MeC Orders 200 King-Size Cars For Maine Paper Industry

An order for 200 of the largest pulpwod rack cars ever to be used in this country was placed early this month by the Maine Central Railroad at a cost of more than $3,000,000.

The new cars—each of which will carry 32 cords of pulpwod—will help Maine Central meet the increased transportation requirements of Maine’s expanding pulp and paper industry.

The order for the new units, to be built by the Major Car Corporation of Clifton, N. J., calls for delivery of the cars to begin next October.

Except for Maine Central’s newest piggyback flatcars, which are long enough to accommodate two highway trailers, the new pulpwod cars will be the longest units in the Maine Central fleet. They’ll measure 72 feet, six inches overall compared with the 57-foot, two-inch pulpwod rack cars bought by Maine Central in 1961. Older cars that are more or less standard for the industry carry about 22 cords of wood—ten less than the new cars on order.

The new cars will have a capacity of 70 tons, and will be equipped with the depressed center sill that prevents shifting of the load or loss of legs as the car is moving. The new cars will have a center bulkhead which will also help to solidify the load.

To be numbered in the 1400 and 1500 series, the new cars will be black, with Maine Central insignia and other markings in bright yellow.

They will be used by Maine Central to transport pulpwod from Northern and Eastern Maine sources to all Maine pulp and paper mills, including the mills of three Maine manufacturers who have announced expansion plans calling for the expenditure of more than $100,000,000. The wood will be used in a new Kraft pulp mill to be built by the International Paper Company at Jay; and by expanded pulp and paper facilities of the Georgia-Pacific Corporation at Woodland and the Standard Packaging Corp. at Lincoln.

Col. William B. Skelton, a Maine Central Director for 28 years and a leading Maine industrialist for at least half a century, died at his Lewiston home February 1 after an illness of several months. He was 92 years of age.

Services were held February 4 at the Bates College Chapel, attended by civic and business leaders of his own community and the entire state.

Maine Central President E. Spencer Miller paid the following tribute to his associate of long standing on the Maine Central board of directors:

“It was with a profound sense of loss that we of the Maine Central heard of Mr. Skelton’s...”

Col. W. B. Skelton

Col. W. B. Skelton
TO MY FELLOW EMPLOYEES:

Figures don't lie, but if truth is to be conveyed, they frequently require interpretation. Publication of Maine Central's net income for 1963 showing a slight drop from the previous year could be interpreted as indicative of either a lesser importance in Maine's industrial future or a decline in Maine industry. Such conclusions would be unwarranted.

The lower net result was caused by abnormal expenses imposed by one of the most rigorous winters in history, and the lower gross dollar volume was largely the result of rate reductions to aid Maine industry to meet its competition in distant markets.

Analysis of all of our figures affords plenty of reason for optimism. In the first place net ton miles of revenue freight (which is a more accurate measure of work done than car loads) increased by 7,170,000, or one percent. Bad weather held down volume in the first quarter after which we began to run ahead of comparable periods in 1962. The Portland division showed a modest increase while the Eastern sub-division fell off. The trend in the latter will be corrected when Georgia-Pacific's new mill goes into production at the end of this year and it is axiomatic that where our eastern lines boom, the Maine Central prospers. It was particularly gratifying to note that the largest absolute as well as comparative increase in ton miles occurred on the St. Johnsbury line, indicative of our competitive success, and that this line, which a distinguished railroad scholar once called a Maine Central millstone, is now an asset.

Sales of old passenger equipment and scrap from outmoded and over-age freight cars produced funds to finance the 200 handsome bright yellow box cars which are now arriving on the property almost daily. Two weeks ago I had taken the train at 30th Street and as we left North Philadelphia there on a siding stood one of these new units. The stranger sitting beside me said, "Look at that new gold car—what a beauty." I agreed. He then said, "I understand Maine Central is one of the best." I also agreed, felt a warm glow of pardonable pride, and almost said something more.

Sales of old equipment also helped us in another direction which is not apparent from the cut and dried earnings statement. In 1963 we paid off $681,000 of our bonded indebtedness and $874,000 of equipment debt, making a total debt reduction of $1,555,000. Coupled with payment of $276,930 on our preferred stock this constituted a creditable performance.

