



Veteran Director Dies at Skowhegan



Blin W. Page

Blin W. Page, 82, a Maine Central director for 39 years and a leading Maine businessman for a half century, died at a Skowhegan hospital June 27 after a long illness.

He was born in Skowhegan April 5, 1882, son of Edward P. and Lizzie (Randall) Page.

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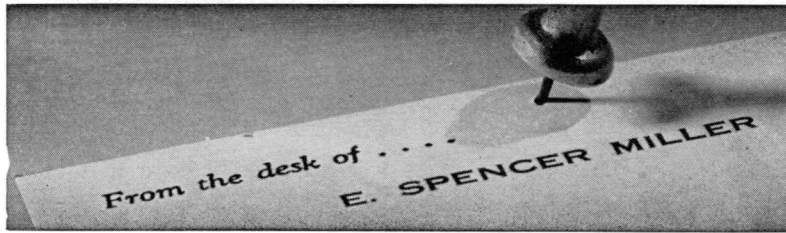
MeC-PT Transport 2,000 Youngsters

Portland rail terminals again served as the principal beach head of the 1964 campers' invasion force in late June, when trains bearing nearly 2,000 youngsters were handled by the Portland Terminal Company and the Maine Central.

Some left the sleeping cars at Portland to continue their trip to camps in the Sebago area by highway, and others remained aboard the trains for the remainder of the trip to central Maine by rail.

A total of five trains arrived in Portland, with three continuing via Maine Central to Danville Junction, Winthrop, Readfield and Waterville.

Portland Terminal railroadmen, afterwards, took time for only a small sigh of relief, then started making plans to get the youngsters home again in September.



Two Low Blows

To my fellow employees:

On June 26 Mr. Gardner Caverly, Executive Vice President of the New England Council, issued a surprising statement of position for that organization. Its effect was to put the New England Council on record as accepting what is known as Proposal No. 195 on corn rates from Ohio to New England. It should be understood that this proposal lowers rates to New England but does so on a mileage scale, destroying the group basis which has been so beneficial to the Maine poultry industry and to your railroad.

As employees your stake in this matter is measured by the work of train crews, yard crews, office clerks and others in handling and accounting for over 21,000 cars of animal and poultry feed each year. This is more than 10% of the total work available for our people, since we handle about 210,000 carloads of freight.

Proposal No. 195 was adopted by a majority vote of members of the railroads' Traffic Executives Association which was in lieu of Proposal No. 193 advanced by your company which would have lowered rates but still preserved the historic plan of several large geographical groups within each of which all points have identical rates.

(Two Low Blows—page 2)



Cost: \$3,000,000

MeC Orders 200 Cushion Box Cars

An order for 200 more box cars of the latest design and incorporating the most modern features was placed in late June by the Maine Central at a cost of more than \$3,000,000.

President E. Spencer Miller said the purchase constitutes another step in the Company's freight service improvement program, and will provide a larger, modern car fleet for the increased volume of products to be shipped by Maine's expanding pulp and paper industry.

This is the second major equipment order to have been placed this year. A total of 200 jumbo pulpwood cars—largest to be used on any railroad in the nation—has been ordered for fall delivery.

The new series of box cars will be 50-footers with 70-ton capacity. They'll have roller bearings and cushion underframes, and nine-foot plug doors to eliminate projecting inside doorposts. The cushion underframe feature is an effort to minimize in-transit freight damage.

The specifications call for all-steel construction, aluminum roofs, and hardwood "bowling alley" flooring.

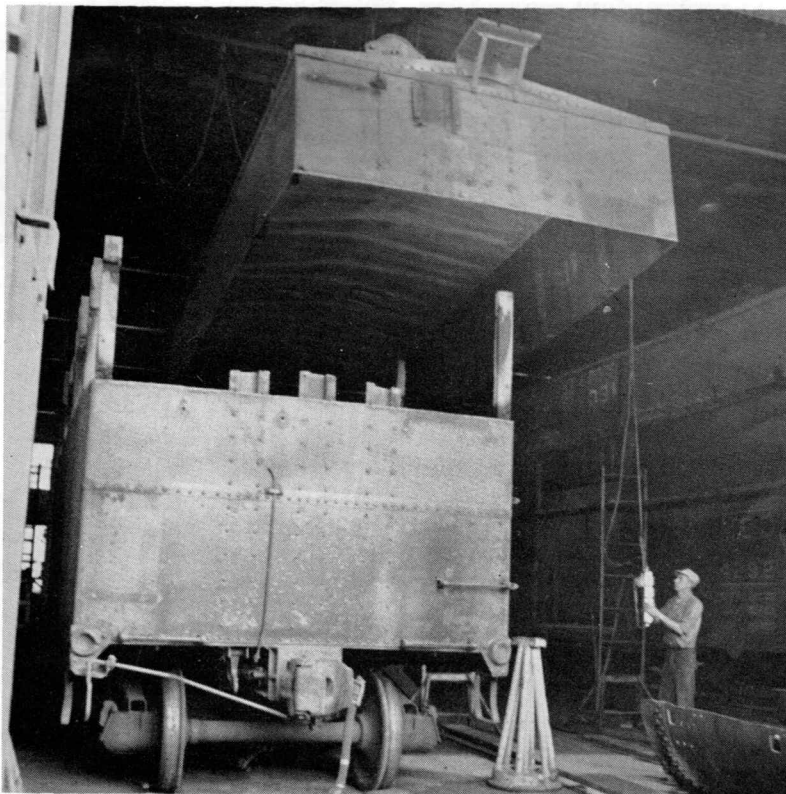
The order went to the General American Transportation Corp., of East Chicago, Indiana, for delivery in February, 1965.

Four MeC Officials Named To AAR Posts

Maine Central's Accounting and Treasury Departments have been honored by recent appointments of some of the top officers to important committees in the Accounting and Treasury Divisions of the Association of American Railroads.

