Freeport Station Sold; Buyer Plans Railroad Museum

If the plans of a Bowdoinham school principal are realized, the Maine Central passenger station at Freeport soon will become a museum of Maine railroading.

George McEvoy, who spends summers in Southport and winters as principal of the Bowdoinham Elementary School, has bought the old structure. He plans to move it to Southport and furnish it with his growing collection of items from what he and other railfans call "the good old days" of railroading in Maine.

It will be located on land that McEvoy has bought between Boothbay village and Boothbay Harbor, and may someday serve as the station for a short tourist-attraction railroad that the collector hopes to have. Initially, at least, it will house McEvoy's large collection of railroadiana, which not only includes lanterns, signs, daters and telegraph instruments, but the ticket window from the Brunswick station, baggage trucks, waiting room benches and many other items of old-time railroad equipment.

Moving the station is something of a problem to McEvoy, but he has assurances from a contractor that it can be done. He says it will be cut into several pieces, moved over the road, and put together again at the Boothbay site.

The Bowdoinham educator, who lives at 5 Bank street, Brunswick, during the winters, plans to sort out his extensive collection this spring, arrange it in the building, and invite the public to drop in and take a look this summer.

Credit Union Plans Annual Meeting

The Railroad Workers Credit Union will hold their annual Shareholders Meeting at the Lafayette Hotel January 24, 1964, at 7:30 p.m.

All Shareholders are urged to attend. Refreshments will be served following the business meeting.

Clark Elected Vice President

Sumner S. Clark, Portland, assistant to the president since 1955, was elected Dec. 18 as corporate vice president of the Maine Central Railroad Company and the Portland Terminal Company.

Clark succeeds the late Edward W. Wheeler of Brunswick in the Maine Central vice presidency. His election took place during a meeting of the railroad's board of directors in New York City.

Born in Portland, the new Maine Central vice president spent his youth in Saco. He was graduated from Thornton Academy in 1936, the University of Maine in 1940 and Harvard Law School in 1943. He served in World War Two as a Navy Lieutenant with combat duty in Atlantic and Pacific, and joined the Maine Central law department in November, 1946.

Clark was appointed general attorney of the Maine Central in May, 1952, and assistant to the president of the railroad February 1, 1955. He was elected to the Portland City Council in 1956, and was re-elected and served as council chairman in 1959.

He is now president of the board of trustees of Waynflete School, Portland; a trustee of Thornton Academy, Saco; a di-

President's Letter—Page 2

(Clerk—Page 8)

Summer S. Clark
road has more than held its own in carriage of finished products. In 1952 Maine Central transported 40,874 carloads of paper, while in 1962 we carried 52,301, and the tonnage increase was even greater due to higher unit capacity. The problem, therefore, is clearly that of returning to our former place in the transportation of raw materials, chiefly wood, to the mills. Attainment of this goal is full of promise. We have studied very carefully the rail wood requirements of new mills scheduled to be built in this area and previously reported in this column. Their rail requirements will more than double the cordage which we transported in the past year and we are programming the purchase of several hundred new rack cars to do the job. Furthermore we are on the threshold of development of a very significant tonnage in the form of chips involving renovation of cars and much new work at Waterville shops. The necessity of old and new paper mills reaching ever farther afield for their raw materials will increase the rail potential. It is probable that the transportation of other raw materials, such as fuel and chemicals, will expand comparatively and just as dramatically, although the tonnage gain will be less.

It sounds a bit conceited to say “We planned it that way,” and yet to a large degree we did. The public was told that when Maine Central discontinued an unused passenger service, financial difficulty would be avoided on the one hand, and fellow shippers better equipped, service and rates. This could be foreseen. We could not definitely promise that new mills, new jobs and new dollars for Maine would be the result, but it was reasonable to expect such, and now we know that the expectation is about to be fulfilled. It is impossible to over estimate the beneficial economic and social effect which this planning is about to have on the Pine Tree State and its people. It is indeed disappointing that at the very first showing of this new and brighter picture, some few uninformed or misguided individuals should talk of State authorities running railroads or dictating their operation. Maine Central has played a crucial part in bringing about a drastic improvement in Maine’s economic climate, and the people who are putting their dollars into these new projects count upon and depend upon continuity of a responsible and able railroad management dedicated to meeting their needs. Fortunately, Maine is blessed with political leadership aware of the political leadership need and significance of the foregoing. Recently I wrote to the holders of Maine’s highest political offices and I am very pleased to quote from three letters in response. Under date of December 18, 1963 the Honorable John H. Reed, Governor of this State, replied, using the following words:

“I am solidly behind the management of our railroads and would certainly oppose Maine going into the railroad business.
I appreciate your keeping me informed on your plans and you may be sure of my cooperation in every way possible.”

