



HAPPY HOLIDAYS!



Mill Expansions Good News For Maine, Railroads

A \$150 million program of expenditures for new production facilities at several Maine pulp and paper mills has greatly brightened the future of Maine's railroads and their 5,000 employees.

This was emphasized when railroad executives discussed the impact the Maine forest products industry's multi-million-dollar expansion program will have on the five railroads serving the state.

Recent announcements by mills on the Maine Central indicate multi-million-dollar expansions by the International Paper Company at Livermore Falls; by Georgia-Pacific at Woodland; by Standard Packaging at Lincoln; and by Penobscot Chemical Fibre Company at Great Works, in Old Town.

Additional sums are programmed or expansion projects are now under way or have been completed in recent months by The Oxford Paper Company at Rumford, the Great Northern Paper Company at Millinocket and East Millinocket, and by the S. D. Warren Company at Cumberland Mills.

At least one more major Maine paper company is expected to announce expansion plans within a few weeks.

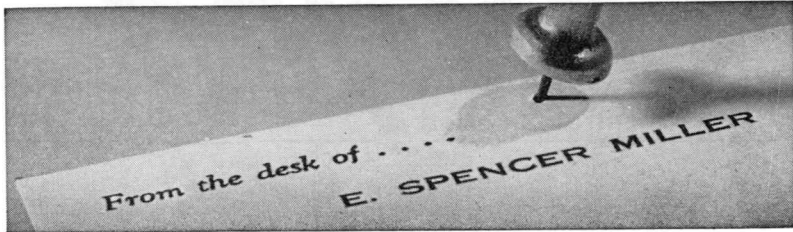
President E. Spencer Miller said existence of modern rail freight transportation "has been basic to the expansion plans of all these industries.

"In every case," he said, "executives of these companies required assurance of adequate rail service when their expansion plans were in the early stages. It is certain that there would have been no further planning if the Maine Central and other railroads serving our state had been unable to promise full cooperation.

"Each new dollar," he said, "and each new job that will result, is solidly based on the fact that these mills are served by railroads that supply the low-cost transportation so necessary for their operation."

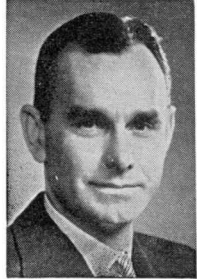
Miller said large-scale purch-

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TO MY FELLOW EMPLOYEES:

Charity begins at home. So said Sir Thomas Browne three hundred years ago. A father who contributed largely from his income to alleviate the plight of children of others while his own remained ill and undernourished would be not only imprudent, but recreant to his primary duty.



On November first the World Bank (31% of its capital supplied by the United States and the balance by 84 other national stockholders) loaned \$35,000,000 to Yugoslavia to finance reconstruction of 121 miles of railway from Sarajevo to the sea. Billions of dollars of foreign aid grants and loans have been made by America upon the pretext of saving countries from Communism — our stated enemy. Yugoslavia is a Communist country — all the way.

On November 18 the I.C.C. denied government guarantee of a \$5,000,000 loan to the Erie-Lackawanna. For six years that railroad has deferred maintenance on track and structures. Fifteen percent of its freight car fleet is out of service and needing heavy repairs. New cars of types required by shippers cannot be financed or acquired, and so a new vicious cycle of loss of revenue and more deferred maintenance ensues. The New Haven Railroad is in an even worse position and may be grinding to a complete shut down.

Elimination of service to the hundreds of stations on one or both of these roads, or even further diversion of freight from them, will most adversely affect Maine Central and the pocketbooks of its employees. But the Yugoslav railroad is said to be important. It links Bosnia with the sea, provides the only rail link to Dubrovnik, a tourist attraction, and to Niksic, site of the new Communist steel mills.

Since World War II the United States, through the Agency for International Development (AID) and the Export-Import Bank in Washington, has provided \$1,538,100,000 in loans to improve railroads in foreign countries. The World Bank has provided \$1,067,000,000 more, and its affiliate, I.D.A., another \$81,500,000 for the same purpose. The latter's loans are generally "soft", such as one of \$67,500,000 (not included above) to India to help Indian railroads import equipment needed in their development program. This loan bears no interest with principal repayments of 1% beginning in 1973 for ten years, and 3% thereafter. In our country the I.C.C. up to November 19, 1963 had approved loans to 14 railroads totalling \$238,972,360 contrasting with loans to foreign railroad projects of \$2,686,600,000 not including such as the Indian loan described above.

The enormity of this situation only comes home when we reflect that our government believes that sound and modern railway systems are essentials for others but by its own transportation policy, or lack thereof, has so subsidized American railroad competition that many of our lines stand on the brink of disaster.

Congressman Reid, of New York, has introduced a Bill (H.R. 8897) in Congress providing for loans by the World Bank, guaranteed by the United States, to American Railroads. Lawyers and railroadmen may differ with respect to particular provisions of the Bill. Few can doubt that great good can come from the light its debate will shed and even greater good from enactment in amended form. Railroad people should unite in support of Mr. Reid and his concept.

E. Spencer Miller

To active and retired employees, and to customers and other friends throughout the Nation, go the best wishes of the Maine Central and the Maine Central Messenger as the holiday season approaches.

May your Christmas be merry with reunions of families and friends, and with the spirit of giving; and may your New Year be bright with success and happiness.



