



## Eastern Chip Movement in High Gear; MeC Furnished 42 Special High-Sides

A unique railroad operation swung into high gear this month when the Eastern Division of Standard Packaging observed its 75th anniversary at Brewer.

Involved were 42 high-side rail cars, specially built by the Maine Central Railroad, to haul wood chips from the Eastern mill at Lincoln to the digesters at the same company's mill in Brewer.

All summer long, the special cars were in construction at the Maine Central's Waterville Shops. They were marshalled at Mattawamkeag to await the start of the chip service for Eastern this month.

In a technical release, the American Pulpwood Association called the development "certainly a fine example of effective co-operation between our industry and a railroad."

The big cars, with tops more than 16 feet above the rails, will be captives on the Maine Central trackage between Lincoln and Brewer, in exclusive service for

the Eastern Division. Each will carry 100,000 pounds of wood chips.

Because of these cars and the service planned by Maine Central, Eastern will eliminate wood storage and chipping operations at Brewer entirely, taking chips seven days a week and lofting them directly into the paper-manufacturing system. Eastern at Brewer thus becomes the state's first paper mill to operate entirely with woodchips from outside, although other Maine mills are using chips produced elsewhere to some extent.

The Eastern switch to an all-chip operation is the latest phase, a Maine Central spokesman said, of a continuing woodchip "revolution" in the state's pulp and paper industry. This development began in Maine several years ago, and the paper industry's use of wood chips from sources other than their own pulpwood piles has increased steadily. Efforts to standardize

(Eastern—page 8)



AT KEAG-READY TO GO—A total of 42 chip cars, built this summer at the Waterville Shops, stand at Mattawamkeag awaiting the start of the Eastern chip service.

## Solvay "At Home" Thanks to MeC, Says President

The president of Allied Chemical's Solvay Division has high praise for the Maine Central, Central Maine Power and others who have helped his company "feel at home" in Maine during initial construction phases of a \$5,000,000 plant at Jay.

"We've had such good cooperation," he said at a recent luncheon at Livermore Falls, "that it makes us worry just a little bit. If we can't make this plant work, it's obviously going to be our own fault, not anyone else's."

Wilbur H. Brumfield, division president, and other company officials said during the get-acquainted lunch that site preparation is a little ahead of schedule, and that foundation work should start next month. "We hope," one said, "to have some buildings up by the time snow comes."

Next spring and summer, about 300 men will be working on the new plant, scheduled to be in production by late 1965. Dr. Robert H. Reed, division vice president, said design of the plant will make it possible to expand to at least twice its present size. About 50 to 75 persons will be employed, he said, on a three-

shift, round-the-clock schedule. Robert B. Lautner, director of operations, said the new plant will break down salt into caustic soda and chlorine, both of which will be used in the new International Paper Company mill nearby, and in other Maine and New England paper, textile, agricultural and chemical industries. (Solvay—page 4)

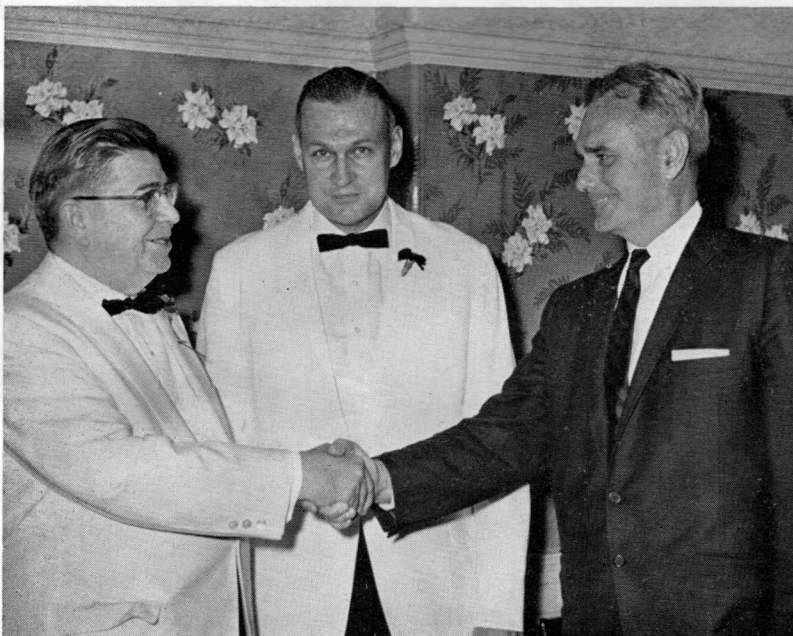
## Unique Shipment Leaves Portland

Ingenious engineers of a Portland firm, with an assist from Maine Central traffic experts, sent two 53-foot railroad cars holding one of the most unique industrial shipments ever to cross the country out of Portland in August.

From the plant of C. J. Merrill, Inc. at 54 St. John street, the unusual shipment was destined for the Los Angeles plant of the Continental Can Company. The flat cars held a Merrill air dryer, one component of a complete wet-on-wet high speed coating line, built at Portland to be installed at the Los Angeles plant.

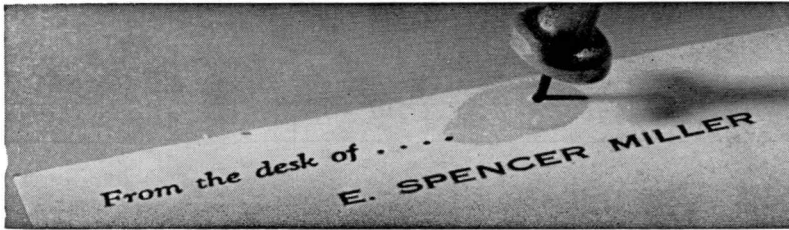
The dryer section was almost completely fabricated in the Merrill shops. Then it was assembled on the two oversize specially-ordered long flat cars, making a shipment 12 feet wide

(Dryer Shipped—page 3)



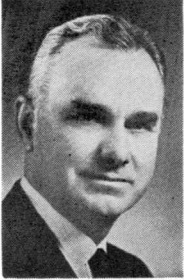
AT POLAND SPRING EVENT—President E. Spencer Miller of the Maine Central greets Perry S. Heath, left, grand chief engineer of the Brotherhood of Locomotive Engineers, as the organization held its New England Union Meeting in August. Center is John F. Sytsma, general secretary-treasurer of the Brotherhood. President Miller was principal speaker at a banquet that closed the event. (See next page)

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(Mr. Miller is away on a railroad business trip. In his absence we are using the space usually occupied by his monthly message to fellow workers to print the following excerpts from a talk he made at Poland Spring recently to the New England Union Meeting of the Brotherhood of Locomotive Engineers)

"There is no profession, unless it be that of a professional soldier, which brings out the loyalty and love of work, as well as pride of



accomplishment, equal to that of railroading. It is a fascinating employment and when a man has once been exposed to it, he seldom wants to do anything else. This pride of profession is perhaps the strongest bond between all of us railroaders and permits us a pardonable pride. Personally I am proud to be a railroad man and possibly the chief reason for that pride is admiration for the skill, the courage, the devotion to duty and the very manliness of the men who operate our trains, and

in whose care are the safety of fellow employees, of the corporation's operations, and the property of our patrons.

