

INSPECT NEW CHIP CAR—Industry officials were on hand in Waterville late in May to inspect the first of 42 high capacity chip cars to be built there this summer for service beginning September 1. Left to right, on the Shops transfer table, are Robert M. True, S. D. Warren Co.; Thomas H. Lohman, Scott Paper Co.; Arthur F. Stedman, Scott Paper Co.; Paul Roberts, Scott Paper Co.; Robert F. Turner, Standard Packaging Corp.; Robert Kerschner, Androscoggin Corp.; and Herman E. Buchheim, sales manager, Maine Central.

Switch to Chips

Buchheim Cites Railroad's Role In 'Revolution'

The "chip revolution" in the pulp and paper industry and the role played by rail transportation in its progress were outlined at North Conway, N. H., May 21 by an official of the Maine Central.

Herman E. Buchheim, sales manager, addressed members of

the Northeastern Technical Committee of the American Pulpwood Association at the Eastern Slopes Inn.

Buchheim cited several large Maine paper-making firms, all of which have converted at least a part of their operation to the use of chips purchased elsewhere, and one Maine mill that within a few months will be operating exclusively with outside woodchips.

"This large mill," Buchheim said, "will eliminate its wood yard completely, converting to an all-chip operation, taking chips seven days a week from railroad cars converging from many areas

Governor Praises Maine Railroads For Investment to Serve Industry

Governor John H. Reed cited Maine's railroads for "making tremendous investments in new equipment to better serve Maine industry" and complimented them for efforts to solve the grain rate problem in a speech before members of the New England Shippers' Advisory Board in May at Portland.

and lofting them directly into the manufacturing system.

The railroad speaker traced the large-scale development of the "chip revolution" in Maine from the cooperation, several years ago, between the Oxford Paper Company, the Androscoggin Corporation and the Maine Central. The result, Buchheim said, has been a steady flow of wood chips in large volume, with hitherto wasted wood from Maine sawmills as the raw material.

Buchheim said Maine Central's part of the development was the design and construction of 32 jumbo hopper cars for the transportation of chips, and a similar number of special flatcars for carrying slabs and edgings from sawmills of northern and eastern Maine to the Androscoggin Corp. chip plant at Oakland.

(Chips—Page 8)

The Governor referred to Maine Central's newspaper advertisement that indicated an expenditure of more than \$8 millions in the past three years for new freight-carrying cars. "This is positive proof," he said, "that our rail lines are keeping pace with the expanded economic activity which our industry is experiencing."

Reed cited the action of the 100th Maine Legislature in providing a measure of state tax reform for the railroads. "This has assisted them," he said, "in carrying out this development, and is a tangible example of government working cooperatively with private enterprise to help our state grow."

(Governor—Page 4)

President Miller Urges Increase In MeC-PT Savings Bond Purchases

On the eve of the 1964 "Share in America" campaign to increase purchases of U.S. Savings Bonds through payroll savings, Maine Central President E. Spencer Miller issued the following statement:

To My Fellow Employees:

Last month the Messenger carried the story that major industries throughout the country are conducting a nationwide campaign to encourage more citizens to purchase U.S. Savings Bonds regularly through the Payroll Savings Plan.

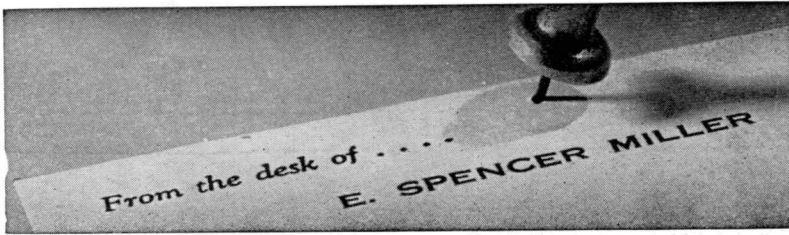
A year ago a similar Campaign brought satisfactory results on these properties with employee participation at 47 per cent on Maine Central Railroad Company and 34 per cent on Portland Terminal Company. The aim of the Campaign this year, to be conducted June 15-30, 1964, is to increase substantially the number of employees who now participate in the Plan and to ask those already enrolled in the Plan to review their present bond purchases and, if they desire, to increase the amount of their Bond subscription.

(Bonds—Page 8)



AT SHIPPERS' EVENT—Prominent at the 25th Annual Perfect Shipping dinner of the New England Shipper's Advisory Board at Portland in May were, seated, left to right, R. L. Travis, traffic manager, S. D. Warren; Governor John H. Reed; Murdoch Walker, traffic manager, Oxford Paper Co.; Kenneth C. Fraser, general traffic manager, Raytheon Co., Lexington, Mass. Standing, W. Jerome Strout, president, Bangor and Aroostook Railroad Co.; J. P. Hiltz, Jr., president, Delaware and Hudson Railroad Corp.; Frank R. Keenan, traffic manager, Great Northern Paper Co.; C. A. Naffziger, Chicago, director, freight loss and Damage Section, AAR; and Sumner S. Clark, vice president, Maine Central.

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To my fellow employees:

We of the Maine Central can be quite proud of things that have been said about us as the result of public discussion of freight rates on grain destined to Maine's poultry and dairy industries.

Governor Reed, in an address to the New England Shippers Advisory Board at a dinner in Portland said:



"The Maine Poultry Industry returns the largest cash agricultural income to our state. At the present time our poultry, dairy and beef industries are faced with a very serious problem in the matter of grain freight rates. The inequity on rates with other competing regions is so severe and so serious that I have organized an industry committee to investigate methods by which we can obtain reasonable adjustments which will allow our producers to

compete. I know that our Maine railroads are behind us 100 per cent in this matter and are to be complimented for the assistance they have given us thus far."

Frank C. Lipman of Augusta, President of the Lipman Poultry Company and chairman of the committee appointed by Governor Reed, signed the following resolution which was passed unanimously at the first meeting of the committee.

"We thank the Maine Central Railroad for all they have done to keep us in a competitive position, and hope they will continue working for the benefit of the State of Maine as they have up to this point."

