

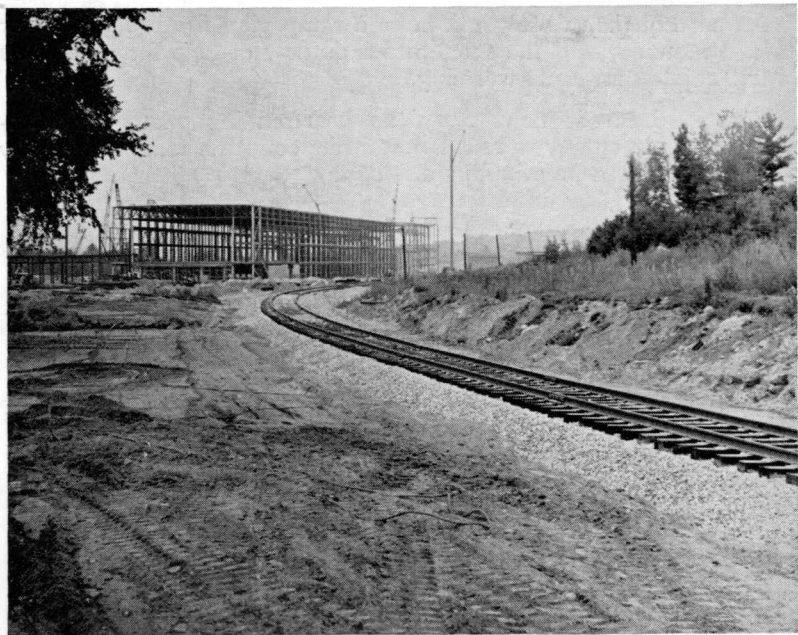


Messenger

Vol. 4, No. 12

For Employees and Friends of the Maine Central Railroad

October, 1964



Maine Industry Building Rapidly

Part of nearly \$200 millions programmed by Maine industries for expansion is being spent by three Maine Central customers whose construction progress is shown in these pictures.

Top photo shows part of the new Maine Central main line and steel being erected at the site of the new \$54 million International Paper Co., mill at Jay.

Center photo is an aerial view of new kraft pulp mill construction at the St. Croix mill of Georgia-Pacific at Woodland. A total of \$25 millions is being spent there to increase pulp production.

A much smaller, but nevertheless important industrial expansion is shown at lower right, with workmen erecting concrete forms for construction of Frontier's \$250,000 poultry and dairy feed mill at Waterville.

There are many more expansion projects along Maine Central lines, and in the months to come, the Messenger will help railroaders and others keep tabs on the progress of Maine industry's current dramatic growth.



Blake Named To MeC Board

Sherman W. Blake, Portland, president and treasurer of the W. L. Blake Co., was elected to the Maine Central Board of Directors in September.

He succeeds the late Blin W. Page of Skowhegan, Maine Central director for 39 years.

Blake is the grandson of his firm's founder, W. L. Blake, and the son of the late Arthur W. Blake of Portland. He was born in Portland, educated in local schools; at Deerfield Academy, Deerfield, Mass., and was gradu-

(Blake—page 5)

Railroad Workers Open Campaign To Raise \$10,000 For United Fund

A goal of \$10,000—about \$1,500 more than ever before—has been set for the Maine Central-Portland Terminal Company United Fund campaign in the Greater Portland Area this month.

Daniel L. Jerman, assistant to the chief engineer, has been named company chairman for the annual campaign, and assisted by a cadre of departmental representatives, got the drive off to a fast start Oct. 12. P. H. Coombs, Portland Terminal Co., trainmaster, is serving as vice chairman.

Endorsements of the 1964 United Fund campaign came from President E. Spencer Miller, and from the General Chairmen of 14 organizations representing union employees. A letter carrying these endorsements was included with the weekly paychecks distributed Oct. 12.

Mr. Miller's message was as follows:

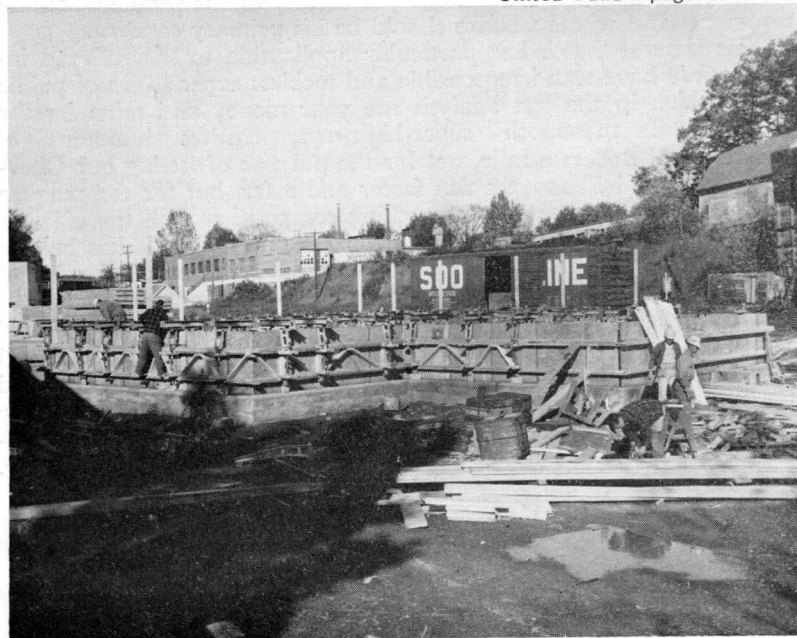
Fellow Employees:

Each year those of us who have good jobs are given the opportunity to help others less fortunate in the Greater Portland area by participating in the United Fund Campaign. This will be the only drive sponsored by the Companies during the coming year.