"All of you are generally familiar with the outstanding problems of the railroads and their Unions on a national level and therefore it is perhaps proper for me on this occasion to say something about the Maine Central, which serves the area which you have picked for your convention. First of all we are very proud of a record of integrity. During the great depression other roads found it necessary to default on their solemn financial obligations, and some which found it not necessary, nevertheless found it expedient to reorganize and change the terms of agreement. This has never been done by the Maine Central and it is my fervent hope that such a procedure will never come about. We suffered during the depression and at one time had as much as \$48.00 of arrears on our prior preference stock, and \$90.00 in arrears on our preferred stock. The \$48.00 was paid and the stock was retired. \$85.00 of the \$90.00 in arrears on our preferred has been paid and I expect to clear the balance before the end of 1964. Our common shareholders have been patient and I hope to reward their thirty odd years of drought by at least a small payment on the common in the first quarter of 1965. It is thus management's intention to keep the same record of integrity with respect to its agreements in every field, including labor.

"In the meantime our patient, if unspectacular, attention to the railroad business plowing back into the property such profits as we have had has had its effect, with the result that the common stock which sold in 1940, when I came here, at a price of \$3.00, is today 70 points higher. A prosperous railroad is a good place to work and it is with this very major objective in mind that management's endeavors are bent toward bringing prosperity.

"Let me tell you some of the reasons why we are optimistic and believe that we have in Maine Central a real growth situation. It was only a few years ago that Maine seemed to be settling down into a no growth pattern and even people in our own organization seemed to be obsessed with beating the trucks and keeping the traffic which we had without any real hope of developing new business sources. With a good deal of heart rending we had to go out of the passenger business. Towards the end we were handling an average of 19 paying passengers per train, which of course is only half a bus load. When we went out of the passenger business I stated publicly that the savings would be used to improve our rolling stock and to set the stage for an industrial development in Maine, since we could promise large manufacturers rates and equipment to meet their needs. This statement was received with great skepticism by the public, and I dare say by our own people, but it has proved a true prophecy.

"The story of the hardships placed upon the railroads has been told so often that it will receive little space in this talk. It is important for you as loyal railroad men and as voters to understand, however, the great stake which you have in seeing to it that government treats our industry fairly. It is not much of an exaggeration to

say that our greatest competitor is not the trucks, the large lines, the airplanes, or the ocean going steamers, but government itself. Without government stepping in with limitless resources, which incidentally are yours and mine, there would not be any worth-while competition from any of these sources because the railroads are inherently so efficient and so unbeatable. It is a fact, however, that the government is not satisfied with building, maintaining and removing snow from the highway plants used by our truck competition, but in addition rigs the taxes in a most unequitable way. For instance, the user fees, including gasoline taxes, paid by me to operate my Chevrolet are three or four times on a ton mile basis what the operator of a commercial truck for hire carrying 72,000 lbs. and smashing down the highways, is asked to pay. Due to Maine's reciprocity on trucks, the out of state truck operating in Maine gets as much as ten times the use of our highways for his tax dollar as I do for running the Chevrolet. Other government projects may affect us adversely, even though very indirectly. Let us consider the Tennessee Valley Authority, for instance. The millions of dollars spent here permitted low barge rates; these in turn induced the Southern Railroad to lower its rates on jumbo cars of grain, and this set up a chain reaction whereby the Baltimore & Ohio and the Pennsylvania lowered their rates drastically on grain to the Delmarva region. The Maine Central has been fighting desperately to get equal treatment for the animal and poultry feed into Maine, which so long carried approximately the same rate as to Delmarva, and to heap insult upon injury, we have recently read where certain politicians are talking about giving or lending some \$5,000,000 to set up a water terminal at Rockland to take the grain off the railroad and put it on the water. Since 10% of our carloads in 1961 were animal and poultry feed, this is a deadly threat for the company and more importantly to their railroad employment. I have already explained in our house organ, the Maine Central "Messenger", this matter in detail and it is up to you to make your political feelings known, both to our Congressmen and Senators, and at the polls. In recent years the government has been all too eager to tear down the successful, and artificially make the unequal equal. It is time that every railroad man and every American started to resist."

*E. Spencer Miller*



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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## Ernestine Miller Dies Suddenly

Mrs. Ernestine V. Miller of Portland, a clerk in the accounting department, died suddenly Sept. 9. She was the daughter of the late Mr. and Mrs. Frank Grimes of Waterville and the wife of Stephen Miller, Portland. She came to work in the Maine Central general office building in 1942.

Mrs. Miller was an assistant editor for the Maine Central Messenger. She also was a member of the Ladies Auxiliary to the Brotherhood of Railroad Trainmen; recording secretary of lodge 374, Brotherhood of Railway Clerks; a member of the Maine Central women's bowling league; and had served in several posts for the state and local Republican organization.

She was a member of the Woodfords Congregational Church, whose pastor, Dr. Frederick H. Thompson, officiated at funeral services on Saturday, Sept. 12.

Besides her husband she leaves an aunt, several uncles and cousins.



Mrs. Miller

Close readers of the Messenger this month will note that the name of Ernestine V. Miller remains on the masthead as an Assistant Editor despite the fact that this same issue carries the notice of her sudden death.

It was left in the masthead deliberately, inasmuch as this edition—like all the editions that preceded it—contains much of her work.

Mrs. Miller served as a correspondent for the General Offices for many years, on the old Maine Central Magazine, and on its successor, now nearing the end of its fourth year of publication.

Her efforts have been greatly appreciated and will be sorely missed, not only by the staff, but by every Messenger reader.