The Honorable Clifford G. McIntire, Congressman from our Second District, wrote as follows:

“Please know that the great effort of the Maine Central to make possible the expansion of the Maine paper industry is deeply appreciated.
I am encouraged on the grain rate matter, and really am grateful for your keeping me up to date on this subject.”

The Honorable Stanley R. Tupper, Congressman from our First District, wrote as follows:

“You are correct that this vital method of transportation depends on the private sector.
I think the Maine Central Railroad should be commended for bringing this new industrial development to the State of Maine.”

In turn, I feel, as I am sure every true and loyal Maine Central man and woman feels, a sense of gratitude to the Governor and to Congressmen McIntire and Tupper, not only for the substance of their remarks, but for the hands of friendship which they have extended to us. These will always be remembered.

For One of Our Own

We feel sure no special thanks is required or even expected, but the Messenger would like to commend the hundreds of Portland-area railroad workers who pitched in to help a fellow employee last month when, for him and his family, things were about as rough as they can get.

It was a quick and thoroughly successful fund drive that covered every office, every yard and every crew, and one that brought us all together as railroad people, doing our best for one of our own.

No gift ever was more deserved, nor as graciously received and deeply appreciated.

Signs of The Times

The American railroads in 1961 operated 217,000 miles of track—more than all European countries combined; they moved 563-billion ton-miles of goods, again more than all the combined foreign roads; revenues of the United States roads amounted to $7,738,536,071, almost double the European roads volume and earned more than $382-million for their shareholders compared with deficits for all European roads, according to data compiled by R. L. Terrell, vice-president of General Motors. Furthermore, the American railroads achieved these successes with only 717,543 employees, less than half the number of all railroads in Europe combined. (Progressive Railroading, Nov.- Dec., 1963)

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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General Offices
Sports Editor
Long Winter At Remote Cherokee Described by Feminine Telegrapher

A story that will bring memories to many an old-time Maine Central Railroad worker was told in the pages of Yankee Magazine for December. Written by Mrs. Anna M. McLaughlin of Dryden, Maine, it's the account of the winter in 1919 when she and two other girls served as operators at Cherokee Siding.

Mrs. McLaughlin writes: "We were telegraph operators, from the spare board, sent to cover one of three jobs on sidings between Mattawankeag and Vanceboro during the winter. A good many of the regular jobs were then covered by girls or women as many men were still in war service. When the three of us applied for the job we knew was coming up, there was some doubt in the minds of the railroad officials as to our ability to do what was required of us, but we soon convinced them that we were all quite capable."

Mrs. McLaughlin, who retired in 1960 after 26 years as Postmaster at Dryden, was a Maine Central Railroad employee for about 13 years. As Anna Madsen she worked at the office for four years, then in the permanent operator's job at Wilton for eight and a half years. She worked at the ticket office in Bath for a summer, then resigned to assume the postmastership at Dryden.

The Yankee story deals with the four cold months of 1919-20, during which Mrs. McLaughlin, Mildred and Monica (no last names given) lived and worked in a boarding car on Cherokee Siding, halfway between Bancroft and Danforth, in the Maine back-of-beyond.

Temperatures that reached 35 below zero compounded the problems of the three girls, living alone in the Maine woods. Coal was dropped by passing engines, sometimes covered by snow before it could be picked up, and at least once, tossed through the car's windows by passing plows. Additional fuel, food, mail, and newspapers were also supplied by passing trains, and occasional trips to town were made on the section crew's hand-car. All in all, it was an unforgettable four months, and Mrs. McLaughlin has pictures that serve as souvenirs.

We have reproduced two of them in the Messenger, and one is as fine a shot of a Maine Central steam locomotive as we've seen. It was a west-bound freight, on a cold morning, its plume rising 35 feet into the frigid northern Washington County air.