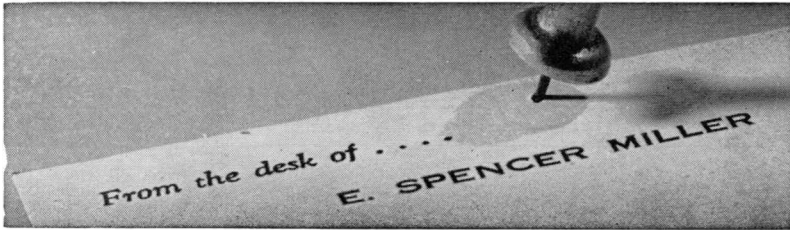
The Annual Fund Campaign will officially start on October 12th, and we are again offering payroll deduction, which it is hoped will make it easier for our employees to do their part. I sincerely urge each of you to consider carefully and generously your ability to help in this campaign.

This year, as a token of our appreciation, each Maine Central and Portland Terminal Employee who pledges \$15.00 or more, will be presented with a gift at the conclusion of the cam-

United Fund—page 8)



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TO MY FELLOW EMPLOYEES:

What is Dignity?

Politicians and self-styled "liberals" have recently added a new word to their claptrap designed to confuse us and then ingratiate through flattery. This word is "dignity." It is used in such phrases as the "dignity of the common man", the "dignity of working people" and the dignity of members of certain races. It is so profusely used and abused as to corrupt and even lose altogether its true meaning.



Websters International Unabridged Dictionary defines dignity as, "State, character, or quality of being worthy or honorable; elevation of character; intrinsic worth; nobleness; excellence." An example of proper usage is taken from Shakespeare: "The dignity of this act was worth the audience of kings."

There can be no doubt that there is dignity in work, particularly when that work requires peculiar ability and faithful attention to duty as all railroad jobs do. There is particular dignity attaching to those functions which require skill, alertness and experience. These positions are inevitably provided in a free system of private enterprise which can only exist under capitalism. It is private capital which provides the type of jobs to which dignity attaches.

We have had a recent example in Maine of the elimination through improvident and visionary governmental policy of skilled jobs which brought a dignity to the men and women trained to perform them. Reference is made to the closing of the two textile mills on our railroad at Lisbon Falls. The alternative for people thus thrown out of work is blithely stated by politicians as "bright" due to some form of relief which will be provided by the Great White Father in Washington. It is inconceivable to any thinking person that dignity could attach to the individual so supported. The man or woman who lives with dignity is in a position of being honored or esteemed by others, and the recipient of charity, masked though it may be by the government fronting for those citizens from whom the money actually comes, can never be esteemed because his self-esteem has necessarily evaporated. Government policies are not humane or enlightened when they spend our money or provide free trade reciprocities over the world to help others with lower standards and allow our own citizens to become pawns of the State. Unemployment insurance, employment in public works, the dole and all of the other schemes of the liberal politician may be temporarily calculated to get votes for him but they will not elevate the dignity of the people whom he represents and whose welfare should be his primary concern.

This general theme has particular application to the railroad industry. We have seen irresponsible and reckless expenditure of public funds which in the last analysis are your money and mine for the creation of mammoth super-highways, costing hundreds of thousands of dollars a mile, not for the purpose of letting our Chevies, Fords and Plymouths run faster and safer, but for the purpose of developing an uneconomic trucking competition with the efficient roads of steel which these highways parallel. The result has been a great attrition in railroad employment and no amount of railroad unemployment compensation, no scheme of training for other jobs and no amount of public charity can restore dignity to the railroad man or woman who has lost his railroad job through such wasteful and ill conceived policies. Every railroad man and woman should bear these thoughts in mind in formulating his political philosophy and in evaluating the type of government and the type of representative which will best protect his interests and best promote his dignity.

E. Spencer Miller

EDITORIAL

The United Way

An earthquake, a broken dam or a rampaging fire brings disaster to a community and the spontaneous outflow of help for its victims is immediate and heart-warming.

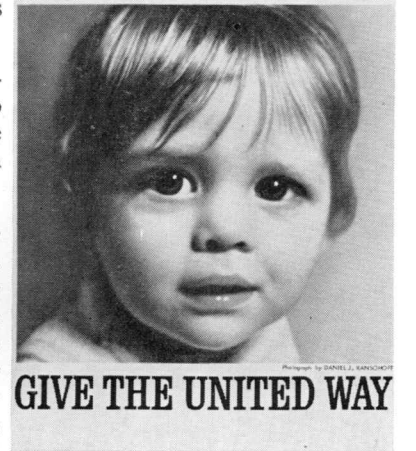
But no dramatic news story, no heartrending photographs announce the every day disasters that strike countless families in every community: illness, a crippling disease, accidents, loss of income, a broken home, a teen-age problem. Yet help is needed here, is just as necessary, equally appreciated.

You and I, however compassionate we may be, are not able to give our personal response to these remote crises but we do help in these times of need.