**MAINE CENTRAL CITED**—Harvey M. Fickett, left, Maine state director of the Savings Bonds division of the U.S. Treasury department, presented citations early this month to E. Spencer Miller, president of the Maine Central Railroad, and John F. Gerity, assistant comptroller, for the success of a recent company drive to increase Savings Bond purchases through the payroll savings plan. The campaign resulted in an eight per cent increase in employee participation, pushing the total number of railroad workers who buy Savings Bonds to well over the 50 per cent mark.

### Dryer Shipped—from page 1)

and nearly 18 feet high. It was moved directly from the cars into the plant for final assembly.

The ingenious method of assembling the six sections of the air dryer on the freight cars, according to John R. Bradford, president and general manager at Merrill, enabled a dramatic saving in erection time at the west coast plant. The fact that the dryer arrived practically all assembled reduced the installation time from several weeks to a few days. The dryer was only one component of the complete high speed board coating line which the local plant has built for the Pacific Coast plant of Continental.

A Maine Central box car followed the flat cars to complete the shipment of a bar coater and an air knife. The entire installation when installed at the Continental plant measured overall more than 67 feet long and 44 feet high.

Because of the height and width of the flat-car shipment it had to be specially routed because of clearance demands at bridges and curves. Moving out of Portland on Maine Central lines to St. Johnsbury, Vt., the unusual shipment then travelled over Canadian Pacific tracks to Detroit; thence to Kansas City; Tucumcari, N. M.; and reached its destination over Southern Pacific lines.

## Railroad Cited For Bond Increase

"The wholehearted participation by your employees in the U. S. Savings Bonds program is an example of the patriotic service individual Americans can render to help keep America secure and free."

This praise came this month from the U. S. Treasury as it

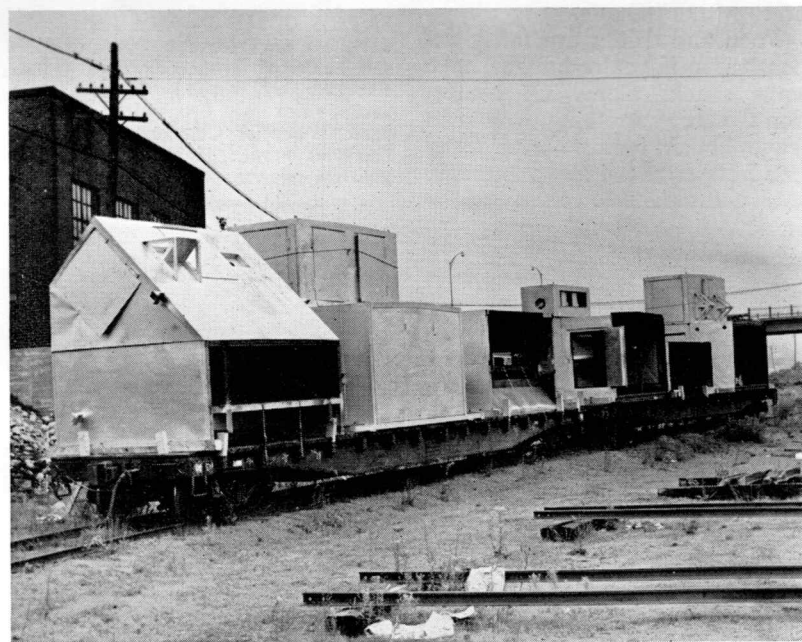
presented a special citation to the Maine Central Railroad for increasing employee enrollment in the payroll savings plan for the regular purchase of Series E bonds.

A total of 1,711 employees are now buying bonds regularly as a result of the company's recent successful campaign to raise participation in the payroll savings plan.

The citation is signed by Secretary of the Treasury Douglas Dillon and Halsey Smith, Portland, Savings Bonds chairman for Maine. It was presented to President E. Spencer Miller by Harvey M. Fickett, State Director of the Savings Bond Division, U. S. Treasury Dept.

"In a world of uncertainty and tension," Mr. Fickett declared, "we must do everything we can to protect our freedom as a Nation. Buying U. S. Savings Bonds is one way to help, open to all Americans. The wholehearted participation by your employees in the U. S. Savings Bonds program is an example of the patriotic service individual Americans can render to help keep America secure and free."

In accepting the award, Mr. Miller described Savings Bonds as "a unique instrument of partnership between the individual citizen and his country" and added, "Through years of war and uneasy peace, through years of change, this partnership has served both well. By purchasing Savings Bonds, our employees are investing not only in their own future but also in the security of our country."



**READY TO ROLL**—This huge air dryer, built at the C. J. Merrill plant in Portland, was shipped to Los Angeles, Calif., in August aboard two Maine Central flatcars. One of the largest shipments to leave Portland in many years, the task required the talents of both Maine Central and Merrill traffic specialists to devise loading methods and special routings for adequate clearances.

**Railroader Says:****You Don't Have To Rob a Bank  
To Have Fun at the World's Fair**

BY MARY MORSE  
Clerk, Engineering Dept., Portland

Yes, by all means—go to the World's Fair!

Contrary to general belief, the Fair is not as expensive as rumors have it. Most of the exhibits are free, and if you possibly can get there with your family, make the necessary arrangements and start planning.

Make a reservation as soon as you can, at a hotel in the vicinity of Broadway, because the Fair closes at 10 p.m., and the crowds on Broadway and the lights are part of the trip.

The fare on the subway is 15c from all stations in the city's 236 miles of subway system. There are signs pointing to the World's Fair, and one couldn't possibly get lost, strayed, or stolen. The subways are not overly crowded, and the people are very friendly.

The admission fee is \$2. for adults, and \$1. for children 2-12. A car rental firm has miniature plastic cars, specially built for children, with a handle similar to a baby carriage which the parent can easily push. They can be rented for \$2. per day.

There are four huge parking lots for cars at \$1.50 per day—until 3 a.m. There are 376 approved hotels and motels in greater New York. A complete listing, including rates, location, etc. is provided in the New York World's Fair 1964/1965 Hotel and Motel Guide.

Food and drinks are fairly expensive, so if you're hungry, take some snacks along. Of course, don't carry anything you can leave home, because everything gets heavier as the day progresses.

Many of the pavilions, such as Mexico's, give free outdoor entertainment—native dances and style shows.

At night the fireworks are free, and are sent up near the large pool containing the many bubbling fountains which are colored with lights. This fountain is in back of the Telephone Building.