These two statements followed an attempt by some individuals—for their own selfish and political interests—to blame the Maine Central for failure to gain lower freight rates. It was publicly stated that failure to lower rates had resulted in announcement by one of the smaller poultry operators that he was closing his operations in Maine. A political office seeker attempted to arouse the public by an attack on the railroads for "failure" to lower the rates and help Maine's industries.

Neither of the efforts convinced many people. On the contrary, the untrue charges only helped to gain us the praise mentioned above and to discredit and "write off" such eager, ignorant and would-be opportunistic politicians. I think it will be interesting to many men and women in the Maine Central family to learn that for over six years Maine Central—through its traffic, legal and executive departments—has been fighting to gain lower freight rates for Maine's poultry and dairy industries. Carrying feed for these industries provides about 7% of total freight revenues. Naturally these industries are particularly important to the Maine Central.

Back in July of 1958 Maine Central, on its own initiative and because of its awareness of the importance of Maine's poultry industry to our economy sought permission to reduce rates on bulk corn from Western points by \$3 a ton. Protests came from the Buffalo Corn Exchange, the Indianapolis Board of Trade, the Maryland Port Authority and others whose interests are tied with the so-called "Delmarva" region which provides the most intensive competition with Maine's industry, and presently enjoys a freight rate advantage over Maine.

All sorts of legal delaying tactics were used, forcing Maine Central management to have Maine Central personnel, at Maine Central expense, appear in courts, before the ICC and elsewhere to achieve the necessary reduction. After over six years of battling, and when it became evident that legal blocks which could still be thrown in the path of the proposed rate changes could drag out the controversy for more years, our railroad withdrew its application. We immediately substituted another asking for a reduction up to \$2.50 per ton on bulk shipments of not less than 500 tons, to apply from western origins to Portland and Augusta. This was finally granted and became effective January 31, 1964. The first shipment at the reduced rate left the west April 14 destined to Augusta. Rumor (completely

false) was spread that the reduction in the rate had been cancelled. The fact is that the reduction is still in effect.

It may not be generally understood that Maine Central's task in this field is enormous. First the mileage from grain producing points to "Delmarva" is considerably less than to Maine. Secondly, Maine seeks to be in a huge rate group of parity extending from Boston to Bangor despite a great mileage spread between the two points. Governor Reed, Maine grain dealers and responsible and interested parties, know these facts and that Maine Central will accomplish an Herculean task in getting parity or near parity for its receivers who are at a great distance disadvantage. Political aspirants who blame either the railroad or our state government stamp themselves with irresponsibility. In suggesting litigation to demand identical rail charges for longer hauls, they seek to fasten disaster upon the Maine poultry industry. The desired result can only be obtained by railroad cooperation.

Cliff Merrow, our traffic manager, is a member of Governor Reed's committee which has already enlisted the aid of the New England Governors in pressing for a permanent reduction which will enable Maine's industries to compete on a fair basis with the competitors in the Delmarva region.

Our railroad led the fight—in fact we started it—for the dairy and poultry operators in Maine and we have no intention of curtailing our efforts—we intend to augment them. I am personally dealing with chief executives of other powerful roads, and in their cooperation through Maine Central good offices lies the only hope of real success.

E. Spencer Miller

Every 24 Hours

Ever wonder about the magnitude of railroad operations? Here are some of the things the railroads do every 24 hours:

Pay nearly \$13 million in wages.

Pay about \$2.4 million in taxes.

Spend around \$6.7 million for equipment and supplies.

Move more than 22 million pounds of mail, or more than 75 per cent of all the nation's domestic mail.

Move 1.7 billion ton-miles of freight or about 9 tons a distance of one mile for every man, woman and child in the United States.



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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E. L. Kennedy	Sports Editor



Jerman

D.L. Jerman Joins Engineering Dept.

Daniel L. Jerman, 41, of Pittsburgh, Pa., has been appointed Assistant to the Chief Engineer of the Maine Central.

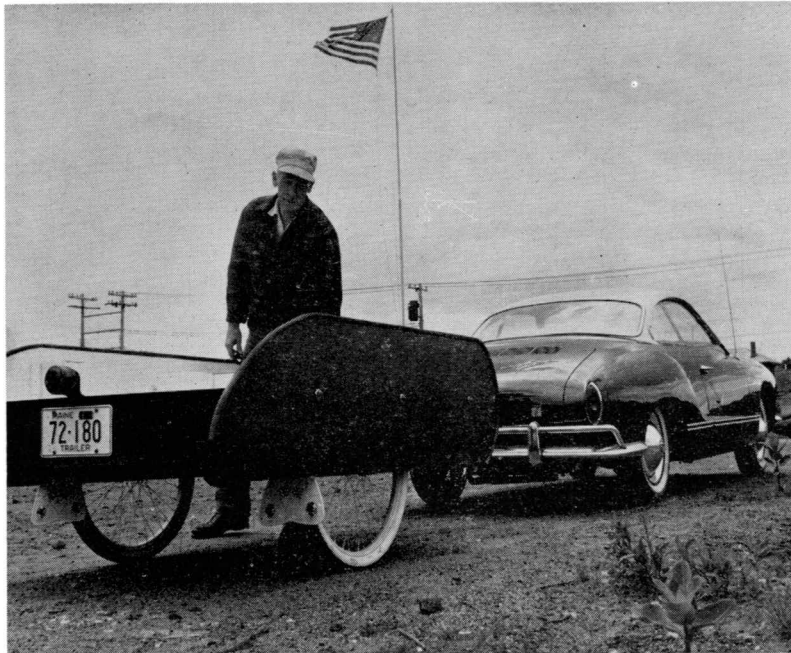
A former Chief Engineer of the Pittsburgh and West Virginia Railroad, and more recently an official of a Pittsburgh construction firm, Jerman already has assumed his new duties.

Born in Pittsburgh, Jerman attended local schools and was granted a civil engineering degree by Lehigh University, Bethlehem, Pa., in 1948 after World War II Navy service. He was first employed as an engineer by the Pittsburgh Des Moines Steel Co., then as a structural engineer by the Bechtel Corporation, San Francisco, Calif., before joining the Pittsburgh and West Virginia Railroad in 1954 as Assistant Chief Engineer.

Jerman became Chief Engineer of the P and WV two years later, leaving in 1960 to become a partner in Devmar, Inc., a firm specializing in bulk excavation and light construction.