Through United Community Fund health and welfare agencies supported with our United Way contributions, we respond to the unpublished disasters that strike so many homes. We provide day nurseries, maternity homes, family counselling, legal aid, travelers aid, adoption services, court social services . . . a host of United Way services to help families every day of the year.

Truly, one gift works many wonders when it is made the United Way.

One Gift Works Many Wonders



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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- General Offices
- General Offices
- General Offices
- General Offices
- Sports Editor



OPEN SALES MEETING SERIES AT RUMFORD—The above MeC department heads, other officials and agents attended the opening meeting of the 1964 sales meeting series at Rumford. Front row, left to right, John P. Scully, executive assistant; C. E. Dunn, agent, Farmington; J. P. Tennison, agent, Livermore Falls; and P. N. Farrell, agent, Winthrop. Second row, R. T. Foley, commercial agent; W. J. Berry, assistant to the sales manager; H. E. Buchheim, sales manager; R. C. Merrow, freight traffic manager; John M. Shaw, general freight agent; M. C. Olsen, assistant sales manager; J. D. Rourke, superintendent of car maintenance. Standing, R. S. Bonney, agent, Leeds; A. G. Donohue, agent, Dixfield; Frank Curran, commercial agent; George E. Phillips, assistant to the freight traffic manager; B. B. Braasch, chief freight claim representative; E. T. Rideout, Jr., general agent, Rumford; A. N. Tupper, general superintendent; J. O. Born, principal assistant engineer; and R. L. Achorn, general agent, Lewiston.

Sales Meeting Series Begins

Maine Central's fourth annual series of freight sales meetings—a total of eight sessions throughout the system—is being held this month.

Attended by top-level personnel of all departments, sales representatives and local agents, the meetings are conducted by R. C. Merrow, freight traffic manager, and H. E. Buchheim, sales manager.

Buchheim said the purpose of the series is "to strengthen liaison between the various departments and the local man-on-the-scene, and to mobilize all our personnel in the interests of improved and expedited service."

"Whatever problems are presented," he said, "can be solved or placed at the proper point for solution."

The series of meetings opened Oct. 6 at Rumford, with a session attended by freight traffic, accounting, operating, mechanical and engineering officials and by agents from Rumford, Dixfield, Farmington, Winthrop, Leeds Jct., Livermore Falls and Lewiston. A similar meeting was held Oct. 8 at Pittsfield, with departmental representation and agents from Pittsfield, Burnham Jct., Hartland, Corinna, Dexter, Dover-Foxcroft and Newport.

Agents from Calais, Vanceboro, Cherryfield, Columbia Falls, Machias, Dennysville, Woodland and Danforth met with department officials at Calais Oct. 12; and agents from Bangor, Bucksport, Franklin, Ellsworth, Orono, Old Town, Enfield, Lincoln and Mattawamkeag attended an Orono meeting Oct. 13.

On Oct. 15, a Waterville session included the agents from Waterville, Bingham, Madison, Oakland, Skowhegan and Augusta; and on Oct. 19, agents from Brunswick, Gardiner, Lisbon Falls, Wiscasset, Waldoboro, Warren, Rockland, and Danville Jct., attended a meeting at Brunswick.

A Mountain Division meeting including the agents from North Conway, South Windham, Steep Falls, Fryeburg, Gilman, Colebrook and Beecher Falls will be held at the Eastern Slopes Inn, North Conway, on Oct. 23.

MeC Delivers Huge Casting

Maine Central delivered one of the heaviest single freight shipments ever moved into Maine in early October—a 304,000-pound stator for a huge new generating unit at the Cousins'

Island plant of the Central Maine Power Company.

It moved from the Schenectady, N.Y. headquarters of the General Electric Company on a single, drop-bed railroad flatcar, but will require four flatbed trailers and four tractors with a total of 100 tires to move the heavy piece of equipment from the delivery siding at Yarmouth to the CMP's William F. Wyman Station on Cousins' Island.

The routing necessary for clearances was through Messina, N.Y., to Montreal and into

Maine via the New York Central, Canadian National, Canadian Pacific and Maine Central Railroads.

The big casting is only part of a new 125,000-kilowatt generating unit that will make the Wyman Station Maine's largest generating plant.

Poultry Industry Future Brightens

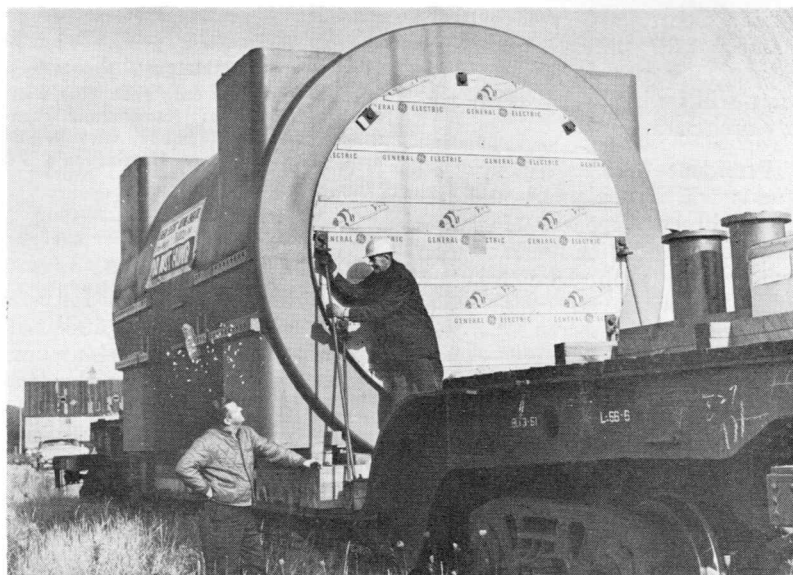
Construction already is well under way at Waterville on a \$250,000 dairy and poultry feed mill, Maine's newest industrial plant.

