



SCOUT AWARDS AT LEWISTON—John P. Scully, executive assistant, presents Savings Bonds to the three top students in the recently-completed railroading merit badge course sponsored by the Maine Central. The boys, from the left, are Scott Littlefield, Auburn, who received a \$100 bond; Paul Gosselin, Lewiston, a \$50 bond; and Perry Nye, Belgrade, a \$25 bond.

Auburn, Lewiston, Belgrade Scouts Win Bonds; 152 Get Merit Badges

Scouts from Auburn, Lewiston and Belgrade were presented U. S. Savings bonds at Lewiston May 6 as top students in a five-week railroading merit badge course conducted by the Maine Central Railroad.

The presentations were the highlight of a full-scale Boy Scout court of honor ceremony that ended the course at the Montello Junior High School. Honored for highest marks in a written examination were Scott Littlefield, son of Mrs. C. S. Littlefield, Jr., Auburn; Paul Gosselin, son of Mr. and Mrs. H. L. Gosselin, Lewiston; and Perry Nye, son of Mr. and Mrs. Dana H. Nye of Belgrade.

Littlefield received a \$100 bond, Gosselin a \$50 bond and Nye a \$25 bond.

Nine other Scouts were accorded honorable mention as the results of the exam. They included David Burton, Belgrade; Richard Darling, Auburn; Donald Furbish, Jr., Belgrade; Paul Galipeau, Lewiston; Bruce E. Goding, Auburn; Barton Kelsea, Auburn; Roger Rivard, Lewiston; Michael Soule, Lewiston; and Robert St. Amour, Lewiston.

John P. Scully Maine Central Railroad executive assistant,

represented the road's president, E. Spencer Miller, in making the presentations.

A total of 152 Abenaki District Boy Scouts received the railroading merit badge as graduates of the Maine Central course, held in Lewiston this spring for the first time. The same program has been held in Portland for the past two years.

Parents, Pine Tree Council and Abenaki District officials and community leaders were special guests at Wednesday's Court of Honor. Seated on the platform were Clinton S. Rose, Portland, Scout Executive, Pine Tree Council; Harold W. Dutch, chairman, Abenaki District; Albro C. Pratt, commissioner, Abenaki District; Harry L. Sampson, Jr., assistant commissioner, Abenaki District. From the Maine Central were Scully, who represented President Miller; Stephen D. Trafton, Auburn, a Maine Central director; Richard L. Achorn, general agent at Lewiston, who had assisted in the direction of the course; John

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Rumford Branch Being Moved To Serve New International Mill

A mile and a half of the Rumford Branch is being moved to make rail transportation available to brand-new International Paper and Allied Chemical mills at Jay.

When track work is completed, probably in June, the branch will swing away from its old path along the Androscoggin river as much as 2,500 feet, pass the International mill site on the south, and re-join the old river-bank route at a point about a half mile beyond it.

The new loop of Maine Central track will pass directly between the new International mill and a site being considered for a plant soon to be constructed by the Solvay Process Division of Allied Chemical.

Sidings and spurs will lead from the new main line to the IP wood storage yards, other raw materials receiving points and loading platforms. Similar tracks will enter the adjoining chemical plant for inbound raw materials, outbound chlorine and other products.

Begun in mid-April, the track work is about 50 per cent complete, with rail, ties and ballast extending about 4,500 feet along the edge of the busy construction site. Still ahead is a huge cut from which thousands of cubic yards of rock and earth will be removed before Maine Central track crews can complete the link-up of the new line with the old.

President Miller Endorses Railroad Bond Campaign

President E. Spencer Miller has joined leaders of major industrial firms throughout the nation in endorsing the 1964 "Share in America" campaign to increase the purchase of U. S. Savings Bonds through payroll savings.

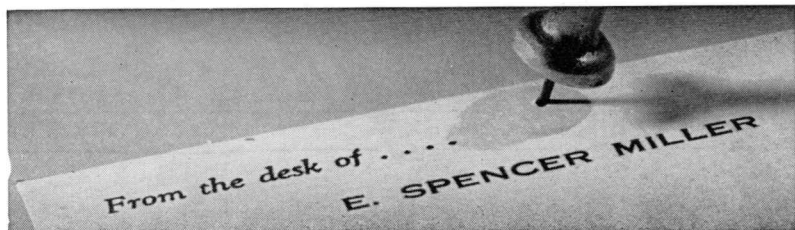
With his endorsement, President Miller set the dates of June 15-30 for the annual Maine Central-Portland Terminal Company bond drive, and named John F. Gerity, assistant comptroller, as its chairman. Mr. Miller urged all employees to participate in the 1964 campaign, pointing out that U. S. Savings Bonds are the world's most widely-held securities.

Last year the railroad industry

(Bonds—Page 8)



NEWEST STRETCH OF RAILROAD IN MAINE—This track is—or soon will be—the Rumford Branch of the Maine Central as it passes the site to be occupied by the new mill of the International Paper Company at Jay. This open area—about a mile long—has been cleared from the forest since mid-winter.



To my fellow employees:

Echoes of the Maine Central's annual report are still being heard, although the 1963 figures and our optimistic assessment of the future were in the hands of the stockholders, the press and the general public late in March. It has come as something of a shock to many people, apparently, that a New England railroad can face the future with anything but a guarded, if not actually disheartened and pessimistic point of view.