There are many spots that are equally entertaining and economical, so go see for yourself, you'll have the time of your life!



**ENTERS COLLEGE**—Miss Judi Soule, daughter of Telegraph Operator Nelson Soule of Brunswick, and granddaughter of retired Agent Leslie Soule, also of Brunswick, entered Eastern Baptist College, St. David's, Pa., this month to start a major in political science.



**MEC BOOTH AT MAINE PRODUCTS SHOW**—This realistic scene, a model of the Maine Central bridge at Maranacook, one of the most scenic spots on the railroad in Maine, was seen by thousands of visitors to the Maine Products Show in the Portland Exposition Building in August.

**Thousands Visit Maine Central  
Booth At Maine Products Show**

With one of the most popular booths in the Exposition building, Maine Central representatives reported an active three days and nights with visits by thousands of people during the recent Maine Products Show.

Freight Sales Representatives Joe DiMauro, Frank Curran and Dick Foley manned the booth, answering hundreds of questions about Maine Central's routes, service and equipment, and greeting many old friends of the railroad. They report too, that many new friends — many of them too young to control much traffic — were made during the show.

The Maine Central booth — new this year — is a miniaturiza-

tion of a railroad scene near Winthrop, where the Lewiston main line crosses an arm of Maranacook Lake. It's a three-dimensional likeness of the picture on the cover the 1963 Annual Report, and features a miniature Maine Central freight train appearing around a curve, crossing the bridge, and disappearing into the woods beyond. The diesel locomotive pulls a train of yellow and green box cars, a chip car, a pulpwood car, a piggyback and a caboose, all carefully detailed and duplicating the colors, lettering and design of the actual equipment.

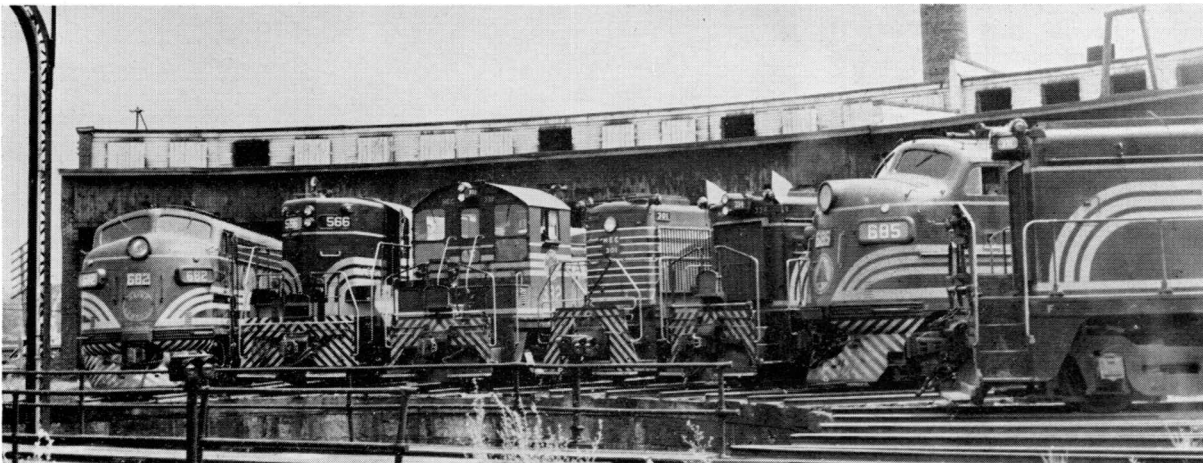
A timing device was incorporated into the circuits to stop and start the train at 20-second intervals, adding to the interest developed in show visitors.

Hundreds of pieces of Maine Central and Association of American Railroads literature were distributed during the presentation, which was the railroad's fifth participation in this annual event.

**Solvay**—from page 1)

Pipelines will carry the materials from the new Solvay plant to the International mill, and tank cars will be used for other shipments.

The officials said the new Solvay plant will produce about 80,000 tons of chlorine and caustic soda annually, with "some-what less" than half going to the International mill.



**MOTIVE POWER AT BANGOR**—Seven Maine Central locomotives (count 'em) had just returned or were waiting use at the Bangor engine house recently when the photographer made a visit. The diesels represent at least five different types now in use on the MeC system.





**WILLOWDALERS END SEASON**—Awarded trophies as the Maine Central Willowdale Golf League play came to a close were, seated, left to right, George Stanley, Horace Budd, Irving Kelley, Ray Williams, and Dick Luce. Standing, Joe DiMauro, George Phillips, Tom Hayes, John Bilodeau, George Ellis, Vinnie Morse and Ted Whiting.



By AL KENNEDY

The Willowdale Golf League ended the season with a banquet at Carolyn's, Cape Elizabeth.

Team No. 3 with Leo Gain, Ray Williams, George Stanley, Tom Hayes, Horace Budd, Dick Luce and George Phillips won first place. George Ellis was presented an award for the season's low round. Joe DiMauro walked off with the low average award. Irving Kelly was presented an award for the most valuable player. Ted Whiting won an award for low round in class B. Vinnie Morse, took the award for most pars, and John Bilodeau for most birdies.

A special custom-made club was given to Bill Welch to help him maintain his golf form. A special award of an unsinkable golf ball was presented to Everett Goddard. A sand pail and shovel was presented to John Bilodeau.

Congratulations are extended to the Golf Commissioners, who did a tremendous job. The Golf Commissioners for next season will be George Stanley and Art Edwards.

The Portland Couples Bowling League started their season September 17 at the Westport Lanes, Westbrook.

The Portland General Office Men's Bowling League started on September 3rd, at the Westport Lanes. If you're interested in joining, contact Bill Manning, or Bob Engelhardt, general offices.

The Maine Central Women's Bowling League gets underway for the 1964-1965 season on Wednesday evening, September 23, at 7 P.M. at West-Port Bowling Lanes. (Please note change of time this year). Any gal who is interested and has not yet signed up for the season may contact Miss Mary Nugent, at the General Office, telephone extension 301. Besides getting a weekly night out, the girls really have a lot of fun and get good exercise. Novice bowlers and those not so expert will be welcome.

**RRB Office Moves**

Kenneth J. Nolan, district manager, Railroad Retirement Board, has informed the Messenger that the RRB office, located at 79 Exchange street, Portland, for several years, will be moved to 470 Forest avenue, Portland, effective Sept. 23.