Workmen started the job within hours after negotiations were completed in late September between the Waterville Development Corporation, the U.S. Small Business Administration, the Maine Central and a new Maine corporation called Frontier.

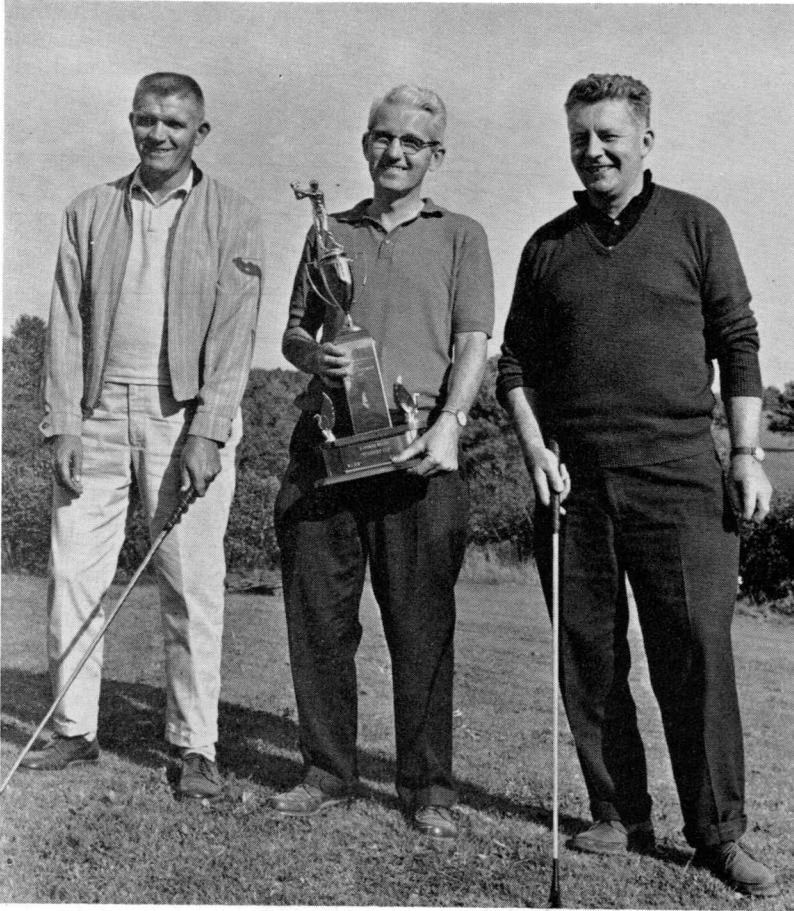
The new mill will employ between 20 and 25 persons in the production of some 25,000 tons of high-nutrient poultry and dairy feed annually. Frontier officials said they will begin production in April, 1965, receiving corn and other ingredients by rail, and distributing the product to feed users over a wide area by truck.

John P. Scully, Maine Central executive assistant, assisted in locating the new plant, and negotiated a lease of Maine Central land off North street in Waterville for the project.

(Frontier—page 5)



HUGE SHIPMENT AT YARMOUTH—This mammoth casting—the stator for a new generating unit at the Central Maine Power Company's William F. Wyman station on Cousins' Island, was delivered by the Maine Central at Yarmouth in early October. It was one of the heaviest freight shipments ever handled into Maine.



WIN TOURNAMENT HONORS—Phil Butler, left, of Bangor was Calloway winner in the Maine Railroad golf tournament Sept. 26 at Willowdale. Ralph Gordon, center, of Portland, won the low net trophy, and Jerry Shea, Portland, took low gross honors.

Trowel Club Plans Annual Ladies Night

Members of the Trowel Club, the railroad Masonic organization, will hold their 14th annual Ladies Night observance Oct. 24 at the Stevens avenue Congregational church, Portland.

Scheduled for 6:30 p.m., a roast beef dinner will open the evening's program. Paul Landry, Maine Central's very own "Mr. Banjo," will provide entertainment, and music for dancing later will be by John Gooch and his orchestra.

President Walter Emery said guests will be welcome, and tickets will be \$2 each. He urges that reservations be made as soon as possible with Don Sinclair, 15 Allen avenue extension, telephone 797-3224.

Members of the committee, besides President Emery and Don Sinclair, include Charles Chamberlain, Royden Cote, George Stanley, Tug Wilson and Al Christie.

President Emery also announced that the Trowel Club Degree Team will confer the Master Mason degree at Casco Lodge, Yarmouth, on November 17.



TALKING IT UP—Dick Harrington, left, former MeC employee now with the B&M, swaps tournament comments with Al Kennedy, who helped arrange the event. Harrington's 70 took Class A low net.

