



Messenger

Vol. 10, No. 5

For Employees and Friends of the Maine Central Railroad

March, 1970

Credit Union Offers Special 1% Dividend

Announcement of a special one percent dividend in addition to the standard five percent dividend for members of the Railroad Workers' Credit Union of Maine was made at the annual meeting January 26.

A joint report from Hugh F. Flynn, credit union president and manager and Merrill B. Stanley, treasurer, also noted a ten percent rebate on interest paid on loans during 1969.

The report outlined continued growth in all areas of credit union operation during 1969, including an overall net return of 5.8% on stocks and bonds during a year of very depressed market conditions.

In its statement of condition published December 31, 1969, the organization listed assets of \$1,809,525.53 and noted dividends paid totaling \$70,079.40.

Joseph H. Cushman, Jr. of Portland was elected a member of the board of directors, replacing J. W. McIntyre of Rumford. Re-elected to three year terms on the fifteen man board were: John Bevan, Bangor; Wendell D. MacDowell, Portland; Chester L. Shepherd, Old Town and Merrill Stanley, Portland.

Carman's Tool Idea Praised

Waterville carman Roland A. "Skippy" Giroux has come up with an idea for straightening doors on freight cars which has been praised by Waterville Shops officials as well as his fellow carmen.

Use of a car stobo for the job can be dangerous since the "jillpoke" can kick out. It's also a time consuming job which requires jacking up the side of a car, tipping the car on its side and laying timber against the side of the door, then releasing the jack.

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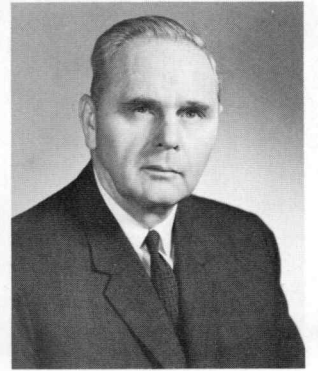
Baker



Wiggins



Travis



Buchheim

R. E. Baker Retires, Three Promoted in New Service Effort

Reorganizational changes have been announced by President E. S. Miller, effective with the March 1 retirement of Roy E. Baker, Vice President — Special Projects after 44 years of railroad service.

The restructuring of two divisions of Maine Central's executive department and a large scale new car acquisition and equipment modernization program are designed to improve service to shippers, Miller said.

J. W. Wiggins is Vice President-Operations, Arnold J. Travis is designated Assistant to the President and Herman E. Buchheim holds the newly created position of Assistant Vice President-Sales and Service.

Wiggins, who previously served as Vice President-Engineering & Transportation, now has jurisdiction over the Engineering, Operating and Mechanical Departments.

Travis, formerly Assistant General Manager, will carry out Executive Department assignments by the President and assume direction of the Car Service Department, acting as liaison representative with the Interstate Commerce Commission, Association of American Railroads and other railroads for MeC car requirements.

Miller said Buchheim, formerly Maine Central director

of sales, will be the marketing department's executive to handle car and service requirements with shippers, an "increasingly crucial and sensitive area of operations, recognized by business and political leaders as essential to the welfare of Maine."

The rail president said the reorganizational changes are being made to secure better railroad cooperation in the handling and return of Maine Central cars, a problem which has plagued the road in its efforts to provide service in recent months.

At the same time, Miller said, Maine Central is "beefing up" its own car ownership through lease of 250 new 40-foot box cars and acquisition of another 250 new 50-foot cushion under frame units.

Earlier this year the railroad announced the rehabilitation of 200 box cars by Maine Central labor at its Waterville shops.

Miller said we are going to make sure that our present fleet which is adequate remains in top condition and move as quickly as possible to augment it.

A Pennsylvania native and graduate of Pennsylvania State College, Baker began his railroad career with the Boston and Maine Railroad in 1925, serving in several me-

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Sherman W. Blake Dies, January 28th

A prominent Maine industrial and banking figure and member of the Maine Central Railroad board of directors died January 28 in Portland.

Sherman W. Blake, Portland, president and treasurer of the W. L. Blake Co., had served as a Maine Central director since September of 1964.

Active in the Portland business community, Blake was a director of Maine National Bank and Sun Federal Savings and Loan Association as well as a corporator of the Maine Medical Center and Maine Savings Bank.

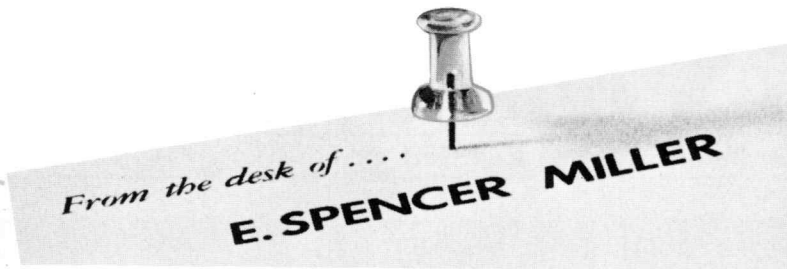
He also was a member of the Cumberland Club and the Portland Country Club.

Funeral services were held at the State Street Congregational Church in Portland.



Sherman W. Blake

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TO MY FELLOW EMPLOYEES:

A More Thoughtful Approach To Environmental Protection

The recent special session of Maine's 104th Legislature has passed two precedent-setting environment protection bills which can have far reaching effects on the economic welfare of our people. There has been a great stirring by the professional do-gooders over the danger of pollution. Here in Maine that peril is minor compared with the danger of economic stagnation.



One measure sets up rigid controls over the transport of oil along the coast and provides for a \$4,000,000 Coastal Protection Fund to finance the cleanup of nontraceable oil. The fund would be financed by a one-half cent per barrel licensing fee paid by the petroleum industry on oil brought into Maine ports. The legislators should have read what the Supreme Court said in *Coe v. Errol* before voting for the tax provision.

A companion bill gives the state's Environmental Improvement Commission the authority to approve or disapprove the site selections of new industrial or commercial developments which could substantially alter the state's environment.