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

Editor

JOSEPH H. COBB, Director of Public Relations

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|---------------------|--------------------|
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| Carol Bragdon | General Offices |
| E. L. Kennedy | Sports Editor |



Two Pond Cove School third graders enjoy the view.

Cape Youngsters Bid Farewell To MeC's Last 'Iron Horses'

About 30 girls and boys left their third-grade classroom in the Pond Cove School at Cape Elizabeth Nov. 20 to spend a wide-eyed half hour swarming over two steam locomotives. Other than in pictures, the youngsters had never seen an "iron horse" before.

The youngsters climaxed a visit to the railroad freight yards at Rigby by joining Maine Central Railroad Vice President Roy E. Baker in bidding a noisy farewell to the last two steam locomotives owned by Maine Central. The event was the departure from Maine of locomotives 501 and 519, bound for the Monadnock, Steamtown & Northern railroad museum established at Bellows Falls, Vermont by F. Nelson Blount.

The two engines were for some 40 years a part of the Maine Central's famous "W" class of motive power. With 26 other similar coal-burners they snorted up and down Maine Central lines from Vanceboro to Bangor, Waterville, Augusta and Port-

land from 1910 to 1950, when they were "retired" by the advent of the more efficient Diesel locomotive. All but the 501 and 519 were ravaged by the acetylene torch and ended in junk piles.

These two were stored in freight yards at Waterville and Portland. "Old 519" emerged from retirement briefly in June, 1960, long enough to move to Eastport where the locomotive appeared in several scenes of "Sunrise at Campobello," a Hollywood film about the life of former President Franklin D. Roosevelt.

The children of the Cape Elizabeth class were on one of their yearly visits to the Rigby yards. Mrs. Alice Strait, their teacher, was guiding her pupils about the freight yards and engine house in an on-the-spot instruction unit on modern transportation. The opportunity to get a close-up view of the steam locomotives—something they had never seen before—was an "extra" on this year's trip.



Roy E. Baker, president, told engines' story.



Youngsters waved "goodbye" to the old engines.



... and waved to the cameraman, too.

Next Month: New Cars Off N. J. Assembly Line

Next month the Messenger will carry pictures and the story of Maine Central's newest equipment, the 200 specially-designed box cars being built at the Clifton, N. J., plant of the Magor Corporation.

The cars, delayed by a strike, will soon be seen on the lines of the Maine Central, taking their place as "partners of Maine industry."

The Messenger editor accompanied K. W. Phillips, purchasing agent, R. F. Dole, mechanical engineer, and J. D. Rourke, superintendent of car maintenance, to Clifton for the inspection and acceptance of the first unit off the Magor production line December 10.

The new box cars, equipped with a variety of modern devices to protect lading, have been purchased by Maine Central at a cost of more than \$2,000,000.

Carol McDonough Weds William H. Bragdon

Carol Lee McDonough, Engineering Department Stenographer and an assistant editor of the McC Messenger, recently became the bride of William H. Bragdon at St. Patrick's Church in Portland. The bridegroom is employed in the signal crew, engineering department.

Carol is the daughter of Watchman William and Mrs. McDonough of Portland.

The bride was attended by her sister, Elizabeth McDonough, as maid of honor, and the best man

To Keep You Informed

Highway Officials Seek Increases In Truck Sizes; Motorists Protest

The American Association of State Highway Officials, which has recently completed road tests that showed highways built for heavy trucks cost the taxpayers more than they would if they were built only for the taxpayers themselves, have now come up with a startling recommendation.

In spite of what the extensive tests proved, the AASHO officers approved revisions in their standards on sizes and weights of motor vehicles that would make trucks longer, higher, wider and heavier.

The proposed revisions have not been formally published by the AASHO, but several trade publications including "Transport Topics," the organ of the American Trucking Association, have outlined the changes which would increase the legal length of single units, tractor-semi-trailers and other units by five feet; add a foot to their height; increase single axle load limit by a

ton; raise maximum gross weight by more than 15,000 pounds; and make a highway freight vehicle six inches wider.

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was John Bragdon, brother of the groom. Kathleen LeConte, cousin of the bride, was in charge of the guest book. A reception followed the 9 a.m. ceremony at the home of the bride's parents. Mr. and Mrs. Bragdon are residing at 61 Sawyer Street, Portland.

ton; raise maximum gross weight by more than 15,000 pounds; and make a highway freight vehicle six inches wider.

The American Automobile Association, chief spokesman for the nation's private motorists, was quick to protest. "The AAA," a resolution stated, "is shocked by and vigorously opposes the recently proposed revision of the long-standing single axle load limits, as well as the increased vehicle sizes, announced by the AASHO. x x x In view of the anticipated accelerated damage to the nation's existing highway systems and the consequent sharp increased added costs which these increased single axle load limits will occasion, plus the added road hazards which will result from an increase in truck sizes, we believe adherence to the size and weight standards set forth in existing AAA policy (present limits) is in the best public interest."

The Washington Daily News took a similar view, and here's their editorial, published November 21:

Truckers and Taxpayers

Now comes the American Association of State Highway Officials with a new proposal to raise truck weight and size limits. Under the new limits one fully loaded truck axle would do the same damage to a stretch of highway as 3950 auto trips.

The AASHO recommendations mark the opening of a drive to get Congress to approve the higher limits. Once higher limits get a Federal blessing, truckers can go to state authorities with the argument: "These are Federally-approved limits. Yours should be raised, too."

Highways cost bucketsful of taxpayer money. The 41,000-mile interstate system, for instance, is costing \$1 million a mile. State highways, built to less exacting standards, don't come for peanuts either.