E. SPENCER MILLER

EDITORIALS

That Time Again

It doesn't seem quite possible that a full year has gone by since we completed the second Boy Scout Railroading merit badge course, but it certainly has, and here we go again.

Last year, after graduating more than 200 boys, we were pleased to have the Maine Central program recognized as "Maine's most ambitious industry-Scouting cooperative program, and an outstanding example of how business and industry can help Scouting."

So far, manpower problems have made it necessary to limit the program to Portland, but it is the Maine Central's hope that a similar course of study may be offered in other Maine Central communities at some future date.

Meantime, a word of thanks in advance to the Maine Central people who have agreed to serve as leaders of the program again next month.

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
General Offices
General Offices
General Offices
General Offices
Sports Editor
G. O. Employees
Form Blood Bank

Employees in the General Offices, Portland, have organized a blood bank to help cut costs of medical treatment for themselves and their immediate families.

Credits built up through blood donations by members will be applied to the accounts of member-patients on a one-for-one basis, rather than two-for-one, as is the case when a patient is not a member of an established blood bank.

A committee has drafted a set of rules for the operation of the blood bank that call for:

1. Blood to be donated by members who are physically qualified and who will be called in alphabetical order.

2. Blood to be credited to the hospital accounts of General Office employees, their parents, their wives and children.

3. Replacement of blood by the blood bank only after family or other close personal sources are exhausted.

4. Members of the committee to supervise the operation, and to exercise final authority in all questions brought before them.


Herb Whitmore, who's keeping the records, reported at press time that the new blood bank already has provided nine pints to replace a similar amount used for general office employees since December, and that there is a six-pint credit now on the books at the Maine Medical Center.

Some of this blood, Herb says, was given at the Medical Center and credited to a patient at the Mercy hospital. This shows how the plan will work, transferring credits from one hospital to another.

Slate Re-Elected
By Credit Union

The annual meeting of the Railroad Workers' Credit Union was held Jan. 24 at the Lafayette hotel with about 75 in attendance.

All officers were re-elected. Also re-elected were directors W. D. MacDowell, P. L. Brooks, M. B. Stanley, J. F. Bevan and C. L. Shepherd.

In his remarks, President and General Manager Hugh F. Flynn noted that the Credit Union "had a successful business year, with growth in all areas." He further stated that the regular semi-annual dividend of five percent has been declared, and an additional one-quarter of one percent dividend on share accounts, along with a five percent refund on loan interest.

Fred Harris, supervisor of the advisory committee, reported that his audits had become more intensive, and that all accounts were in order.

Several suggestions were offered by the membership to attract new members to the organization.

Entertainment was by Bill Gagnon of Brewer, and a buffet was served.

Unaccustomed As I Am--

Speakers' Bureau Members Appear
Before 13 Maine Community Groups

The Maine Central story is getting around.

By early February, the newly formed Maine Central speakers' bureau made a total of 13 appearances before groups in communities that ranged from Scarborough to Lubec.

These included the talk before the Orono Jaycees by R. L. Spaulding, freight sales representative, Bangor; two by R. L. Achorn, general agent, Lewiston, before the Augusta Jaycees and the Gardiner Universalist Church Men's Club; by Ralph H. Gordon, auditor, Data Processing, before the Cape Elizabeth Jaycees; John F. Gerity, assistant comptroller, before the Scarborough Jaycees; K. W. Phillips, purchasing agent, before the Manchester Lions Club; Donald P. Looby, freight sales representative, Bangor, before the Clinton Jaycees; R. G. Wheeler, general agent, Bangor, before the Pittsfield Kiwanis Club, and George H. Ellis, assistant comptroller, auditor revenue, before the Gray Jaycees.

The total also includes January talks by J. H. Cobb, director of public relations, before service clubs in Readfield, Hartland, Lubec and Raymond.

A total of eight other service club speeches are scheduled for the remainder of February.