But Maine Central is not just "a railroad." It is a dynamic, progressive organization of men, women and machines, all dedicated to the support of our area's industrial economy. Recent developments indicate beyond question that this support has, in the past ten years, become more than ever before a vital factor in the continued improvement of Maine's industrial and business climate.

A decade ago, it would have been difficult for Maine Central to persuade an expanding Maine pulp and paper industry that it could provide adequate rates, equipment and service. This assurance was given, however, last summer, far in advance of decisions by International, Georgia-Pacific, Standard Packaging and others to expand in Maine.

No magic wand was waved to make the change, but little by little, the character of our Company moved in ten short years from that of a slightly down-at-the-heels operation to that of a modern, moving organization that knows how to do things and does them.

It has been a decade of great accomplishment. Losing services have been eliminated; useless facilities have been abandoned or put to profitable use; freight-producing firms have been located on our rails; and state tax reforms have been accorded us by the Legislature. Service adjustments have been made; rate concessions given; loading machinery provided and special unloading facilities installed; and most dramatic of all, over \$12 millions spent for new and special-use freight cars, track maintenance and snow removal equipment.

In addition to the foregoing we have an order, for fall delivery, for 200 rack cars of novel design and jumbo size for carrying pulpwood, and plans for 300 more 50-foot, 70-ton cushion underframe box cars for delivery in 1965 and 1966. The estimated cost of these future acquisitions is close to \$8 million.

Surveys of needs of some of our mills for cars to handle wood chips instead of whole wood from chipping plants to mills indicates an additional expenditure of \$600,000 in alterations and repairs to at least 200 of our older cars. If and when this program is completed our car fleet will be entirely modern and usable with no obsolete or "problem" box cars. Even this is not the end. In quick succession have come announcements by Allied Chemical and Diamond Alkali of new plants about to be built in the Livermore and Bangor areas. Our traffic potential and equipment demands arising from them are still unknown.

Because of the very magnitude of this program, continued economies and a tight operation will be essential to insure that we will be in a position to meet the increasing transportation requirements of an expanding Maine industrial economy.

E. Spencer Miller

Another Chance

Last year, by the close of the 1963 U. S. Savings Bond campaign, nearly half of all Maine Central employees had arranged to buy bonds through payroll deductions. The actual figure was 47 percent, 15 percent above the national railroad industry average. A good record, but one that certainly can be improved.

After all, when you buy U. S. Bonds, you're investing in the future of the Nation and yourself. Next month, you'll have another chance to get on the bond wagon. . . . don't miss it.

Not Enough Givers

As is the case with many a volunteer project, the General Offices blood bank is having difficulties because of too many "getters" and not enough givers. The result, according to a story elsewhere in this issue, is a six-pint limit on the per-patient benefit.

While this is ample for most illnesses, there will undoubtedly be times when a General Office employee or some member of his family will require much more. But at the present level of donations, the maximum limit must stand.

The answer . . . and the obvious solution to the blood bank's short supply . . . is more donors.

So if you can, help the bank with a blood donation.



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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H. N. Woodbury Dies In Portland

Horace N. Woodbury, former Maine Central comptroller who retired in 1955 after nearly 49 years of railroad service, died April 30 at his home, 61 Montrose avenue, Portland.

Born in Portland on Oct. 3, 1888, Mr. Woodbury joined the Maine Central in 1906, as a clerk in the accounting department. He was named bookkeeper in 1915, chief clerk in 1921, and general accountant in 1940. He served as comptroller from April 25, 1952 until his retirement in April, 1955.

Mr. Woodbury was a member of the Woodfords Club.

Survivors include his widow, the former Doris Lord; two sons, Harold M. of Orono and Dana L. of Westminister, Mass.; five grandchildren and one great-grandchild.

PTCo. 'Excellent' Says Fire Official

L. M. McGouldrick, chief, fire prevention bureau, City of South Portland Fire Department, reported in April that conditions on the property of the Portland Terminal Company in that city were "excellent."

"It is evident," he said, "that the people responsible for fire safety at Rigby are making a determined effort to keep fire hazards at a minimum.

"Those of us in this service,"

he said in a letter to MeC-PTCo. Safety Supervisor W. E. Maloy, "appreciate a job well done, and we hope you will pass on our appreciation to those responsible."

37 Pints Provided By G. O. Blood Bank

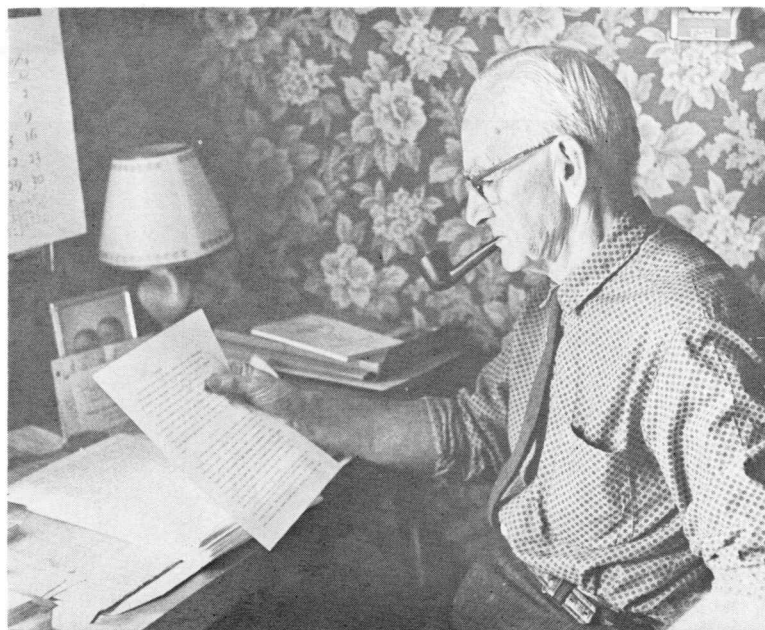
In the first four months of its existence, the Maine Central General Offices Blood Bank has provided 37 pints for general office employees and their immediate families.