Railroad Spending Up

Spending by railroads for new plant and equipment in 1964 will rise 31 per cent, or \$34 million, above last year. This is the prediction by the Commerce Department and the Securities and Exchange Commission, following a recent survey.

Railroads in 1963 spent \$1,044 million for additions and improvements, raising the total outlay since the end of World War II to \$18.4 billion, or an average of over a billion dollars a year.

Gordon's 66 Wins Railroad Tourney

Ralph Gordon of Portland, blazing home with four birdies on the back nine, racked up a low net of 66 to win the E. Spencer Miller trophy in the 8th Annual Maine Railroad Golf Tournament Saturday, Sept. 26, at Willowdale.

The weather—in sharp contrast to last year's outing at Poland Spring—was tremendous, and accounted in part for the entry list of 53 golfers representing the Maine Central, the Bangor and Aroostook, the Boston and Maine, Delaware and Hudson and New Haven Railroads.

Gordon, auditor, data processing and systems manager, general offices, Portland, turned in a card that read 87-21-66 to win the low net laurels. Jerry Shea, car accounting, Portland, captured the low gross with a sharp 75.

Dick Harrington of the Boston and Maine, formerly of So. Portland, was low net in class A with 79-9-70. Dick went out with 40 and came back with 39.

Brownie Tate of Rigby walked off with the honors in class B with 91-24-67.

In Calloway play, Phil Butler of Bangor was first with 71. Everett Goddard of the General Office Building was runnerup with 73.

Hazel Wallace of the General Office topped the distaff swingers with a net of 74.



By AL KENNEDY

With golf and fishing pretty well down the drain for this season, the bowlers are taking over, and an active schedule is under way in Portland. We expect the same is true elsewhere on the MeC system, but we haven't heard. Drop us a note and tell us what's going on, and we'll get the word around.

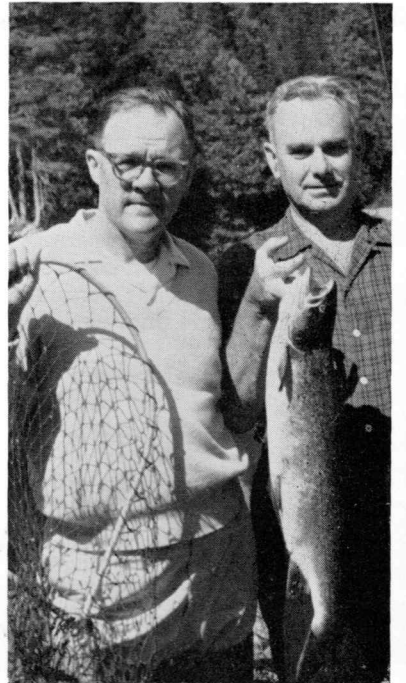
Team No. 6, with Bob Engelhardt, Henry Kenny, Dana Bragdon, Bob Rounds, and Bustin Bucky Gato, are in first place in the Portland Mens Bowling League. Only one point behind the leaders is team No. 2, consisting of Dick Smith, Jim Brice, Roland Gilbert, John Conroy,

and Geo. Stanley. Tied for high single string of 140 is Lenny King and Brownie Tate. Lenny has a high three string total of 365. A few of the high averages are: Lenny King 106, Brownie Tate 104, Sam Cavallaro 103, Lindy Burgess 101, Bucky Gato 101, and Bill Manning 100.

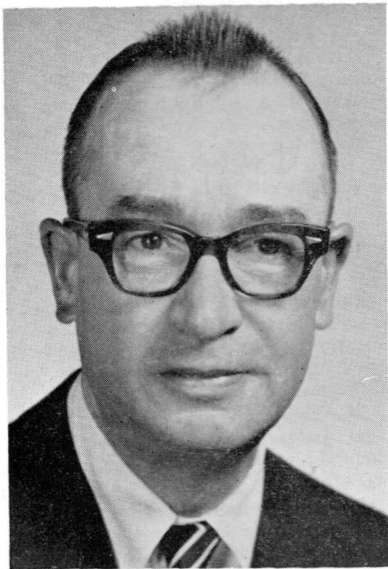
After one week of competition in the Portland Couples Bowling League, Millie and Al Kennedy along with Ann and Bill Welch, are in first place with 4 points.

Millie Kennedy had a high three string total of 304. Gladys Blackmore had a high single string of 121. Tom (Goldie) Caufield came thru with a three string total of 330. R. Coffin rolled over 139 pins for the high single string. The league has 32 couples which make up 16 teams.

The Untouchables, Low Bo's, Bombers, Dubs, Beryl's Girls and the Merrymakers, make up the teams in the General Office Girls' Bowling League. After the first night's match, the Untouchables with Jean Finley, Bev Waterman, Carmel Robichaud and Mary Ann Berry are tied for first place with the Low Bo's, who are Barb Carroll, Ann Whitmore, Hana O'Toole and Lolly Grant. Jean Finley has a high single string at 114 and Mary Carbeau a high three string of 301. The Big "5" averages belong to Mary Carbeau with 100, Jean Finley 97, Hana O'Toole 96, Mary Ann Berry 95 and Jean Jones 93. The gals bowl every Wednesday night at the Westport Alleys.



MIRIMICHI PRIZE—O. N. Rye, general traffic manager, International Paper Company, and President E. S. Miller are shown with one product of a work-and-relax trip to Canada this fall, a hefty Atlantic salmon from the famed Mirimichi river.