Other members of the Maine Central speakers bureau include J. O. Born, principal assistant engineer; B. B. Braasch, chief freight claim representative; H. E. Buchheim, sales manager; C. P. Hawkes, general accountant; John Michaels, auditor disbursements; E. E. Miller, traveling auditor; J. V. Parker, traffic engineer; G. E. Phillips, assistant to the freight traffic manager; W. J. Provencher, assistant auditor disbursements; C. E. Robie, revenue statistician; L. E. Taylor, Jr., assistant to auditor revenue; R. S. Thing, general agent, Brunswick; A. N. Tupper, general superintendent; and S. W. Watson, office assistant to Comptroller.

Larracey Installed
By Waterville Lodge

John Larracey was installed as president of the Waterville Lodge No. 409, International Association of Machinists, for the sixth term last month.

Others installed were Richard Chamberlain, vice president; John E. McAleer, recording secretary; Andrew Miles, financial secretary; Donald Priest, treasurer; Donald Rines, conductor; Philip Severson, sentinel; and Everett Pollard, trustee.

Philip Severson served as installing officer.

Couples’ Bowling Tournament Scheduled

The Annual Maine Central Mixed Couples Bowling Tournament will be held Feb. 22, at the Westport Lanes, Westbrook. Chairman Bill Manning has 48 couples signed up. There will be lots of prizes and awards. Bowling will start at 2 p.m.
BRT Auxiliary Meets

At the January meeting of Evangeline Lodge 146, Ladies Auxiliary to Brotherhood of Railroad Trainmen, Mrs. Helen Dorr, Vice-Grand President, District 1, initiated the following ladies into membership in the Auxiliary:

Mrs. Barbara F. Whitmore, wife of Portland Terminal yard brakeman Philip Whitmore; Mrs. Jean Marilyn Doughty, wife of P. T. yard brakeman Ralph Doughty; and Mrs. Elizabeth H. Pettengill, wife of P. T. yard brakeman Donald Pettengill.

Mrs. Dorr was assisted by the local President, Mrs. Blanche Coffey. Following a business meeting, refreshments were served by Mrs. Norma Kennedy, Mrs. Rose Smith, and Mrs. Muriel Blais.

3rd Annual Boy Scout Railroading Merit Badge Course Slated in March

Maine Central's third annual course of study leading to the presentation of the Railroading merit badge will be offered to Boy Scouts of the greater Portland area next month.

Officials of the company will serve as instructors for the course, to be held every Wednesday evening in March at the Harrison C. Lyseth school, Auburn street. A Court of Honor award ceremony will be held as a highlight of the series on Wednesday evening, April 1.

More than 200 Scouts qualified for the merit badge in last year's program, with one of them, Don Mailman of Portland, winning a $25 Savings Bond for the top mark in the written examination. The award was presented by President E. Spencer Miller, at a Pine Tree Council Merit Badge Exposition at the South Portland Armory.

The course will consist of three instructional sessions, a written examination and the award program. In addition will be a Saturday visit to the home of J. Emmons Lancaster in West Falmouth, where members of the Brotherhood of Model Railroad Trainmen operate one of the largest and most elaborate miniature railroads in Maine.

Instructors will be Ansel N. Tupper, general superintendent; Russell F. Rackliffe, statistician; J. E. Lancaster, superintendent, Bridges and Buildings; George E. Phillips, assistant to the freight traffic manager; John Michaels, auditor disbursements; and Leroy A. Taylor, Jr., assistant to auditor revenue.

Deborah Clark Wins Place on 'Un' Team

Miss Deborah Clark, daughter of Vice President and Mrs. Sumner S. Clark, will be a member of an eight-student delegation from Waynflete School, Portland, to attend the Seventh Annual East Coast Model United Nations Conference. The event will be held at Mount Vernon, N. Y., April 10-12.

The eight students were winners of an essay competition, and will play the parts of the Iranian delegation at the Model UN deliberations.

About 1,000 students from Canada and the Eastern U.S. will participate.

Family Night Planned

The annual Trowel Club Family Night will be held Thursday, February 20, at Hiram Lodge A.F. & A.M., South Portland. A baked ham supper will be served at 6:30 p.m. by the DeMolay Mothers Club.