Al Kennedy, a member of the blood bank committee, reported that due to a shortage of donors, it will be necessary to limit the blood bank's liability in the future to six pints of blood per person, per illness.

Any General Office employee, providing they can meet the physical qualifications, is eligible to donate blood. Kennedy said new donors will be welcomed, and asked employees who would like to donate to contact him as soon as possible.

AUXILIARY MEETS

Members of Evangeline Lodge 146, Ladies Auxiliary to Brotherhood of Railroad Trainmen, held a dinner meeting at Valle's Steak House, Brighton avenue, Portland, at 7 p. m., Tuesday, May 5.



WRITES RAILROAD MEMOIRS—Willis "Bill" Elliott, who retired in 1961 after a lifetime of railroading and many years as a traveling auditor, has written a book based on his experiences. He's shown checking a final draft at his Grand street home in Portland.

Bill Elliot Uses Retirement Time To Write Book on Railroad Career

A lot of retired Maine Central Railroad people could do it, but only one, so far as we've heard, actually has written a book based on his railroading experiences.

He's Willis L. "Bill" Elliott, a 56-year veteran of the Maine Central who retired in October, 1961.

The 244-page book, a lively account of his adventures as a traveling auditor, has kept Bill busy ever since. Now finished, and neatly typed by Bill's brother-in-law, Albion P. Smith of South Portland, the book is making the rounds of publishers, awaiting the happy day when one will read it, like it and decide to put it on the market.

"When I was working," Bill says, "I never had time for anything else." But for the past two years he has worked on the book at least a couple hours a day, and sometimes, when it was going well, labored from breakfast to bedtime.

Bill says he got good marks in English composition as a schoolboy, and served for a time as the editor of his school paper, but hasn't published anything since. He wrote thousands of letters and reports as a Maine Central traveling auditor, of course, but nothing of a literary nature except for animal stories for his son years ago.

In spite of his lack of experience as an author, Bill has turned out a highly readable document, one that should prove of great interest to his Maine Central contemporaries and to the growing numbers of people fascinated by the old days of Maine railroading.



ENGAGED—Carman and Mrs. Glendon Bumps of China are announcing the engagement of their daughter, Miss Esther Lane Bumps, to David M. Blake, son of Mrs. Verna Blake of Albion, and Daniel H. Blake of Augusta.

Miss Bumps attended schools in China and South China and is now employed at C. F. Hathaway and Co., Waterville.

Mr. Blake attended schools in Albion and graduated from Besse High School in 1962. He is employed by J. E. McCormick and Son, Waterville.

No date has been set for the wedding.



NEW CUT FOR RELOCATED BRANCH AT JAY—Men and machines are at work cutting away thousands of yards of rock and earth west of the site of the new International Paper Company mill at Jay for the re-located main line of the Rumford Branch.

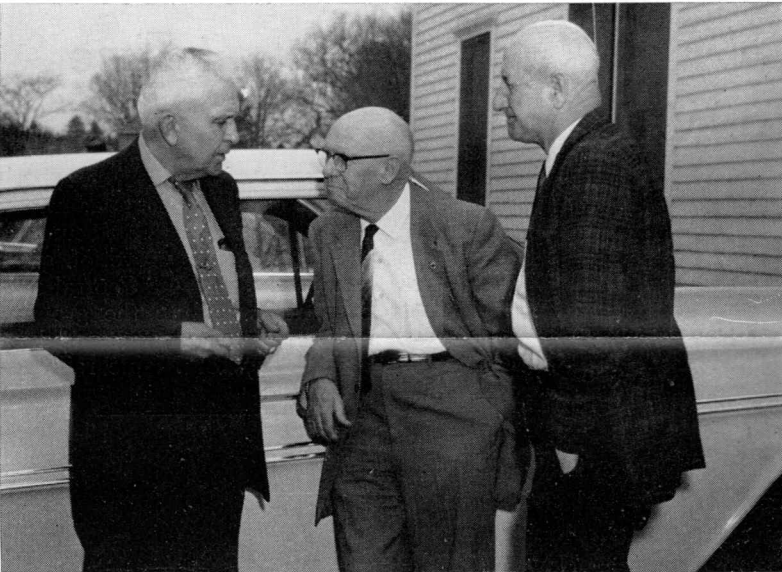
Railroad Veterans Meet At Fairfield...



W. E. Petrie, Portland, retired MeC Conductor; Retired Lewiston Baggage-master and Mrs. J. W. McLeod.



Retired MeC Trainman Henry Kelly and retired Yardmaster H. Adelbert Wright, Waterville, and Deziri Begin, retired MeC Clerk, Fairfield.



Retired B&M Yard Foreman George W. Thompson, Somerville, Mass.; Clarence Soper, Crew Dispatcher, Rigby; and William Coombs, retired MeC Signalman, Portland.



