

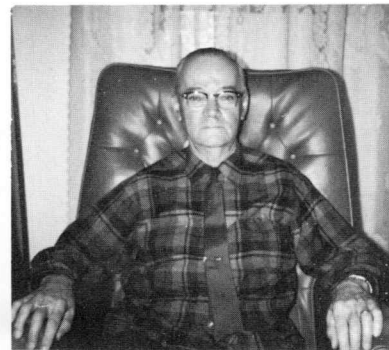
They are pleased with Florida and can't believe walking around in their shirt sleeves this time of year, but nevertheless, miss the Maine weather.

Mr. Hoar's son-in-law and ex-trackman, Walter Coons and wife also bought land in Florida.

George Lowell is recuperating from a broken leg suffered in a fall at home before Christmas. He almost missed seeing his infant granddaughter who had come from New York State with her parents to spend the holidays. During his lengthy stay at the Osteopathic Hospital George had surgery on the injured leg and on a hand. His position of Portland Terminal bookkeeper in the Comptroller's Office is being temporarily filled by Ken Austin.

Dick Roy (Disbursements Office) was recently visited by his daughter, son-in-law, and two grandchildren from Richmond, Virginia. His daughter and son-in-law raise Burmese cats as their hobby. They brought four of these lovely cats with them and lucky Dick is proud owner of one now.

We have received two post cards from Mert Neilson formerly secretary to Auditor Disbursements this past month. She is enjoying her retirement life. At the present time she is in Florida soaking up the sun and playing golf.



**TIME TO TAKE IT EASY**—Richard M. Newcomb, clerk at Livermore Falls, retired December 31st after serving in that post for 53 years. As a young man in 1915, Newcomb yearned for a railroad career and sought out Curtis Corner Agent Eugene Polequin of Lewiston to ask for a chance to learn telegraphy. He got the opportunity to begin railroading as baggage master at Bemis in 1916, served a brief stint as acting agent at Houghton and took a clerk's assignment at Dixfield until his present position became available in December of 1916. He qualified as telegraph operator in 1918, as he first hoped. His friends will miss him.



By Jerry Shea

The General Office Couple's Bowling League suspended bowling over the holidays. Therefore, there is not much change in team standings or records.

Bill Brownell still holds both high single and high three for the men with 156 and 353, respectively. Dave Gardner, who led this league in all departments last year, has finally regained his old form and is tied with Bill for high individual average with 103. Warren Smith is only a pin behind the leaders with a 102, followed by Leon Ross—101.


Kay Wilcox, with a 92 average, and Marge Corbeau, with 91, are the only women that have 90 or better averages.

The team of Blair-Kay Walls and Ken-Karen Austin have a 9 point lead over Bill-Ann Welch and Connie-Ray Davis. The other teams are staying within striking distance as there are only 14 points separating the third team in the standings from team #9, which is in last place of the sixteen-team league.

High team single of 424 is still held by Joe-Kay Gallant and Bob Brewster-Eleanor Shuman. High team three of 1154 still belongs to Dick-Kay Greene and Paul-Marge Corbeau.

In the Men's League, George Phillips, Executive Assistant-Vice President - Marketing, found the range and broke the League's, as well as the Alley's, record for high single string with a 176. George, who was an eighty-average bowler, started slow in the second string with a seven, five, nine, but then hit five strikes in a row. He picked up 83 extra pins on these marks and after only picking up seven pins in his ninth box came back in the tenth frame with a spare and put five on it to beat the Alley record by two pins.

With the  
**VETERANS**



By Harold R. Keniston

Officers of the Maine Association of Railroad Veterans for the year 1970 were installed at the December 21 meeting at Howard Johnson's in Thornton Heights, South Portland. The affair was in connection with our Annual Christmas party and was a highlight of the year. It was one of the best attended affairs of the year with 75 members present. We appreciated having Nat Alward present at the meeting also.

Horace T. Knowles, a Past President of the Association, was the installing officer. He installed the following: John I. Briggs, Portland, President; William H. Coombs, Portland, first vice president; Harold R. Keniston, Portland, second vice president; Herbert E. Jenkins, Portland, third vice president; Melville L. Davis, South Portland, Secretary-Treasurer; and Leonard King, Sr., South Portland, Chaplain.

Following installation, every member received a nice Christmas gift marked his or hers. As a bit of humor, one member, a real bald-headed man, received a hair brush and comb which was readily exchanged by another member for a necktie. You see, we cooperate.

From time to time, I have requested that you present a new application for membership. Up to date, we have not been without a request for membership in our organization for many months. Recently I received the following letter from Bingham, Maine, dated December 5, 1969 which is self-explanatory:

Mr. Harold R. Keniston  
Portland, Maine

Dear Sir:

I have been intending to write you about joining the V. A., but I have put it off until now.