Entertainment will be by Ralph Greenwood, magician, and Barbara Allen of Youth Cavalcade, accompanied by Norman Ayers. Tickets, at $1.50 per adult, and $1 for children, may be secured from Roy M. Cote, Freight Traffic Department; Gordon Wilson of Data Processing; Don Sinclair or Charles Chamberlain.

INSPECT NEW BOX CAR—Officials of the American Can Company, Portland, joined Morton C. Olsen, assistant sales manager, inspecting one of the new box cars now rolling off the Mogar Car Company assembly lines in New Jersey on its arrival in Portland. Left to right, as the car was being unloaded, were John T. Gavin, assistant supervisor, planning; Ralph A. Fisette, plant manager; and Olsen.
Meet The Agents

Vanceboro’s W.L. Blanchard Looks
Back On Lifetime of Railroading

W. L. Blanchard, who turned 60 on January 15, looks back on a lifetime of railroading as a member of a family that includes at least five present or former employees of the Bangor and Aroostook Maine Central and the Canadian Pacific Railroads.

General Agent at Vanceboro since June, 1944, Blanchard is the son of George W. Blanchard who served as chief clerk to the superintendent of the Bangor and Aroostook, and who died 25 years ago; his father-in-law was Martin M. Faraday, section foreman for the Maine Central at Bancroft; his brother Osborne M. Blanchard is an operator at Greenville and Jackman for the Canadian Pacific; his brother-in-law is Linwood (Bob) Faraday, Tower X in Portland; and another brother-in-law, William Faraday, will retire next month after long Canadian Pacific service as a conductor.

With a family railroading tradition already well established back in 1920, when he finished up at Brewer High School, it was no surprise to anyone that W. L. Blanchard became a roadman, joining the Canadian Pacific as a freight handler at Jackman. Two years later he moved to the Maine Central as operator at Mattawamkeag, to begin a long series of jobs as a relief operator on the Maine Central Eastern Division, and to serve in a permanent capacity at Danforth, Forest and finally at Vanceboro.

Back in 1939, when working as a relief operator at Lincoln, Blanchard travelled deep into his favorite Washington County hunting and fishing grounds to build a cottage at East Grand Lake. He has improved it every year, and the Blanchards spend at least part of every summer there.

The Blanchards include his wife, the former Margaret A. Faraday, who has taught at Vanceboro for the past dozen years; and his daughter Jane F. Blanchard, a secretary at the Arnold Machinary Company, Bangor.

In the Women’s Bowling League, his the Lollipops out front with the Lucky Strikes only 4 points behind them. Then comes the Alley Cats, The Mud-

doers, The Gutterballs, and last but not least, The Alley Oops.

From the Waterville Men’s League we hear that Don Priest is the man out front. Don has an average of 108, High Single String of 156 and High Three String Total of 391. The 156 string was an Alley record as it contained no spares, but had four consecutive strikes. Bernard Ladd has an average of 108, Joe Bel-lino has 101, Ray McComick 101, Kay Knight 101 and Ted Jette has 100.

In the Portland Couples League we find that Team No. 3, with the Davis’ and the Ken-neys’, is having a struggle to keep first place, having lost 7 out of their last 8 points. They have won 46 and lost 22. Close behind the leaders is Team No. 12 with the Morrisons’ and the Jacksons’ who have won 43 and lost 25.

The Grapevine

HOLIDAY FAMILY GROUP—The Albert Wetmore, Jr. family posed for this picture during the recent holidays. Left to right, Al, a PTCA electrician; Dennis, 16; Roberta, 12; Marjorie, 10; and Al’s wife, Wilhelmia.

Office associate held a dinner party at the Lafayette Hotel on January 10, for Bertena Bodge who recently retired. A gift was presented to Ber-tena after the dinner.

Larry Harding has recently been appointed Valuation Statistician effective February 1, 1964. Congratulations!

Harry Blackmore’s son, Don, was recently married in St. Mary’s Church, Westbrook, to the former Joyce Guittard. Don is with the Signal Corps, and is being assigned to an embassy position in Turkey where he and his wife plan to be for 18 months.