The first bill is quite possibly unconstitutional and the second gives the life or death power over new industry into the hands of a few *tribuni plebis*.

No one would deny the importance of preserving Maine's beautiful natural assets for the appreciation of those who live here as well as for the tourists. But the object is to preserve them and to develop industrially too; what we don't need are additional obstacles to new industry and particularly a life and death veto power exercised by several presumably not profound industrial economists.

Petroleum interests contend they would pay for any spills which they might cause in the future but are unwilling to finance the clean-up of "mystery spills." If the measure does become law in ninety days, an oil price rise might be an eventual consequence.

Oil is indispensable to New England. The great majority of homeowners depend on it for heat, while industry, transportation and electricity all depend on oil. The projected oil refinery and chemical complex at Machiasport could trigger a new era of industrial prosperity for Maine.

It seems somewhat inconsistent therefore to be screaming in Washington for lower fuel prices and free trade zones and at the same time, enacting in Augusta legislation which will put an additional financial burden on those who provide oil and subject any new industrial development to the whim of a small group of political appointees. Worst of all we have now given the impression that we do not want heavy industrial development here and an excellent excuse for the Nixon administration to forget all about Machiasport and the proposed Free Trade Zone and the thorny problems involved. As a matter of fact, we have nearly told Occidental, Atlantic Richfield, King Resources and Atlantic World Ports that we prefer to keep Maine just as it is.

Finally the absurdity of it all is clear to any one who knows Washington County. If there ever were a depressed area barren of industry and lacking in prosperity it is there. The air pollution which could be caused by the proposed Machiasport complex would be about as dangerous as an inkwell dumped into the Arctic Ocean.

The threat of pollution must not be allowed to blind us to the potential nor deaden our wills toward the achievement of economic progress. Overpessimism on pollution can only create harmful distortions and a climate of confusion.

Maine's struggle for economic growth is well known to everyone who lives here. A U. S. Department of Commerce survey of current business shows that, while our state's per capita income increased by 33.88% between 1964 and 1968, Maine is still 19.4% below the national average and 31.1% under the average for New England lifted by the industrialized areas of Massachusetts and Connecticut. A report of Maine's Department of Economic Development of 28 new industries and 35 firm expansions in 1969 represents progress, to be sure, but we have a long way to go to provide the quality of education and standard of living Maine families have a right to expect.

Let's not look backward. For a nature lover, America was in an ideal, and idyllic, state in 1492, but the standard of living was not exactly exalted. A little superficial reflection shows that the better things of life, including freedom for the greatest number of people to develop intellectually and spiritually, have evolved in complex and prosperous commercial societies, not in pastoral or nomadic ones.

Without the high payrolls of industry, who will patronize the lovely hotels and residences on the coast of Maine as envisioned by the nature lovers? Presumably these facilities would be enjoyed by people from sophisticated industrial areas who have prospered there, despite an occasional whiff of industrial smoke, and come to Maine to have their wants catered to by a state of farmery "natives" who have passed up the economic blessings of the late twentieth century to rusticate in an unspoiled and impoverished backwash. In this event the resented description of Arnold Toynbee of Maine as the habitat of watermen and woodsmen will be quite correct after all.

Is this what we really want for ourselves and our children?

E. Spencer Miller



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

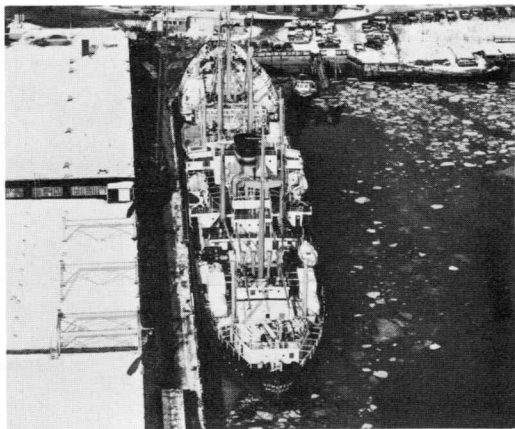
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Air view shows the freighter Witmarsum dockside at the Maine State Pier, with Maine Central flat cars lined up for action.



One of the largest sections of the giant crane is eased down to the flat-car between the grips of a 50-ton and 60-ton crane.



Royden M. Cote, MeC Market Manager-grain, construction and metals smiles his approval as the 83,000 lb section settles down on the car.

Largest Crane Moves On Maine Central

The largest crane of its kind in North America is being put to work at the Yankee Atomic Power Company plant construction site in Wiscasset, following a trip over Maine Central rails on 10 flat cars and 3 gondolas.

Unloading of the 178-ton crane from the Dutch freighter Witmarsum at Maine State Pier onto the MeC cars attracted the attention of television and newspaper photographers and interested scores of waterfront observers.

Imported by the American Pecco Corporation of New York for Stone and Webster Engineering and Construction Corporation, the crane arrived in 30 pieces, the heaviest weighing 83,000 lbs.

The giant crane is equipped with a mast and boom each more than 200 feet in length and can lift five tons.

Jarka Corporation of New England, local stevedores, moved the huge sections of metal from the Witmarsum's deck in an operation that took two days in some of the winter's lowest temperatures.

Royden M. Cote, MeC Market Manager-grain, construction and metals, initiated the crane movement and followed its progress all the way.



Part of the crane's boom is secured to the MeC car by longshoremen for the trip to destination.



Moving out on RN-1 to the Yankee Atomic Power Company plant in Wiscasset.

Flying For Fun



Conlogue

On a clear day almost any weekend, you can see a pretty yellow Piper Cub plane winging away from a small strip at Lincoln, Maine bound north-east toward Danforth.

That's George Conlogue, Maine Central Railroad's agent at Great Works, who resides in Lincoln.

His love for flying began when George was a small boy and was lifted into the cockpit of a mock plane at a fair. As a radio operator with the Army

Air Force during World War II, George had a good deal of flying time, and not long after returning home, he started taking flying lessons.