Higher limits mean more money in the pockets of truckers, who are traditionally open-handed in state political campaigns. Grateful state administrations tend to give willing ear to their arguments, as the AASHO recommendations seem to indicate.

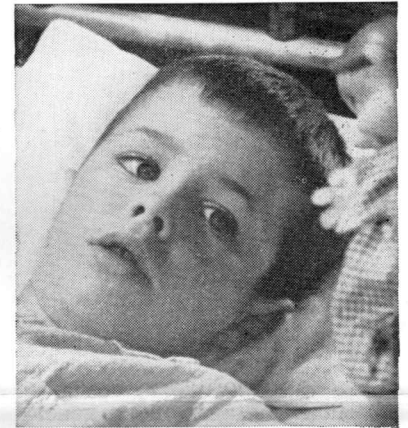
The Bureau of Public Roads, which can politically afford to be more dispassionate, has greeted the AASHO recommendations coolly. So do we. We pretend to no expertise in highway construction. But we are expert taxpayers. And we contend that weights either should not be raised—our first preference—or that the

truckers should be additionally taxed to replace every last chunk of gravel the extra weight tears out of our taxpayer-financed highways.

K. W. Phillips Named To AAR Chairmanship

Kenneth W. Phillips, purchasing agent, Maine Central, has been named chairman of the eastern regional committee of the Purchases and Stores Division of the Association of American Railroads.

Phillips also is a member of a special subject committee studying standard packaging, unit loads and freight handling equipment.



Save him from RHEUMATIC FEVER

Here are two ways:

1. If your child has a bad sore throat, don't wait — it might be "strep." Call your doctor. Treatment of "strep" infections usually can prevent rheumatic fever and the heart damage it sometimes causes.

2. Give to your Heart Fund. Your Heart Fund dollars support research and community service programs which can wipe out rheumatic fever and save thousands of young lives.



More will LIVE
the more you GIVE
HEART FUND



Frank Owen

"Ever consider hiring a professional to take up the office collections?"



IN THE YARD AT ST. J.—General Agent F. Earl Dority talks things over with David L. Toothaker, engineer of Maine Central's Beecher Falls extra, as part of his busy day as the agent of the Maine Central, the Canadian Pacific and the St. Johnsbury and Lamoille County railroads at St. Johnsbury, Vt.

Meet The Agents

St. J's Dority Learned Telegraphy From Mother to Start Long Career

Most youngsters learn the virtues of thrift, honesty and fair play at their mothers' apron strings, then live by them—or forget them—as the years go by.

F. Earl Dority, a native of Chisholm, Maine, now general agent at St. Johnsbury, learned these things from his mother nearly 60 years ago in Ottawa, Ontario. But she also taught him telegraphy, and thereby laid the foundation for his life-long railroading career.

Mrs. Dority was a commercial telegrapher, and she encouraged her son to learn Morse at an early age, and later to build crude keys and sounders that produced satisfying clicks and served as a household intercom system.

It was thus a natural move, after a three-year commercial course at the University of Ottawa, for 17-year-old F. Earl Dority to join the Canadian Pacific Railroad as a relief agent and operator. His first permanent position came in 1919, when he was assigned as day operator at Kemptville, Ont., where he remained until 1928. He served similarly at LaChute, Quebec, until 1930, then was appointed as agent at Douglas, Ontario. He held the agencies at Megantic, Farnham and Brookport, Quebec, and North Troy, Vermont, before he was named general agent at Brockville, Ontario, in 1952. Dority was transferred to the joint agency at St. Johnsbury three years ago this fall, serving the Maine Central, Cana-

dian Pacific and the St. Johnsbury and Lamoille County Railroads.

Now 64, Earl Dority's life-long hobby, he says, has been railroading, with only a little time for golf and fishing, but he's looking forward to enjoying these sports after his retirement in eight more months. When July rolls around, Mr. and Mrs. Dority expect to travel to Washington state.

Mrs. Dority is the former Muriel Hamelin of Hawkesbury, Ont. They have three living children, Stanley Dority, a Canadian Pacific operator at Newport, Vt.; Jeannine, wife of a TV and radio specialist in Seattle, Washington; and Leslie, who has returned to an Army post in South Carolina after service in Germany and Korea. Another son, Norman, was killed in action during World War Two.

There are seven grandchildren, some of whom are in Seattle, which accounts for Mr. and Mrs. Dority's west coast traveling plans next summer.



Hopes Still Alive For President Kennedy's Transportation Reforms

The death of President John F. Kennedy has deprived the nation's railroads of the best friend they've had in the White House in recent years, but there's still hope for his transportation program.

Although three previous presidents had sponsored studies of the railroad industry and its problems, none placed the power of his office behind efforts to turn the recommendations into law. Kennedy did this in April, 1962.

The bills died with the adjournment of the 87th Congress, but were resubmitted to the new Congress this year, after Kennedy had requested favorable consideration of the measures in his State of the Union and Budget messages, and in his annual economic report.

Observers in Washington, while they expect no action this year, feel certain the Kennedy transportation bills will remain alive in the 1964 session of the 88th Congress.

Key items in the program include the minimum-rate proposal to equalize competitive conditions on transportation of bulk commodities; and the imposition of adequate user charges on transport facilities provided by public funds.



by Al Kennedy

The Lollypops of the Portland Women's Bowling League with Mary Donahue, Mary Corbeau, Kay Green and Lil Grant are tied for first place with the Alley Cats consisting of Dot Conley, Kay Gallant, Carmel Robichaud and Jeannette Calder. Each team has won 15 and lost 9.