**Maine Railroad Golf Tournament Scheduled Saturday, September 26**

The Maine Railroad Golf Tournament will be held Saturday, Sept. 26, at the Willowdale Golf Club, Scarborough, with golfing railroaders from all over the state expected to enter.

They'll enter, that is, unless they expect weather like last year's at Poland Spring, when the tournament rounds were played in a howling gale with temperatures in low 40's. This year, tournament chairmen Al Kennedy and Jerry Shea have assured prospective competitors of a warm, Indian-summer day for the event.

George Stanley of Portland, who braved the cold and wind to capture the E. Spencer Miller trophy last year, will be doing his best to win another leg toward permanent possession this year. Bill Martin of Bangor, last year's low gross winner, will be playing serious golf in an effort to repeat.

The tournament is open to all railroadmen in Maine. Starting times will be assigned by the chairmen, who are now accepting entries. Drop either Al Kennedy or Jerry Shea a note at the General Offices, Maine Central Railroad, Portland.

**ENTRY BLANK  
MAINE RAILROAD TOURNAMENT**

Saturday, September 26, 1964

Name .....

Company .....

Home Address .....

Handicap .....

Home Course .....

(Mail to Al Kennedy, MeC General Offices, 222 St. John St., Portland, Me.)

## Hodgkins Named To A.R.E.A. Post

Earl W. Hodgkins, a former Maine Central assistant engineer, has been appointed executive secretary of the American Railway Engineering Association, Chicago, Ill. He also has assumed a companion post, that of vice chairman, Engineering Division, Association of American Railroads.

Hodgkins left the Maine Central engineering department in 1958 to accept a position as an editor of Railway Track and Structures.

## Shopman's Son To Visit India

Kenneth Wentworth, son of Clerk and Mrs. Guy Wentworth, Waterville Shops, and a member of the music faculty at Sarah Lawrence College, will lecture at the University of Calcutta and present a series of piano concerts in India during the next nine months.

He has been awarded a grant by the United States Educational Foundation, and is taking a sabbatical leave from his Sarah Lawrence faculty post.

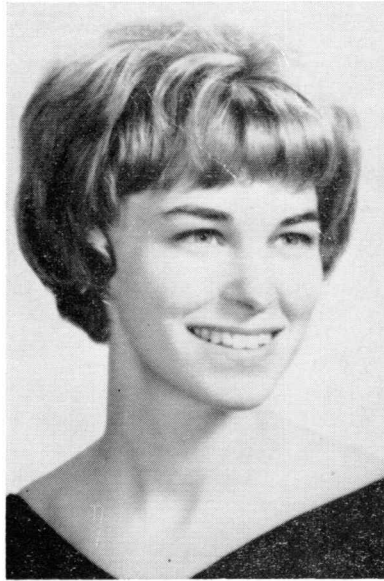
Wentworth will be joined by his wife, Jean, in the two-piano concert series. Mrs. Wentworth is a member of the piano faculty of Julliard School of Music, from which both were graduated. Their home is in Scarsdale, N. Y.

Mr. Wentworth attended the Fairfield schools and Colby College before entering Julliard. They have three children, and the entire family will leave for India this month.

His father, Guy Wentworth, has been employed by the MeC for 51 years.



Wentworth



**IN MOTHER'S FOOTSTEPS**—Jo Irving, who was graduated from Westbrook Junior College last June and from Deering High School two years ago, is now a secretary in the Portland office of Hayden Stone, Inc. Her mother is Connie Davis of the Car Accounting office, Portland.



**ATTENDS ENCAMPMENT** — Miss Mary Lowell, daughter of PTCO. Bookkeeper and Mrs. George R. Lowell, South Portland, was selected to attend an All-States encampment sponsored by the Girl Scouts of America at Camp Woodhaven, Redwood City, Calif., in August. She was one of three girls from Maine to attend the event, and the only one from Greater Portland. Miss Lowell has been a Girl Scout for the past ten years, and is a member of Troop 56, South Portland. She holds office as vice president of the Girl Scout Senior Planning Board, Kennebec Council, and will be a senior at South Portland High School this fall. She plans to enter professional scouting after college.

## GENERAL OFFICES

Donna O'Bryan, stenographer in the superintendent's office, has a 1964 aqua Impala.

"Lindy" Burgess enjoyed two weeks fishing and "doing nothing" at North Pond. Lindy states he caught more than 100 perch during his vacation. His job in the general office stores department was filled by Charles Gup-till of Rigby Stores.

"Win" Crowell, tie and timber supervisor of Nashua, N. H., spent his vacation at Cape Cod, Mass.

We understand that "Bob" Nurse, demurrage clerk in car accounting, is really going on a diet, starting September 1—he has been postponing it for at least eleven months now! Everyone will be watching the results.

Joseph Luke, laborer in the general office building, went to Camp Drum, New York, for two weeks' training with the National Guard. Forrest Fickett covered his job.

Wedding anniversaries were celebrated recently by Mr. and Mrs. Elbert L. Kennedy, and Mr. and Mrs. Russell Rackliffe. Mr. and Mrs. George Phillips, (assistant to freight traffic manager) celebrated their anniversary by attending a performance of "My Fair Lady" at the Brunswick Summer Theatre.

Fred Bither, car accounting, has a 1964 metallic green with tan top Impala convertible.

Hollis Waterhouse, watchman in the general office building, has had his two weeks vacation with George Bailey working in his place.

"Jerry" Shea, car accounting, played in the Maine Open Golf Tournament, and just barely missed qualifying for awards.

Gordon Williams two weeks' off was spent in short trips, with one day at Sturbridge, Mass., and another at Reid State Park.

Among employees who have been enjoying cottage living this summer are Tom Hayes (purchasing department) and his family, at Winthrop, Maine; Eugene Trueworthy (data processing) and his family at Highland Lake; Maurice Hawkes (also data processing) at Big Sebago; Clyde Luce Jr. and family at Belfast; Dot Conley at Casco Bay Islands.

Other employees who attended "My Fair Lady" at Brunswick were Mr. and Mrs. Frank Curran (freight traffic); Mr. and Mrs. Henry Sawyer (auditor revenues office); Miss Marion Perkins of Data Processing.

"Tom" Foley, chief clerk in the transportation office, spent the week of August 3, at the World's Fair with his family.

While Alice Rouleau, cleaner, was on vacation, Mrs. Annie Morin substituted in her place.