I worked for the MeC for almost 35 years and I had to retire in 1954 on account of a spine operation, and I took my pension two years ago when I became 62.

**VETERANS' OFFICERS** — the Maine Association of Railroad Veterans elected these officers for 1970. L. to R. Herbert E. Jenkins, Falmouth, 3rd vice president; Harold R. Keniston, Portland, 2nd vice president; William H. Coombs, Portland, 1st vice president; John I. Briggs, Portland, president; Leonard E. King, Sr., South Portland, chaplain and M. L. Davis, South Portland, secretary-treasurer.



**THE FAIR SEX** — Wives of the Railroad Veterans' officers are L. to R. seated Mrs. Leonard E. King, Sr., and Mrs. Harold R. Keniston. Standing, L. to R., Mrs. Herbert E. Jenkins, Mrs. John I. Briggs, Mrs. M. L. Davis and Mrs. William H. Coombs.

I worked for the motive power department and I worked in Engine Houses in Bingham, Waterville, and Dover - Foxcroft. I was qualified as a Hostler and did an awful lot of spare firing.

Will you please let me know what I have to do to become a member. I enjoy the Messenger which I get each month and I see a lot that I know in it. Wish you a merry Christmas and Happy New Year and many of them.

Sincerely yours,

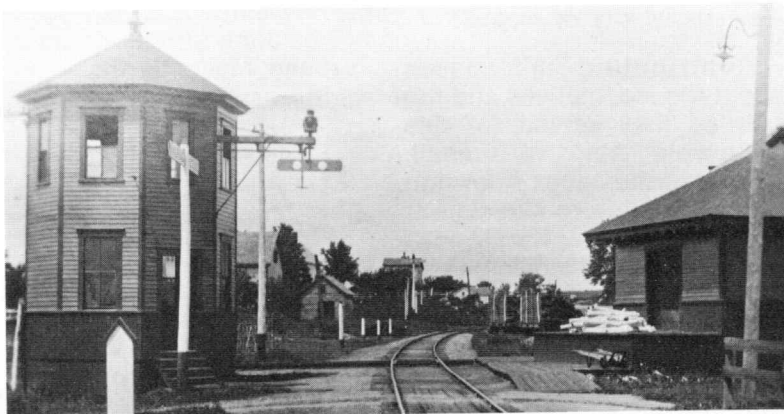
Mr. Leland G. Garland  
Box 226  
Bingham, Maine

An application has been sent to him by the writer and understand that said application will be presented for membership by our Secretary-Treasurer, Mel Davis, at our next meeting.

New members attending our meeting for the first time in December were Mrs. Alice Jenkins and Mrs. Alice Gallant and their husbands.

Hope to see you all at our meetings, the 4th Sunday of the month.

Carl T. Pierce, longtime yard conductor for Maine Central has returned from the Salem Hospital to his home in that town following mid-thigh amputation of his right leg. His daughter, Mrs. Margaret Skinner writes that he is doing well and hopes to have an artificial limb, at eighty-four years of age. Friends will want to remember him with a note or card.



**WHERE IS THE CROSSING?** — The photo was taken about 1906. Can you identify the location and/or make comment about the area or the railroaders who served here?

**WHO'S NEW**




Mrs. Helen Metzner, left, is newly appointed clerk in the office of J. W. Wiggins, Vice President, Engineering and Transportation. An Illinois native, Helen recently purchased a home in Scarborough. Her daughter Catherine, 9 years old, is a fourth grade pupil at Bessey School. A hunting and fishing enthusiast who once wrote a newspaper column on these pursuits, Helen won the women's state pistol championship at Fort Sill, Illinois in 1961 and holds many other pistol-shooting trophies. Welcome to Maine Central, Helen!



Janis Castelluzzo of Pine Point is the new clerk in the Auditor Revenue office. A graduate of Scarborough High School, Janis likes winter sports and is a talented young lady in the home arts field, with a flair for sewing and knitting. She claims she hasn't climbed to the top of the ladder in the cooking field, but practice makes perfect, they say.

**Musical** (From Page 1)

"Because the group is small, we do administrative type projects and serve as an advisory group," says Steve.

The Youth Council planned a business trips program for an eighth grade class this past fall, according to Steve.

"We remembered that the courses many of us had in the eighth grade featured no such field trips," he adds.

Members try to attend the Model Cities Task Force meetings, whenever possible, as citizenship training and participation.

Debbie hopes to do her share to help as a candy stripper in the near future. An interview to be considered for the job is in the offing for her this spring. Best of luck, Debbie and Steve.