About the same time, in December, 1945, George came to work for Maine Central, as an operator on the third trick at Forest. His dad was a long-time railroad man, working at the former Silver Mills station and at Forest.

George became agent at Lincoln a year ago, replacing Arthur Neal, who retired after a half century of service.

His first plane was a 1955 Piper cub of the 65 horsepower type; now George has graduated to a 90 horsepower job.

The weekend flying is "just for fun," George says, but he has plenty of company and they enjoy it too. His wife and

daughter sometimes accompany him, especially on fishing trips. The Conlogues own a hunting camp at Danforth that's ideal for relaxation.

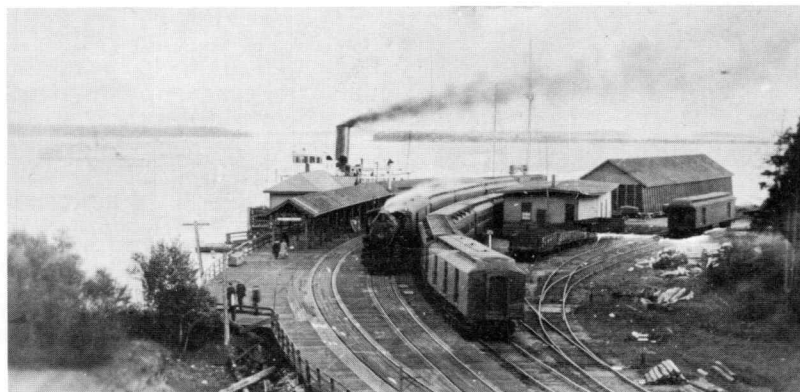
Equipped with floats in summer and skis in winter, the Cub is "ideal for getting in and out of small places," he says.

Hunting buddies on many an expedition to Danforth have been MeC Clerk Albert Forest of Great Works and Section Foreman Alden Davis of Milford.

The trips have their share of excitement, too. Last year

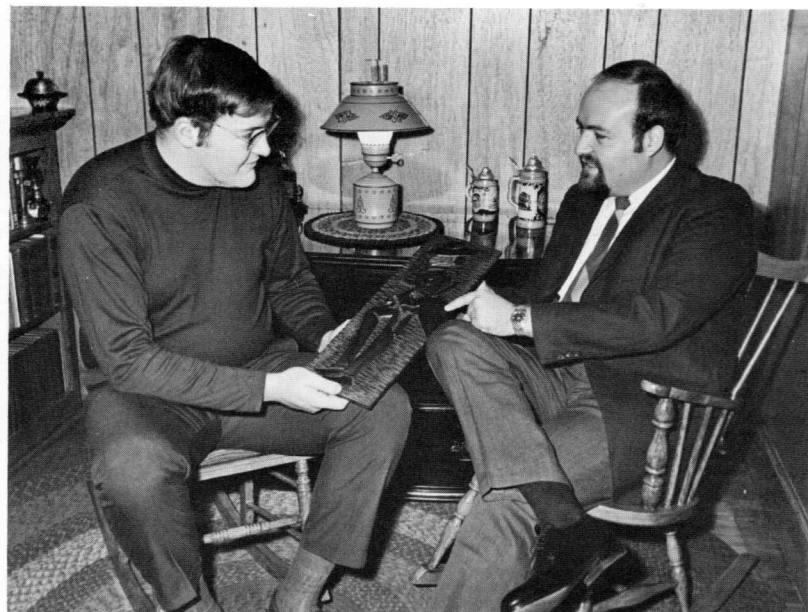
they got snowed in during a bad storm and looked out to see a foot of snow on the wings. Near the plane they glimpsed three large moose standing close together. Needless to say, not a shot was fired and the men appreciated the rare sight. A warm sun soon carried away the snow and provided a clear flight "into the wild blue yonder."

Golf, snowmobiling, mountain climbing, skiing . . . each individual has his challenge. But for George Conlogue there'll never be anything to beat flying!



Last month's mystery picture showed the Mechanic Falls Crossing in 1906. Check out this terminal and tell us the location. You're right; that's water in the background.

Mount Desert Ferry at Hancock Point



HOLIDAY REUNION TIME — gave Robert Hayward, right, son of MeC Instrumentman and Mrs. Bill Hayward, Portland, a chance to tell his brother Dick, left, about Latin America, where Bob has taught in a bi-national cultural center since 1965. The wood carving Bob is displaying is one of the gifts he brought home for Dick at Christmas time. A teacher assistant at West School, Portland, Dick returns this fall to his junior year at Ball State University, Muncie, Indiana. He is known to Southern Maine football fans as a tackle for the Griffin Club, semi-professional team in the area. Dick also coaches Little League.

U of M International Affairs Graduate Where the Action Is

Bob Howard was home this year to spend the first holidays with his parents, Bill and Irene Hayward, since he left for Latin America in 1965, following graduation from the University of Maine at Orono.

In the four years since he completed the International Affairs studies he had chosen as his Major, Bob has been learning the language and culture of several Latin American nations first-hand.

The decision to go there was made in his senior year at Orono when the question of graduate school or practical experience came to the fore.

Bob accepted a one year teaching fellowship offered by the Columbian-American Bicultural Center and left for Bogota, Columbia a few weeks after graduation.

Such centers are established in every Latin American country except Cuba, as well as in many European nations.

Each center is independent, with its board divided between representatives of the host country and United States business men. The aim of such centers is creation of an atmosphere for better understanding.

Bob says perhaps the greatest single factor in the program is the language study.

English is taught in all of the centers and Americans, of course, learn fluent Spanish. The centers also sponsor concerts featuring well known artists from the U. S. and Latin American countries, as well as art exhibits and sports events.

In the Dominican Republic where Bob now serves as academic director at the Santo Domingo center, baseball is the favorite sport and there is an extensive athletic program with 3,500 young and enthusiastic baseball players. So popular is the sport that in many homes, pictures of famous baseball players are placed on the wall beside religious figures and a picture of the late President John F. Kennedy.