A welcome is extended to Dick Esty who is working in the Engineering Department.

GENERAL OFFICES

John Parker of Freight Traffic has returned to work after a three-week cruise to Puerto Rico—quite a good tan he’s sporting now!

“Lindy” Burgess of Stores Department is back at work, after breaking his right wrist in a fall on the ice. He expects to have the cast removed in another two weeks, but does not know when he will be able to bowl with the Couples League—his team sure hopes it’s soon!

Forest Ryder now has a ’61 black Chevrolet.

Ralph Jellerson, retired personnel records clerk, and Mrs. Jellerson left February 1 for Florida, driving down and visiting friends on the way. They expect to be gone for about two months.

Roy Cote of Freight Traffic has traded cars, and now drives a ’63 tan Rambler Wagon.

Charles Hagar of the mechanical department has returned to his duties after being hospitalized in Janu-

ary.

“Herb” Whitmore has bought an Oldsmobile F-85 station wagon. John Gerity, assistant comptroller, has discarded crutches after receiving a badly sprained ankle while playing volley ball.

“Russ” Rackleff, examiner, came back to work the first week in Febru-

ary after surgery at a local hospital.

Mrs. Dorothy Proctor, of Car Service Office, took a few days vaca-

tion in January.

Mr. and Mrs. Robert Engelhardt, Sr., are receiving congratulations on the birth of their second child, Crys-

tal Ann, weighing in at eight pounds three ounces, on February 5, at Mercy Hospital.

GETS TROPHY MOOSE — Carman Paul Hallo, Waterville, right, and a trophy moose he shot this fall on a hunting trip in Newfoundland. Man on left is a local guide. Newfoundland law prohibits guide from carry-

ing a rifle, which at the Shops is regarded as proof positive that Paul shot the critter.
Retired B&M Conductor Warren Bly has moved from 28 Gilman street to West Scarborough, P.O. Box 94, Pine Point Road.

Retired ICC Conductor Harold Card has returned from a visit to his son, who resides in Amarillo, Texas.

Retired Engineer Cliff Card is residing in Jacksonville, Florida. (Attention, Clayton Williamson.) Retired ICC Conductor Carl Pierce is wintering in St. Petersburg, Florida. Also, B&M retired Conductor “Jimmie” Neville and the Mrs. are at St. Petersburg. Two others from Maine are at St. Petersburg: Retired Engineer Ben McCracken, Bangor, and P. T. yard conductor Bill Robbins.

Sympathy is extended to the family of Wilbur A. Dunphy, who died January 26. He was a conductor who retired 30 years ago and was a member of the Brotherhood of Railroad trainmen.


Engineer and Mrs. Roscoe Douglas celebrated their 50th wedding anniversary in January. Mr. C Engineer Charlie White is back to work after being off sick five months.

McEng Engineer Jim Fay recently retired from Mercy Hospital after surgery. Jeff Meally is ill at home in Rockland.

Retired B&M Engineer Howard Burnham is hospitalized at the Maine Medical Center.

Sympathy is extended to the family of Engineer James Gallagher who passed away recently. He was a brother of Eddie Gallagher, recently retired conductor, and also had another railroad brother, Bill, who used to be a telegraph operator.

Chief Dispatcher Ray Wedge is a patient at the Maine Medical Center, Portland, and has been for some time now. We hope for a speedy recovery.

Congratulations to Engineer and Mrs. Roscoe Douglas who recently celebrated 50 years of marriage.

Retired conductor Johnny Keating Sr., is coming along fine after suffering a broken hip. He is now home from the hospital.

Recently retired Yard conductor Joe Flaherty of Rumford is enjoying a little fun in the sun in Florida this winter after putting in many years battling the winter blasts of the Rumford Yard.

Trainman Norman Penny was married January 1 to Lucy Martin Whittier of Jefferson, Maine. They were married in the Chapel of the First Baptist Church, South Portland, and will make their home in that city.

Congratulations.

Trainman Kenneth Nutting and the Mrs. have taken a vacation to their trailer home in Bradenton, Florida. They expect to be gone for several weeks.

Trainman Edward Bouchard suffered a broken foot while working recently and is expected to be away for several weeks.