To railroad people, these pictures are interesting, but they're fascinating to photographers. Mrs. McLaughlin recalls the film was developed in the boarding car's iron sink, with the chemicals almost freezing cold. A flat piece of soft coal, wrapped in newspapers and tied with string, stopped up the sink drain. Lots of photographers have done less than half as well under conditions twice as good.

Flynn Appointed Systems Analyst

Hugh F. Flynn, storekeeper at Rigby, has been appointed to the temporary post of Systems Analyst in the Data Processing Department, Portland.

A Portland Terminal Company worker for 22 years, Flynn is now in his last year of a second term on the South Portland City Council.

He assumed his new post Jan. 1. In his absence, the storekeeper's position at Rigby will be filled by Maurice J. Allaire, Maine Central storekeeper at Portland.

Flynn joined the Portland Terminal Company as a laborer in the stores department at Rigby in December, 1941. He became a clerk in the same department in 1943, and was named storekeeper at Rigby in 1960.

He is president of the Railroad Workers Credit Union, and served as chairman of the South Portland City Council in 1961 and 1963.
Sample Car Inspection . . . . . Clifton, N. J.

L. N. Shelley, Dole, Rourke check roof

Inspecting the doors

Case, Dole, Finnimore underneath

Shelley, Dole, Finnimore, Rourke check fit of door

Finnimore, Phillips check door handles

Phillips, Magor's Leroy check maple flooring

Looking for leaks

Welders work on car side

Aluminum roof installed
First of 200 New MeC Box Cars
Inspected at Clifton, N. J., Plant

It was an old story to half the
delegation from the Maine Cen-
tral, but to the remainder, the
sample car inspection at the Clif-
ton, N. J., plant of the Magor
Car Corporation was a brand-new
railroading experience.

Even to the veterans, Mechanical
Engineer Richard F. Dole
and Superintendent of Car Main-
tenance J. D. Rourke, the busy
day at Clifton provided a chal-
lenging assignment. And as they
worked, it became more and
more apparent to Purchasing
Agent K. W. Phillips, and espe-
cially to the Messenger editor,
that there is no such thing in
the car building business as a "pro-
duction model," and that every
unit is custom built to meet the
ster specifications of the cus-
tomer railroad.

Object of all attention was
Maine Central 9675, the first of
200 steel-and-aluminum box cars
ordered as one phase of the rail-
road’s continuing freight service
improvement program. Completed
only that morning, the bright-yellow car stood by itself
in a massive shed, like a lone
actor on a broad, bare stage.

But from 9 in the morning to
late in the afternoon, the new
car was anything but alone, with
Maine Central people, Magor
people, and representatives from
a dozen suppliers swarming all
over it, assuring themselves that
hundreds of individual specifi-
cations had been met, and that
applications of doors, flooring,
inside lining, brake rigging and
many other specialty items were
correct.

Early in the inspection, Dole
and Rourke called for the doors
to be tightly closed while they
checked for light leaks—which in
use would leak not only light, but
snow and rain. Locked inside for
several minutes, the inspectors
reported afterward that no light
showed anywhere. The new plug-
type doors, which close flush
with the inside lining of the car,
formed a perfect seal, and no
openings were visible in floor,
lining or roof.

The inspection team closely
examined every feature, from the
welds in the steel skin of the car
to the smooth finish of the lamin-
ated maple flooring. Notes made
of minor deficiencies were later
read and discussed during a meet-
ing of Magor production officials
and the Maine Central delega-
tion.

Assisting the inspectors were
Alden Finnmore, assistant super-
intendent, Waterville Shops, and
Floyd R. Case, assistant foreman,
Car Shop, Waterville, both of
whom had been at Clifton for
several weeks, overseeing the
ey stages of production.

Magor officials said the re-
mainder of the 200 cars will be
rolling off the assembly line at
Clifton regularly. They will be
inspected and accepted by Finni-
more and Case as they are com-
pleted, delivered to the adjoin-
ing Erie-Lackawanna and the
Lehigh Valley Railroads, loaded
and sent to New England points.

Dole, Jr., Named
To Faculty Post

Richard F. Dole, Jr., son of Me-
chanical Engineer and Mrs. Rich-
ard F. Dole, has been named an
assistant professor of law at the
University of Iowa Law School.