Blake

Blake—from page 1)

ated from Dartmouth College in 1937.

Except for World War Two service as an officer in the U. S. Navy Supply Corps, he has been associated with the historic Portland mill and industrial supply firm since 1937.

Blake is a director of the First National Bank of Portland and the Cumberland Savings and Loan Association, and a member of the Cumberland Club, the Portland Club, the Portland Country Club and the Portland Yacht Club. He serves as a member of the prudential committee of the State Street Congregational Church.

Mr. and Mrs. Blake reside at 24 Carroll Street, Falmouth Foreside.

Frontier—from page 3)

"Frontier's decision to build the new Waterville plant," Scully said, "is gratifying to the railroad. We regard this move as evidence of the Maine poultry and dairy industries' faith in rail transportation, and in Maine Central's continuing efforts to restore the competitive balance between Maine farmers and those in other sections of the Nation."

Soon afterward, the Maine Central announced ICC approval of another adjustment of rates on bulk corn, a cut that will amount to about a dollar a ton on a typical Toledo-Augusta shipment when it becomes effective this month.

The two developments combined to change the grain and feed picture in Maine, and won a measure of praise for the Maine Central in its long-term campaign

to improve the cost situation for Maine farmers, and to protect an important part of its annual freight revenue. "It's hard to tell," said the Portland Press Herald, "whether or not the Maine poultry industry has been 'saved,' but at least the Maine Central Railroad, which has a sizeable economic interest at stake, has been doing all it can to keep the corn a-coming and the chickens a-growing. x x x The whole picture in this vital segment of Maine's economy is brighter."

The Waterville Sentinel, in the same vein, editorialized:

"Maine Central has expended

considerable effort to achieve more favorable rail freight rates.

"In doing so it has demonstrated enlightened self interest, since it is mighty important to the Maine Central's economic well-being, as well as to the well-being of the state's economy generally to keep the chicken business a healthy one in Maine."

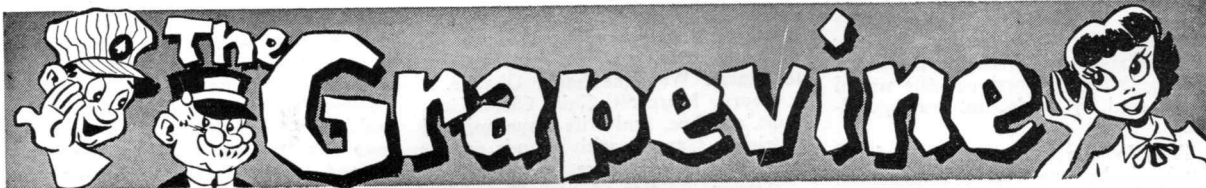
The Lewiston Sun said "The Maine Central has made a concentrated effort to get the (rate) differential reduced, as well as to take other steps to help improve the industry's competitive position. The Waterville plant move is the latest of these steps. x x x We commend the railroad for its far-sighted policy and program."

Transport Quiz

Question: If trains are so much more efficient technologically, why are trucks, barges and planes able to do so well?

Answer: One reason is that they have a Rich Uncle (the U. S. government) to pay a lot of their bills.

If America wants its transportation work done at minimum cost, then it must calculate the cost of each mode of transportation in exactly the same manner. If one mode is taxed, all must be taxed on the same basis.



GENERAL OFFICES

Several changes have taken place in the Comptroller's Office with Jack Coyne bidding off the position of Clerk-Personnel Records, Theresa Slattery bidding off his former position of Clerk-Typist and Mechanical Device Operator.

The rash of new cars in the Accounting Department includes Horace Foster's 1964 Daytona blue 4-door Impala Sedan, George Ellis's 1964 two-tone blue 2-door Impala hard-top, Gordon Williams' 1964 maroon Rambler American 4-door Sedan and Stan Watson's 1965 Chevelle Malibu Super Sport Coupe in crocus yellow.

Among late summer vacationers of the Accounting Department was Stan Watson who, with his wife Toni, cruised along the Maine coast in their power boat. Despite the coolness of the weather they took a fully-clothed dip in the ocean when they capsized the dinghy as they returned from having dinner at Sebasco. Since it was dark and no one saw it happen, it might have been disastrous, but they were able to reach a ladder to the dock and climbed up, appearing over the top all dressed up and soaking wet. Fortunately they lost nothing and returned to their boat to continue their cruise.

Paul Crawford and his wife went to the World's Fair over a weekend and Paul could think of no quotable quotes regarding his car breaking down and causing them to stay over an extra day.

Jack Coyne says absolutely nothing hilarious happened while he was painting his house during his vacation.

Blair Walls and his wife toured upper New York State and then down into the Pennsylvania Dutch country. Blair insists he didn't sample much of the Pennsylvania Dutch cooking.

Gordon Williams attended a Kiwanis Convention at Bretton Woods, N. H., as a delegate from Windham.

Shirley Wilson can give you a review of any of the movies that were



MARY O'CONNOR HONORED—Miss Mary O'Connor, leading clerk, Mechanical Department, Portland, retired from active service Sept. 30, and co-workers staged a dinner party for her at the Marshview, Scarborough. Left to right, Amy Westcott, Ruth Christiansen; Miss O'Connor; Grace Hoglund, Margaret Shapazian and Molly Fehlau.

playing here during her two-week vacation and give you some tips on gourmet eating places.