He is a member of the American Society of Civil Engineers, the Wood Preservers' Council, and the National Society of Professional Engineers.

Mr. and Mrs. Jerman and their three children will reside in the Greater Portland area.



BUILDS COMPACT TRAILER—Ed Whalen, Rigby Stores department worker, is shown with his new trailer, carefully designed to look and work well with his compact car.

Ed's Car, Trailer Go Well Together

Ed Whalen's car is sharp and compact, the combination of German mechanical genius and Italian style. His trailer is equally sharp and compact, but the credit goes only to Ed Whalen of South Portland, Maine.

The Rigby Stores Department worker designed and built the trailer this winter to use in a variety of ways, but principally for hauling his camping gear on trips this summer.

Biggest problem, says Ed, was to produce a trailer that would do the job, and at the same time appear to be a close relative of the little car that pulls it. Using plywood, cut in careful, fast-back curves, and painting the whole unit to match the car, Ed came up with the answer. A light axle, springs and balloon-tired bicycle wheels constitute the running gear, and provide a capacity of about 500 pounds. This is more than enough, Ed says, for the job it's required to do.

And best of all—from the point of view of people who like things to look right—as well as to work—the little car and trailer go well together.

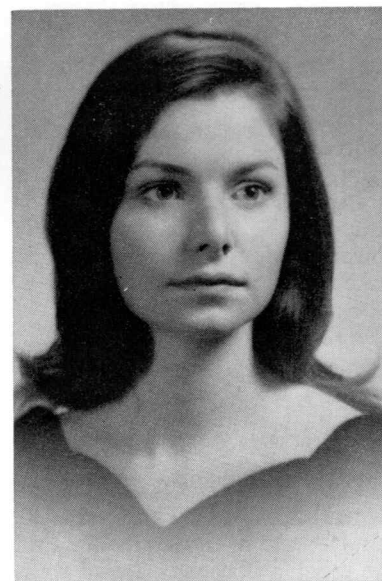
bursements Walter Provencher, was honored as top male athlete at Portland High School. He received a watch as the 1964 nominee in a program established by the late Frank Preti, Portland High and University of Maine track luminary, and widely-known Portland attorney.

Bob Blackmore, son of Harry Blackmore, Engineering Department, Portland, was named outstanding senior in football at Westbrook High School.

THE Feminine SIDE



Mrs. Reta D. Rumrill, shown in her work-a-day situation as stenographer in the Law Department, Portland, was named Alumna of the Year in recent ceremonies at Westbrook Junior College, Portland. The award, presented as a highlight of WJC's Alumnae Weekend by Mrs. Richard Jackman, president of the Alumnae Association, was in recognition of Mrs. Rumrill's efforts for the association and for the College itself. Mrs. Rumrill is a member of the WJC class of 1944.



TO WED JUNE 27—President and Mrs. E. Spencer Miller, Portland, are announcing the engagement of their daughter, Anne Gaylor Miller, above, to Christopher Temple Emmet, son of Mrs. Ellen T. Turner of Portland. The wedding will take place June 27.

Miss Miller attended Waynflete in Portland, and was graduated this month from the House in the Pines, Norton, Mass.

Mr. Emmet is a cum laude graduate of Mount Hermon School, Mount Hermon, Mass., and will be a senior at Bowdoin College this fall.

Two Railroad Sons Win Sports Honors

Two sons of Portland railroaders have won athletic honors at their respective high schools.

Four letterman Jim Provencher, son of assistant auditor dis-



LUNCH-HOUR RUG—Elwood Sampson, operator at Augusta, braids wool for rugs during his lunch break, and this fine rug, being given the critical feminine appraisal by Clerk Athie Bryant, is one of several completed products that have resulted.

Augusta Operator Expert Rug Braider

Operator Elwood Sampson, Augusta, has discovered a way to make TV watching produce more than eyestrain . . . he braids rugs as the shows go on.

And usually, when the material is available, and when the spirit moves, he braids rugs during his lunch hour in his office.

The results, so far, are two 7 x 9's and a half dozen smaller rugs, all of which are in use at his Dexter home.

It all started, he says, about five years ago when his wife, Freda, taught him the tricky technique of braiding the multi-colored wool trips. He's braided miles of them since then, but mostly in winter when he's not distracted by the demands of his flower garden or his cottage at Lake Wassookeag.

"Who knows," Flynn asked his listeners, "the full extent of humanity's loss from the untimely deaths of America's fallen warriors? No one knows, of course, but their monument—the truth that we other Americans are still living in a free society—stands as a beacon of hope for all others of this earth who are not similarly endowed."

The other Maine Central Memorial Day speaker was Lt. Col. Walter J. Provencher, commander of the 1st Battalion, 20th Armor, Maine National Guard, and assistant auditor, disbursements, Portland.

"The greatest deterrent to world Communism," Col. Provencher told a Falmouth audience, "is the strength of our Nation and our demonstrated willingness to use it when necessary."



By AL KENNEDY

The Willowdale Golf League is now into its third week. Team "C" with Leo Gain, Geo. Phillips, Ray Williams, Horace Budd, I. Kelley, Tom Hayes, Geo. Stanley and Dick Luce is in first place with 23.5 points.

Close behind the leaders is Team "D" with 22.5 points. Team "A" with 22.0 points is tied with Team "B". The League meets every Wednesday night.

When 32 hackers tee off, the golf balls are flying in all directions and some have found that golf balls do not float.

Flynn, Provencher Memorial Speakers

Two members of the Maine Central-Portland Terminal Co. family—one a city councilor and the other a National Guard commander—delivered inspirational talks to highlight Memorial Day observances in South Portland and Falmouth.

Hugh F. Flynn, Rigby Storekeeper, now temporary systems analyst in the Data Processing department, Portland, addressed a large Memorial Day crowd in South Portland, where he is serving his sixth year as a member of the City Council.