Life in Latin America is so different that Bob finds himself challenged daily to evaluate the value system he learned in his own country.

He feels the people in Latin America are free from many pressures North Americans know so well. There is no such "time" problem. If you are invited to a dinner party at eight, you plan to arrive at 9:30, knowing full well that the guests will not be there before that. Many U. S. businessmen, flying in to sign a contract and meet a plane in Latin America become thor-

oughly frustrated when they learn that they must "let down" and spend a day or so socializing and enjoying life before they can close the deal.

Since TV has made no inroads to speak of, communication is very much a reality and the average Latin American cherishes the talk of family life, the bull fights, the sports events, etc.

Another contrast which has interested Bob is what might be called the "space factor". The average individual in the U.S.A. stands at least a foot and a half from the person with whom he is conversing. No such thing in Latin America . . . it's more like six inches. And it's considered an insult if, upon arriving or leaving any group, you fail to shake hands with each person. Bob's friends cannot comprehend our custom of entering a room with a wave and a "hello" and thinking that's all right . . . it's just plain impolite and downright unfriendly as far as they're concerned.

Each year since 1965, Bob has had to consider the question of staying or coming home to start working for his Master's degree; so far, he has remained in Latin America and found the experience rewarding.

His only "bad" experience has been one which he will never forget. One of the centers where he served was bombed as the result of political terrorism with four persons killed and twenty badly injured. Among those to die was a fellow teacher from the United States with a wife and family there. Hundreds of messages were received from persons representing varying political and sociological backgrounds, expressing regret and concern.

Each country where Bob has worked and visited in Latin America represents a unique situation. The average North American might consider most of these countries truly underdeveloped and without the regard for human life and social betterment known here.

Some of the old ways are changing slowly but surely and Bob enjoys being where the action is, but then there's that degree and one of these years before long, the strong pull to stay and serve and learn must give way to the ever present reality that to-

day's academic degree is indeed the stepping stone to broader opportunities for service and growth.



Stanley Jordan Passes Nat'l Exams

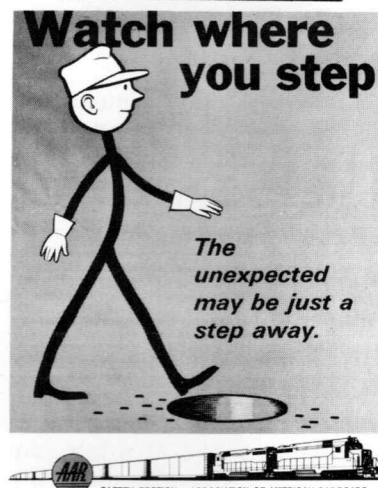
Stanley L. Jordan, assistant engineer, recently passed national exams to become a Registered Professional Engineer in Maine.

A graduate of the University of Maine with a BS degree in Civil Engineering, Jordan joined the Maine Central Engineering Department in 1964.

Prior to that he served as an officer in the U. S. Army Corps of Engineers with assignments in Missouri and overseas work in France and was employed as a civil engineer for the U. S. Forest Service in Rutland, Vt.

He is married to the former Marie Ifill of Bangor, a University of Maine graduate and Fulbright Scholar.

The Jordans, their son, Stephen, 6 and daughter Kathleen, 4 reside at Rockwell Lane, Cape Elizabeth.



The Grapevine

GENERAL OFFICES

Larry Harding, Valuation Statistician, motored to Grand Rapids, Michigan, with daughter, Marilyn, to return her to college after a home visit. It was 1,000 miles out there and only 500 miles back. Of course we asked "Why?" It seems that the roads were so slippery that his wheels only touched part of the time, hence the speedometer didn't register all the time! Larry attended classes for three days with Marilyn, meeting the teachers and enjoying the college facilities.

Everyone looked especially nice at the Clerk's Union Banquet on Saturday night, January 30th. There were many guests and some new members, one being Peggy Berry, Stenographer, Engineering Department, who brought Hazel Skehan as her guest for the evening. The shortest speech we ever heard was given by Al Kennedy after he had been sworn in as President. "LET'S BE SEATED, AND LET'S DANCE!"

The son of former MeC principal assistant engineer Clinton A. Plumly of Portland was recently presented the Legion of Merit for service in Vietnam by Rear Admiral H. J. Kossler, commandant of the Sixth Naval District. The award to Cmdr. Charles M. Plumly also of Portland was made at the Charleston, South Carolina Naval Base during commissioning ceremonies. Cmdr. Plumly has taken command of the Navy's newest destroyer escort, the USS William S. Sims, stationed at Mayport, Florida.

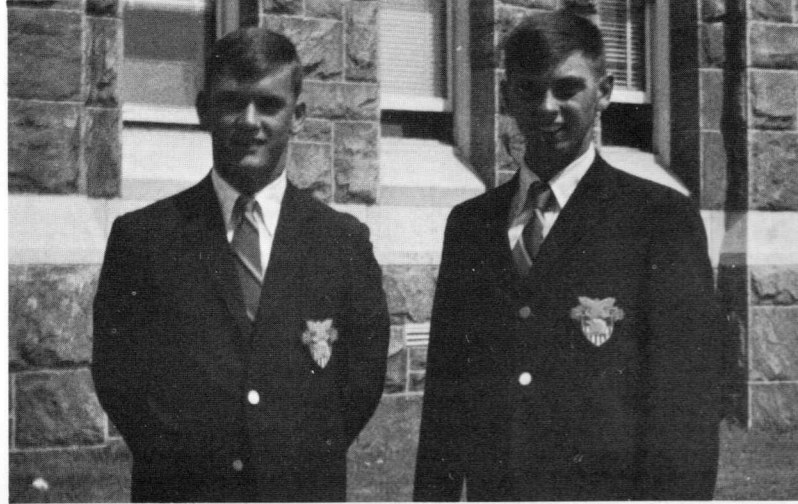
ROCKLAND

Not much good news from this area this month. Although we do not have too much of a snow cover, we have been having our share of ill health problems and will sure be glad when it warms up and the sun can do some good. Out sick with the "flu" is Yard Brakeman J. E. White. Spare man L. P. Donahue, from the Waterville board covering in "Whitey's" absence. Almost thought when he showed up in the office today that it was the switchman yardmaster from Waterville East Yard, but found was mistaken.