The high single string of 129 and high three string of 313 is held by Hazel Davison. The Gutterballs have the high team single of 377 and the Lollypops hold the record of 1081 for high team total. Mary Nugent and Hazel Davison have five strikes each.

I have been asked why I never mention the last place team! Well, it's the Alley Oops with Jennie Joyce, Carol Bragdon, Lil Goodwin and Hanna O'Toole, having won 5 games and lost 19.

In the Portland Couples League, it's still Team No. 3 holding first place. This is the team of Connie and Ray Davis with Millie and Al Kennedy. They have won 26 and lost 10. The Women's High Single is held by Mabel Rivers with 113 and Jan Broderick holds the High Three Total with 310. The Men's Records are held by John Broderick with a High Single of 144 and High Three Total of 353. Some of the individual averages are Jan Clarke, 93, Mabel Rivers, 91, Millie Kennedy, 90 and Jan Broderick 90. For the men, John Broderick, 106, Al Kennedy, 101, Dave Gardner 100, Herb Whitmore, 99, and Tom Hayes, 99.

Team No. 4 with Bob Brooks, Herb Sullivan, Don Collelo, John Bilodeau, Lenny King and Bill Manning are top dogs in the Portland Men's Bowling League, winning 23 and losing 12 games. The big six averages are Jerry

Shea, 108, Sam Cavallaro, 106, Emil Casey, 101, Russ Proctor, 101, Jim Baribault, 100 and Lenny King, 99. The high single string of 147 is held by Jerry Shea and high three string of 371 is held by Sam Cavallaro.

Does Your Group Need A Speaker?

Establishment of the Maine Central Speakers Bureau makes it possible for the railroad to broaden the field in which it can supply interesting speakers. Heretofore lack of available "man power" has limited railroad speaking appearances practically to service clubs.

Now we can provide speakers for church clubs, womens groups or any other organization—no matter how small in numbers. The talks will have to do with the importance of railroads in the future economy of Maine and other interesting facts regarding the necessity of keeping railroads healthy if Maine's largest industries are to be able to maintain successful competitive standards with those in other parts of the country.

If your club would like a speaker—which, of course is provided without any expense to the club—contact the Public Relations Department at Portland. But give us as much advance notice as is possible.

Rancourt Named To Defense Post

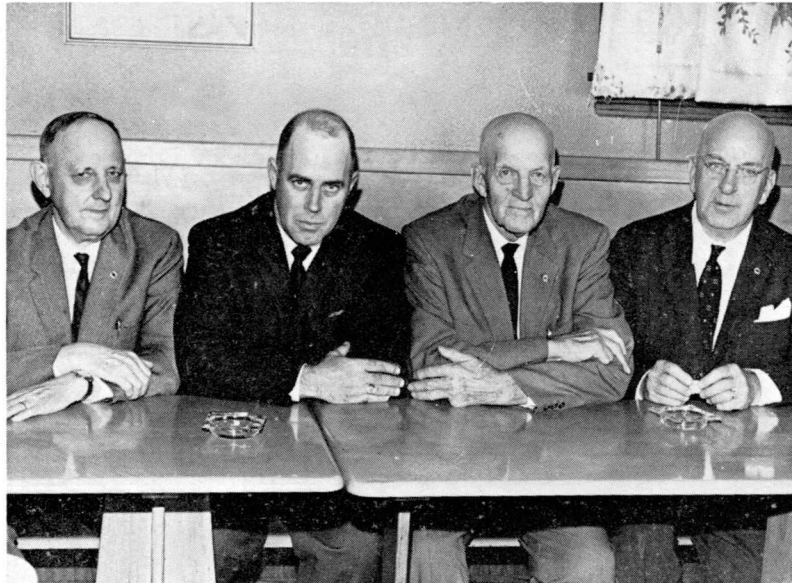
Louis J. Rancourt, chief clerk, REA, Portland, secretary of the Maine Federation of Labor and legislative representative for the Brotherhood of Railway Clerks, has been named as a member of the U.S. Department of Labor unit of the National Defense Executive Reserve.



The NDER is a broad organization that includes key people in many industries. In a war emergency, these people would work to insure continued operation of vital public services.

Rancourt was appointed by W. Willard Wirtz, Secretary of Labor, who wrote as follows: "I am grateful for your willingness to serve in this capacity at the Department of Labor, and am looking forward to working with you on this program."

Born in Waterville, Rancourt attended Waterville schools and was graduated from Cape Elizabeth high school in 1936. He joined the Railway Express Agency in the same year, and



VETERANS RE-ELECT OFFICERS—Members of the Maine Association of Railroad Veterans endorsed the record set by their officers last year by re-electing them at the recent annual meeting. Left to right, Fred E. Jordan, Portland, vice president; Edward M. Quinn, Bethel, president; Herbert W. Fogg, South Portland, chaplain; and Bart P. Lyden, Portland, secretary-treasurer.

has worked in several capacities in his 27 years of REA service.

He has been state legislative chairman for the Clerk's Brotherhood for the past eight years, and was elected as secretary of the Maine Federation of Labor two years ago. He also serves as vice general chairman, Board of Adjustment, Express Division, Brotherhood of Railway Clerks.

After a decade of active work in behalf of the United Fund in the Portland area, Rancourt is

now a director of the Greater Portland United Community Services. He also serves as a director of the Portland YMCA.