Eric Smith, Foreign Correspondent, Files Report on Flight to Iceland

Eric P. Smith, chief statistician, Portland, is on a vacation trip to Iceland, traveling with a group of Greater Portlanders representing the Maine Natural History Society. Fully accredited as the Maine Central Messenger's first and only foreign correspondent, Eric wrote his first report aboard a jet transport over the Atlantic, and mailed it from Keflavik soon after his arrival in Iceland. Here are excerpts:

"Came the magic hour (at Idlewild, New York) when after being photographed we boarded Pan American flight 76, departing at 10:15 p.m. for Keflavik, Glasgow and Berlin. Gorgeous Pan-Am stewardesses politely showed us to our seats, demonstrated safety equipment and served us a delicious snack. Our DC-8 was towed to a runway, the engines started, and after a brief welcome from the Captain, our turn came to race down the runway and mount into the overcast.

"Hardly was the task of filling out Icelandic immigration forms completed when the moon rose out of the sea, and a light or two, apparently in Nova Scotia, appeared. A lightening of the horizon ahead told us we were approaching an early northern daybreak. Sleep seemed out of the question, but a wink or two seemed worthwhile if total collapse were to be avoided tomorrow.

"But collapse or not, the possibility of a few winks soon gave way to eager gazing out the window as the beautiful pink light of early morning lent a special aura of excitement to the adventure ahead. Gradually, activity picked up as the cabin lightened, and the plane rolled ahead into the north. There was a subdued roar from the invisible engines, and at times a gentle rocking motion not unlike a boat at anchor in a quiet harbor. Beneath us, a cloud bank stretched to the horizon. It was broad daylight now, though only 2 a.m., New York time."

(to be continued)

Reed—from page 1)

Maine's Governor said modern transportation has put Maine within easy reach of the metropolitan areas, and called on every citizen to help overcome "the misconception that Maine is inaccessible to the market areas of the nation."

The Governor was principal speaker at the 25th Annual Perfect Shipping Dinner of the Maine-New Hampshire Section, New England Shippers' Advisory Board. More than 300 New England industry and transportation officials attended the event, held at the Eastland in Portland.

Among them were C. A. Naffziger of Chicago, director of the Freight Loss and Damage Protection Section of the Association of American Railroads; President W. Jerome Strout of the Bangor and Aroostook Railroad; Sumner S. Clark, vice president, Maine Central Railroad; Gordon Randall of Boston, New England District Manager of the AAR; J. M. Roberts of Montreal, vice president of the Canadian Pacific Railway; and A. H. Hart of Montreal, vice president of the Canadian National (Grand Trunk) Railway.

Speakers included R. L. Travis of Westbrook, traffic manager, S. D. Warren Co.; F. R. Keenan, traffic manager of the Great Northern Paper Co.; K. G. Fraser, Lexington, Mass., general traffic manager, Raytheon Co.

DOMESTIC SERVICE Check the class of service desired, or the message will be sent as a full telegram		WESTERN UNION TELEGRAM	INTERNATIONAL SERVICE Check the class of service desired, otherwise the message will be sent at the full rate	
TELEGRAM	DAY LETTER		NIGHT LETTER	TELETYPE
NO. WDS.-CL. OF SVC.		PO. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF
TIME FILED				

WM. J. QUINN, PRESIDENT
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

AS NATIONAL VOLUNTEER SAVINGS BONDS CHAIRMAN OF THE RAILROAD INDUSTRY, YOU WILL SOON BE LAUNCHING THIS YEAR'S NATION-WIDE SAVINGS BONDS CAMPAIGN ON AMERICA'S RAILROADS.

THE RAILWAY LABOR EXECUTIVES' ASSOCIATION AND ITS AFFILIATED UNIONS HAVE CONSISTENTLY SUPPORTED THE SAVINGS BONDS PROGRAM SINCE ITS INCEPTION BECAUSE WE BELIEVE IT IS THE PATRIOTIC THING TO DO AND BECAUSE EXPERIENCE HAS PROVED THAT THE PROGRAM AFFORDS RAILROAD EMPLOYEES AN EXCELLENT WAY OF REGULAR, PERSONAL SAVINGS.

AS CHAIRMAN OF THE RLEA, I WANT TO ASSURE YOU THAT YOU WILL HAVE THE FULL SUPPORT AND COOPERATION OF THIS ASSOCIATION AND ITS MEMBER UNIONS ON ALL RAILROADS IN FURTHERING THIS IMPORTANT UNDERTAKING.

G. E. LEIGHTY

The above is the text of a telegram sent by Mr. G. E. Leighty, Chairman of the Railway Labor Executives' Association, pledging support and cooperation of RLEA and its member unions on all railroads in furthering this nationwide bond selling campaign.



COUPLES' LEAGUE WINNERS—Competition in the Maine Central Couples' League, held throughout the winter, was won by these bowlers. Left to right, Roy Davis, Charlie Jackson, Mabel Rivers, Irene Jackson, Gordon Barron, Connie Davis, Herb Whitmore, Millie Kennedy, Al Kennedy, Edna Morrison, John Morrison.



TOP MEN'S LEAGUE BOWLERS—An active bowling season came to a close with the presentation of trophies to the winners of the Men's Bowling League. Left to right, Herb Sullivan, Lennie King, Roger Englehardt, Bill Manning, John Bilodeau, Don Colello and Bob Brooks.

'Lollipops' Win Women's Bowling

The Maine Central Women's Bowling League held the annual banquet at Carolyn's, Cape Elizabeth, Wednesday, May 13.

Top team awards were presented to the "Lollipops," captain Lolly Grant, Marge Corbeau, Kay Greene, and Mary Donahue. Second place trophies went to the "Mudders," captain Judy Romano, Barbara Fleming, Beryl Farrar, and Mary Nugent. Third place trophies were given to the "Lucky Strikes", captain Peggy Dorsey, Ernestine Miller, Alice Tessier, and Hazel Wallace.

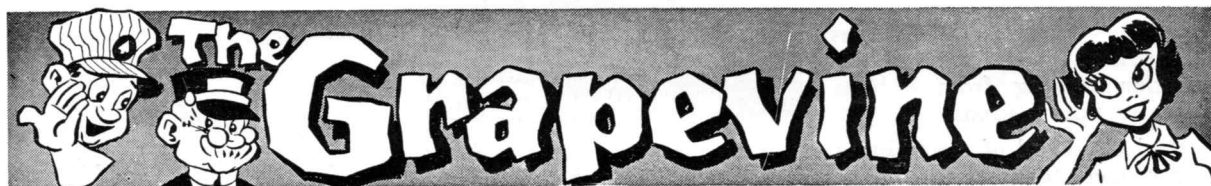
Mrs. Hazel Davison had the Most Strikes, and Mrs. Jennie

Joyce was the Most Valuable Player, with Combination High Single and High Three being won by Mrs. Marge Corbeau.