Also on the shelf with an injured finger is our congenial all wise sage and car inspector "Monty" Montgomery. Even the crew on the switcher have to admit they really miss him. Covering in his absence is Archie Sears from Waterville shop.

Still doctoring the sore left hand is Section foreman Earl Miller from Waldoboro. Hope that it will be all healed by time next write up.

Retired Yard Conductor Maurice Lake, paid us a visit following discharge from the hospital and a bout with the flu, which gave him a pretty rough time. Trust that he will be getting his strength back before too long.



WEST POINT BROTHERS — These fine looking young men are nephews of Mrs. Nancy Gilbert, Data Processing, Portland. Stephen, left, and David Curry of South Portland, sons of Mr. and Mrs. George K. Curry are dressed in their new informal attire on the grounds at West Point. Stephen is a Sophomore at the academy and David a Junior. Both have been Dean's list students and Stephen has been on the list ever since arrival. A younger brother, Kenneth, a Senior at South Portland High School has been nominated and awaits approval to attend West Point.

ENGINE & TRAIN CREWS

Our sympathy is extended to the sons and daughters of Gilbert Karnes whose nickname was the "Tiger". He was employed as a brakeman and conductor in both freight and passenger trains from 1900 until his retirement in 1957. His last run was on the Bucksport branch.

Engineer Leo J. Higgins is back to work after being off for a month with a foot injury. He said it **did** hurt.

Engineer Ed Elliott almost had a shock when he reported for work one day last month on BE-1 and EB-2. He was assigned to a GP-38 for the day on his run.

Conductor Glen Morrell is off with a broken leg. How did that happen?



GOOD WINTER FUN — is what this family group calls skating. In front, Lucretia and Joel Hooper, youngsters of Waterville Switcher #4 engineer Bob Hooper, standing behind them to the left with his dad, retired engineer Ike Hooper. The elder Mr. Hooper is still active on skates at the age of seventy-five. The three generation group from Rockland was joined by the family pet for a romp on the ice.

Engineer George Tenney is out sick. We wish him a speedy recovery.

Conductor Frank Leathers was on vacation during the month of January. His time was spent in the warm state of Florida.

Conductor Russ Bickford is taking his vacation and it also is being spent in Florida.

Yard conductor Dick Strang, Leo Goodin and Brakeman Landry have been wishing for some snow. It seems each has a snowmobile which he would like to use. So far very little snow is in this area.

Last month Retired Engineer Frank Breau called to find out who is filling his shoes on Sw. #4, Bangor Yard. You know who! He reports that he is just taking it easy, and is enjoying his retirement.

R. Poore has bid off the LD-1 and DL-2 job at Livermore Falls with Engineer K. Farrar.

WATERVILLE STATION

Wally Pooler, Assistant Track Supervisor, Waterville has transferred temporarily to Portland replacing Horace Ames, who is off sick.

Wally Pooler Jr., has returned after spending a few days leave at home with his parents from the United States Navy.

It seems one of our truck drivers went smelting recently. He couldn't quite understand why he was not getting any smelts. He hadn't been in a long time and was using seaweed for bait.

Bob Esty recently paid us a visit at the freight office. He is now leaving the house for walks, following his heart attack of a few months ago.

WATERVILLE SHOPS

Carman Ralph Roberts had his '69 Pontiac Bonneville stolen from the Elm Plaza Shopping Center. The car was recovered in Connecticut, with minor damage and theft of a spare wheel and tire.

Stores Truck Driver George Moreau has been a patient at the Seton Hospital with pneumonia.

Mrs. Leota McCaslin is making satisfactory recovery with a broken hip, suffered from slipping on a scatter rug in the home of her daughter, Mrs. Painter Earl.

Forklift Operator Tiny Gibbs has returned to the Stores Department after a very lengthy illness.

Our jovial Chief Clerk, Sam Karter is making good progress, recovering from surgery at the Seton. Mrs. Gloria LaLiberte has been capably substituting in the BIG chair in the Main Office.

Sympathy is extended to Crane Operator Ray Remy whose father died recently.

Former Assistant Machinist Foreman Charles Averill died recently at a local nursing home. He had been retired since 1960 after serving with the Company for 38 years. He was 73.

The road crew, returning from a rerail job one early morning, about 3:30 A.M. in the road truck collided with three deer who bounded in front of the truck. The damage, fatal, was all to the deer.

Paint Helper Jim Sylvester has recently been appointed policeman and constable in Clinton.

Former Carman Jack Brown died recently in a local hospital at the age of 73. He will be buried in Madison. Bearers were shop men Alden Finimore, Floyd Case, Win Reynolds and Sid Brown.

Carman and Checker Frank Graver has been a recent surgical patient at the Maine Medical Center in Portland.

Sympathy is extended to Mrs. A. H. Finimore whose brother Colby Getchell died recently. Among survivors is a nephew, Electrician Paul Getchell.

Carman Sam Merrow has a new Pontiac, Carman Maurice LaPlante a Toyota pick-up, and Machinist Irving Thibeau a Toyota pick-up.

A new feminine face in the Main Office is Marilyn Stubbart.



This beautiful bride is Mrs. Lawrence B. Garvey, Jr., wife of MeC's agent at Columbia Falls. The former Susan Elaine DeLorme, daughter of Mr. and Mrs. Edward F. DeLorme of Juniper Street, Portland became the bride of Lawrence Garvey January 31st at a ceremony in St. Joseph's Church. He is the son of Mrs. Lawrence Garvey Sr. and the late Mr. Garvey. Both are graduates of Deering High School.



SO LONG, ROLAND — Roland L. Quimby, left, retired as a car inspector at Northern Maine Jct. January 15. He had over 30 years' service with Maine Central, all of it served at Northern Maine Jct. B. C. Wheelden, General Foreman says goodbye for his railroad friends.