**Lion** (From Page 1)

A bit of information about the line itself is of interest. Started by the Boston and Eastern Mill and Land Company which owned extensive timber holdings in the Machias area, construction of the road began at Machiasport in 1841 and completed 7½ miles to Whitneyville (then known as Middle Falls) in 1843.

Purpose of the road was to carry lumber from the saw mills at Whitneyville to tide-water at Machiasport.

The company's two locomotives, Lion and Tiger, were used on the standard gauge line of early type construction, strap iron on wood stringers. There was no passenger equipment but persons desiring to travel could ride the lumber loads in those days. Top speed reportedly was never more than five miles per hour.

In the 1970's, the road incorporated as the Whitneyville and Machiasport Railroad. Its use declined as timber sources became exhausted and the road was discontinued about 1894, some four years before the Washington County Railroad (later Maine Central's Calais Branch) was built.

The Tiger was built in 1842, the Lion in 1846. After more than 40 years of service, the Lion and Tiger, with other old iron were sold to Thomas



**ADDING FUEL TO THE FIRE**— longtime Trowel Club member A. M. Knowles, Maine Central Vice President and General Counsel, gladly emptied the coal hod as temperatures dipped January 8th when the group's quarterly meeting was held at the 470 Railroad Club's Car #501 on Canco Road, Portland. The sixteen members present heard a report by Thomas A. Golding of North Yarmouth, former crew member aboard the U. S. Navy submarine Triton on her 1960 submerged voyage around the world. Officers of the club are: J. Emmons Lancaster, West Falmouth, president; C. W. Beckwith, South Portland, vice president and Donald Sinclair, Portland, secretary-treasurer.

Towle of Portland in 1898, but the Lion was rescued from the junk pile by the Hon. Edgar E. Rounds and others. The Lion was in the gala parade of the Fourth of July, 1898 in Portland, was stalled in the Bramhall Square opposite Portland's Maine Eye and Ear Infirmary and stored in the Alms House woodshed for 4-5 years.

Through the efforts of Mr. Rounds, James P. Baxter, President George E. Fellows of the University of Maine and the alumni of the university, George H. Sardon and the Maine Central Railroad, the Lion was finally placed on a permanent display at Crosby Hall, University of Maine.

Contributing information about the locomotives and the railroad they served for this issue were: Amos W. Kimball, curator of the Jabez Knowlton Old Country Store Museum at Newburgh, Maine; Karl V. Larson, M.D., East Machias; R. F. Dole, MeC Chief Mechanical Officer; J. R. McFarlane, MeC Assistant to the Chief Engineer; A. P. Wyman, Skowhegan; Wilfred A. McReavy, retired trackman, Whitneyville; and Lloyd F. Brean, Ogunquit.

**CLERK'S SON  
NOW IS PASTOR**

Roy E. Pike, son of W. S. Pike, MeC clerk at Livermore Falls and Mrs. Pike, is serving as pastor of the Calais United Methodist Church following receipt of his Bachelor of Divinity Degree from Bangor Theological Seminary in June.

Ordained an elder at the Annual Conference of the United Methodist Church which convened at Colby College the past summer, Pike is a graduate of Wilton Academy and received his A. B. degree with a major in Sociology at Methodist-related Southwestern College in Winfield, Kansas.

Pike served seven years in the U. S. Air Force as an air traffic control operator with overseas duty in Okinawa. He is married to the former Shirley Hammond of Winthrop. They have a son, Michael, 10 and a daughter, Dawn, 8 years old.

**DEATHS**

Sears, Gordon A., Agent, Dover-Foxcroft, January 3. Entered service May, 1942.

**RETIREMENTS**

Bell, Samuel A., Towerman, Hermon Sta., December 6. Entered service November, 1943.

Lang, Walter G., Machinist, Beecher Falls, December 31. Entered service July, 1924.

White, Ernest J., Station Agent, Madison, December 31. Entered service August, 1918.

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Maine Central Railroad Co.  
242 St. John Street  
Portland, Maine 04102  
Address Correction Requested

Mr. Sam Vaughn  
44 Thissell Street  
Pride's Crossing, Mass.  
C-11 01965

Aim high: And though you fail today,  
And may tomorrow fail,  
Keep pounding steadily away—  
Some day you'll hit the nail.  
At no half-way mark ever pause  
In snug content to rest.  
Who would win honor and applause  
Must want to be the best.

The best must be your aim in life—  
The best in sport or work:  
Success in any form of strife  
Falls never to the shirk.  
The crowns of leadership are few,  
The followers move in throngs;  
If you would be a leader you  
Must shun the "drift-alongs."

Author Unknown

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