A jewelry box was presented to Mary Nugent, retiring commissioner, while Dot Conley, treasurer, was given a key case and flashlight combination, and Hazel Wallace, statistician, was given a key case. Every girl who bowled was given a compact with her name on it, and each person present was given a cosmetics case.

Officers elected for the 1964-65 season are as follows: Hazel Wallace, commissioner; Peggy Dorsey, treasurer; Dot Smith, statistician; Myrtle Neilson, Hannah O'Toole, Ernestine Miller, banquet committee; Hazel Davison, Jeannette Calder, trophy committee; Jean Jellison, Gladys Lyden and Sheila Skillings, Christmas Party Sweepstakes committee.

DENNIS THE MENACE Hank Ketcham



GENERAL OFFICES

Among the early vacationers of the summer are Bill Welch, John Michaels and Paul Landry. Bill is visiting his grandchildren, "Mike" is fixing up around his house and Paul is taking a motor trip to Foxboro, Mass., and New York City.

George Ellis' oldest daughter will graduate from Westbrook Junior College this June and will be enrolled at Gorham State Teachers College in the fall.

Miss Erla Watson, niece of Ruth and Medley Watson (Ruth is employed in Data Processing) was married to Theodore Davis, on April 18, in a candlelight service at Windham Hill church.

Following the reception, they took a trip to Washington, D. C. Mrs. Davis graduates from Gorham State Teachers College in June, and next year will teach at Windham high school, also serving as supervisor for the art department of Windham Schools.

"Ted" is employed by the New England Telephone and Telegraph Company.

Francis Cameron is eagerly awaiting moving to his new home on Ludlow st.

Harlan Moody is anticipating moving into his new house before the first of June. Harlan did a lot of the building himself.

"Bob Rounds" was a busy man Memorial Day as a member of the Ralph D. Caldwell Post drum and bugle corps.



WIN WOMEN'S AWARDS—Women's League winners, left to right, Jennie Joyce, most valuable player; Lolly Grant, captain of the winning "Lollipops;" Kay Green, Marge Corbeau, Mary Donahue, team members; and Hazel Davison, most strikes.

John Snell's retirement in early May created lots of shifting in the Auditor Disbursements Office—the same faces but in different places. Fred Wilson took Mr. Snell's job; Joe Gallant is in Fred Wilson's job; Joe Murray went on Joe Gallant's job; Dick Greene replaced Joe Murray; Reg Libby took over Dick Greene's desk; Dick Luce is working Reg Libby's job; and Harlan Moody replaced Dick Luce.

Now that it is really Spring, Larry Reinsborough is starting to keep the girls in the Auditor Disbursements office well supplied with flowers from his garden. The first bouquets of the season were lovely lilies of the valley—very fragrant and decorative.

A robin has built a nest in the big spruce tree next to the Auditor Disbursements office on the third floor and has hatched out two baby robins—very interesting to all the nature lovers.

Roy Taylor, assistant to auditor revenue, has been elected president of the South Portland Dyer School PTA for the 1964-65 season.

Dorothy E. Proctor, daughter of Dorothy Proctor in Car Service office, is on the Dean's List with an average of 3.5 at Boston University.

Has everyone noticed the new Pepsodent smile Herb Sullivan is flashing around these days?

Dana Bean spent a recent weekend visiting his sister, a freshman at Barrington College, Rhode Island.

Mrs. E. M. Stewart is the Camp Fire Girls' leader for the second year and will be camping near Bridgton on Long Lake.

Mary Morse and husband Vinnie attended the 30th reunion of Vinnie's Portland High School class recently at Holiday Inn.

"Lindy" Burgess of the Stores Department spent part of his vacation moving from Roberts street to Emery street.

Paul Crawford of the assistant comptroller's department has a red and white Plymouth sedan.

"Dot" Proctor of the car service office spent a recent weekend in Lexington, Mass., visiting her daughter, who is attending college in that State.

Mr. and Mrs. Robert Lewis are receiving congratulations on the birth of their second son, Daniel, April 30. Bob, who formerly worked in the Auditor Revenues Office, is now employed by the Canadian Pacific Railroad.

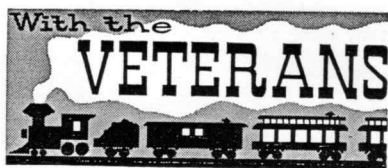


BIG HELLO FOR JOE—When Engineer Joseph B. Crozier made his final run, this was the group that greeted him on his arrival at Rigby. They include Mrs. Crozier and their sons and nephews, wives and children. On hand were son Joseph B. Crozier, Jr., of Portland, son Dr. Robert Crozier of Boston, nephew John Gormley, Lancaster, N. H., nephew Dr. Eugene Gormley of Houlton, The latter are sons of the late O. J. Gormley of Lancaster, a MeC conductor.

Mr. and Mrs. Martin McDonough have been visiting their son, Jack, stationed in Cleveland, Ohio, with the Coast Guard. The McDonoughs drove to Boston, then flew by jet to Cleveland. Mrs. McDonough is employed in Data Processing Department.

"Russ" Rackliffe, examiner, has traded his Ford for a 1961 Pontiac, light green color.

Mr. and Mrs. Blair Walls spent one week's vacation in June in Ontario, Canada.



Retired Conductor Carl Pierce has returned from St. Petersburg where he and Boston Maine Retired Conductor "Jimmie" Neville and Mrs. Neville, stayed at the same hotel.

Sympathy is extended to the family of Retired Conductor H. I. Morrill, who died in May. He was a life long resident of Farmington.

Retired Engineman and Mrs. Guy Sawtelle have returned from Florida where they spent the winter at West Palm Beach.

The Maine Association of Railroad Veterans met Sunday, May

24, at Howard Johnson's, Thornton Heights. About 65 attended.