Bob Nurse of Car Accounting reports poor weather but very good fishing on his recent trip to Chibougamau, Quebec, where he caught about 40 fish, mostly trout.

Ruth Kelley and Marion Faibisy were among the Maine Central people who were on hand for President Johnson's impromptu speech at Congress and St. John Streets. Many of our other people were in the crowds that welcomed him on the same day that Senator Muskie and his wife toured through our office building.

Grace Hoglund of the Executive Department attended the Annual Flower Show School held at the U.M.P. campus during part of her vacation.

Eric Smith showed his pictures of

Iceland recently to groups at the YMCA and the Prides Corner Congregational Church.

Margaret Minott has substituted covering recent vacations in the Executive and Public Relations Departments.

A number of railroad people were passengers on the September 27th "foliage excursion" to Island Pond, Vermont, sponsored by The 470 Railroad Group, Portland Division of Railroad Enthusiasts. Among the Maine Central passengers were J. Emmons Lancaster, who served as Conductor, and Eric P. Smith. Others on the Trip Committee included Robert L. MacDonald, Chief Clerk of the Grand Trunk Traffic Department in Portland, and Dwight Smith of the Boston and Maine, who had two of his children serving as "news butchers."

The excursion carried 417 passengers over a 395-mile Grand Trunk route in 12 hours and consisted of 6 coaches, a baggage car, gondola car and caboose.

Reta Rumrill's many friends at the Maine Central are sorry to see her leave after a little more than a year in the Law Department, and Reta wishes to let her associates know that it has been a very enjoyable year for her. In mid-October she returns to Westbrook Junior College as Assistant Director of Admissions and Executive Secretary of the Alumnae Association. Reta is well qualified to fill these positions as she was Secretary to the President of Westbrook Junior from the time of her graduation from that College in February 1944 to 1946. She returned to Westbrook as Secretary to the Dean and Recorder in 1962-63, and has also held various offices in the Alumnae Association. Our very best wishes go with her.

Julia Roper, who retired this past year as Supervisor of Telephone Operators, has been ill and is now at Lorigrace Convalescent Home, 5 Carroll Street, Portland. She would be cheered by cards and correspondence.

Fred Wilson was a member of the Portland Reserve Police Department called into service during President Johnson's visit.

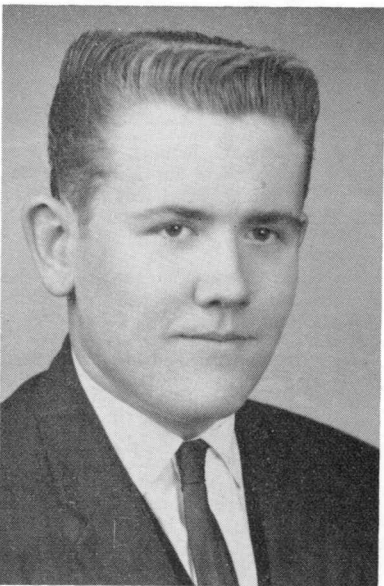
Charlie Anderson has purchased a home in Falmouth Foreside.

Gertrude Holbrook and Edna Crimmins took in the World's Fair in New York City.

Madeleine Bowdoin is taking a fall vacation.

Other new cars noticed among Maine Central employees: John Michaels, a bronze Chevrolet II; Mert Neilson, a new white Tempest Station Wagon; Grace Thompson, a white Cadillac sedan; Bob Clarke, an aqua Chevy II sedan; Leonard Sanborn, a Volkswagen for a second car (seeing as son No. 1 is now driving).

Louise Scannell has had her cousin and daughter from New Hampshire as house guests.



GRADUATED — Robert S. Watson, son of former Maine Central employee Madeline Conley Watson, was graduated from Monongahela Valley High School, Monongahela, Pa. in June. He is the grandson of the late Stephen Conley, a conductor on the Maine Central, and a nephew of General Statistician Steve Conley.

Mert Neilson and husband John on a fall cruise to the West Indies on the Holland-American Line ship "Nieuw Amsterdam" left New York October 2nd and returned October 13th, visiting Nassau, Montego Bay and St. Thomas. Upon returning to New York they visited the World's Fair for a couple of days before coming back to Portland. They were accompanied by John's cousin and his wife from Biddeford, Maine.

Dick Estes is parading a big smile these days now that he's become the proud papa of a bouncing baby boy, Richard Daron. Dick also has two little girls.

Mary and Vinnie Morse are sporting a sharp looking black Plymouth.

Ed Stewart's wife is attending Gorham State Teachers College at night where she is taking a course in math. She plans to be a teacher.

A welcome is extended to Stan Jordan who started working several weeks ago in the drafting room as an Assistant Engineer.

Charles Hagar, Stenographer, Mechanical Dept., has returned to his duties after a leave of absence due to illness. Welcome back, Charlie.

George Marcroft, Chief Clerk, Gen. Supt.'s Office, and wife Faye enjoyed a trip to Canada with friends during their two weeks' vacation.

Arthur Palmer, Crew Dispatcher in the General Office Building has been on vacation. As usual, we enjoyed having his brother Millard, who substituted for him, with us during his absence.