B&M agent and Mrs. R. W. Farley, Biddeford; Retired MeC Carman William Mingo, Waterville; and retired B&M Yard Clerk and Mrs. R. E. Macomber, Saco.



Retired MeC Car Cleaner Horatio Clark, South Portland, oldest member at 93.

More than 150 members of the Maine Association of Railroad Veterans turned out Sunday, April 26, for the annual meeting at Fairfield. It was, as always, the occasion for reunions between old friends who worked together in the old days, but who see each other infrequently now.

Recognized as the oldest members present were Horatio T. Clark of South Portland, 93; Adelbert Wright of Waterville and Herbert Fogg of South Portland, both 85.

A dinner was served, followed by an entertainment and business meeting.

Nearly every major community in Maine, as well as some in New Hampshire and Massachusetts, were represented.

William C. Mingo and Owen J. Thompson served as the Waterville committee for the affair, while Melville L. Davis, John J. Burke, Harold C. Clark and Bart P. Lyden organized things on the Portland end.

LBJ 6th President To Back Highway User Charges

With his recent call for reforming "our tangled transportation and transit policies" Lyndon B. Johnson became the sixth successive president of the United States to advocate user charges to help pay for publicly-provided transport facilities.

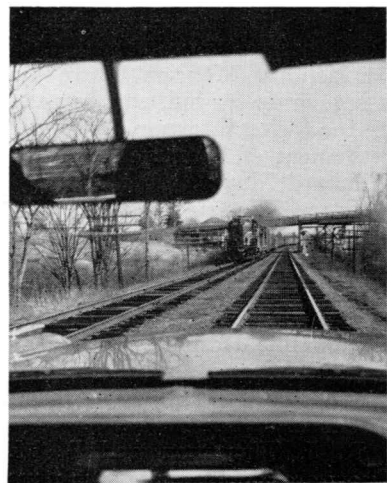
His four immediate predecessors also included similar recommendations in their budget messages to Congress, and Herbert Hoover, as chairman of the Commission on Organization of the Executive Branch in 1958, urged imposition of charges on users of inland waterways.

Illustrating the need for reform of transportation policy, Maj. Gen. I. Sewell Morris, Assistant Vice President of the A.A.R., told the Railroad Community Service Committee of Detroit that railroads are treated as the "older children" of the transportation industry who have been set aside while new forms of transport were "spoon-fed and pampered."

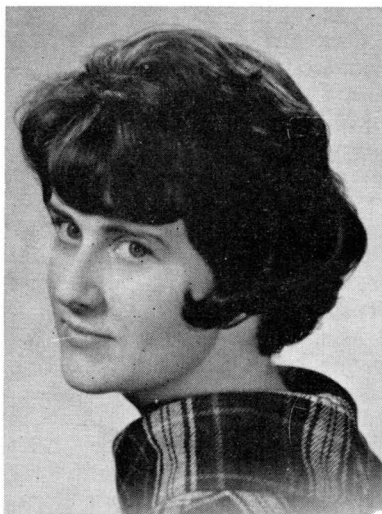
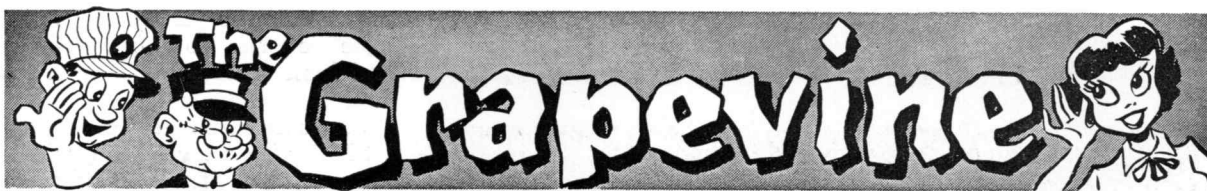
And though the "fledglings" have grown to adulthood, he said, "the bottle feeding of railroad competitors continues unabated."

"The net result of this paradox," Maj. Gen. Morris continued, "is that we have too much transportation."

Continued construction of superhighways, expansion of river and canal improvements at public expense, and continued outlays of public monies for jet-age facilities "combine to worsen already over-expanded transportation facilities," he added.



VIEW FROM THE 200—What at first glance might appear as a strange situation actually is what a front seat passenger in the Hy-Rail motor unit 200 sees as B-12 approaches at Yarmouth.



SPHS GRAD—Delma Dresser, daughter of Clerk John Dresser, Treasurer's Office, Portland, will graduate from South Portland High School next month. She has been accepted at both Bates and Maine.

GENERAL OFFICES

Paul Dennis, son of Lydia and Paul Landry, will graduate this June from Yarmouth high school and intends to enroll at the Great Lakes Training Station, U.S.N., in Illinois.

Rita and Roy Chaplin, twin children of Milt Chaplin in the A. D. office, will be graduated in June from Gray-New Gloucester high school.

John and Robert, sons of J. Michaels, Aud. Disbursements, were among the many graduates of the Caddy School held at the Portland Boys Club this winter.

Eddie Stewart and family spent the Patriot's Day weekend visiting relatives on Cape Cod, Mass. Ed gave that new station wagon of his a good workout on the turnpikes.

Another traveler over the 19th of April was Marion Stevens, who along with husband Harold, journeyed to Philadelphia, Pa., to visit their son and family.