Now a graduate student at the
University of Michigan School of
Law, Dole will begin his duties at
the University of Iowa July 1. He
will spend the summer in research
for the school’s Agricultural Law
Center, and begin teaching in the
fall.

Dole is a graduate of Waterville
High School and Bates College,
where he was a Phi Beta Kappa
and a Gannett Scholar. He re-
ceived his law degree “with dis-
tinction” and his master’s degree
from Cornell Law School. He was
admitted to the Maine Bar in
1961 after scoring the highest
mark of the 35 who passed the
examination at the time.

His wife is the former Linda
Ann Ingols of Flossmoor, Ill.
They have a son, Richard F. Dole
III.

G. A. Stinchfield
Dies In Waterville

George A. Stinchfield, 69,
former Storekeeper, Waterville
Shops, died Dec. 13 at the Vet-
ers Administration Hospital at
Togus following an illness of
several months.

Mr. Stinchfield was born in
Viena, Jan. 11, 1894. He had
been employed by the Maine
Central Railroad Shops from
1918 until his retirement in 1959.

ENDS RAILROAD CAREER—Albert B. Wetmore, Sr., who began to repair
Maine Central locomotives 42 years ago at Thompson’s Point, Portland, before
construction of the Ribby terminal in South Portland, retired from active rail-
road service at year’s end. The veteran machinist-welder and Mrs. Wetmore
are residing at 527 Brook road, Westbrook. A son, Albert B. Wetmore, Jr., is
a Portland Terminal Company electrician.

THROWS LAST SWITCH—Joseph P. Flaherty, a yard brakeman and con-
ductor at Rumford for the past 43 years, retired in December, and is looking
forward to taking things easy.
BERTENA BODGE RETIRES—Gifts were presented to Miss Bertena Bodge by Chief Engineer Charles Prentice as the 45-year employee retired early this month. Looking on, left to right, Charles Rivers, Charles McCarthy, Alice Elisson, Lynn Lamson, Larry Harding, Edna Crimmins, Cora Hoy, Charles Jackson, Carol Bragdon, Dick Aylward and Marion Faibisy.

RECENTLY WED—Carol Lee McDonough, daughter of Watchman and Mrs. William McDonough of Portland, and a stenographer in the Engineering Department, Portland, and William H. Bragdon, signalman, Engineering Department, were married in November. They are residing at 61 Sawyer street, Portland.

GENERAL OFFICES

“A good time was had by all” at the Office Christmas Party at the Portland County Club in December. Dancing was to the tunes of Mrs. Toomey’s orchestra. Prize winners were Mrs. Fred Bither, Stanley Watson, Jerry Shea, Mrs. Bob Bennett and Mrs. Margaret Haley. Thirty-seven couples attended.

The building was well represented not only by the Maine Central forces, but Ted Whiting of the New Haven Railroad and Diane Gagne of the Canadian Pacific were guests at the party.

Al Chapman’s daughter, Merle Ann, escaped serious injury recently in an accident caused when another car failed to stop for a red light. Al’s car was almost a total wreck and he is now availing himself of the rent-a-car services.

Richard Esty has recently purchased a home on Raymond road in Portland.

Lot of vacant spaces the past two weeks with everyone trying to finish up their 1963 vacations. It was a good time to do the late Christmas shopping and shovel the snow around. Larry Reinsborough, Leonard Sanborn, Lou Davis, Dick Esty, Francis Cameron, Sid Foster, Willie Brownell and Paul Landry were among the late vacationers.

Donna O’Bryan, stenographer in the Superintendent’s office, enjoyed a late 1963 vacation, spending Christmas week in Vermont with relatives and friends. Mrs. Madelyn E. Bennett worked in her place.

John McDonough and family of Cleveland, Ohio, visited his parents, Mr. and Mrs. Martin McDonough for the holidays. John’s mother, Rosemary, is employed in the Data Processing Department.

Bob Engelhardt, data processing, has purchased a two-family home at 20 Fessenden Street, Portland, and he and his family expect to be moved in by mid-January.

Hazel Wallace, freight traffic, is still "up in the clouds" after spending two weeks in California, the guest of her daughter and family. Hazel traveled part way by jet, part way by helicopter, so it was quite an exciting trip for her. She visited Mexico while on this jaunt, and states this was most interesting.