Horace N. Foster, comptroller and treasurer, has accepted appointment to the General Committee of the Accounting Division, while George H. Ellis and John F. Gerity, assistant comptrollers, have been appointed to the Committee on Freight Accounts and the Committee on

(A.A.R.—page 8)



CHIP CAR PROGRAM IN HIGH GEAR—Carman Carl Fisher, Waterville Shops, controls the crane as it lifts off the top section from a box car. The top panels, without the roof, will be added to another box car to provide the 16-foot sides required by the blueprints of the 42 chip cars now being built at the Waterville Shops. The series of new chip cars, each capable of carrying 100,000 pounds, will be ready for service in September.

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—from page 1)

The New England Council is supposed to represent all of New England, its industries and the welfare of its citizens. For many years your company, as well as many of its friends and shippers in Northern New England, has supported the New England Council. We, therefore, look upon Mr. Caverly's position as one not only harmful to us, but disloyal, particularly in view of the fact that it was taken without consultation and apparently without any real understanding of the situation. Governor Reed has correctly and graphically described it as a "low blow."

Two wrongs do not make a right and two successive low blows do not result in a nullification of fouls. The second one appeared in a newspaper from a source equally surprising. Our Junior Senator, Edmund S. Muskie, is quoted in the PORTLAND PRESS HERALD of July 3 in an article under May Craig's byline as follows—

"We must continue to pursue energetically the fight for lower rail freight rates' he said. 'But the improvement of coastal freight-handling facilities is a must if the Maine poultry industry is to compete realistically with the Delmarva region. 'More than anything else, we need healthy competition between rail and ocean freight carriers' he added."

The Craig article continued:

"Sen. Muskie noted that a pending \$4.9 million Area Development Administration loan would finance the development of a deep water marine terminal complete with a large grain elevator and warehouse at Rockland. Completion of this project would be a meaningful step in development of an alternative low cost method of bringing grain into Maine."

At least Mr. Caverly remained loyal to half of New England. Senator Muskie seems to be doing a disservice to all major industries in Maine and their employees and our most charitable view of his statements must be that he acted through ignorance or through misinformation, although that seems unlikely in view of the careful briefing which he had from this office. The loss of substantial grain tonnage to Maine Central would not only jeopardize job security on this property but also affect all other vital Maine industries through resulting higher rail costs, worsened service and car shortages.

Let us look at the Muskie proposal in the light of the record and just plain logic. Several seasons ago an attempt was made to barge grain to Maine. The route was land transportation to Toledo; water transportation on Lake Erie; transportation along the Erie Canal (closed in the winter); barging down the Hudson and barging on the open Atlantic to a Maine haven, at which considerable discharging costs were entailed. Thereafter, through the efforts of Maine Central, rail rates were lowered as explained in the May issue of the MESSENGER with a \$2.50 per ton rate reduction during the navigation season and the water trial went by the board. In addition, as we have pointed out, Proposal No. 195 which is now scheduled to go into effect on July 15 would further lower—not increase—rates. In view of this double lowering of rail rates, how can it be that water transportation could suddenly become economical in competition with rail transportation? Perhaps the key is in what Senator Muskie calls "healthy competition between rail and ocean freight carriers." His description of such is anything but healthy and is, in fact, socialistic, sickly competition since it relies upon a multi-million dollar initial loan and no doubt other subsidies. Who is going to pay for this? Presumably the railroad, railroad employees, Maine manufacturers and their employees, among others. This is not our understanding of healthy competition. The railroad has to face enough unhealthy competition in Government subsidies already in effect.

The Maine Central is dedicated to bringing the poultry industry of Maine into the most competitive and profitable posture possible. It is now, and has been, hard at work on further rate adjustments. Success in one area is now almost assured and will shortly be revealed. Success in the second is far from assured but very possible, although it may take a little time and we will report to the public and to you upon our progress.

The Herculean task facing us may be better understood if it is realized that the distance from Columbus, Ohio (central point for grain shipments) to Dover, Delaware is about 650 miles, and carriage may be had all on one railway. This contrasts with a mileage of 1,100 from Columbus to Bangor, Maine, with carriage involving three or four railways. We nevertheless believe that restoration of a reasonable balance between Maine grain costs and those of Delmarva is possible and that we will succeed in obtaining such.

Just as Maine Central has long supported the New England Council, so has it had a historical affiliation with our junior senator. He was twice legislative representative for this company and has had the support at the polls of many of you and your friends and patrons. Railroad men and women plus employees of every major Maine industry dependent on railroad transportation have their livelihoods and their job securities at stake in this issue and together with hundreds of investors in Maine Central cannot look calmly upon an organization's attempt to benefit other geographical areas nor upon a United States Senator's attempt to hurt them through providing competing transportation out of the public purse for a project which private enterprise can not justify because it is basically not economic.

We can only hope that both Mr. Caverly and the Senator may become convinced of the errors of their ways and adopt courses in keeping with the best interests of all of the people whom they represent.

Spencer Miller

Recommended Reading

When the Messenger correspondents met last month, the editor suggested that perhaps it might be a good time to get together a feature on employees' children graduating from high school and entering college or whatever this fall. The result was much more than we bargained for: an entire page-full, and more next month.

May we suggest thoughtful reading of this article . . . we venture you'll change your mind about the "younger generation."



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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BUCKY STARTS SECOND 50 YEARS—President E. Spencer Miller presented M. F. O'Brien, assistant superintendent, Portland Terminal Company, with an inscribed billfold in June as the veteran PTCO. official ended his first 50 years of service. J. W. Wiggins, right, vice president, operations and engineering, joined Mr. Miller in extending the Company's best wishes.

'Bucky' O'Brien At 50-Year Mark

Michael F. O'Brien, better known as "Bucky" the length and breadth of Portland's Commercial street, began his second half-century of service for the Portland Terminal Company in June.