Mert and John Neilson spent the April 19 weekend visiting their daughter, Kathy, at Keuka College in upper New York. They met Marion and Harold in one of the Howard Johnson restaurants on the Mass. Turnpike on the way going, and coming back met Eddie Stewart at a filling station. Small world.

Bill Manning is sporting a very classy new Mustang.

Molly Fehlau's daughter Judy, a member of the Deering high school band, recently took a trip

to Montreal with the band for a concert and parade in that city.

Grace Hoglund is planning a trip to the World's Fair late in May. She will visit her sister and nephew who live within walking distance of the Fair.

Fred Wilson is planning to attend the World's Fair in August, when he has to go to Washington on business and will take in the Fair on his return trip.

Harry Blackmore's son will graduate from Westbrook high school this June and intends to enroll at the Maine Maritime Academy in Castine.

Lennie Sanborn's son, Lennie, Jr., is a June graduate from Windham High School and plans to attend Gorham State Teacher's College.

Merle Ann Chapman, daughter of Al Chapman, A.D. office, was a recent contestant for title of Miss South Portland.

John Faibisy, son of Marion Faibisy, Engr. Dept. made the Dean's List at UMP, as did Nancy Libby, daughter of Ralph Libby, Frt. Traffic.

Helen and Willie Brownell were recent weekend guests of Helen's



TO WED IN OCTOBER—Engineer and Mrs. Christian Nielsen, 285 Allen avenue, Portland, are announcing the engagement of their daughter, Karen, to Bruce L. Macmaster, son of Mr. and Mrs. Everett Macmaster, Sr., Waumbek Road, Cape Elizabeth.

An October wedding is planned. Miss Nielsen is a graduate of Deering high school and is a Senior at the Central Maine General Hospital, School of Nursing, Lewiston.

Mr. Macmaster is a graduate of Cape Elizabeth high school and Wentworth Institute, Boston. He is employed by AVCO Research and Advanced Development Corporation, Wilmington, Mass.

sister, Phyllis Haley, at a Yacht Club dance in Boston.

Eight Waynflete students recently returned from Mt. Vernon, N. Y., where they portrayed Iran in an East Coast Model United Nations Conference. Among the eight girls was Debbie Clark, daughter of Vice President S. S. Clark. Mrs. Jackson, wife of Division Engineer Ray Jackson, is the Social Studies Instructor at Waynflete.

Charlie Jackson and his family spent a recent vacation in North Carolina visiting friends.

Mrs. Mary Ann Berry, assistant manager of the Railroad Workers Credit Union of Maine, visited the World's Fair May 1-6, with her mother and two daughters. Being a loyal railroad gal, Mary Ann traveled by train instead of driving her little car. Mrs. Arlene Fickett substituted for Mrs. Berry at this time in the Credit Union Office.

Roy Cote, freight traffic department, states he found a man's gold emblem ring near the general office building. If anyone is looking for his ring, he may contact Roy about it.

Congratulations are in order for Mr. and Mrs. Ansel N. Tupper, general superintendent, on the birth of their sixth child and fifth boy, Benjamin Thomas, on April 22. The Tuppers, we should add, now have a 9-passenger station wagon.

John Currier of freight traffic is recovering at home after being hospitalized for surgery.

Mrs. Shirley Wilson of the assistant treasurer's office was the lucky winner of a lovely raincoat from a local department store.

Among those on the sick list are Mrs. Marie Gerity, wife of the assistant comptroller, and Mrs. Katherine Budd, wife of the assistant treasurer.

Edward Paine, service representative of group insurance, has returned from a winter's stay in Florida looking hale and hearty with a good tan.

Mrs. Alice Allen of the comptroller's office has a real pretty new light silver-toned station wagon.

Miss Lena Hodge of the comptroller's office has returned home after a stay at Mercy Hospital.

Mrs. Dolores Stanley, who has been working in the Purchasing Department for Patricia Connary and later for Fred Peterson, who



WED AT WINDHAM HILL—Miss Jeanne Williams, daughter of Cashier and Mrs. Gordon G. Williams, Windham Center, and Dana K. Rogers, son of Mrs. Doris Webb, North Windham, were married in April at the Windham Hill church. Both are graduates of Windham high school, and the bride attended the Maine Medical Center school of X-ray technology. Rogers is now a student at the Maine Vocational Institute of Technology. They will live in Windham.

were early vacationists, is doing some special work in the group insurance office.

Ralph Jellerson, retired clerk in payroll deductions office, has returned from Florida and is keeping busy getting his house and garden ready for spring.

Harrison Elliott of the Revenue Office and his wife have returned from a Southern vacation. They went as far as Charleston, So. Carolina, stopping in Washington to see the cherry blossoms and spending some time at Williamsburg, Va.

Pat Scanlon and his wife enjoyed a spring vacation visiting relatives in Rochelle Park, New Jersey.

RIGBY

Spring is here at last, and the "Isaac Waltons'" located on the various properties included in Rigby, are getting the fishing season off to a fine start.

Former Carman Howard Thurlow visited his friends at the Car Shop, and is looking forward to some fishing, as well as Merle Cook and "Bob" Mulherne, both

carmen. Machinist Ernest MacVane generally also gets his share of fun and sore feet traveling the streams.

Machinist Edwin Temm jammed a finger recently, but lost no time, so the Accident Board reads 59 days as of May 1.

Albert M. McCann, Cheverus high school freshman and son of welder Albert J. McCann, is making quite a name for himself on the track team especially in the distance running. His best performance is shown in the 600 yard, and two mile events, in which he won a trophy. He entered the Westbrook Road race and placed well up among the leaders, April 19.