Mrs. Veatrice ("Molly") Fehlau, secretary in the transportation department, also enjoyed a trip to the World's Fair with her husband. They also visited relatives in Bronxville, New York. Mrs. Margaret Minott substituted for Molly during her vacation.

Barbara Gain, Data Processing, resigned September 2, and moved to Hyannisport, Mass., where her husband, Leo, has been made Assistant

Manager with Sears, Roebuck & Co.

She was guest of honor at a champagne supper attended by Mary Nugent, Jennie Joyce, Dot Conley, Hazel Davison, Marie O'Connell and Lil Smyth at Valle's just before her departure, and was presented with several gifts.



**VISIT GRANDPARENTS**—Diane and Maureen McCarthy of Wheeling, West Virginia, visited their grandparents, retired yard conductor and Mrs. Erving M. Babcock of Portland in August. Mr. Babcock returned to his police reserve school patrol post at St. Joseph's on Stevens avenue, Portland, in September.

## RIGBY

The month of August saw most of the vacations behind us, with a few reserved for the hunting season not too far ahead. Taking vacations during the past month, were: Carmen Percy Akley, and Donald Cribby, who with their families visited the World's Fair; Charles Riley, George Small, Earl Jones, Edgar Dunham, George Thompson, Raymond Lawrence, Edward Landry, William Bean, Robert Mulhern, Phillip Murphy, Robert Graham, Joseph Jeffroy, Clarence LaBerge, Elmer Roberts, and Peter Griffin, all from the Car Department. Others included Electricians Alvin Strout, and Albert Wetmore, Jr.; "Red" Baker of the Bridge and Building Crew; Machinists Lucien Carignan, Milton Coombs, Lawrence Lanciault, Robert McKinney, and Joseph Fountaine of the Engine House electrical group.

The Safety Board now reads 182 days without an accident.

Toby Huff, son of Steam-Fitter's Helper Albert Huff, is in his last year at Northeastern University, studying to be an engineer.

The engine house turn-table has had a new planking job done on its deck by the B. and B. Crew.

Carman Edgar Dunham is now situated in his new home in Scarborough. He performed most of the labor himself.



Stores Department employee Francis Haldane is now out of the hospital and around after surgery.

Leon Boynton, former Traveling Fireman who retired in 1958, wishes to be remembered to all of his friends.

Stores Department employee Charles Whitten has sold his home, and plans to move to Cumberland.

Chief Clerk Leo Belfontaine is in Canada for a prolonged vacation.

One of our war-time employees, Aimee Boudreau, visited the shop, accompanied by retired Boiler-maker William Pettipaw.

Mrs. Sandra Stewart, daughter of Electrician and Mrs. James Small, has presented "Jim", and Mrs. Small with a grandson, James A. Stewart, Jr. The couple celebrated their 23rd wedding anniversary on Aug. 17.

Mr. and Mrs. Al Wetmore attended the "Clearing House" picnic and admired the display of handi-work of Storekeeper, Maurice Allaire. His speciality is circus equipment and animals. He and other hobbyists showed their items at Thomas's Point Beach, Brunswick.

Mr. and Mrs. Robert Coombs and family of Reading, Mass., visited Machinist and Mrs. Theodore Cote and daughters Irene and Beverly recently.

Car Department employee William VanTwistern has sold his home in South Portland, and is now living in a newly purchased trailer.

Electrician "Bill" Danforth was hospitalized for spinal treatment.

Foreman and Mrs. Joseph DeRoche recently visited her brother who is seriously ill at the Massachusetts General Hospital.

Electrician Walter Emery was elected to the presidency of the Trowel Club and Alvin Strout as vice-president. They are members of the same electrical maintenance crew.

Machinist Edwin Temm, who was stricken on the job last month, is slowly on the mend.

Former General Foreman, B. and B. Crew, Roscoe Woodrow, and Electrical Maintainer, retired, Chester Freeman, were visitors at the engine house during the month.

Laborer Edward Cribby has returned to work after a sojourn at Togus.

Jeri Woodrow, Carpenter, B. and B. Crew, has been confined to the

hospital and is now on the road to recovery.

Anyone interested in bowling with a Rigby team is asked to contact Martin Stratton or Joe Mazula.

Harold Belfontaine, laborer, has retired and will reside near Hailfax, N. S.

## RIGBY YARDS

Diane F. McDonald, daughter of Mr. and Mrs. William J. McDonald, (dad is a Yard Conductor at Rigby) received her Bachelor of Science degree from Aroostook State Teachers College in June. She has accepted a position at Fort Fairfield High School as Girls' Physical Education instructor.

Yard Clerk L. C. Peters has returned from his vacation, his position being covered by W. Darling.

J. M. Weingaertner has returned to work after sickness. Glad to see you back, Joe.

Second Trick Operator C. E. Young, Cumberland Mills, is on vacation, his position covered by R. C. Burwood. Second Operator H. Q. Petrie has returned from his vacation. His position was covered by C. D. Kane. Third Trick Operator L. E. King is on vacation, his position covered by C. D. Kane.

Yard Clerk G. H. Bondenson spent his vacation with the National Guard at Camp Drum. Clerk E. G. Bolduc is on his vacation, his job covered by A. Appleby.

Clerk J. F. Flaherty has returned to work after sickness.

Spare Operator E. H. Gronlund has started his vacation. First Trick Watchman John McFarland's vacation position was covered by R. Chisholm, whose position was covered by G. Purdy. Second Trick Watchman D. Whitney is on his vacation, his position covered by K. Welch.

Third Trick Watchman P. Chisholm has returned from his vacation, his position covered by P. Foley. Supt. R. W. Williams and Trainmaster O. H. Coombs have been on vacation.

First Trick Messenger L. Pettengill has started his vacation, his position covered by P. Ward.

Spare Call Boy F. Morelli is covering second trick in place of C. Caler. Third Trick Call Boy C. Haskell has returned to work after his vacation.

W. Glenn, W. Pettingill, and E. Stanton of the Per Diem Office have returned after vacations. Eleanor Flaherty has returned to work at the Per Diem Office after sickness.