Now assistant superintendent with his headquarters at Rigby, Bucky still is very much a part of the business scene on Portland's Commercial street, where he began his lifetime of railroading as a freight handler in June, 1914.

"The Street," he says in his County Galway brogue, "has been my hobby ever since. I've never had time for anything else."

Bucky's hair is white, now, but the years have not slowed the pace at which he moves from one end of the big Rigby terminal to the other, and from there to the Portland waterfront or to one of the busy freight yards of the Portland Terminal in other parts of the city.

Bucky was honored by his company for his long service, and for the old-fashioned devotion to his job that he has exhibited over the years. Portland Terminal Company President E. Spencer Miller expressed the gratitude of his firm and presented a gift during the veteran railroadman's visit at the president's office. Bucky's department head, Operations and Engineering Vice President

James W. Wiggins, also was on hand to offer his congratulations.

As a lad of 17 only a week off the ship from Ireland, Bucky arrived in Portland in early June of 1914 to visit an aunt and uncle, and has been here ever since.

The couple invited him to make his home with them, and the uncle, the late Martin O'Brien, who served for many years as baggage master at Union Station, suggested that he apply for a job at the Portland Terminal Freight Station on Commercial street.

Hired immediately as a freight handler, Bucky soon became a brakeman, and then, after World War One service in France, a yard conductor. In 1924, he became assistant yard master at Rigby, built only a year before. He became switching supervisor for the entire Portland Terminal Company in 1928, and after six more years, night yardmaster at Rigby. His promotion to general yardmaster for the Terminal came in 1939, and in 1954 he was appointed to his current position as assistant superintendent.

No deskman, Bucky probably is the Portland Terminal Company's most difficult official to reach by telephone. There are no 'phones between the classification tracks at Rigby, or in the middle of Commercial street, or on one or another of the Portland Terminal wharves. If you can't find him, he's somewhere in the Terminal, and you can bet he's busy.

Sparrow Appointed To Inspector Post

Laurence W. Sparrow, South Portland, veteran draftsman in the Mechanical Department, was named Mechanical Inspector of Locomotives and Cars effective July 1.

He was succeeded as draftsman by James P. Coffin of Freeport, a Maine Central fireman since 1956.

Sparrow joined the Portland Terminal Company after Deering High School in 1922, first as a clerk in the Thompson's Point repair shops, then in the Motive Power and Accounting departments. He became a draftsman in the Mechanical Department, Portland, in 1928, and in 1937 was transferred to a similar post at the Waterville Shops. He returned to the mechanical department in Portland as a draftsman in 1956.

A native of Scarborough, Sparrow and his wife, the former Alice E. Stuart of Bangor, have two children, Dwight W. Sparrow of South Portland and Miss Sylvia J. Sparrow of Waterville.

Sparrow's successor, Coffin, is a native of Portland and a 1955 graduate of Freeport High School. He joined the Maine Central as a fireman in 1956, and has served as a locomotive crew member on all runs in the Portland and Mountain Subdivisions. He qualified as a locomotive engineer last winter.

Coffin, who has been studying mechanical engineering and drafting for several years by correspondence, is married to the former Carol Weed of Freeport. They have one son, Walter, 4.



Sparrow



Coffin

Carnegie Medal Winner Gets \$548 Cash Award

An employee's son, who won a Carnegie medal for saving a younger lad from drowning two years ago, received the monetary award that goes with it in June.

Paul Ross Robie, son of Chesley Robie, Revenue Statistician, Accounting Department, received a check for \$548.43 which represents the total amount of the monetary award he was granted.

Paul will be a Senior at South Portland high school next year, and has placed the money, as requested by the Commission, "in an interest-bearing account to be used preferably for college expense, or otherwise for such purpose as may be considered necessary and essential."



ENDS LONG SERVICE—Wilbur O. Lobley, a fireman and engineer for the past 48 years, stepped down from his cab for the last time in July. For the past two years, he's been operating a Yard 8 switching locomotive.

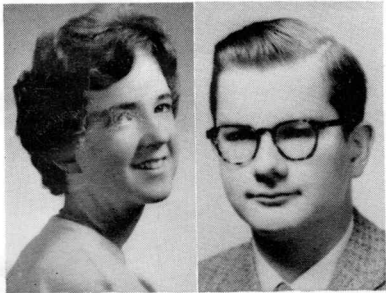
The Younger Generation

Summer of 1964 is Brief Respite From Classes For Sons, Daughters

It's been a busy school year for the younger set, and here's what a few have done, and what they'll be doing this fall:

John D. Faibisy, son of Mrs. Marion Faibisy, engineering department clerk, will be a senior at the University of Maine, Orono, this fall. He's majoring in history and government.

Janice, eldest daughter of Conductor John J. Keating, Jr., graduated from So. Portland High School June 10, and plans to enter Salve Regina College, Newport, R. I., in the fall.

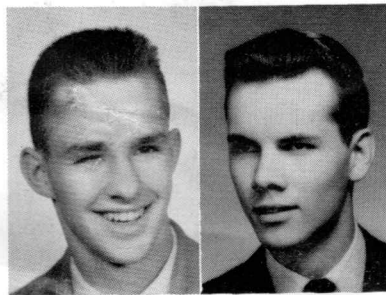


Keating

Faibisy

Peter Cannell, son of Walter and Betty Cannell, graduated from So. Portland High School June 10. He is the grandson of John Gurney, Portland Terminal employee.

John G. Williams, son of Cashier and Mrs. Gordon G. Williams, Windham Center, will be a senior at the University of Maine in Orono this fall. He's majoring in chemical engineering, and is employed at Cushman's this summer.

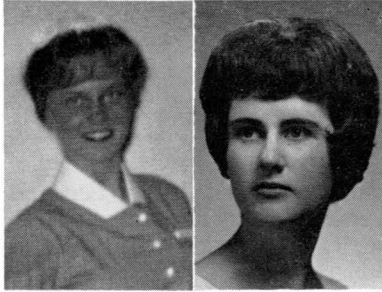


Williams

Cannell

Suzanne Svenson, daughter of Traveling Accountant and Mrs. Donald Svenson, was a Deering graduate a year ago, and now is a full year into her training at the Massachusetts General Hospital School of Nursing.