Rancourt and his family reside on Black Point road, Scarborough. His wife, the former Dorothy E. Dumont of Old Town, is the daughter of the late Louis Dumont, veteran Maine Central engineer. They have two children, Carol, 14, and Craig, 12.

John Geary, died recently after a long illness.

Machinist Maurice Gardner is having his house shingled, using the red cedar shingles.

Former Machinist William Tatarczuk was confined to the Mercy Hospital for surgery recently. He is recovering rapidly, according to reports.

Machinist Helper Harold Belfontaine has returned to work after a vacation to the Maritime provinces.

Laborer Albert Stiviletti made a recent week end trip to Boston. While there he saw the Boston Celtics and the Los Angeles professional basketball teams play. The Celts won of course.

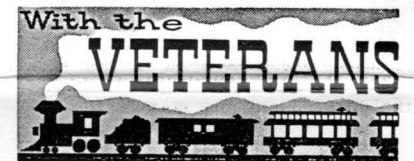
The last two men to enjoy their vacations for 1963 were Clerk Everett Haley, Stores Department, and Machinist Lucien Carignan.

The shop Safety Board now reads 204 days without an accident as of December 1.

One of our old-time friends, and a former Machinist Helper, Howard Shaw, visited the shop. He has been retired for at least 15 years and still going strong. Mrs. Shaw, now deceased, and Howard formerly owned and operated the Mrs. Shaw Doughnut Shop on Broadway, South Portland.

Machinist Laurence Lanciault, and Laborer Edward Thorne, are about ready to return to work after a lengthy layoff on account of sickness.

Foreman Frederick Lombard has returned after spending the Thanksgiving holiday with his son and family in Philadelphia.



James P. Noonan, retired agent, Lisbon Falls, looks hail and hearty and enjoying his leisure.

Engineman Blynn Whittemore has returned from the hospital and is feeling fine.

Retired Conductor Harold Card, who recently returned from Canada, went to Aroostook for a little hunting and brought back a nice doe.

Engineman Charles White is off duty on account of illness.

Portland Terminal Yard Conductor Philip Enoch Foster was confined at home by illness.

The Maine Association of Railroad Veterans met at Howard Johnsons, Thornton Heights, Sunday November 24. About 50 attended.

Retired Conductor Carl Pierce is planning to winter at St. Petersburg, Florida. Retired Conductor and Mrs. "Timmie" Neville, also will spend the winter there.

Sympathy is extended to the family of Engineman Benjamin Berry who died Oct. 31.

Retired Conductor Ernest Bildeau, who was a patient at Maine Medical Center for medical observation, is home and doing O.K.

John J. Keating was pleased the other day when he received a lifetime pass on the "Railroads Time Forgot" in Colorado. He also received a photostat of the Illinois Central pass held by Abraham Lincoln when the president served as an attorney for the railroad. All this, John says, was in return for an old Maine Central pass sent to a museum in California.



GENERAL OFFICES

Paul and Charles Cote, nine and seven years old respectively, sons of Roy Cote of Freight Traffic, appeared on the "Trooper Six" television program November 14.

Lillian Grenier, data processing, entered Maine Medical Center on December 4—we wish her a short stay in the hospital.

Clifford "Kippy" Hawkes Jr., general accountant, and his family visited friends in Reading and Lancaster, Pennsylvania area, during the long Thanksgiving weekend.

Edward C. Paine, service representative of the group insurance plan, who has been recuperating at home after a bad fall, is planning on leaving for his winter's sojourn in Florida December 9.

Mary Mingo of freight traffic is delighted with her new four-door Monza Corvair, cherry red color, with bucket seats.

"Jim" Barribault of the Canadian Pacific is leaving December 20 to return to Toronto, Canada, which is his home, to study teaching.

"Bob" Brooks of the New Haven office is moving to Bangor with his family, as his new work will be in the Aroostook area. He is replacing

Rudy Martin, who has accepted a position with Snow Canning Company. "Don" Colello, stenographer in the Maine Central Auditor Revenues office, has taken Bob Brooks' job.

Taking late vacations for the hunting season were B. B. Braasch, T. L. Woodbury and E. F. Bennett. Earl got his deer as usual.

Parker Brooks of the Revenue Office took a late vacation in November to complete his new home at Cumberland Center.

Bucky Gato was recently at the Maine Medical Center for surgery.

Patrick J. Scanlon and wife recently attended the Boston College-Holy Cross Football Game at Worcester, Mass.

Mary Morse was recently awarded the position of Signal Clerk, Engineering Department.

Charlie McCarthy recently spent a week of his vacation in Boston.

Charlie Rivers and his wife Mabel took a trip during which they visited their son in Wilmington, Delaware, and then went to Virginia by the Sky Line Drive.

Carol Bragdon was given a 7-piece set of Revere Ware and a meat thermometer by fellow employees as a wedding gift. With wonderful utensils such as these there shouldn't be any burned suppers!

RIGBY

The deer hunting season is over, and the Rigby deer kill is reported as follows: Carman Robert Mulherne was in the woods only 20 minutes before getting his deer. Stores Department worker "Ed" Whalen bagged a nice spike-horn. Charles Whitten of the same department got a doe; 3rd trick Foreman Linwood Sweatt had his share of luck, and so did Carpenter's Helper George Beckwith, of the Bridge and Building Crew.

Frank Blair, formerly at the freight house, was transferred to the engine house roster, as Electrician, Diesel Maintainer.