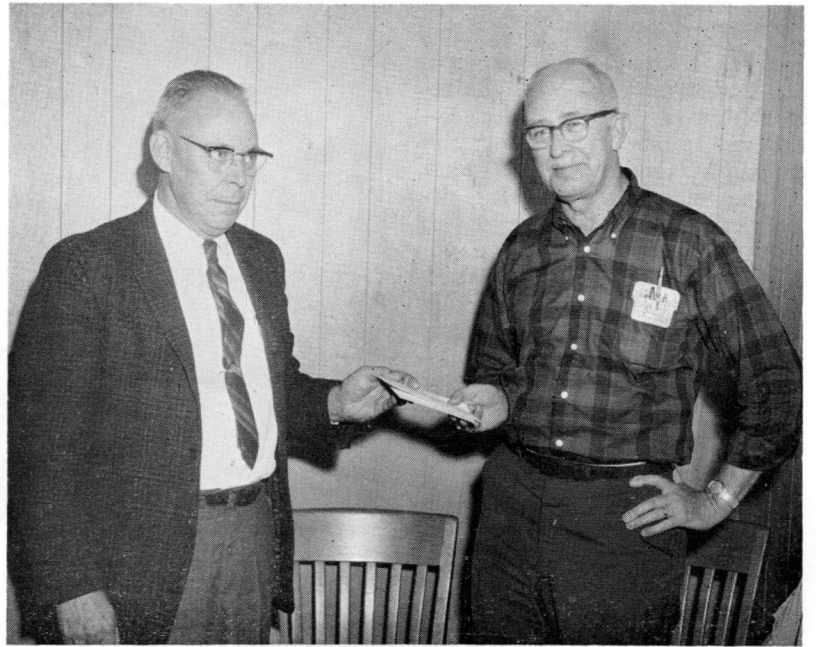
Yard Clerks W. Griffin and A. Liscomb have returned to work after their vacations.

Recent visitors at the yard office were Bill O'Neil, retired yard conductor who now resides in Florida. As much as he likes Florida, he has to come back to Maine for the good summer weather.

C. B. Rice, retired yard clerk, also was in to visit.



The five sons and daughters of Mr. and Mrs. F. Clayton Hoar, who retired in 1962 after 54 years' Portland Terminal Company service, are arranging a family party in observance of Mr. and Mrs. Hoar's 50th Wedding Anniversary Sept. 26. The affair



**BILL OTIS RETIRES**—George P. Silva, left, superintendent, Waterville Shops, presents retirement gifts to William D. Otis, veteran work equipment foreman at the Shops, as Bill retired in August after more than 45 years' Maine Central service.

will be held at Carolyn's, Cape Elizabeth. Mr. Hoar, now 72, is well, has a part-time job, and sends his regards to old friends. They live at 1046 Broadway, South Portland.

Sympathy is extended to the family of Trainman C. O. Dore, who died in Gardiner recently. He had over 50 years membership in the Brotherhood of Railroad Trainmen.

Sympathy is extended to the family of Forest Edgecomb, Bangor, who died in August.

Sympathy is extended to the family of Joseph Meehan, Sr., and daughter, on the death of the daughter's husband, in California.

Retired Conductor William Gallison accompanied several railroad veterans on a recent trip to Moosehead Lake.

The Maine Association of Railroad Veterans will meet at Howard Johnson's, Thornton Heights, September 28.

Archie Carignan, a Maine Central hostler and engineer in the old days, dropped in the other day after a summer in Rangeley, where he's had a big garden and caught a few trout. Now 80, Archie says he and Mrs. Carignan are looking forward to celebrating their 60th wedding anniversary next February 13.

## WATERVILLE SHOPS

Carman Helper Harold 'Ike' Walker died recently at a local hospital after a long illness. Walker had worked for the Maine Central since the early '20s and started as a brakeman.

On the sick list as of this writing are machinists John Larracey and Olie Kitchen; Carmen Curt Orchard, Frank Gravel and Roland Dorval.

Carman Roland Boulette has returned from duty with the National Guard at Camp Drum, N. Y. Boulette is a Lieutenant in the Guard.

Carman Sam Desveaux has a new Chevrolet and Checker Win Reynolds a new Pontiac.

Carman Helper Phil Gooch has made out his papers for retirement Sept. 11. Gooch worked at the Shops some 20 years.

Mrs. Otho Crowell, wife of machinist Otho, is visiting a son in Anchorage, Alaska.

Rev. Keith Smith of Bingham has recently received his Doctor of Sacred Theology degree from Boston University. He is the son of Laborer and Mrs. Archie Smith.

Foreman and Mrs. Nubert Estabrook will attend the AAR convention in Chicago this month.

General Foreman Jimmy Ifill from Bangor has been a recent visitor at the Shops. Jimmy was a passenger carman here for many years and is a brother of Diesel Foreman Lew Ifill.

Among recent vacationers have been Foreman Chick Pooler and Foreman Don Russell.

Mrs. Lillian McClay Short of Waterville and Carman Edward Campbell of Fairfield were married recently, and are making their home at 39 Military Avenue, Fairfield.

## ROCKLAND

Agent M. B. Graham at Warren is on vacation, his job covered by Spare Operator F. J. Tupper.

Agent D. W. Smith at Waldoboro is on vacation, touring the Western States with his camper. Spare Operator G. A. Harjula covering his job.

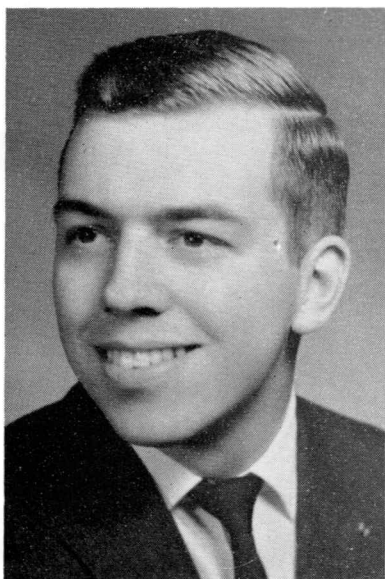
Sorry to hear of the death of retired section man John Kendall August 25.

Sectionman A. J. Mank is a patient at the Knox General Hospital and will be on the sick list several weeks.

Spare Crossing-tender Harold Walsh has been doing spare work on the section under Foreman Earl Miller.

Trainman H. R. (Hap) Day is a proud grandfather. A nine pound grandson was born to the parents, Mr. and Mrs. George Field, Aug. 18.

Yard brakeman M. P. Mitchell is taking part of his vacation.



**AT NOTRE DAME**—Vincent M. Allen, son of Yard Conductor Walter C. Allen, Jr., PTCO., will be a senior at Notre Dame University this fall, majoring in electrical engineering.