Delma E. Dresser, daughter of Mr. and Mrs. John W. Dresser (dad is head clerk in the assistant treasurer's office) is a June graduate of South Portland High. She'll enter the University of Maine in September after a summer of work for the Maine Savings Bank. She's planning to major in foreign languages.

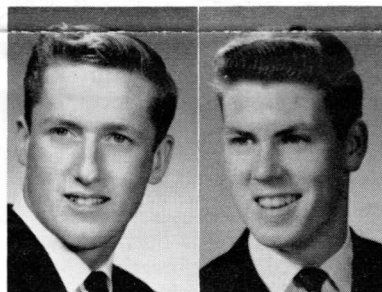


Svenson

Dresser

Leonard Sanborn, Jr., son of Head Clerk and Mrs. Leonard Sanborn, Auditor Disbursements office, is planning on a career in education, and is entering Gorham State Teachers College in the fall.

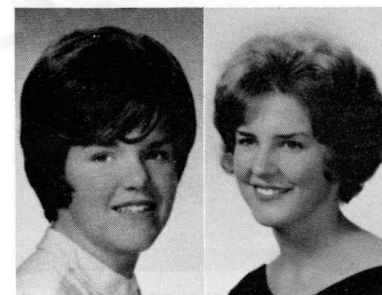
Robert W. Blackmore, a football standout in his Westbrook high school career, will enter the Maine Maritime Academy at Castine in the fall. He's the son of Engineering department clerk and Mrs. Harry L. Blackmore, and will be studying engineering at Castine.



Blackmore

Sanborn

Two graduating daughters kept Assistant Comptroller and Mrs. George H. Ellis busy in June. Cheryl was graduated from Westbrook Junior College and will attend Gorham State Teachers College in the fall. Susan was a member of the Senior Class at South Portland high school, and will enter Westbrook Junior College in September.



S. Ellis

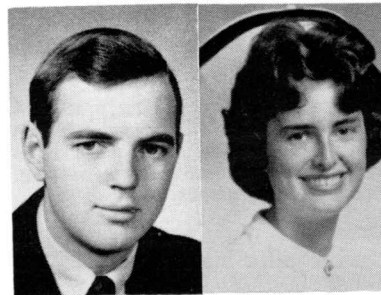
C. Ellis

Eldith Roanne Sharpe, daughter of George L. Sharpe, Clerk in Revenue Office, Portland, was

graduated from Mount Auburn Hospital School of Nursing, Cambridge, Mass. on June 10, the only girl from Maine in her class.

She will remain at Mount Auburn for three months additional training, and after that plans to become affiliated with a hospital as a resident nurse. Mr. and Mrs. Sharpe and daughters Pamela and Jocelyn attended the graduation exercises.

Richard Morrison, son of Grace Thompson, Data Processing, will return to the University of Maine in Portland in the fall, majoring in history and government. He's attending the U.M.P. summer session.



Morrison

Sharpe

Bill, Jr., son of Clerk and Mrs. Bill Welch, auditor disbursements office, will start his sophomore year at Springfield College in September. He's majoring in physical education.

Merle Ann Chapman, daughter of Clerk and Mrs. Alfred P. Chapman of the auditor disbursements office, will be a sophomore at Westbrook Junior College. She'll be majoring in retailing.

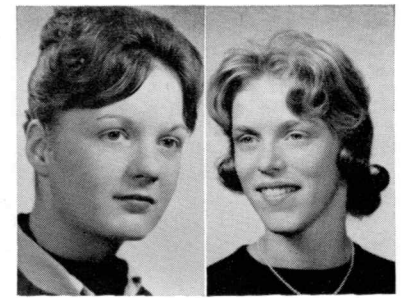


Welch

Chapman

Carol E. Rivers, daughter of Assistant to the Chief Engineer and Mrs. Charles G. Rivers, will be a freshman at the University of Maine. She will enter the nursing program, and is gaining practical experience this summer as a nurse's aid at the Osteopathic Hospital of Maine, Portland.

Dorothy E. Proctor, daughter of Mr. and Mrs. George Proctor (mother is Dot Proctor of Car Service, Portland) will return to Boston University this fall. She'll be a liberal arts sophomore.

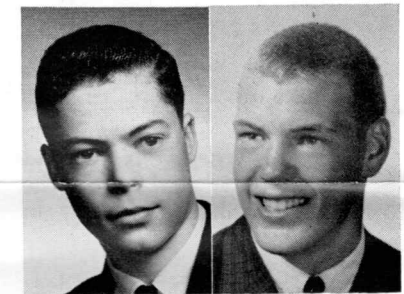


Proctor

Rivers

W. James Provencher, son of Assistant Auditor Disbursements and Mrs. Walter J. Provencher, will enter Dartmouth College in September. The younger Provencher, recipient of both athletic and academic honors last month at Portland High, will be a liberal arts student and a football asset at Dartmouth.

John J. McGinnis, not the son of an employee, but an employee himself this summer, will enter the Maine Maritime Academy at Castine this fall. Now working as a clerk-messenger in the auditor disbursements office, John will study engineering.



McGinnis

Provencher

Jane M. Budd, daughter of Assistant Treasurer and Mrs. Horace M. Budd, will start her junior year at the University of Maine in September. She's enrolled in the College of Arts and Sciences at Orono, and has a summer job at Porteous, Mitchell and Braun, Portland.

Jeff Foster, son of Assistant to the Auditor Disbursements and Mrs. Sidney C. Foster, will attend the University of Maine this fall, majoring in liberal arts. He's employed for the summer by Bancroft and Martin.