Engineer Jim Fay has entered a Portland hospital for surgery.

Engineer Herbert Amadon has been a patient at the Osteopathic Hospital, Portland, for treatment.

Sympathy is extended to Portland Terminal Conductor Johnny Luttrell on the recent death of his wife.

We hear that retired conductor Percy Brackett of Rockland recently had his other leg removed. He is now at the Knox Memorial Hospital in Rockland and would be very pleased if some of us could drop him a little note of encouragement.

Trainman Adrian Daigle has bought shore front land at Peabody Pond and expects to build this spring along with his brother-in-law, Engineer Eddie Stevenson. He has purchased the boat owned by this writer who hopes to have a little larger one this spring.

Former conductor Percy Beers passed away last August in Greeneville. Many of the old-timers knew him.

Eleanor Flaherty of the Per Diem Office, Rigby, was taken ill on Christmas Day and rushed to the Mercy Hospital where an appendectomy was performed. She is coming along fine at this writing.

RB3 and advanced B12 were restored for the winter months with two crews. Ken Sampson and M. R. McDonald are the drummers.

Sympathy is extended to Trainman Stanley Matalatt on the death of his mother in a recent automobile crash.

Seems that a stray black and white dog made its way by unknown means into Johnny Franks' cab at St. John's while John and Red Gleason were sleeping and made itself right at home on John's bed. When he awoke all he could see was the black and white fur and his only thought was that it was a skunk and very quietly and cautiously woke Red who gathered his courage and discovered that it wasn't a pole cat after all but just a poor stray dog looking for a home.

AUGUSTA

Ralph Robbins, crossing agent, recently retired after twenty years of service. His last crossing job was at Waterville and previous to that was at Richmond and Augusta. We all wish Ralph many years of retirement.

Freight handler Anthony Diniaggio recently enjoyed a weeks vacation and was replaced by spare Quentin Brown.

Operator Elwood Sampson has an interesting hobby which is braiding rugs. Some of his work has been admired by the freight office crew.

Mrs. Henrietta Burns, widow of former cashier Ray Burns, died recently at the Augusta General Hospital after a brief illness.

Sincere sympathy is extended to Andrew Kirkwood spare crew cook on the unexpected death of his wife, Winnifred.

Clark Athleen Bryant has finally mastered the twist and now can demonstrate very skillfully.

Retired telegrapher Ballard Fuller and Mrs. Fuller are wintering with their daughter in Long Beach, Calif.

Brakeman Leonard Luttrell has been off on sick leave and is being replaced by Morris Wilson.

Sincere sympathy is extended to the family of Leonard Luttrell who recently lost his father and mother within a week of each other.

They recently had celebrated their 60th wedding anniversary.

BEAR POND BUCK — This 200-pound, six-pointer was the result of Glen Burgess' hunting trip to Bear Pond last fall. Glen is the son-in-law of leading Signal Maintainer Bob King, Lewiston.

GENERAL OFFICE LODGE INSTALLS—Lodge 374, Brotherhood of Railway Carmen, held its annual installation of officers in January with a dinner and dance to the Eastland Motor Hotel. Left to right, above, Mrs. Ernestine Miller, recording secretary; Joseph Connor of Boston, General Chairman, BRC, and installing officer; Arthur Gilbert, vice president, and Edward Gingles, president.

TRAIN CREWS

Sympathy is extended to the family of Engineer James Gallagher who passed away recently. He was a brother of Eddie Gallagher, recently retired conductor, and also had another railroad brother, Bill, who used to be a telegraph operator.

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COLDEN WEDDING COUPLE—Engineer and Mrs. Roscoe H. Douglass, Sr., of Yarmouth were honored by relatives and friends at a 50th Wedding Anniversary dinner party Jan. 18. Former residents of Portland, Mr. and Mrs. Douglass have been living in Yarmouth since 1932. Mr. Douglass has been employed by the Maine Central for 48 years.
Can Anybody Beat 391 for 3 Strings?