Larry Smyth of Purchasing Department is looking forward to the acquisition of a 1964 Malibu Chevelle, two-door sports model, maroon and white in color.

“Chris” Gordon, son of Ralph Gordon of Data Processing, spent Christmas vacation with his parents. He is a student at Carnegie Tech, Pittsburgh, Pennsylvania.

Best wishes and luck to Bertena Bodge for a most enjoyable retirement. Bertena recently retired after forty-five years of service with the Railroad. Bertena was Mr. Prentice’s secretary.

Eddie Davis spent a week of his vacation during the Christmas season. Mr. and Mrs. Eddie Stewart spent a week’s vacation traveling by train to Shortsville, New York to visit relatives.

We’d like to welcome Miss Martha Bradford into the Railroad family. Martha recently began work in the Engineering Department as Mr. C. D. Prentice’s secretary.

Carol Bragdon was recently given a lovely mahogany clock by the girls in the Women’s Bowling League.

Ann Marie Feehan
Weds D. K. Christie

Miss Ann Marie Feehan, daughter of Mr. and Mrs. Albert E. Feehan of Portland and Donald K. Christie, son of Chief Special Investigator and Mrs. Albert E. Christie, also of Portland, were married December 28 at St. Pius X Church.

John G. Feehan, Falmouth Foreside, brother of the bride, former McE Ticket clerk and now an attorney with the Maine Public Utilities Commission, served as best man.

Mark Clark, age 4, son of Charles Clark, Supervisor Data Processing, with his dog, Amber. The pup, half a dog high and two dogs long, was found by Charlie during hunting season.
Retired Conductor Harold Card is planning a trip to Amarillo, Texas, to visit his son who resides there. Retired Conductor A. L. Spenser, was recently injured in an auto accident requiring one day observation.

The Maine Association of Railroad Veterans held its Christmas party at Howard Johnson’s, Thornton Heights, December 22. The members exchanged gifts, and enjoyed an entertainment by a fine group of artists.

John J. Keating fell and broke his hip Friday, Dec. 27. He is now at the Maine Medical Center and we have it on good authority that he is doing nicely.

AT VETERANS’ EVENT—Members of the Maine Association of Railroad Veterans held a combined monthly meeting and Christmas party Dec. 22 at Howard Johnson’s, South Portland. Enjoying the get-together was a large group of present and former railroad workers, including, left to right, Pat Mulkern, H. T. Clark, A. M. Trenholm, H. Adelbert Wright and M. L. Davis.

Machinist Harlan Young has returned to the Machine Shop after a stint at the Keyes Fibre Co. Clerk-Stenog Fabiola Tardiff returned to the Stores Department on Dec. 27. She came to work for the Company in Nov. of 1923.

Ice fishermen have many gadgets and notions peculiar to themselves. One such notion involves testing the water temperature while preparing to fish. Tractor Driver Reggie Ellis is the only one that we know who flounders thru a fish hole up to his neck, then reports that the water is COLD.

Sid Brown is riding shotgun in the Steel Room for a time.

The oil burner in Foreman Chick Pooler’s furnace went “POOF” recently, sooting the interior of the cellar and the entire interior of his freshly painted home.

Sympathy is extended to Laborer Edgar Stanley whose elder brother, Lee, died recently at Togus.

Foreman Floyd Case made a quick visit at home and the Shops over the Holiday from Clifton, N. J.

WATERVILLE SHOPS

The annual supervisory Christmas get-together was held Dec. 24 in the Superintendent’s Office with Sup't. G. P. Silva as host. Retired Foremen present were Ray Clarke, A. L. Johnston, Owen Thompson and Ralph Patterson. A highlight of the gathering was a telephone greeting from Assistant Sup't. Alden Finnimore from the warm and sunny south, where he and Foreman Floyd Case are sojournin’ (lucky guys).

Former Storekeeper George Stinchfield died Dec. 13 at the VA Hospital in Togus after a long illness. Among the bearers were past and present Shop men, Richard Sturtevant, Dana Sturtevant, Earl Hancock and A. L. Johnston.

A new face, in the morning War Council has been Lead-Man Ken Fletcher, acting First Sergeant, for Foreman Don Russell who has been vacationing.