Budd

Foster

(More Next Month)



The Golfers of the Eastern Sub-division at Bangor are conducting a summer tourney. The Tourney is played during the first two weeks of the month at the South Brewer Golf course, Kenduskeag Valley Golf Club, Woodland Terrace Golf Club, Holden, and Bangor Municipal Golf Course.

Trophy Winners for the June tourney were First Gross, W. G. Martin, 80; Second Gross, A. Hutchinson, Jr., 88; First Net, D. H. Booker, 65; Second Net, F. L. Tardiff, 71; Calloway, H. N. Clark, 70.

Railroad golfers wishing to play in these Tourneys are asked to see any of the Committee members. W. G. Martin, Leo Goodin, Jack Tardiff and Larry Severance.



"CHUCK" MILLER

It will be easy, next year, to keep track of varsity captains at Groton School. Charles "Chuck" Miller, son of President and Mrs. E. Spencer Miller, will pilot all three major varsity teams: football, basketball and baseball.

With his election as baseball captain this month after completion of the Groton spring schedule, "Chuck" completed his clean

sweep. It's believed to be the first time a Groton athlete has held all three captaincies.

He'll be a senior at the Massachusetts school in the fall.

John R. Hibbard, son of Engineman Ormond D. Hibbard, Rigby, has been appointed to the All-New England Swimming Team in the 50-yd, breaststroke event.

A Junior at South Portland High School, John holds the school and State records for this event.

Has anyone noticed the horse-shoe games in back of the general office building during the noon hours? The fellows really have quite a good time, besides getting some muchneeded (?) exercise in some cases!

With the July retirement of Trainman Emile Morin, the railroad has lost one of its most avid fishermen and best promoter of salt water angling. Here's good luck and good fishing in your retirement, Emile!

John Currier, chief division bureau, Freight Traffic, has returned to work after surgery.

Mrs. Alice Allen, stenographer in the comptroller's department, spent part of her June vacation at the Lily Bay Camping Area, Moosehead Lake. Then she visited Mrs. Geneva Howison, a former executive department employee, at Rochester, N. H., for three days, with the balance of the time being used for day trips to nearby beaches.

Mrs. Marion Curry, matron in the general office building, is on sick leave, with her duties being filled by Mrs. Annie Morin.

Mrs. Frances Foss is a substitute employee in the mechanical department this summer. She worked for Miss Mary O'Connor while Mary was on vacation, and is now employed for Charles Hagar, who is on sick leave. Nice to have you with us, Frances!

Martin Holmes, assistant to the comptroller, has just returned from a week's trip to the World's Fair.

William Knox Jr., chief rate clerk, Freight Traffic, has been passing out cigars on the birth of their second son, Randall William, born June 4, 1964.

Mr. and Mrs. John Joyce are very proud of their daughter, Sharon, who was graduated from South Portland High School in June. She will attend Chandler School for Women in Boston, Massachusetts, in the fall. Mrs. Joyce is employed in Data Processing.

Another World's Fair "tripper" is Mrs. Grace Hogle, employed in the executive department. She and her husband also visited relatives in New York.

Gordon Wilson, assistant to systems manager, has a new 1964 two-door, peacock blue Comet.

Thomas Foley, chief clerk transportation department, has bought a new home on Orland Street in Portland. Mrs. Foley is one of the Maine Central telephone operators.

Jeannette Calder of Freight Traffic was the winner of a contest held by a magazine, and received a transistor radio.

Marion Adler of Data Processing drove to Montreal to see her sister Gloria off on a ten-week jaunt through the British Isles and Europe.

Mrs. Mary Mingo, secretary in freight traffic, and her husband, Wesley, motored to St. Clair Shores, Michigan, visiting relatives, and to attend the graduation of her nephew Peter Greenlaw from high school. Peter will enter the University of Colorado, and is training for the Olympic Ski Team.



GENERAL OFFICES

Mrs. William (Carol) Bragdon, Stenographer, Engineering Dept. is taking a leave to await the stork. Girls in the Eng. Dept. had a 'desk shower' for the coming event. Carol's husband is a Signal Helper in Crew No. 2.

Miss Martha Bradford returned to her former position, in June and Mrs. George Stanley, (Dee) who has been substituting for Carol, will take over the duties of C. D. Prentice's personal stenographer.

Dick Aylward and family, Nat, Debbie, and Stephen—had a nice vacation with his folks, Mr. and Mrs. Willard Aylward, in Salem, Mass.

Well, it's time again—for Mr. and Mrs. Frank Watts to go to Higgins Beach for the summer. This month they are expecting for visitors, their daughter, Mrs. Floyd Haskell, granddaughter Mrs. Gregory Douglass, and great grandson Stephen Douglass.

Donald Sullivan, son of Mr. and Mrs. Herb Sullivan (Signal Supervisor) graduated from Deering High and intends to become an X-ray technician.

The welcome mat is out for all our new summer employees. In the Drafting Room we have Bill

Knowles, Chainman, and Keith Ferland, Signal Draftsman. Keith will enter the fourth year at the U. of M. in Orono next fall, where he is majoring in Mathematics.

Mary and Vinnie Morse visited the Worlds' Fair in New York for two days, while on vacation, and saw the play "Oliver."

Millard Bailey, retired Chief Clerk, Eng. Dept. was in for a chat. Tells us he is painting more than ever. Has four on display, one at Northgate, Maine Savings Bank, 3 at Pine Tree Maine Savings Bank, seascapes and country scenes. We have seen his paintings and they are worth every cent—truly works of art.

Others on vacation were Wendell Quimby, Alice Eliason, Cora Hoy, Edna Crimmins and Al Kennedy.

Randall J. Thurrell, Reaudit Examiner, Freight Accounting, spent the weekend of June 5-7 at Wesleyan College, Middletown, Conn. Traveling by car, accompanied by Mrs. Thurrell and Mr. and Mrs. William Grigson of Ricker Apartments, Mr. Thurrell attended the 50th reunion of the Class of 1914. Mr. Grigson was attending his fifty-fifth reunion. Mr. Thurrell was presented a gold key to the campus, a gift to all 50-year graduates.