BRUNSWICK

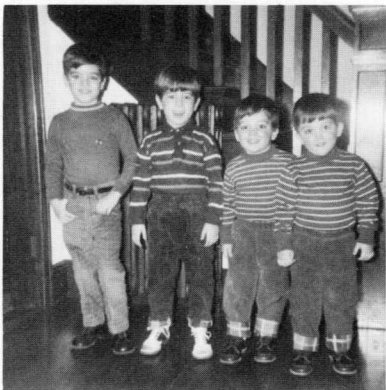
Recent visitors to the Brunswick Freight Office have been Retired Clerk Joe Desjardins and Retired Baggage-master George Risteen. They are both going strong and seem to be enjoying their retirement.

Retired Equipment Maintainer and Mrs. Caleb Mitchel left for St. Cloud, Florida right after Christmas. We haven't heard from them since but we expect they are enjoying the warm climate.

One of our ranks is enjoying the winter, Machine Operator I. T. (Izzie) Racine and his wife leave Brunswick every Friday evening for their camp at Bucksport where they each have their own snowmobile. Izzie tells some interesting stories of cross country snowmobiling. One of their favorite trips is to go cross country from Bucksport to Brewer, about 18 miles, where they rendezvous with snowmobilers from other areas at a Brewer restaurant. After coffee and lunch and lots of pleasant conversation they leave for the 2 hour return trip back to camp.

Section Foreman Ralph Call reports that he has been herding 3 moose off the track at Hillside. He'd better be careful that the moose don't decide to herd him, motor car and all.

Car Inspector Donald Oates has been smelt fishing on Merrymeeting Bay. We are still waiting for some smelts.



A HAPPY FOURSOME is this group of youngsters, the sons of Steve and Sharon Magyar of Portland. Steve is chief clerk in the Penn Central office located in the Maine Central Railroad's General Office Building. Sharon and Steve have recently purchased a home at 54 Alba Street in the Deering suburbs and are enjoying it along with their boys, I. to r. John Paul, 5½, Jeffrey, 4 and twins Stephen and Michael, 3.

WATERVILLE YARDS

We hear that Vic Tardiff bid off 3rd trick Yardmaster. Our congratulations and all our sympathy, Vic.

Gerry Gagnon has been off sick for a while and is back to work. He's going to Boston shortly for a check-up as he feels he has a bad case of asthma.

Charles Richardson, engineer on Switcher #5 just can't make the change "I. Q." smoking. He just stopped buying for a day and that's all, says Leo Bujold. The next day he bought two cartons.

Charles Parkhurst, retired janitor, paid us a visit recently. Since retirement, he's put on weight and color, which seems to agree with him.

Bobby Sweet, second trick janitor and car cleaner, is now a brand new granddaddy. His daughter from Connecticut had a 7 pound 16 oz. baby boy.

Guy Coro has taken the spare board along with Louis Donahue.

Our old friend and coffee drinking night hawk, L. K. Powers, has been working in Rumford these past two weeks. We all miss you, Mr. Haney! Hurry back.

A very good friend and Colby College graduate paid us a visit recently; that is Bob Hughes. He tells us he's in the service and stationed at Rhode Island Navy Yard.

One of our boys is going to make it and that is Ed Palmer. He's gone on a high protein diet, and is doing very well; he's lost 19½ pounds in three weeks.

The Fox is back to work after convalescing from surgery. Things are back to normal, which, of course, makes everybody happy. One drawback, though, Chet says they took something out, whatever it may be, and they didn't put anything back.

RIGBY YARDS

Machinist Maurice Gardner who retired on January 31 after long service not only made the headlines in the Messenger on that occasion, but also our local daily newspaper carried a photograph and story showing him and his foreman, Maurice Weeks, in a parting farewell.

Car Department Clerk Thomas Foley was stricken with a mild heart attack and was out sick for the month of January. He is now back at his desk and doing very well. Also Clerk "Pat" Conley of the same department has reported out sick until at least April. Understand he is doing well.

Bruce Dunham, son of Carman Welder Edgar Dunham has hired out as an employee in the Car Department.

Crane Operator, John Chetley is now a carman, having bid off that position. Carman Helper Ray Lawrence is taking over the Crane Operator job.

Engine Equipper Martha Bouchard, the only female employee left from the World War II days has been sick, and Bruce Dunham has taken over that job.

The Pine Tree Antique Bottle Club had its January meeting at Oak Hill in Scarborough. Stores Department employee Charlie Guptill, who is especially interested in that hobby attended, looking for a good swap or possible purchase in that field.

Albert Carignan, a retired employee, Car Department, is spending the winter at his home in Florida. His father, Archie Carignan, an Engine Hostler for many years, is in Massachusetts for a while.

Retired Machinist, Ralph McKelvey is happy in his retirement putting around doing odd jobs, and keeping his model steam locomotive in mechanical shape. He would like to be remembered to all of his friends at the engine house and elsewhere on the terminal.

A band concert at Deering High auditorium on January 25 was put on by members of the high school band, which was made up of many of the youngsters of our employees.

Mrs. Lena B. Sweatt, 74, wife of retired foreman Linwood E. Sweatt, died after a long illness. Mrs. Sweatt was born in Machias, and attended the public schools in that town. At a later date, she attended Gray's Business College. She then took a position as a bookkeeper with George C. Shaw Co., which she held for 20 years up to the time of her retirement. A floral tribute was sent to the funeral home by the Rigby Flower Fund.



A MONEY TREE AND GOODIES TOO — were the gifts for Nina Luke who retired recently as Matron for Maine Central Railroad. She began work in September, 1945, retiring this winter for the "good life" retirement offers.

Many of the men will remember Frank Oliver, Erecting Foreman at the old Thompson's Point shops. Upon his death, he left an heirloom to the family in general, which is in the care of his son, George Oliver. It consists of railroad photographs, pieces of antique furniture, and other items maintained in a small museum.