An all-time alley record was set at Waterville’s Metro Bowl last month when Don Priest, machinists’ helper, Waterville Shops, rolled a three-string total of 391. He topped a respectable 116 with a 119, and then, to make it clear to everyone that he was really having an evening, piled up four consecutive strikes in his last string for a total of 156. And that, we’ve been led to believe, is bowling.

ROCKLAND

Retired Conductor Percy Brackett has returned home from the hospital. His address is 122 Thomaston street, Rockland, and Percy wants to say “Thanks to all of you.” The gift was greatly appreciated.

Section Foreman D. W. Smith and Clerk-Operator G. A. Harjula are doing some ice fishing week-ends. Retired Conductor Al Atkins, Retired Signalman Andy Staples and Retired Car Inspector Ted Anderson were in to see us recently.

Retired Signalman Herman Johnson was in the hospital for few days after being cut by a chain saw.

HALF CENTURY SERVICE GIFTS—Locomotive Engineers John C. Baker (center) and Albert A. Moore of Waterville completed 50 years service with Maine Central recently. Shops Superintendent George A. Silva (left) presents them a gift from the Company, marking the event. Both are continuing in active service.

BRUNSWICK

Joe Desjardins, Clerk in the Engineering office, and Mrs. Desjardins have returned from a traveling vacation. They left Brunswick Jan. 11, visited first with relatives in Detroit, Mich., then visited their daughter and family in Youngstown, Ohio, then on to Washington D.C. where they visited with another daughter. While in Washington they visited the Arlington National Cemetery where they saw the Kennedy Grave and the eternal flame. Joe says it was a very enjoyable trip. They travelled most of the way by train. Recently retired signalmen Tom Olsen and John Caldwell are enjoying their retirement right at home. They say the call of the South is not strong enough to lure them away from home.

Signalman Frank Coffin has taken over the position at Brunswick vacated by Tom Olsen. Recent visitors to this office were retired baggage men George Risteen and Sam Lachance.

WATERVILLE SHOPS

We hear on no lesser authority than Mrs. Floyd Case that a continuous battle between Assistant Supt. A. H. Finnamore, now of Clifton, N. J. and the starlings is going on apace. The present score is two hats ahead for the birds.

Carman and Mrs. Walter McCaslin are the proud parents of a new girl, their first. Born at the Thayer and weighing in at 5 pounds, 10 ounces, the baby has been named Judy Anne. Roll out the barrel: Millman Cecil Niles has been appointed Culler of Hoops and Staves by the local city government.

Blacksmith Harold Boucher and Mrs. Shirley Paquette were recently married in the Baptist church in Fairfield. After a short honeymoon they will reside in Fairfield Center.

Looks like Armand Rostrevor, Paint Shop Sweeper ‘Rosy’, will be the first state licensed Driving Training instructor in the area. Rosy comes equipped with ten years teaching experience, dual controls and a backlog of some 900 successful licensees.

INSTALLATION AS MASTER—Raymond L. Spaulding, freight sales representative, Bangor, was installed as worshipful master of Rising Virtue Lodge, AF and AM, in Bangor last month. The Rev. Aubrey L. Burbank, Augusta, left, a past grand master of the grand lodge of Maine, was the installing officer.

WED 50 YEARS — Mr. and Mrs. Patrick H. Larrow of 2 Brit street, Waterville, celebrated their 50th wedding anniversary last month. They were married at Madison, January 17, 1914. They are the parents of five children, one being John E. Larrow, machinist at the Waterville Shops. Mr. Larrow was a machinist employed at the Waterville shops for 48 years retiring in 1961.

Mr. and Mrs. Larrow held open house Saturday, January 18, at their home. They received many beautiful gifts including money and flowers from grandchildren unable to attend.
Bulk Feed—(from page 1)
economy squeeze and will benefit greatly from these new facilities provided by Maine Central.

Everett E. Thurston, owner of C. E. Thurston and Sons, Danville Junction, said the railroad's new facilities at Auburn "will prove of inestimable value to our service. It will enable us to handle bulk feed, in addition to our in-bag business which has been in operation for over 30 years."

Thurston added that "the Maine Central should be commended for the engineering work and for making available these modern grain-handling facilities in this locality. It will enable dealers in this area to give better and more extensive service to the poultry dealers and the dairy farmers hereabouts."