Retired Conductor Y. C. Neilson, Brunswick, reports that an old friend, retired Stone Crew Foreman Richard Breen of Holden, called on him recently. Breen was observing his 82nd birthday.

Retired operator and Mrs. Maurice W. Flynt, Waterville, were honored by their daughter, Mrs. Joseph S. Hughes, and friends in observance of their 50th wedding anniversary Sunday, May 31. A native of Abbot, Mr. Flynt was a Maine Central railroadman for his entire working career, retiring in January, 1960.

RIGBY

Summer is really here with the first warm days, the black-flies (more numerous this year than usual), and the promise of fresh garden peas by the Fourth of July.

General Foreman Justin Buzzell of the Car Department has been back at his desk since early May, and looks to be "fit as a fiddle."

Mrs. Joseph Ashley, wife of Machinist Helper Joseph Ashley, and sister of Joseph Martel, Crane Operator, Car Department, died May 6. Mrs. Ashley

was the daughter of a former railroad man, James Martel, Foreman of Boilermakers, at the old Thompson Point Shops. Flowers were sent from the emergency welfare fund.

Mrs. Albert McCann, wife of Welder Albert McCann, was a hostess at a meeting held by the Saint Christopher Catholic Women's Council of Peaks Island.

Carman Thomas Manning has a broken ankle and will be out for some time.

Carman and Mrs. Howard Harriman announce the birth of a new baby. Howard was taking his vacation at press time.

Wayne Twombly was confined to the hospital for surgery, but at this report is on the road to recovery.

Machinist Maurice "Johnnie" Weeks was appointed to the swing foreman's position when Joseph DeRoche, swing foreman, was placed on the 2nd trick as foreman. Machinist Martin Stratton then came on the day shift as a machinist.

Work is progressing, on First-class Carman Merle Cook's new home. The foundation is being poured for a house and garage which will be moved from their present location on Main street to the new site.

Machinist Helper William "Bill" Brume is busy these days clearing land he owns on Lambert street.

Retired Stationary Engineer George Huff, formerly located at the power plant at Rigby, died May 8. Flowers were sent from the Shop Welfare and Flower Fund.

Former Machinist-Piper Amos Currie who worked at Thompson's Point, Rigby, and Waterville for a period of 39 years, died recently at the age of 76.

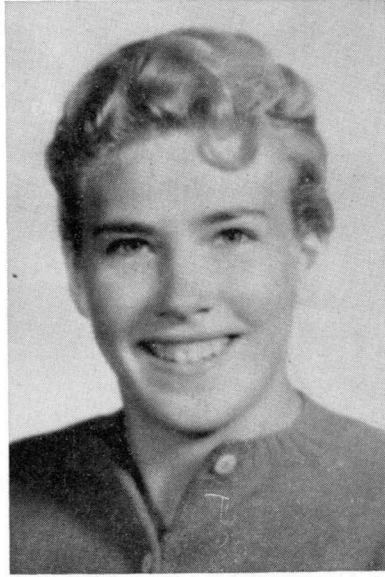
Vacations at the Car Department:—Carmen Thomas Coughlin, Chester Potter, Frank Ham, Herbert Sampson, Donald Oates, Bronick Tatarczuk, Linwood Libby, and George Colton.

Foreman Joe DeRoche has his son David's family living with him for a short time.

B. and B. Crew Carpenter Donald Sinclair received an eye injury while at work. It required a short stay at one of our local hospitals. Although the eye-ball was badly lacerated, requiring stitches, he will not lose the sight.

Machinist Melvin Pratt has been on vacation for two weeks.

Carman Milite LaBerge has been at the Mercy Hospital for treatment. He is O. K. at this printing.



ROCKLAND GRADS—Susan, left, and Janette Bodman, daughters of trackman and Mrs. John F. Bodman, Rockland, graduate this month from Rockland District High School.

Electrician Francis DeGruchy has recently purchased a new Plymouth "Fury." "I'm all through with compact cars," he says.

Foreman Charles Tetreault had a thorough physical check-up, and is O. K.

Section Crew workers are making minor repairs on the tracks leading into the engine house from the turn-table.

Stores Department worker Francis Haldane is confined to his home with a back ailment.

Laborer Asa Worcester is still busy as usual, serving on the board of trustees and various committees at the Stevens Avenue Congregational Church.

Carman "Bob" Mulherne has launched a new custom-built boat. It is 22 feet long and has plenty of beam for safety in any type of sea, and has all the necessary accessories.

Safety Board reading as of June 1, 90 days without a lost-time accident at the engine house.

Laborer Russell Proctor is on vacation from the stores department.

Mrs. Frank Avery, wife of former Signal Supervisor, Frank Avery retired, is confined at the Manden Nursing Home for treatment. The home is owned and operated by their daughter Vivian Pitman.

General Foreman Gordon Sears attended the meeting of the N. E. Railroad Club held in Boston in early May.

Former Boiler-maker Clair Libby underwent surgery in May, but is now on the road to recovery.

The residence of Mrs. Eugene Annett on Route 25 in Standish was nearly hit by a falling elm tree adjacent to her property.

The loss of electric energy and telephone service were the only ill results, when the tree broke the lines to the house. Mrs. Annett is the wife of former Machinist Eugene Annett deceased.

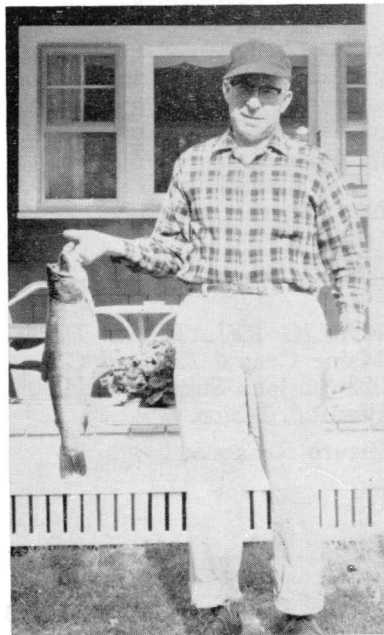
RIGBY YARDS

Jeanette Emery, a stenographer at the Rigby yard office, was recently married to W. E. Beckwith, Boston and Maine Railroad trainman. They are residing in Yarmouth.