The vacations for 1970 at the Car Department are already being taken for various reasons by the following employees: "Eddie" Murphy, John Murphy, William Hale, "Les" Hamel, Charles Audette, and "Pete" Griffin, who is out on sick leave.

Car Shop employee Elmer Andrews is receiving quite a lot of kidding these days, due to his lack of hospitality, as the story goes. He invited Millman, Merle Cook out to his cottage with his snowmobile for the day and then challenged him to a race with their snowmobiles and beat him in the race. A week or so later, Elmer was helping a friend move his furniture to a Massachusetts town and during the process, fell down stairs and received a head injury. So he will be tied up for awhile recovering. Several stitches were taken to close the wound.

Sportswise General Foreman "Don" Russell tells me that "Matt" Donahue, sparkplug of the "Blue Blazers" championship Westbrook High School basketball team is a relative of Mrs. Russell.

Many of our employees who work

at the Terminal Wharves 1 and 3 remember Michael Rafferty who was employed by the Jarka Corporation for many years. He died suddenly at the age of 58.

Machinist "Bob" Casey has been out sick with a bad cold and decided to take a week of his vacation. He is feeling much better now.

"Al" McCann, Jr. has received further honors sportswise. Besides winning the 600 yard run on the track representing the University of Maine, he has been appointed by the A.A.U. as a member of the "Golden Glove" boxing commission for 1970.

Hostler Helper Arthur Davis recently slipped and fell, breaking his arm while on the job. He is progressing slowly but surely.

The following are the new officers elected to serve for Local #525 I.A. of M. for the ensuing year: Robert Messer, President; John Sullivan, Vice President; Martin Stratton, Recording Secretary; and Albert Stiviletti, Financial and Treasurer.

Gary Works, one of our latest employees, is now on the 3rd trick, having bid off the Machinist job vacated by the retirement of Maurice Gardner.

Machinist "Al" Stiviletti made a trip to the Colby College ski area and met some stiff competition on the slopes.

We at the Rigby Shops who all know Former Yard Master Fred Grimmer send our regrets to his family, including Clerk "Bob" Grimmer of the Car Department.

The Relief Crane or hoist was in for repairs. A new clutch was installed as well as other minor items. The Caterpillar Tractor Company performed the work along with Machinist Paul Curran to perform any machine-work.

RETIREMENTS

Gardner, Maurice B., Machinist, South Portland, January 31. Entered service May, 1923.

Mullen, Michael T., Yard Clerk, South Portland, January 15. Entered service June, 1941.

Newcomb, Richard M., Freight Clerk, Livermore Falls, December 31. Entered service May, 1916.

Quimby, Roy L., Carman, Northern Maine Junction, January 14. Entered service December, 1943.

DEATHS

Butler, Stanley I., Sr., Trackman, Bancroft, January 18. Entered service, June, 1940.

Duncan, Charles H., Clerk, Portland, January 25. Entered service, October, 1955.

Grimmer, Frederick W., Yardmaster, South Portland, January 28. Entered service January, 1937.



By Jerry Shea

The 25th E. Spencer Miller Bowling Tournament will be held at the Bangor-Brewer Lanes on April 11, 1970. This year's chairman will be Larry Severance, head clerk, Bangor Engine House.

The men of the General Office Couples' League have won this event the last five years. These fellows led by Dave Gardner, Warren Smith, and Leon Ross, will have to find replacements for their other two men because John Broderick has not bowled this year and Jerry Shea switched over to the men's league. Nevertheless, the couple's league has always come up with the right fellows for the last five years and have a host of good bowlers from which to choose. Bill Brownell - 103 average, Bob Casey - 99, Russ Proctor - 97, Clyde Luce - 97, Bill Wilcox - 97, are a few of the new faces you might be seeing on the defending champs' team.

We will try to get started at 1:00 P.M., therefore, all teams

should report to Larry Severance by 12:30 P.M. We will continue the same format as in the past. It will be a five man, five string total pinfall for the championship, with the Railroad furnishing trophies to the winning team and to the high individual total and high individual single string. Everyone pays for his own bowling.

Every year we have had teams from Bangor, Waterville, General Office Couples' League and General Office Men's League, and every other year when we bowl at Portland, there is always a strong independent team made up of fellows who cannot bowl in regular leagues, but are all experts. Lenny Forest of the General Office Men's League will be back to see if he can take home a high individual trophy. Lenny hit 600 last year. He will have a lot of competition from Don Priest and Bernie Ladd at Waterville, M. Blanchard, Art York and A. Dumont of Bangor, Dave Gardner and Warren Smith of the General Office Couples' League, and Ted Jewett from General Office Men's League.

Let Larry Severance know as soon as you can how many teams you plan to enter so he can reserve alleys enough for everyone. See you all at Bangor-Brewer Lanes on April 4th.

Railway Clerks Have A Ball



Picture Number One



Picture Number Two



Picture Number Three



Picture Number Four

One hundred and forty persons attended the 19th annual banquet and installation of Lodge 374, Brotherhood of Railroad Clerks January 31st at the Lafayette Town House, Portland with MeC President E. Spencer Miller as the principal speaker.

The evening's program also included the installation of the lodge officers and plenty of dancing and fun.

The group in Picture #1 are the new officers of the lodge, installed by Joseph Connor, General Chairman, Brotherhood of Railway Clerks. Left to right front row, Rosemary McDonough, Board of Trustees; Ann Gross, Board of Trustees; Pauline Frallicardi, recording secretary and Patricia Connary, vice president. Back row, l. to r. Larry Reinsborough, secretary-treasurer; Al Chapman, Board of Trustees, William Wilcox, local chairman and E. L. Kennedy, president.

Seated in Picture #2 are the E. L. Kennedys, the George Stanleys, Paul Landrys, and the Dick Greens, and standing, John Morrison, Herb Whitmore, Mrs. Wilcox and Bill Wilcox. Picture #3 shows John Morrison (back to) and Mrs. Morrison, Mr. and Mrs.