Carman "Bob" Mulherne is breaking in as assistant relief crane operator under the tutelage of Operator Donald Perkins. The Crane now has a new name: "Bob and I."

Former Boiler-maker Clair Libby, retired, wishes to be remembered to his friends at the engine house.

Three deaths occurred within a week recently in Carman Ray-

mond Palmer's family. All were close relatives to Mrs. Palmer and himself. His friends wish to send their condolences.

Stores Department Clerk Everett Haley has returned to his desk after an all winter lay-off due to illness.

Carman Elmer Amsden has returned to work after his vacation. Other men who are on their vacations as of this date. Gary Downs, Robert O'Brien, Lyle Dorr, Emile Casey, John Phee, Percy Thompson, Peter Griffin, and Raymond Holmes.

An overhead garage door has been installed on the engine house stores shed.

Mrs. Fred Lombard, wife of engine house Foreman Frederick Lombard, is serving on the entertainment committee of the women's group of the First Parish church of Portland.

Former Machinist Clyde Burnham recently visited the shop, and looks in the pink of condition.

Machinist Kenneth Gillis who returned recently from a sick leave is taking a week of his vacation.

Retired Machinist Helper Fred B. Bustin has purchased a new Plymouth.

The last of the "dead man" controls have been installed on all of the switching engines, and the shop hoist is back in service again.

Machinist Laurence Lanciault has opened his cottage for the summer and will travel to and from his work at the engine house.

A welding seminar was held recently at the Maine Vocational Technical Institute, Fort Preble. Several of our men attended,



WESTBROOK SOLOIST — Cynthia Caiazza, grand-daughter of Al Wetmore, retired welder, Rigby, appeared as a clarinet soloist in the recent "Americana" program presented by the Westbrook Junior High School band and other student groups.

accompanied by General Foreman Gordon Sears. Many new devices and methods are being used.

Engine Dispatcher Arthur Mills is performing his good deed, in the interesting work he is doing with the Boy Scout troop in his neighborhood.

The Roger Williams recital at the City Hall was attended by several of the railroad men and their wives, from the Rigby properties.

Further evidence of the "Spring" season is the interest shown by several of our younger men in the various Little League baseball clubs in which their sons participate.

Arlene Stevenson, daughter of Engineman, and Mrs. Edward Stevenson, was married to Roland L. Swim on April 25.

Former Carman Almon Dunham is progressing very well on the road to recovery.

Electrician "Bert" Wetmore, and Machinist "Ernie" MacVane, have purchased beagle hounds, brothers of the same litter of puppies, which they plan to train for rabbit hunting later on.

Machinist Lucien Carignan informs me that his father, former Hostler Archie Carignan, is still hale and hearty, at the age of 81 years, and plans to open up his camps at Rangeley soon. Although Archie has a driver's license, he has "Lou" go along for company.

Al and Mrs. Wetmore, and Mrs. Helena Nelson, of Scarborough motored to Lowell, Mass., recently to spend the day with Mrs. Isabel Heyward, formerly of Scarborough.

Chief Clerk Leo Belfontaine while on his vacation visited Former Engineman Ray, and Mrs. Forbus, at their winter home in Venice, Florida. Ray expects to be at his cottage on Brandy Pond before very long.

Machinist Maurice Weeks job has gone up for bid, and he went on the Swing Foreman job on the retirement of Foreman Frederick Lombard May 5.

George Ferris is convalescing after a stay at Maine Medical Center.

Messenger Paul Ward has returned home after a stay at the Osteopathic Hospital.

C. D. Soper has bid off the crew dispatcher's position formerly held by Pat Tracy.

R. J. Thompson and P. M. Snow are among those who have bid off jobs.

C. E. Queen has returned to work after a ten-day vacation.

J. M. Weingaertner, third trick operator, tower 2, while on his

annual vacation, had his position covered by E. H. Garland.

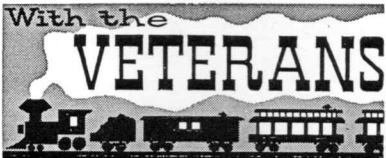
S. O. Chandler, swing man at tower X has been on a trek to St. Louis.

D. B. Berry, yard clerk at Rigby, has started his vacation.

George Purdy, janitor at Rigby, has been in Canada for a week.

W. D. Graham, spare operator, is covering first trick at Rigby yard office while George Ferris is on sick list.

Sympathy is extended to Clerk G. E. Goodwin on the death of his wife.



Sympathy is extended to the Family of Joseph Sanborn who died April 6. He was foreman with the signal crew.

Retired Portland Terminal Company Conductor George Pyror of South Portland, recently was awarded a twenty-year service button by the Brotherhood of Railroad Trainmen.

Conductor Norman Massengale recently was a patient at Mercy Hospital for medical observation. He's now at home and feeling O.K.

Conductor and Mrs. "Kenney" Nutting spent their vacation at Braderton, Fla.

TRAIN CREWS

Sympathy is extended to Trainman Gerald Carr on the death of his brother.

Sympathy is extended to Clerk

George Goodwin on the recent death of his wife.

Sympathy is extended to brakemen Hans, Elden, Walter and William Hansen on the recent death of their father.