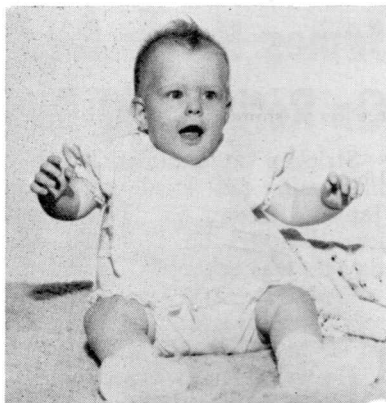
Mrs. Mary Sears, mother of our General Foreman, Gordon Sears, died recently after a long illness. Flowers were sent to the funeral by the engine house employees, the foremen, and the General Office force.

Richard Cote, son of Machinist and Mrs. Theodore Cote, is operating a motel and restaurant in California adjacent to the Nevada line.

Former Supervisor of Bridge and Building, Roscoe Woodrow, visited the shop recently. He is enjoying retired life, and looks it.

Chester Freeman, former Electrician, also visited the shop.

Mrs. Paul LeClere, mother of Mrs.



SIX MONTHS OLD—Lea Jean Laliberte, daughter of Ernest and Gloria Laliberte of Waterville, recently observed her six-months birthday. Her dad is a trackman, and mother is a clerk-stenographer at Waterville.

TRAIN CREWS

Sympathy is extended to the families of retired Enginemen "Ben" Berry and "Pitt" Moores who passed away recently.

Engine House Foreman Percy Butler of Rumford was slightly injured when he was involved in a very bad accident recently when driving home to Waterville.

Trainman "Dick" Frank was very grateful recently when his "lost" pocketbook was returned to him intact. Seems this summer while on a trip of RD1 he was a guest at car inspector Clyde Austin's cottage and while out for a swim he secreted it in between two mattresses at the cottage. It wasn't found until Clyde and the Mrs. closed the cottage for the winter and were storing the bedding.

Engineer Everett "Mike" Wardwell died suddenly at his home at Livermore Falls Dec. 1. He held the switcher at Chisholm yard at the time of his death and we offer our sympathy to his family.

Conductor "Vern" Pipes has been off sick for some time now and it is hoped he will be able to return to work soon.

Conductor Marshall Pratt has been off sick for some time now and is not expected back until the middle of the winter. He did manage to get up to his camp with Roy Garland for a few days of wet weather hunting and they only had a very small deer for their effort.

Since the mail merchandise trains were discontinued this fall, new faces have appeared on different jobs all over the system. Trainmen Ken Nutting took the rear with Conductor Glen Morrellon RB1—BR2. Forrest Dodge took the running on DR2 Rumford end. John O'Connor and "Hoody" Gleason landed up the mountain. George Sullivan took the running on the Bingham Job, "Ken" Sampson took a running job on the 5 ring crews and Conductor "ED" Gallagher took his pension. Trainmen Drouin, Daigle and Kennedy landed back on the spare board. Conductor Harry Searway and Ted Farrell have been working out of Waterville the last few months.

Conductor and Mrs. Roy Garland were called to Philadelphia where their son is serving in the naval forces, when he was taken sick and had to have an emergency operation. At this writing they were again called down and he is in very grave condition.

Conductor Arthur Roy has bid off

the job on RA1-RA2 vacated by the late Jim Hayes.

Conductor "Joe" Meehan, Jr., bought himself a nice travel trailer and with his wife and daughter spent their vacation touring the mid-central states.

Conductor "Dick" Green along with nephew fireman Harry Philbrick spent the first week of the hunting season at his camp at Kennebago. They had no luck but enjoyed the 80 degree summer weather that prevailed.

Trainman Merle Plummer has grown a beard and mustache.

Trainman Adrian Daigle has bought land at Peabody Pond and hopes to construct a cottage on it this coming summer.

Engineer Ralph Buzzell has been off quite some time now having been operated upon. We hope to see him back soon.

Sympathy is extended to Engineer and Mrs. Blen Whittemore on the death of their son. He has not worked since the discontinuance of the merchandise trains and has been hospitalized a couple of times since then.

Car Inspector Celand Newell suffered a broken hip when he fell from the roof of his home while making repairs. At present he is in a Lewiston Hospital and is not expected to be able to work for some time. Inspector Mitchell is covering his job at Livermore Falls.

Sympathy is extended to the family of Conductor "Bob" Seymour who recently passed away after a short illness.

Engineer Charlie White has been off sick for quite a while, he has been hospitalized and is now convalescing at home.

Conductor John Frank recently purchased a newer and finer car.

BRUNSWICK

All hunters from MeC forces at Brunswick were skunked this year, every one, Cashier John Callan says he found more hunters in the woods than there were people downtown.

Cashier John Callan and his wife Betty, spent a recent week-end in Boston. They had planned a night on the town but because of the tragedy of Nov. 22 they spent a quiet night in their hotel room.

Second Trick Clerk-Telegrapher Nelson Soule started his vacation Dec. 1 and has planned to visit Florida, where he will stay with his father, retired Agent Les Soule.

The new shopping center has been completed and opened at the location of our old passenger station.