General Yardmaster F. W. Grimmer, Chief Dispatcher T. J. Earls and Harold Card enjoyed a few days fishing at Kennebago.

Yard Clerk J. F. Flaherty is on the sick list at Osteopathic Hospital.

G. W. Strout displaced R. J. Thompson who displaced G. H.



BELGRADE PRIZE — Millman Dick Sturtevant, Waterville, proudly displays a 5½ lb. squaretail he caught in the Belgrade area.

Bondenson on middle trick machine job.

H. L. Fowler, third trick operator at Rigby, has been working at dispatcher's office. C. A. Niles has been covering third trick at Rigby.

Operator W. E. Kirkpatrick has returned to his swing position at Tower 1 after his vacation.

Swing operator R. A. Powers, Tower 2, has started his vacation, position being covered by E. G. Clark and E. H. Gronlund.

S. O. Chandler, swing operator at Tower X, is leaving for Florida to attend operators' convention.

Trainmaster P. H. Coombs is grooming his Little League team for the coming season.

Operator G. H. Ferris is still on sick list.

WATERVILLE SHOPS

Air Brake Foreman Diamond Sherrard has returned from Pittsburg, Pa., where he has been attending a Westinghouse air brake school for a two-week period. Machinist Ken Fletcher was acting Foreman while Sherrard was away.

Millman and Mrs. Cecil Niles have been visiting their son and family, Capt. and Mrs. Bill Niles, USAF, in Dover, Delaware. On their return, they stopped for a short visit at the Worlds' Fair.

Retired Machinist Amos Currier, 77, died in a local hospital May 10. He had worked for the Maine Central for 39 years and retired in 1957.

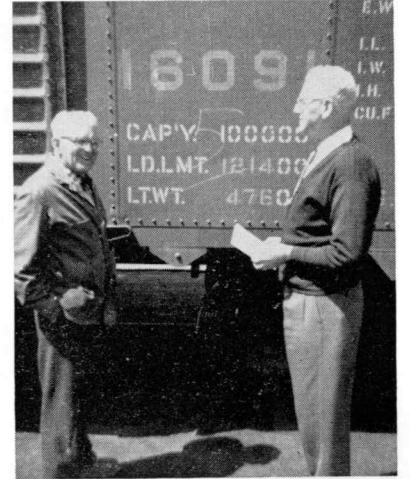
Bill Otis' calendar showed 55 more working days on May 20.

Many about the Shops are becoming pension-minded and in the immediate future several will be retiring and applying for the annuity.

We have been informed by an unimpeachable source that a new ferry and excursion service will be put into operation on the Belgrade lakes in the near future. A huge boat has already been acquired and will be operated by one of our ambitious and energetic co-workers. Carman Bing Crosby has been tagged to handle public relations for the enterprise.

Due to increased activity, all furloughed carmen have been recalled and several laborers are to be set up to carmen helpers.

Several have been ill and hospitalized during the month, including Carman Leigh Ramsdell, Carman Henry Gleason, Carman Clyde Dow, Jr., Millman

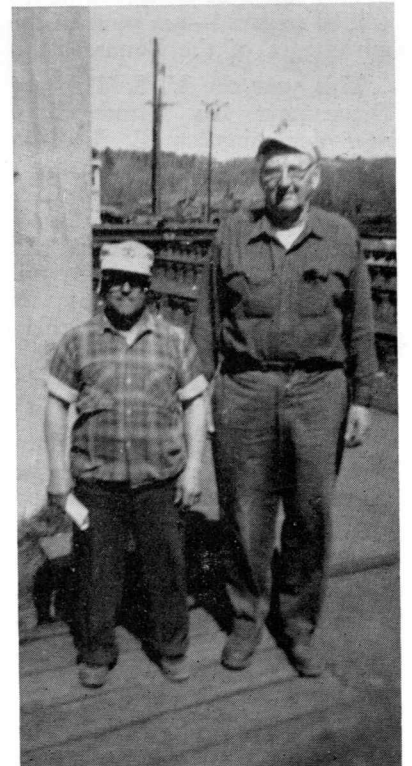


FREIGHT WHEELS—Foreman Chick Pooler, left, of the Rip Track, Waterville Shops, and General Freight Foreman Nubert Estabrook plan repairs of a box car. They have a combined total of about 75 years in the business.

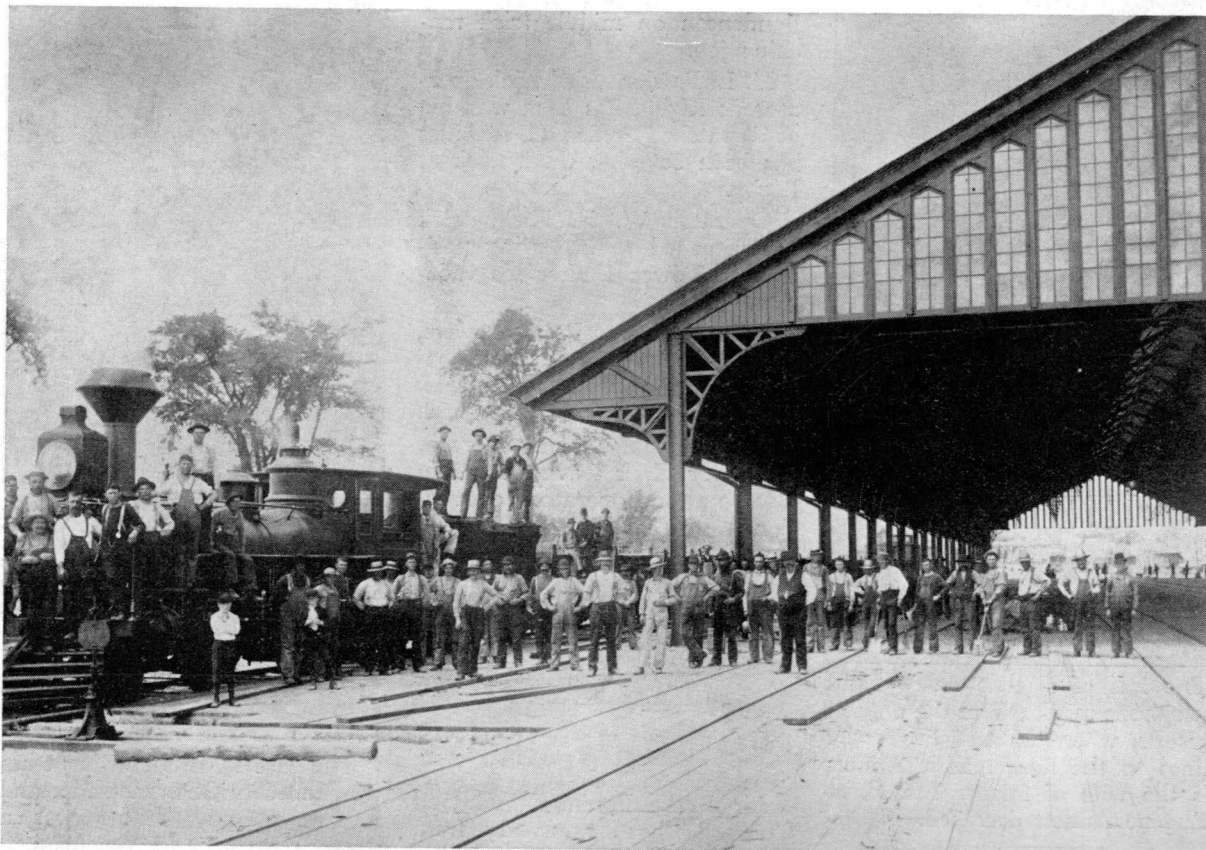
Howard Low and Assistant Supt. A. H. Finnimore.