Paul Crawford, clerk in the assistant comptroller's office, vacationed the week of June 29.

Julia Roper, former chief telephone operator, has asked us to express her thanks to fellow employees who contributed to a purse presented her on her recent retirement. Incidentally, Julia's granddaughter, Alice G. Roper, daughter of Mr. and Mrs. Henry G. Roper of Camden, was a June graduate of Mount Saint Mary College, Hooksett, N. H.

Charlie Anderson had a front seat at the recent "Miss Maine" pageant, being a member of the band which played for the occasion. He was in accord with the judges in picking Miss Kennebunk, Elaine Warren, as Miss Maine.

Deep sympathy is extended to Dottie Smith on the recent loss of her husband Philip.

Willie Brownell returned from a "perfect weather" June vacation sporting a real tan. He motored to Boston and spent some time boating at Sebago Lake.

Mr. and Mrs. Fred Jordan are planning a trip to Flint, Michigan, in early August.

Willie Woods has opened his camp on China Lake and is seen every weekend cutting the grass and rowing his grandchildren around the lake.

Hugh Flynn, systems department, reported that his son Paul graduated from South Portland High School this spring, and will enter Gorham State Teachers College in the fall as a music major.

Theresa Slattery of payroll deductions took short trips on her first week's vacation.

Mrs. Shirley Wilson, stenographer in the assistant treasurer's office, and her husband, William, attended Shirley's class reunion at Kiernan's West Shore Hotel, Sebago Lake, on June 27.

Among those present at the Data Processing Management Association's Ladies Night held at the Portland Country Club were Mr. and Mrs. Ralph Gordon, Mr. and Mrs. Gordon Wilson, and Mr. and Mrs. Eugene Trueworthy, all from Data Processing and Systems. At the annual election of the DPMA, Mr. Gordon was re-elected International Director, and Eugene Trueworthy was re-elected as secretary. Mr. Gordon has also been elected Chairman of the New England Division.

RIGBY

At last real summer weather is here, and many of our gardeners at Rigby have announced their first crop of peas, some as early as June 25.

Herman Roder, whom many of us remember as foreman for the Fels Company, and who had charge of the installation of our efficient heating plant at the Rigby shops, was a recent visitor. He wanted to be remembered to all of his friends.

Laborer Charles Ready, our ever faithful custodian of the shop flag, has set out the seedlings and is tending them. A new flag has been secured, and flowers were purchased from the Welfare and Flower Fund.

Several employees' youngsters participated in the Sixth Annual Instrumental Music Festival recently at City Hall. They included Hostlers Helper Raymond Thompson's children and the younger Electrician Albert Wetmore's daughters.

Car Department Foreman, William Bean has returned to work after an all winter's lay-off due to an ankle injury.

Carman "Bob" Mulherne drove a nail through his finger while working around the house.

Machinist Theodore Cote has done an admirable job at renovating his back porch into a sun-parlor, complete with aluminum sash and door.



AFTER 48½ YEARS—George H. Ellis, right, assistant comptroller, revenue and freight claims, presents a gift to Erland J. Libby, who retired in early July after 48½ years of Maine Central service. Looking on, from left, are fellow workers Edward J. Gingras and Glenda Gilman.

Carman Merle Cook is now moved to his new location on Dean street, South Portland. His former house and a garage was transported from Main street to its present location. He and his family resided at the Gateway Motel while renovations were being completed.

Machinist George Weeks, visited his son Robert and Family recently at Woodbridge, Va. Robert is employed as supervisor in the Bureau of Mines Department.

Former Electrician Joseph Madjerac, now employed with the Fairchild Semiconductor Corp., was appointed to a foreman's position in the finish and test department. This is his second promotion within a year having been given the job as a Senior Laboratory Technician on July 29, 1963.

Stephen Kutcher, Sr., father of Hostlers Helper, Stephen Kutcher, Jr., died suddenly on June 6. A floral tribute was sent from the Welfare and Flower Fund.

Carman Fred Ward, retired, returned home after a successful operation at the Mercy Hospital.

Carman Donald Perkins has bought a 100 acre farm, which his father is operating. A large blue berry tract is located on it.

Electrician "Bill" Danforth's dad died recently. Testimonial from the Welfare Fund was donated to the Cancer Fund at "Bills" request.

The Accident Safety Board reading as of July 1 is 120 days without an accident.

Car Shop Foreman Robert Montgomery, and Joseph Gilik-

son, and Conductor Charles Audette, Raymond Wilson, Donald Perkins, Edgar Dunham, Raymond Harriman, Howard Harriman, and "Mike" Campbell, all are on vacation.

Since our last publication Stores Department employee Francis Haldane has been in and out of the hospital.

Machinist Melvin Pratt is working at his hobby of repairing old cars, and really gets them to run. The more ancient they are, the better he likes them.

Machinist Edwin Temm has purchased a new Chevrolet "Impala."

Former Boiler-maker Charles Jackson visited the shop during the month, while Mrs. Jackson and he visited their daughter, Virginia, in Westbrook.

There were only two vacations listed at the engine house for June, that, of Laborers Albert Stivaletti and Arthur Davis.



SOAP BOX RACER—William Rumery of Saco, step-son of Gordon Sears, engine house foreman, Rigby, carried the flag of the Portland Terminal Company in the recent Portland Soap Box Derby.

Machinist Lawrence Lanciault had had erected a storage shed at his cottage, for wood and tools.

Former Foreman Frederick and Mrs. Lombard visited their son, and family in Philadelphia during June, shortly after Fred's retirement.

Machinist Helper George Coffin, retired under the old system, before the Railroad Retirement Act was in affect, is confined to the Mercy Hospital for treatment.

Machinist Martin Stratton is having the time of his life at his cottage on Thomas Pond catching his limit of trout.