Herbie Whitmore, Larry Caret, Nancy Gilbert and Mrs. Larry Caret. Arthur Gilbert was at the banquet but away from the table when the photo was taken.

Dancing to Al Reali's Band was a treat for all. In Picture #4 you can pick out the celebrities including Elinor Shuman and Bob Brewster, Bucky Gato, and Theresa Bell, Steve Conley, back to the camera, dancing with Mrs. Jim Finley, and Mr. and Mrs. Win Hayden, foreground.

New IRS Form

Printed in cooperation with the Internal Revenue Service

If you haven't figured your income tax yet, you can stop worrying about which form to use; everyone is using the same one this year.

The old card Form 1040A has been dropped and in its place is a new 1040 designed to give all taxpayers a chance to take full advantage of exclusions, deductions and credits to which they are entitled.

IRS designed a one-page form combining the best features of 1040A and 1040. Additional pages called schedules are provided for use if needed.



Mary Ann Berry, capable and friendly assistant manager of the Railroad Workers' Credit Union, is known to railroad employees over the entire Maine Central system. A busy gal who takes her man-sized responsibilities in stride, Mary

Ann has charge of the functions of the credit union office, as well as working with dividends and investments and serving in an advisory capacity to Hugh F. Flynn, president and manager, and Merrill B. Stanley, treasurer.

Continued from page 1

chanical and operating capacities before being named Superintendent of Car Maintenance for both the B & M and Maine Central Railroads in 1945. He was promoted to the post of Assistant General Manager for both roads in 1948, becoming General Manager, Maine Central in 1955. In 1963, Mr. Baker became Vice President - Purchases, Stores and Mechanical for MeC and PTCO. and was elevated in 1966 to the position he held upon retirement.

Wiggins, a native of Houlton, has served as Maine Central's Vice President-Engineering & Transportation since 1963, following ten years' service as MeC Chief Engineer, commencing in 1953. Wiggins began his railroad career as a draftsman on the Erie Railroad in 1930, soon after graduation from the University of Maine. He joined the Bangor and Aroostook Railroad engineering department in 1933, later serving in engineering capacities for the Boston and Maine and Maine Central. He became Maintenance of Way Engineer for MeC in 1949, moving up to the position of Chief Engineer four years later.

Travis came to Maine Central in February, 1969 from his position as Assistant Vice President-Operations and Maintenance for Bangor and Aroostook Railroad Company. Travis joined the BAR as a clerk in the operating department in 1946, following U. S. Navy service. He served in various capacities in the treasurer's office before being named to a labor relations post in 1951. In 1953, he became manager of the BAR Highway Division, Assistant Manager of Operations in 1963 and held his post as Assistant Vice President from 1966 until joining Maine Central. A Mattawamkeag native, he is a graduate of the Bangor School of Commerce.

Buchheim, a Michigan native, began his railroad career in 1939 as traffic representative for the Rutland Railway Corp., Rutland, Vt. He was named general agent there in 1947, general freight agent in 1953 and assistant sales manager in 1956. He joined Maine Central as Sales Manager in 1959 and was promoted to Director of Sales in 1967.

Continued from page 1

Skippy's idea was to take a secondhand air brake cylinder and insert a rod with holes inside the piston rod, to adjust for various lengths. The air-operated tool Skippy devised is more powerful than a crane and quicker than a stobo. Its smaller size means that the men, when using it, do not require as much space as when using the stobo.

Originally built for use on doors, the new aid is also doing a job on straightening side posts.

Skippy comes from a railroad family. His father, Ralph, is a retired MeC painter; a brother Arnold is also a carman. Skippy came to work for Maine Central in 1950 as an apprentice in the Car Department.

There may be two more railroaders waiting in the wings. He and his wife Dorothy are parents of two teenage boys.

Breach On Brake Brings Brisk Broadside

There are a lot of safety-conscious employees on the Maine Central Railroad and Portland Terminal Co.

Just ask the Messenger office.

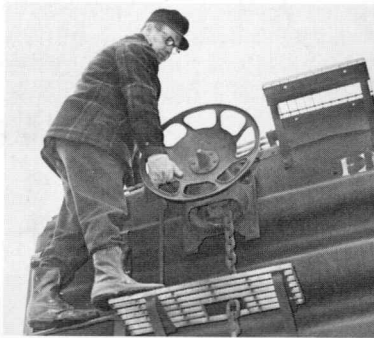
Last month when we printed a series of safety pictures showing the right and wrong way to carry out various railroad responsibilities, the photos showing operation of the hand brake were transposed.

Our model, PTCO. Conductor William F. Redlon made no mistake; in fact his position and bracing action were so perfect, he could easily have been a double for the expert shown in the Association of American Railroads' handbook of safety practices, **These Wheels Must Turn.**

A lot of railroaders called the error to our attention; they sure have done their homework. In response to their request we have shown the pictures as they should have been.



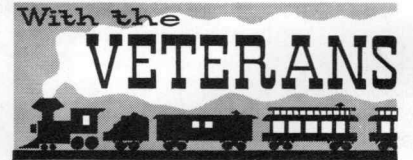
E. W. Pooler, rip track foreman at Waterville and Vaughan Mills carman helper apply the "Skippy" machine to a box car. Roland "Skippy" Giroux, who devised the equipment, was out on "sick leave" when the picture was taken.



Right Way



Wrong Way



By Harold R. Keniston

There were 56 members present at our January 25th monthly meeting at Howard Johnson's Restaurant in Thornton Heights, South Portland.

There were 215 men present at the 60 Plus Club at the Congregational Church in Woodfords attended by Harold Keniston. Of these 215 men, there were 18 retired former employees of the Maine Central, Boston & Maine and the Portland Terminal Company.

NOTE OF THANKS

An early printer's deadline prevented us from including in the February Messenger a note of thanks from C. P. Hawkes, Auditor Revenue. "Kippy" was very grateful for flowers and the many cards from his associates sent to him while he was a patient in January at the Maine Medical Center.

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