The Ferris Arms bowling team won the City Championship, and Laborer Jimmy Bellino was a strong right arm for the team.

Recently when there was use for the wrecking crane, Carman Glenn McCarrison found that a robin had acquired squatters rights and had built a nest and laid 4 eggs on the end of the boom. The nest was carefully removed while the crane was being used and then returned and bird life continued. This seems to be the first time McCarrison had been a bird baby sitter.



SHORT, TALL—Big or small, Waterville Shops has 'em all. Stores Laborer Jimmy Bellino, left, and Mill Lead Man Chris Carstensen. Chris is six-foot two and weighs 260.



AT UNION STATION, PORTLAND, 87 YEARS AGO—The "Belfast," first coal-burning engine acquired by the Maine Central, provided the backdrop for this picture of workers who were building Portland Union Station in 1877. The photo was loaned by Harry Treat, retired Maine Central chief dispatcher and railroad historian.

Bonds—from page 1)

U. S. Series E Savings Bonds now offer greater opportunity to save for personal goals—retirement, children's education, etc.—than ever before. Interest at $3\frac{3}{4}$ per cent, no income tax payment until bond is cashed and if lost, stolen or destroyed bonds will be replaced—are some of the advantages of the Bonds.

This year the U. S. Treasury Department has introduced a new denomination E Bond—a \$75 Bond (at a cost of \$56.25) which bears a picture of the late President Kennedy. Still offered, of course, are the regular \$25, \$50, and \$100. Bonds. Payroll deductions in any constant amount, with a minimum weekly deduction of fifty cents (50c), can be authorized by employees towards the purchase of Bonds.

In this time of national dangers, when our freedom and the peace of the world are threatened by forces more powerful, more resourceful, more destructive than at any time in our history, we must all do our share to insure the Freedom which we enjoy today.

During the period June 15-30, 1964, a fellow employee will contact you and I urge you all to subscribe to the purchase of U. S. Savings Bonds through the Payroll Savings Plan.

Committee Named For Bond Drive

The following have been appointed Department Chairmen for the 1964 U. S. Savings Bond Campaign:

Executive, Legal and Public Relations, E. P. Smith; Engineering, L. E. Lamson; Accounting, S. J. Conley, Jr.; Freight Traffic, G. E. Phillips; Stores, T. F. Roche.

Transportation:

General Office, T. F. Foley; Portland Div. stations and trains, C. R. Ball and W. E. Maloy; Eastern Division, R. G. Wheeler and J. E. Bouchard; P. T. stations and trainmen, R. W. Williams and P. H. Coombs; Mechanical, S. P. Park, Jr.

How Savings Bonds Build Up!

Sign Up To Save Each Month	Value In 7 Years, 9 Months
\$ 6.25	\$ 661
7.50	794
12.50	1,323
18.75	1,991
25.00	2,652
37.50	3,981
75.00	7,963

Chips—from page 1)

Since then, the Maine Central official said, Maine paper mills' use of wood chips from sources other than their own pulpwood piles has increased steadily, with the result that efforts to standardize railroad equipment for this service to other mills have been recently made through the cooperation of the Maine Central, the Bangor and Aroostook, and the New England Technical Committee of the American Pulpwood Association.

Design for a car that would meet volume, weight and handling requirements was produced several weeks ago by a committee representing these groups, the speaker said.

The first of these cars already has left the assembly line at

Maine Central's Waterville Shops, Buccheim said, and plans call for more than 40 of these units to be completed by September 1.

With the use of chips still increasing, Buchheim predicted that paper mill materials buyers will soon be negotiating contracts with woods operators for chips, rather than for pulpwood, and that machinery will be developed to operate in the forests, eliminating the expense of the traditional river drives and other forms of pulpwood movement. Facilities for the fast handling of chips may be part of every railhead close to woodlands, and high-volume chip cars will become familiar sights throughout Maine's railroad system.

"We can only guess about the future," Buchheim concluded, "but we know this much: Maine Central will be progressing with new ideas and techniques, right along with the paper industry, to keep our railroad and your industry competitive and prosperous."

RETIREMENTS

Chester C. Ellis, clerk, Waterville, May 31.

John L. Goodale, locomotive engineer, Waterville, May 30.

David P. Gross, stationary fireman, Waterville, May 29.

Alexander F. Handley, carman, Waterville, May 29.

Harold A. Milton, leading plumber, Waterville, May 29.

Eugene E. Young, trackman, Oakland, May 13.

DEATHS

Edward L. Newton, trackman, Gardiner, April 26.

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