NOVEMBER PRIZE—Yard Conductor M. E. Michaud of Waterville shot this eight-point, 185-pound buck in November. Shown with the hunter and his prize is son Reggie, who reluctantly approves.

WATERVILLE YARDS

Synathy is extended to the family of Yard Brakeman Lee M. Miller on the recent deaths of his mother and brother. Mrs. Miller was the wife of former car inspector, the late Warren Miller. Lee’s brother Ray was a former Yard Conductor at Waterville, Rockland and Livermore Falls. He was the victim of an automobile accident.

Retired Yardmaster and Mrs. H. Adelbert Wright attended a recent meeting of the Railroad Veterans in Portland. Del was given a warm welcome at the meeting and was pleased to meet many of his former fellow employees including Herb Fogg, Jim Fay, Herbie Howard and Norm Massengale. Mr. and Mrs. Wright were accompanied to Portland by Mr. and Mrs. Ralph Roberts also from Waterville. Mr. Roberts is from the Waterville Shops.

Your correspondent is presently recovering from a bout with double pneumonia and wishes to thank all of the employees who work in or out of Waterville Yard for the recent gift that was received from them. It was certainly appreciated.

Christmas was a big day for Mary-Jo and Catherine Pallotta, ages 28 months and 16 months respectively, grand-daughters of Crane Operator and Mrs. Rosco C. Richardson of the Stores Department, Waterville.

ROCKLAND

Section Foreman Earl Miller is on sick leave and D. W. Smith from Warren has bid off Miller’s job.

Retired Conductor Al Atkins and Mrs. Atkins observed their 53rd wedding anniversary in November. Congratulations to you both.

Sorry to hear that retired Conductor Percy Brackett is a patient at the Maine Medical Center at this writing.

Among those on vacation are Chief Clerk Fred Snowman, Yard Conductor M. E. Lake, M. P. Mitchell, Car Inspector F. A. Montgomery, and Car Cleaner F. A. LaBranche.

The only lucky deer hunter this season was Section Foreman Earl Miller.

Clerk-operator D. W. Pomerleau and Mrs. Pomerleau have gone to their winter home in St. Petersburg, Fla.

RETIRES AT WATERVILLE—Miss Fabiola Tardiff, who entered Maine Central service in 1923, retired late in December. Wishing her well were James Blethen, storekeeper, Waterville, left, and Tom Roche, general storekeeper.

Retired Foreman William Chase is building a new home on Francis street in Waterville. (and the grapevine has it, for a new bride).

Filling-in in the Storeroom, covering vacations, are spare Clerks Harry Nason and Conrad Mason.

Larborer Clifford St. Peter was recently involved in an accident. It will be a longish time before he can return to work.

The usual seasonal ailments and other things have hit many of our employees recently with several being hospitalized.

Larborer and Mrs. Elisha St. Peter have been visiting their daughter and husband, Mr. and Mrs. Howard Stalford, in Dexter, Missouri. They made the trip by bus. Larborer Eddie Mannino has been flying the Pigeon route while Pete has been gone.

The Rev. Keith Smith of Bingham, son of Table Operator Archie Smith, was injured recently.

Sup’t. George Silva has been a recent business visitor in Baltimore, Md. Mrs. Elizabeth Finnimore and son Carl, have been spending the holidays with Mr. Finnimore in Patterson, N. J.
CLARK—(from page 1)

der of the Maine Savings and
Loan Association and the Mutual
Fire Insurance Company.
Clark is a member of the Amer-
ican, Maine and Cumberland
County Bar Associations, the
Masonic bodies, the State Street
Congregational Church and a
former director of the Greater
Portland Chamber of Commerce.
Mr. and Mrs. Clark and their
daughters Deborah and Suellen
reside at five Clifford street, Port-
land.

RIGBY

A notice was posted recently at the
engine house, requesting blood donors
for Mrs. Walter Dahms.

Machinist Doris Boise and family
motorized to Washington, D. C., to
visit their son and family over the
holidays. The winter weather followed
him to Washington.

Charles Tetretault has been
appointed day foreman at the engine
house.

A late report on the hunting season
indicated that Electrician James Smill
and his son Phillip both got deer at
Cornish, and Laborer Robert Casey
shot a doe.