The following retired Maine Central employees attended the recent banquet held by the Brotherhood of Railroad Trainmen at Carolyn's, Cape Elizabeth: Harold Card, Harry Jewell, Bill Monahan, Herb Fogg, Norman Burns, Forest Manter, Joe Poirier, George Larsen, Ernest Biladeau, Cliff Quigley, Ed Clark, Jim Kelley, Frank McNally, Walter Driscoll, Phil Nelson, George Marston and Leonard King.

BRUNSWICK

Purses of money were presented recently to retired Signal Foreman Thomas Olsen and retired Signal man John Caldwell along with a message from their fellow workers and friends "With best wishes in your retirement."

Here's a note we received shortly afterward:

I would like to express through the Messenger my appreciation for the check I received since my retirement from railroad service.

My sincere thanks to all who contributed. I shall always cherish the memory of the many pleasant contacts made during my 46 years of railroad service.

Sincerely,

Thomas A. Olsen

Carman W. D. Otis has been on a week's vacation. He was re-

lieved by R. Cary from Rigby. Understand Bill spent of his time painting his house.

Chick Coulmbre, machine operator, has just returned from a vacation trip to Indiana.

Second trick Clerk-Telegrapher Nelson Soule and family have returned from a weeks vacation in Florida where they visited with Mr. Soule and family have returned from a weeks vacation in Florida where they visited with Mr. Soule's father, retired Agent Les Soule. They spent a day at the World's Fair in New York and Wilson says: "You wouldn't believe it."

If all goes well, the elderly but still trim Friendship sloop "Venture," skippered by General Agent Bob Thing, will be overboard May 30.

Track supervision has a new Chevrolet with all the extras including a hula girl.

AUGUSTA

Spare crew cook Andrew Kirkwood wishes to thank everyone for the many acts of kindness, cards and letters received during his recent bereavement.

Carpenter foreman Carl Foss and crew recently worked at Augusta and vicinity doing many repairs around the freight house.

Telegrapher Philip Tracy has returned after being off sick for several weeks and is holding relief position at Waterville, Me.

Marshall Pratt, conductor, Augusta switcher, is back after being off sick for several months.

Recent callers at the office were auditors Mr. Miller, Mr. Woodbury, and C. P. Representative Walter Campbell.

Telegrapher Elwood Sampson is back after spending the winter in Orono covering a temporary position.

Stenographer S. O. Comeau, freight handlers, Wilbrod Audet, and Anthony Diabiaggio were recently furloughed.

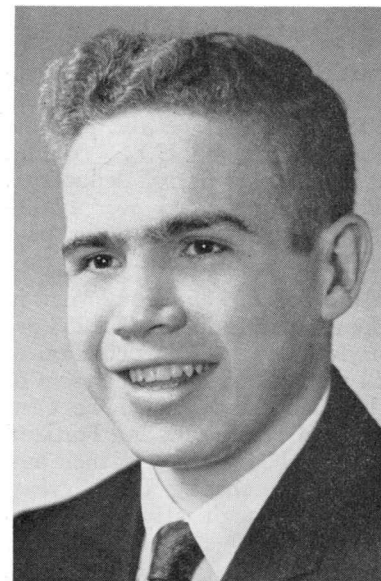
WATERVILLE SHOPS

The annual boat, motor and fishing fever has developed hereabouts, but as of now we haven't heard of any outstanding catches.

Carman Earl Burgess has returned to work after being ill since Christmas.

Supt. G. P. Silva attended the recent Railroad Club meeting in Boston.

A rash of new cars is seen in the parking lot in recent days and the proud owners are Foreman Chick Pooler, a Chevy; Foreman Dick Delano, a Plymouth; Car-



BOYS STATE DELEGATE—Lawrence Adams, son of Waterville Shop Electrician and Mrs. Albert Adams of China, has been chosen as a representative to the American Legion Dirigo Boys State to be held at the University of Maine in June. The Coburn Classical Institute Junior was selected by the Washburn-Brannard Legion Post 195.

A college course student, Lawrence has been an Honor Roll student for three years at Coburn, has served as a class officer, and holds membership in several school clubs. Recipient of national awards in Latin, he is possessor of the Debating Society Championship Trophy, won his Sophomore year, and is a finalist again to retain his title in a May 13 debate.

Known as one of the better catchers in the Central Maine area, "Larry" has captained his baseball team and has played varsity soccer, basketball and baseball at Coburn. Intending to continue his education in communication arts, he desires to become a sportscaster and sports writer.

man Ralph Roberts, a Pontiac Grand Prix; Upholsterer Leo Baker, a Chevy; Mill man Dick Sturtevant, a Tempest V-8; Laborer Algie Small, a Ford Fairlane.

If present plans materialize Asst. Supt. Alden Finnimore and family will take in the World's Fair this summer.

Machinist George Beesley has returned after illness.

A cops and robbers spectacular recently was enacted in Fairfield, and Carman Ervin Emery was one of the "Good Guys." Seems the Legion Post had been burglarized several times, and Emery and another member acted as stake-outs in the wee hours of a Sunday morning. Their vigilance was rewarded as they apprehended two juveniles who admitted stealing more than \$180 over a period.

Boilermaker Laurence Cote and Laborer Harry McCaslin were recently involved in separate automobile crack-ups causing damage to their cars.



HONORED BY TRAINMEN—The Brotherhood of Railroad Trainmen honored these members for long service in April. Left to right, William J. Monahan, 50 years; Harry F. Jewell, 60 years; Paul J. McNamara of Cleveland, vice president of the Grand Lodge, who made the presentations; and Henry J. Smith, 60 years. Unable to be present but also honored were Edward A. Hammond of Dover, N. H., 55 years; and Rufus C. Burns, South Portland, 45 years.