Laborer Edward Thorne has a Caddie with all the fixings.

Mrs. Marion Lanciault, mother of Machinist "Larry" Lanciault, just past her 94th birthday, enjoying the best of health. She can remember her father as a Civil War Veteran. She resides with her son "Larry."

Leading Electrician Alvin Strout's daughter Irene was graduated from South Portland High School with honors. She plans to take a business machine course.

Machinist Frederick Johnson's son after graduation entered U. S. Air Force school.

Former, Machinist Helper William O'Brien who was with us for the duration of World War II, is now employed by the Curran Electric Company.

Donald Whitney, son of Watchman Don Whitney, after graduation, from Portland High School, entered the U. S. Navy by way of High School Naval Reserve.

Hostler's Helper Roger Dudley was made a grand-dad recently when his daughter Janice presented the family with a daughter.



Retired Conductor S. C. Skillings was a patient recently at Thayer Hospital, Waterville, for medical observation. He's now at home and doing O.K.

Sympathy is extended to the family of John Paquette, whose wife died June 27.

Sympathy is extended to the family of "Ed" Harlow who died recently in New Hampshire. He was an Engineman for the Maine Central for many years.

John Keating, Jr., says thanks to all the Assistant Editors of the "Messenger" for their kindness in sending two beautiful cards during his illness.

RIGBY YARDS

Glad to hear that J. F. Flaherty, Yard Clerk, Yard 8, has returned home after a stay in the hospital and is coming along fine. Same may be said of J. M. Weingaertner, third trick operator at Tower 2.

D. J. Wilson has bid off temporary position as third trick operator at Tower 2.

Operator W. E. Kirkpatrick, swing operator at Tower one, is still on sick list. The position as swing man is being covered by L. E. King.

C. D. Kane, Jr., is covering L. E. King's third trick position at tower one.

H. Q. Petrie, on vacation, has observed his 25th wedding anniversary. Many good wishes, Mr. and Mrs. Petrie. They are planning to visit the World's Fair. Mr. Petrie's position is being covered by spare operator E. H. Grondlund.

S. O. Chandler has returned to swing position, at tower X, after his trip to Florida.

Operator G. M. Ferris is still off duty, his job being covered by W. D. Graham.

Mrs. Eleanor Flaherty, car distributor, per diem office, is also on the sick list.

Trainmaster Joe Coombs' Little League Team is hot, winning nine games in a row. Good coaching Joe.

W. H. Marshall has returned to his first trick position at tower one after his vacation.

Supt. R. W. Williams enjoyed a few days fishing.

J. E. Millett yard clerk Yard 7 has returned to work after vacation.

Yard clerk M. T. Mullen is covering first trick at Yard 8 in place of J. F. Flaherty. E. J. Wade is covering Mullen's swing position.



TWO'S COMPANY—Jane and Jennifer constitute a whole cartload of twin granddaughters for Painter and Mrs. Chester Craig of the Waterville Shops. They're 10 months old.

BRT Honors Veteran Member

At a recent meeting of Lodge No 343 of the Brotherhood of Railroad Trainmen, H. Adelbert Wright, Waterville, was presented in 65 year membership emblem by Vice President Paul J. McNamara.

Del, as he is better known, started his railroad career as a brakeman for the Maine Central in 1899 and retired in 1957 as a Yardmaster at Waterville Yard. He also served the Brotherhood for 11 years as treasurer. He is one of three in New England who holds the 65 year award. He is 85, and he attributes his longevity to the fact that he has never used alcohol or tobacco.

Veteran members on hand to congratulate Del included Claude S. Bills, retired yard conductor; Earl E. Bickford, retired Conductor; and Frank A. Nicholson, also a retired Conductor and former General Chrmn. for the Brotherhood of Railroad Trainmen.

W. J. Mizula bid off the new position of janitor at Rigby Yard and Portland Freight office.

George Haley, clerk at Portland Freight Office, retired as of June 27.

The billing of freight, formerly done at Portland Freight office, is now located at the Per Diem office, Rigby.

Mrs. Bettina Conahan has returned to her position at the Superintendent's office, Rigby, after a vacation.

William Glenn of the Per Diem office and family are enjoying a vacation, taking in the World's Fair.

Calvin Caler, second trick call boy, is also enjoying a few days vacation. His position is being covered by Francis Morrili.

Paul Ward has returned to his position as second trick messenger after his vacation. Carl Ward, second trick general yardmaster, is also on vacation, his position being covered by M. E. Deering.

Yard conductor S. P. Whitney retired June 29.

J. G. Johnson, yard clerk Rigby, has started his vacation. His position is being covered by A. C. Appleby. Mr. Rivers is making the messenger boys happy with a new truck, PT1, July 1.

Sympathy is extended to Assistant Superintendent M. F. O'Brien on the recent death of Mrs. O'Brien.



HONORED BY B.R.T.—H. Adelbert Wright of Waterville is shown receiving his 65 year emblem from Vice President Paul J. McNamara of the Brotherhood of Railroad Trainmen. Others in photo are from left to right, E. F. Lyden, General Chairman of the Brotherhood of Railroad Trainmen; G. E. Gagnon, President of Local Lodge 343 and Arthur E. Genest, State Representative for the Trainmen.

Wright resides at 8 Pleasant Place, Waterville, and has traveled extensively since his retirement. He is an active member of the First Baptist Church.

also been busy organizing "The Teenage Republicans of Brunswick." He is President of that organization.

The Friendship Sloop "Venture," is nearly ready to launch. We'll see you on Casco Bay.

ROCKLAND

W. L. Morang and his carpenter crew are here rebuilding our loading wharf. R. R. Grant, and the paint crew are chipping and painting our track scales.

Yard Conductor M. E. Lake is enjoying two weeks vacation from the switcher. M. P. Mitchell is covering the job.

Retired Conductor Al Atkins visited us recently. He is at his Damariscotta Lake cottage.