D. Dwight Dogherty, Jr., administrative assistant, City of Auburn, congratulated the Maine Central "on its alertness and initiative in providing this service to area farms and farmers."

"Although the Androscoggin area is heavily industrialized," he said, "farming is an important segment of the area's economy, and it is a credit to the Maine Central that recognition has been given to the agriculture industry's contribution to the economy of the region by means of this new facility."

Col. Skelton—(from page 1)
death. Our Company was the benefactor of his experience and counsel for many years, and it is certain that Maine Central is a stronger and better railroad because of his long association with it."

In an editorial eulogy, the Lewiston Evening Journal said this:

"His death removes from the local scene the twin communities' best known senior citizen. The Journal joins the people of these cities in regretting the passing of a man who remained active and alert and able to offer wise words to the end of his days. There is no doubt Colonel Skelton will be remembered in future years as one of the most remarkable citizens of Maine's 20th century."

Col. Skelton was born in Bowdoin, Maine, August 9, 1871, and was graduated from Bates College in 1892. He was admitted to the Maine Bar in the follow-

ing year after "reading law" in the Lewiston office of Newell and Judkins. He began the practice of law in 1894, and continued to practice while serving as a director officer of many Maine and New England public utilities until 1942 when he became President of the Central Maine Power Company, a post he held until succeeded by William F. Wyman in 1947. His public offices, directorships and executive positions were as follows:

- Androscoggin County Attorney, 1901-03; mayor of Lewiston, 1903-05; Judge Advocate General on the staff of Governor Cobb, with rank of colonel, 1905-09; State Bank Commissioner, 1906-11; member of Maine Public Utilities Commission, 1914-19.

- President of The First National Bank of Lewiston from 1923 to 1959; Trustee of Androscoggin County Savings Bank since 1920, president 1945-53; president of Lewiston Loan and Building Association, 1903-06 and 1919-31; director of Boston and Maine Railroad 1925-53; of Maine Central Railroad Company (and member of Executive Committee) and of Portland Terminal Company since 1936; president of Androscoggin and Kennebec Railway, 1920-41.


- He was chairman of the Federal Court but one of the trustees engaged in the reorganization of the Brown Company, pulp and paper manufacturer with plants in Berlin, N. H., and LaTouche, Quebec, from 1935 to 1941, when the task was completed.

- Col. Skelton was trustee of Bates College since 1908 and presently chairman of the Board of Fellows; trustee of Central Maine General Hospital of Lewiston; president of Lewiston Chamber of Commerce, 1912-14, and for several years following 1920. Director of First-Manufacturers National Bank since 1960.

- Mr. Skelton married Florence L. Larrabee, of Auburn, May 21, 1894. She died February 22, 1958.

Six children were born to them: William L., former president of the Bath Trust Company; Harold N., member of Skelton & Taintor, Thomas R. (deceased); Florence L. (Mrs. Stuart Edgerly), John K. (deceased), Ruth E. (Mrs. William J. Hartley). Also surviving, are twelve grandchildren; thirty-one great grandchildren; and one great, great grandchild.

New Cars—(from page 1)
Orders for new equipment such as these pulpwood cars are the direct result of studies carried out by Maine Central of the additional transportation requirements brought about by increased need of raw materials, and by the necessity of moving additional tonnage of products to market.

The result will be a sharp acceleration of Maine Central's continuing program of freight service improvement which began in 1960. In 1964, a total of 400 new units—200 box cars now being delivered, and the 200 new pulpwood cars—will have been added to the railroad's equipment roster in a single year.

RETIEMENTS

Edmond C. Biladeau, trackman, St. Johnsbury, VT, January 14.
Leland S. Pinkham, carpenter, Bangor, January 16.
Blyn A. Whitmore, locomotive engineer, Portland, January 21.

DEATHS

Elmer L. Dewitt, sectionorman, Ellsworth, January 15.
James W. Gallagher, locomotive engineer, Portland, January 6.

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

S A N V A U G H A N
44 THISSELL ST.
PRIDE'S CROSSING, MASS.