Bonds—from page 1)

participated with 27 other American industries in the first national effort to encourage and promote the purchase of U. S. Savings Bonds through payroll deductions. The results showed over 1,000,000 new subscribers to the payroll deduction plan.

Of the 694,350 employees in the railroad industry, 222,258 are payroll savers—a participation of 32 per cent. At the conclusion of the 1963 campaign, Maine Central had 47 per cent and Portland Terminal 34 per cent of their employees purchasing U.S. Savings Bonds through payroll deductions.

Again this year the Treasury Department has solicited the aid of American industries to back the 1964 "Share in America" Campaign. President Miller subscribed to the following "Share in America" Certificate issued by the U. S. Industrial Payroll Savings Committee:

"That the strength and continued prosperity of the United States and of our cherished free enterprise system depend upon the degree of interest and participation of all our citizens, both corporate and individual, in the maintenance of our institutions and in the efforts to achieve an effective solution of our national problems;

"That the widespread public ownership of the national debt through purchases of United States Savings Bonds is essential to the sound management of our government's finances and to

the stability of our currency;

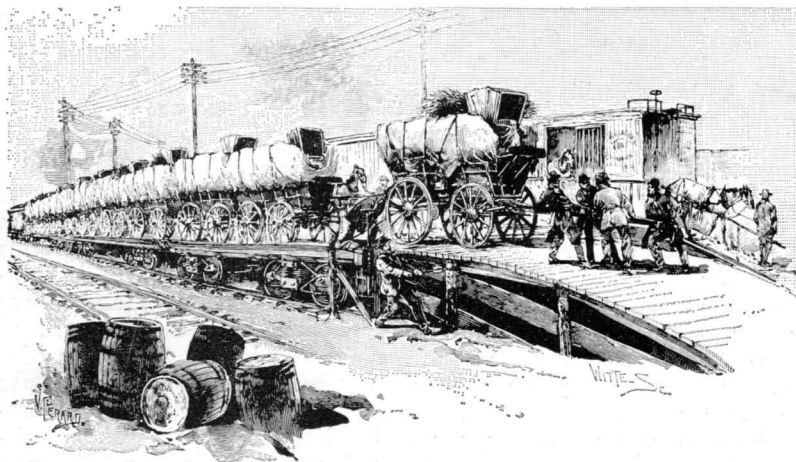
"That systematic Payroll Savings in United States Savings Bonds has proved to be a most convenient and highly effective way in which the individual employee can invest not only in a better future for himself and his family but also in the future welfare and defense of his country;

"That this voluntary exercise of thrift helps secure the individual—as well as commerce, industry, and the nation — against adversity, and earns the participant a greater share in the abundance of America;

"Therefore we, who are among the stewards of free American enterprise, urge all employers and employees to join with us in cooperating with the government for our mutual good by providing leadership for the purchase of United States Savings Bonds through the systematic Payroll Savings Plan, promoting thereby the opportunity for all to enjoy a larger share in a greater tomorrow."

Provencher Cited

James W. Provencher, a senior at Portland High School and son of assistant to the auditor disbursements and Mrs. Walter J. Provencher, is one of 72 Maine high school seniors to be honored by the Maine Teachers' Association for outstanding performances in College entrance examinations.



HERE'S HOW IT STARTED—There's nothing new under the sun, as someone said, and there's nothing new about rail piggyback service, now growing by leaps and bounds. This is a drawing of the very first piggyback train, operated by the Long Island Rail Road in the late 1800's to transport farmers' truck wagons to market in New York City. The horses also rode along in special cars, and drivers rode free in a coach.



JULIA HONORED—Mrs. Julia Roper, who retired last month after 45 years of Maine Central service, was presented a purse contributed by employees from all over the Maine Central system in April at Rockland by Chief Engineer Charles D. Prentice. Julia was supervisor of telephone operators in the General Offices, Portland.

Scouts—from page 1)

Michaels, auditor disbursements, Portland; and Joseph H. Cobb, director of public relations, who served as master of ceremonies.

Indian dances by an Order of the Arrow team coached by Lawrence Mennealy of Lewiston and a Boy Scout candle lighting ceremony opened the court of honor program.

Thomas E. McMulkin, supervisor mail traffic, Portland, May 1.

Kenneth E. Sampson, conductor, Portland, May 1.

John E. Snell, payroll clerk, Portland, May 7.

Elmer E. Tyler, locomotive engineer, Portland, March 30.

RETIREMENTS

Joseph A. F. Bouchard, laborer, Brunswick, April 1.

Frank W. Burke, signal maintainer, Mattawamkeag, April 8.

Timothy F. Dwyer, baggage master, Bangor, April 7.

Sterling A. Fisher, conductor, Portland, April 30.

Harold R. Keniston, ticket seller, Portland, April 30.

Frederick E. Lombard, foreman, Portland, May 5.

DEATHS

Patrick J. Flynn, Jr., freight clerk, Portland, April 18.

Arthur W. Guptill, trackman, Portland, April 10.

Wesley A. Lancaster, crossing tender, Lewiston, April 9.

Joseph J. Sanborn, Sr., signalman, Portland, April 6.

Fay H. Washburn, trackman, Lincoln Center, April 1.

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