Hostler Guy Densmore retired on
December 19.

Machinist Martin Stratton was in-
jured recently while using his table
saw. The damage was only a nick,
but required a few stitches, nevertheless.

Former Signal Department Foreman
Charles Rideout wishes to thank the
men who contributed to the purchase
of money given to him upon his recent
retirement.

Three more snow blowers have ap-
peared on the scene, operated by Car-
nor Merle Cook, Machinist Russell
Hammond, and Robert Mulhern.

Carman and spare Foreman Wil-
am Bean was involved in an auto
accident on his way home from work
one afternoon. His car was consider-
ably damaged and he suffered a
broken ankle. He however is recover-
ing rapidly, and expects to be on
the job soon.

Laborer Roy Saint Peter was in-
volved in an auto accident recently
while on his way to work. The car
was considerably damaged when he
struck a car which ran through a red light.

On New Year’s Day, the Safety
Board read 234 days without a lost-
time accident.

Archibald T. Pratt, who visited us
last month, is confined to the West-
brook Hospital.

Laborer Albert Stiviletti recently
became an uncle.

Former Engineer Ray Forbes’ wife,
Mrs. Gladys Forbes, entered a Florida
hospital for surgery in November, and
at the time of this publication should
be fully recovered. Ray and Gladys
are now at their winter home in Ven-
cie, Florida. They expect to return
North this Spring to stay in their
summer cottage at Brandy Pond.

Mrs. Louise Kuchter, mother of
Hostler’s Helper Stephen Kuchter,
recently underwent surgery of a
serious nature, but is on the way to
recovery.

Laborer Edward Cribby received
bad news at Christmas time. He was
informed that his niece was killed in

LABOR-NAGAGEMENT LUCHEON—President E. S. Miller was host to general chairman of the Brotherhoods and
staff executives at a luncheon in the General Offices just before Christmas. Left to right, Archibald M. Knowles, gen-
eral counsel; Kenneth W. Phillips, purchasing agent; John E. Hamilton, supervisor of schedules; Joseph Connor, gen-
eral chairman, BRC; Charles D. Prentice, chief engineer; Oscar Derderian, assistant general chairman, BRC; R. A.
Williams, superintendent, Portland Terminal Co.; C. F. Connell, general chairman, Sheet Metal Workers; R. E. Baker,
vice president, Purchases, Storrs, Mechanical; Paul A. Sullivan, general chairman, Machinists; E. S. Miller, president;
Thomas Christensen, general chairman, Maintenance of Way employees; James W. Wiggins, vice president, operations
and engineering; W. W. Severy, general chairman, Locomotive Engineers; George P. Silva, superintendent, Waterville
Shops; A. J. Bergeron, general chairman, Carmen; A. N. Tupper, general superintendent; L. P. Caret, general chairman,
Signalmen; Horace N. Foster, treasurer and comptroller; Joseph H. Cobb, director of public relations; and Sumner S.
Clark, vice president.


Harvey D. Holt, cook, track-
man, Waterville, December 9.

Arthur Miller, assistant yard-
master, Waterville, December 31.

Ever H. Nelson, assistant
cashier, Portland, December 6.

Thomas A. Olsen, leading sig-
nal maintainer, Brunswick, De-
ember 31.

Ralph O. Robbins, crossing
tender, Waterville, December 5.

Fred J. Sandy, conductor,
Waterville, December 31.

Fabiola J. Tardiff, stenogra-
pher, Waterville, December 27.

DEATHS

Donald R. Bowden, trackman,
Bucksport, December 11.

Everett U. Wardwell, locomo-
tive engineer, Livermore Falls,
December 1.

RICHARD OSWALD

44 THISSELL ST.

PRIDDE’S CROSSING, MASS.

SAML VAUGHAN

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

RETIEMENTS

Thomas H. Allen, conductor,
Calais, December 31.

John E. Brown, Jr., carman,
Waterville, November 13.

Bertena C. Bodge, stenogra-
pher, Portland, December 27.

John Caldwell, Jr., signal
helper, Brunswick, December 31.

Guy A. Densmore, hostler,
Portland, December 13.

Joseph F. Flaherty, yard con-
ductor, Rumford, December 20.

Gideon Gagnon, Sr., black-
smith, Waterville, December 2.