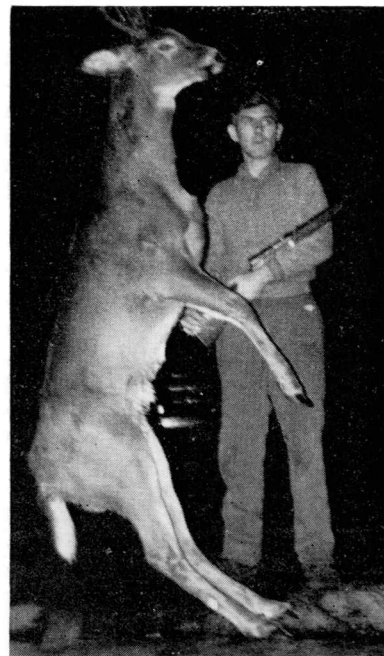
We just heard about this:

Seems a typewriter was sent recently for repairs with a note attached which said "This typewriter is broken, wont spell either". The typewriter came back repaired and looking like new with the same note attached and a foot note added as follows: "When this typewriter was made the dictionary hadn't been written."

AUGUSTA

Hunters from the Augusta Station who enjoyed a November vacation were General Agent Ralph Tracy, cashier H. L. Rodrigue, freight handler Wilbrod Audet and section foreman Millard Tracy. At this writing only one of the above had scored and I am not mentioning who because I don't want them to feel bad.

Clerk Athleen Bryant is having a well dug on her property at Kents



A TROPHY BUCK—Carman Walter McCaslin, Waterville Shops, scored in the November deer hunting season with this fine specimen, due to provide many meals of venison for the family this winter.

Hill and at present, water is running out of the top and down Kents Hill.

Everett Anderson and Robert Erwin both former telegraphers of the Maine Central, are now employed by the U.S. Post Office Dept. of Augusta, Me.

Telegrapher Elwood Sampson has bid off the day trick at Augusta.

Section foreman Mike Spencer is currently replacing tracks which were taken up for the laying of sewer pipe by Cianchette Bros. under our lines.

Retired employee Harold N. Brown is building a new home in Manchester, Me.

Conductor Everett Stowell has bid off the Augusta switcher, replacing conductor Marshall Pratt who is on sick leave.

Retired employees who recently called at the office were former agent Herbert Thing and freight handler Leland Hopkins.

Section foreman Malcolm Brown is off on sick leave.

Signal maintainer Allerton Hutchins and Mrs. Hutchins recently enjoyed their vacation by motoring to New Brunswick.

WATERVILLE SHOPS

MAINLY HUNTING

Foreman Llew Ifill shot a fine buck which field dressed at 246 lbs.

The deer that Painter Charlie Stubert got is known around the Machine Shop as a mercury buck.

A nice gesture of deerlayer Bernard Waning, boilermaker, was to make some venison sandwiches for the boys in the machine shop. Machinist Orlive H. Kitchen was particularly appreciative.

Sheetmetal worker Roy Wilcox while driving his car, saw a deer in a field. Willie stopped, grabbed his rifle and filled the magazine. The deer calmly watched while Willie took a careful bead and squeezed the trigger, CLICK! The deer is still running, because Willie forgot to jack a shell into the chamber of the rifle.

One of the boys here, while not lucky at the deer hunting, did hit

(Waterville Shops—page 8)



KNIGHTS HUNTING—When Carman Chester Knights, Waterville Shops, at right, went hunting this fall, he made it a family affair. Along for the trip that accounted for the bear and deer in the background were his son Sheldon, left, and grandson Richard.

Mills—(from page 1)

ases of new equipment and a continuing freight service improvement program have made it possible for his company to provide the service on which the Maine paper mills have based their expansion plans.

He noted that the most recent equipment acquisitions—200 new box cars with the latest safe-shiping devices—are expected from the manufacturer this month. They will bring the total of new units purchased by Maine Central in the past three years to 450.

International has announced plans to build a \$54,000,000 paper and pulp mill in the Livermore Falls area that will stabilize present employment of about 850 and add about 1,000 persons to wood cutting operations.

Georgia-Pacific will build a 500-ton kraft pulp mill at Woodland at a cost of about \$25,000,000. Officials said about 300 people will be employed in the new mill itself, and another 1,000 in woods operations.

Standard Packaging has announced construction of a new tissue mill at Lincoln at a cost of \$5,000,000, a part of an overall Maine expansion program expected to cost about \$15,000,000.

And Penobscot Chemical Fibre, Old Town, received favorable results on a study of plans to double the size of its kraft and soda pulp mill at Great Works, and PCF directors have decided that "further steps should be taken as rapidly as possible" to see how soon the proposed program can be put into effect.

The proposed expenditures, augmented by costs of new or continuing expansion programs by Great Northern, S. D. Warren and Oxford, constitute a dramatic increase in Maine investment by these companies, and, said President Miller, "a tremendous impact on the economy of our state."