**Eastern**—from page 1)

railroad equipment for this service have continued, with the result that a standard design—tailored to meet the loading and unloading requirements of most Maine paper mills—was developed last spring. The design was produced through the cooperation of the Maine Central, the Bangor and Aroostook and the New England Technical Committee of the American Pulpwood Association. The 42 high-volume cars scheduled to serve Eastern are the result, and soon will be familiar sights along the Penobscot.

The Eastern chip cars are the latest in a long series of special units made available by Maine Central to promote freight handling economies and transportation savings for Maine industries.

## N.E.S.A.B. Session Slated Sept. 23-24

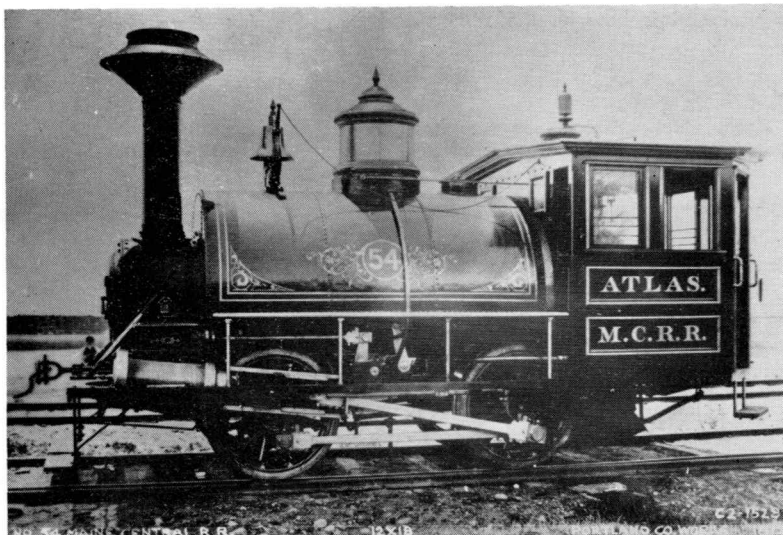
The 77th Annual Meeting of the New England Shippers' Advisory Board will be held Sept. 23-24 at the Mount Washington Hotel, Bretton Woods, N. H.

John P. Hogan, district traffic manager, American Sugar Co., Boston, is serving as general chairman for the event, and announces that "Service" will be the theme of the Bretton Woods sessions. "We intend to explore every facet of this much-maligned word and to bring it into the focus in which it properly belongs."

William C. Coleman, Jr., vice president, traffic and marketing, Monon Railroad, Chicago, will be the principal banquet speaker, and another highlight will be a panel entitled "Railroads — the Necessary Ingredients."

Robert L. Travis, traffic manager, S. D. Warren Co., will serve as moderator, and speakers will include J. Douglas Dawson, general traffic manager, Norton Co., Worcester; Frank R. Keenan, traffic manager, Great Northern Paper Co., Bangor; J. Robert Morton, general traffic manager, Combustion Engineering Inc., Windsor, Conn.; Carl F. Heard, general traffic manager, Boston and Maine Railroad, Boston; John G. Patten, vice president, freight sales, New York Central System, New York; and Charles E. Ragland, vice president, freight traffic, New Haven Railroad, New Haven.

The New England Shippers' Advisory Board is composed of industrial traffic, railroad and other transportation officials from throughout the six-state area.



**HERE'S AN OLD-TIMER**—Built by the Portland Company in 1872, the "Atlas," a stubby switching locomotive, was a familiar sight on the Maine Central for 34 years. Renumbered MeC No. 1 in 1900, the engine labored on until 1906, when it was scrapped.



**HAPPY BIRTHDAY FROM THE GANG**—When Ken Phillips, MeC purchasing agent, Portland, had another birthday recently, the Purchases and Stores Dept. office force decorated his desk and his wife and daughter dropped in. Left to right, Roy E. Baker, vice president, purchases and stores; Bea Setlin, with Beryl Farrar hidden; Betsy Phillips, Pat Connary, Alma Phillips, Ray Pullen, Arthur St. Laurent, Tom Roche and Earl Russell.

### RETIREMENTS

Harold C. Bellefontaine, machinist helper, Portland, July 30.

Oliver I. Cote, locomotive fireman, Portland, July 23.

Roland P. Kelly, trackman, Bangor, July 14.

James J. Lowery, locomotive engineer, Portland, July 29.

William D. Otis, equipment foreman, Waterville, August 30.

Clifford A. Patten, yard clerk, Northern Maine Junction, July 20.

Arno M. Scott, foreman, Vanceboro, July 29.

Leslie J. Wold, clerk, Bath, August 6.

### DEATHS

Charles A. Emerson, section foreman, Bar Harbor, August 2.

Philip J. Godfrey, car inspector, Bangor, August 18.

Bernard H. Sinclair, carpenter, Portland, August 14.

Mrs. Ernestine V. Miller, clerk, Portland, Sept. 10.

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**PRIDE'S CROSSING, MASS.**

## New Assistant Engineer Appointed

Stanley L. Jordan, 26, of Rutland, Vt., a U.S. Forest Service civil engineer, has assumed his new duties with the Maine Central Railroad as an assistant engineer.

The appointment was announced in mid-September by Charles D. Prentice, Maine Central chief engineer.

A native of Bangor, Jordan is a graduate of Bangor high school, and was granted a B.S. in civil engineering by the University of Maine in 1960. He served as a First Lieutenant in the U.S. Army Corps of Engineers for two years, and returned to civilian life in 1962 as a naval architect at the Portsmouth Naval Shipyard, Kittery, Me. He has been with the Forest Service, at the Green Mountain National Forest, Rutland, Vt., since February, 1963.

He is a member of the Rutland Junior Chamber of Commerce and the American Society of Civil Engineers. Mr. and Mrs. Jordan have a five-months-old son, and are residing at 16 Elm street, Gorham.

## Karl P. Lamont Dies In Waterville

Karl P. Lamont, 71, a resident of Waterville the past 36 years, died at his home Sept. 11. He was born Sept. 5, 1893 in Portland, son of Charles and Jessie Smith Lamont.

He had been employed by the Maine Central Railroad 47 years until his retirement several years ago. An engine house foreman at Waterville for many years, he was a member of the Association of Railroad Veterans, Bourque-Lanigan Post, American Legion, and the Veterans of World War I, Inc.

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