BRUNSWICK

Cashier John M. Callan has returned from a week's vacation. He was relieved by Joe McMorrow from Lewiston. John spent most of his vacation building an out-door fireplace and a picnic table. When shall be join you, John?

Second Trick Operator Nelson Soule is on vacation, relieved by Gene Harjula from Rockland. Nelson has been working on his cottages at South Freeport and eating some of those striped Bass.

Steven Thing, 17 year old son of General Agent and Mrs. Robert S. Thing, has been awarded a National Science Foundation grant to attend Bowdoin College this summer. He will study Analytical Geometry. Steven has

WATERVILLE YARDS

Among the new car owners at Waterville are Yard Brakeman Roger Ouellette with a Tempest; Track Supervisor M. S. Thorne with a Dodge; and Bob Knight with a Mustang.

Assistant Yard Master J. Norman Vigue is still looking for the hit and run driver who ran into his new Dodge while it was parked at the Yard Office.

Yard Conductor O. J. "Butch" Bouchard displayed a bit of talent recently when he donned a Beatle wig and borrowed a guitar at a local restaurant.

Yard Conductor Ken Fitton, wife Nancy and daughter Linda spent a weekend tenting at Mount Blue recently. They have a similar trip planned for Mount Katahdin later in the summer.

Switchtender Joe Poulin remains on the sick list.

The crew of Switcher No. 7 claims to be the only non-smoking crew in Waterville. They are: J. A. Lefebvre, Head Brakeman; Ken Fitton, Rear Brakeman; Art Genest, Conductor and Art Leonard, Engineman.

Phil Messier has bid off the third trick Assistant Yard Master's job and Art Voisine is now Conductor of Relief Switcher No. 1.



MESSENGER STAFF MEETS—Assistant editors of the Maine Central Messenger met in June at the Cascades, Scarborough, for the annual luncheon and business session. Left to right, Frank Ware, Bangor; Gertrude Holbrook, secretary, public relations department; Norman Massengale, Train Crews, Portland; Marion Stevens, General Offices, Portland; G. K. Stevens, Waterville Shops; Al Kennedy, sports editor; Frank Carsley, Rockland; Marion Adler, General Offices, Portland; Sumner S. Clark, Vice President; Myrtle Neilson, General Offices, Portland; R. S. Thing, Brunswick; John J. Johnson, Rigby Yard, South Portland; Albert B. Wetmore, Rigby Engine House, South Portland; Ernestine Miller, General Offices, Portland; Herbert L. Baldwin, public relations consultant, Lincoln, Mass.; Carol Bragdon, Engineering Department, Portland; and Joseph H. Cobb, editor, Portland.

Machias Project Gets Under Way

A project that calls for establishment of a new industrial area, the elimination of a grade crossing and the removal of a side track that crosses Main street was begun by the Maine Central in June at Machias.

The project involves the retirement of several hundred feet of siding south of Court street which eliminates the Court street grade crossing and the section of track that traverses Main street on its way to abandoned wharves on the Machias River.

John P. Scully, Portland, Maine Central executive assistant and chief industrial real estate officer for the railroad, said two industries which have occupied river-front locations on the old Maine Central siding will be relocated in a new industrial area just north of Court street. This area, he said, will be served by the section of side track that remains when the project is completed.

The industrial area will be on land recently acquired by the Maine Central from L. S. Crane

of Machias. Availability of rail transportation and grading of the land will make the area attractive to industrial users, Scully said.

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Mr. Page was a Mason and a member of Kora Temple. He had been president of the Skowhegan Savings Bank since 1918.

He was also president of the Maine Automobile Association and was a past president of the Maine Publicity Bureau. Mr. Page had served three times as a state senator and twice as a member of the Legislature. Twice he sought to become governor.

He is survived by his widow, Mrs. Edith May Page; two daughters, Mrs. Henrietta Crane, Glen Cove; and Mrs. Edith Seeley of Skowhegan; six grandchildren and a sister, Mrs. Edna P. Bunker of North Anson.

A.A.R.—from page 1)

Costs and Statistics, respectively. In addition, Horace M. Budd, assistant treasurer, has accepted appointment to the Committee on Order and Advise Shipments in the Eastern Group of the Treasury Division of the A.A.R.

MeC Employees Urged To Check Withholding

Horace N. Foster, comptroller and treasurer, has urged all employees to check their personal income tax situation. "Unless they do," he says, "they may have a substantial tax due to be paid the Federal Government in April, 1965."

Foster pointed out that present payroll deductions authorized by Congress as withholding will not, in many cases, amount to enough to pay the tax due at the end of the year. Unless this withholding is adjusted, he said, there will be a balance owed in April by many employees.

Foster said it is not too late, however, to correct the situation. If an employee wishes, he may complete a new form AD320 reducing the number of dependents he is claiming and send the form to the Accounting department, Portland. Reduction of one exemption, for example, will result in increased withholding of about \$1.80 a week.

Wilbur O. Lobley, locomotive engineer, Portland, July 2.

Neil C. McAskill, carman C, Waterville, July 3.

Philip M. McIver, stationary fireman, Vanceboro, July 1.

Charles E. Moreau, yard conductor, Waterville, June 30.

Emile J. Morin, trainman, Portland, June 30.

Cecil A. Poor, agent, Winthrop, June 22.

Harold H. Varney, carman A, Waterville, July 3.

Stanley P. Whitney, yard conductor, Portland, June 29.

RETIREMENTS

Clarence L. Blackmon, carman A, Waterville, June 26.

Angelo M. Cardone, baggage and mail handler, Portland, June 12.

Lester P. Chick, carman helper, Waterville, June 15.

Florence P. Cooper, freight clerk, Portland, May 30.

Emile J. Duguay, trackman, Brunswick, May 29.

Edward J. Francoeur, trackman, Portland, June 17.

George F. Haley, mechanical device operator, Portland, June 26.

Erland J. Libby, head clerk-accounting, Portland, July 1.

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