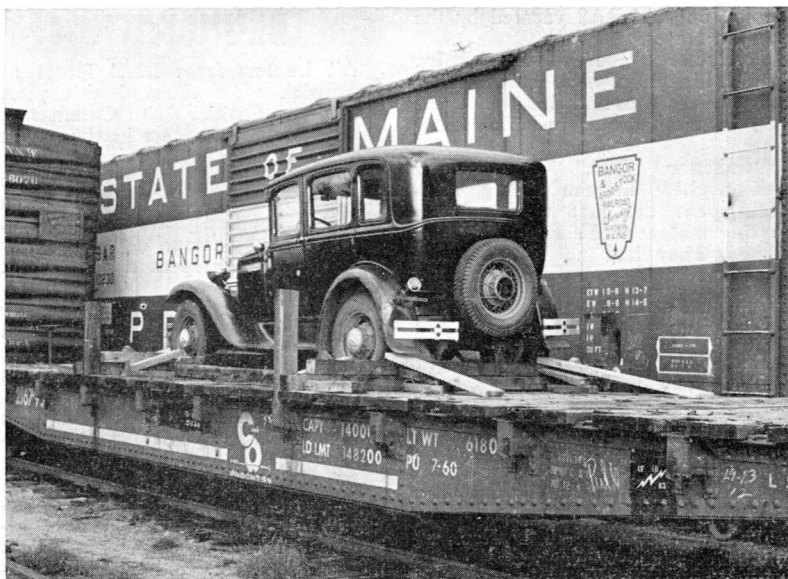
Waterville Shops—(fr. p. 7)

the quinella for a sizeable sum at the race track recently.

Paint Helper Don McCaslin, a country boy, has tramped miles, deer hunting, this fall; no luck. His father, Laborer Harry, who lives adjacent to Don, tells me that one afternoon recently he saw three deer eating under an apple tree, within 75 feet of Don's kitchen window. Don was hunting in greener pastures up the power line.

Carman Eddie King has been among the lucky hunters, as has Carman Chester Knights and Carman Walt McCaslin.

Back in August, the editor of the Messenger went to Brunswick to make pictures of Archie Martin, veteran Lewiston and Brunswick yard conductor, on the job as engineer of the miniature steam train at Simpson's Animal Park. The result, used in the



RIDING IN STYLE—This vintage model A, purchased by a hunting - season visitor in the Dover-Foxcroft area—rode the Maine Central en route to the New Jersey home of its new owner, an antique car collector.

August Messenger, was a picture of Archie sitting on his pint-size steamer, with several people visible aboard the cars behind. Unidentified at the time, they turned out to be Waterville Yard Conductor E. J. Laliberte and his family.

BANGOR

Road Foremen of Engines Mel Charity and C. J. Peasley recently enjoyed a hunting trip in Township 30, off Route 9, the Airline, where Mel shot a 20-pound wildcat. Watch for a new fad in hats by Road Foremen: wildcat fur.

Charity proved himself to be an expert with a compass as well as with a Fry Pan. It seems the boys roamed around in the Wilderness for about ten hours, (not lost but slightly confused) until Mel's trusty compass brought them back to civilization. We also understand Mel provides a swell meal cooked in the open. Couldn't find out what he served but beware boys, it might have been wildcat.

The United Fund Drive this year finished up with a very good total of \$316 at the Engine House. The General Foreman, Harold Eames, joins your reporter and solicitor in thanking you for your very generous donations to this worthy cause.

The deer kill this year by the boys at the Engine house is greater than ever before—in the locker room. A few of the boys are reporting luck. Laborer H. R. (Gumpy) Robshaw and Fred, (Big Fred) Tardiff have shown up with nice does.

The holiday season is drawing near, so let's all try to remember to be Safety Conscious, while driving, working and playing. The consequences of a careless moment can be permanent.

Diesel Foreman George N. McCausland has been a patient at the Eastern Maine General Hospital, recuperating from surgery on his back.

Machinist Beldon R. King is a medical patient at the Eastern Maine General Hospital.

We wish to extend our sympathy to the family of retired Engineer Colon J. Peasley, Sr., who died Nov. 27. Mr. Peasley retired several years ago after 41 years as an Engineer on the Maine Central.

He is the father of Road Foreman of Engines, Colon J. Peasley, Jr., and Fireman Leon F. Peasley of Waterville.

Messenger Lists**To Be Canvassed**

As we noted last month, the Maine Central Messenger has begun its fourth year of publication. As the months have gone by, it has become increasingly apparent that some copies are going astray, principally because we have not been informed of address changes.

In an effort to bring the mailing lists up to date, and to insure that copies of the Messenger reach your home or office promptly, we will conduct a mailing list canvass in January.

You will receive a return postcard, which we hope you will fill out and return before February 1. This will tell us two things: that you wish to continue to receive the Messenger; and your correct address. If no card is returned, we will remove the name from our lists.

James Hayes Dies On Retirement Day

Stricken at Brunswick while his train did local switching, James A. Hayes, 65, died at Portland hospital on Nov. 30—the day he was scheduled to retire.

With 47 years' Maine Central service, he was at the top of the roster in the Portland Division.

He was born in Sussex, N. B., Nov. 24, 1898, son of James T. and Katherine Mahoney Hayes.

He attended local schools and was graduated from Portland High School.

Mr. Hayes was an Army veteran of World War I, a member of the Harold T. Andrews Post American Legion; a member of the Maine Association of Railway Veterans; general chairman of the Brotherhood of Railway Trainmen for eight years. He had been a continuous member of the Brotherhood of Railway Trainmen for 40 years.

His wife, the former Florence Cook, died in 1961. He is survived by three sisters, Mrs. Roland P. Flaherty and Mrs. Clayton V. Sweeney, both of Portland, and Mrs. Reginald F. McNulty of South Portland; several nieces and nephews.

BRC Lodge Plans 13th Installation

The thirteenth annual installation banquet-dance of Maine Central General Office Lodge 374, Brotherhood Railway Clerks, will be held Saturday, January 18, 1964, at the Eastland Hotel at 6:30 P.M. Members will be entitled to a free ticket for themselves and one guest, and others will be asked to pay \$3.50 per ticket. Plans are in the making for a fine party, and further details will be announced.

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