Lt. Jg Sumner L. Thompson, Clerk in the Revenue Office, recently returned from his annual two-week training in the Coast Guard Reserve. The Rockland Port Security Unit to which he is attached flew to Yorktown, Va., and participated in training which included fire fighting, pistol range, small boat handling, communications and field problems involving infiltration and security. Sumner is the Training Officer for the Rockland Unit and was formerly attached to the P.S. Unit in South Portland before receiving his commission.

Those from the Revenue Office attending the World's Fair were Gordon and Mary Barron, Pat and Agnes Scanlon, Margaret Staton and Martha True.

Carl and Shirley Baldwin flew to West Palm Beach, Fla., in September for a few days visit with his brother.

Lester Woodbury and his family have been spending the fall week ends at their camp at Little Sebago.

RIGBY

Section Crew Worker Arnold Sturtevant of Freeport has harvested a very good lot of potatoes. He was assisted by his father-in-law, Thomas Ringrose, who resides with him.

Machinist Joseph Nalbach is covering Machinist Edwin Temms position on the first trick while he is on the sick-list.

Machinist Doris Boisse spent the greater part of his vacation in Canada visiting friends and relatives.

Mrs. Charles Tetreault, wife of Foreman Charles Tetreault, underwent eye surgery late in September.

Engine Dispatcher Frank Garland, a member of the Freeport school committee, has been asked to accept the chairmanship of that body for the next year.

Machinist Lawrence Lanciault spent part of his vacation in Canada.



DISTINGUISHED STUDENT — Miss Mary A. Bouchard, daughter of Conductor and Mrs. E. J. Bouchard of South Portland, has entered the University of Maine in Portland after having been selected as a "Distinguished Maine Student." Winner of two scholarships, she has been registered in the Freshman honors program. Miss Bouchard was graduated from South Portland High School last June.

Stores Department Worker Frances Haldane has returned to work after a long lay-off due to sickness. He tells me he saw former Boiler-maker Preston Rankins, (George, to us at the shop,) now retired, and he wishes to be remembered to all of his friends at the engine house.

Stores Department Clerk, Mathew "Frank" Kane just passed his 65th birthday and is still going strong. Many happy birthdays, Frank.

Electrician Holman "Bill" Danforth has returned to his job after a short stay in the hospital.

Former Boiler-maker Phillip Bonang, now retired, is working part-time as a short-order chef in a Saint Johnsbury, Vt., diner. He visited the engine house recently to see old friends.

Engine Dispatcher Jere Flaherty was visited recently by his daughter Christine and grand-daughter Cynthia, and daughter Dorothy of Long Beach, Cal.

Late vacations were taken by the following Car Department employees: Carmen Donald Oates, Grant Wilder, Raymond Palmer, Richard Conley, Lester Campbell, Raymond Laberge,



MUSIC MAKER—Eight-year-old Thomas Keating, son of Mr. and Mrs. Donald Keating and grandson of Assistant Editor John J. Keating, at the keyboard.

Linwood Libby, Leonard Bean and Frank Tokarski.

Patrick Welch, brother of our former General Foreman Coleman Welch, died in September after a long illness.

Karl Lamont, a former employee at the old Thompson's Point Shops, and Rigby engine house, died recently at the age of 71.

Machinist Lucien Carignan has a 1960 Chevrolet and is real pleased with it.

Laborer, Asa Worcester spent the most of his vacation in the blueberry country at Columbia Falls, his boyhood home. He picked his share, we understand.

Machinist Helper John Nally has been assigned to the Machinist job vacated by Joseph Nalbach, on the 3rd trick.

Retired fireman and Mrs. Roy Forbus have gone to their winter home at Venice, Florida. We look forward to seeing them back at Brandy Pond next Spring.

Former Engineman Robert Presnell visited the engine house recently.

General Foreman and Mrs. Gordon Sears, accompanied by Melvin Charity, road foreman of engines, and Newburt Estabrook, General Foreman, Car Department, Waterville, attended the recent Convention of the Locomotive Maintenance Officers Association at the Sherman House in Chicago.

An interesting article will appear in the forthcoming issue of the Eutectec Welding Magazine, based on a welding operation performed at the Rigby Engine House. It describes the building up of sharp or worn flanges on locomotive wheels of the switching engines. This operation was introduced by General Foreman Gordon Sears, and Technical Advisor Kenneth Nott of the Eutectec Welding Supply Corporation, with Albert Wetmore, Sr., as the Welding Operator, and later by Welder Albert McCann who is now doing the welding with Foreman Charles Tetreault as Shop Foreman in charge.

Electrician Walter Emery, President of the Trowel Club, says the club will have a fried clam supper at the Presumpscot Grange Hall, Nov. 6, and on November 24 will hold a Ladies' Night at the Stevens Avenue Congregational Church.

Former Chief Engine Dispatcher and Mrs. Clyde Gary who are now residing in Cumberland on a small farm purchased after retirement, are happy in their work. Mrs. Gary has canned several hundred jars of various garden produce raised in their garden. Clyde's specialty is Gladioli. He wished to be remembered to all his friends around the pike.

Patricia Babbage, daughter of Assistant Foreman "Dude" Babbage, Bridge and Building Crew, was elected president of the Teen-agers for Action. The purpose of this organization is to raise funds to purchase books for the libraries of the Sebago, Standish and Bonny Eagle High Schools.

Richard Stratton, who teaches at Hebron Academy, has been appointed as line coach for the football team and coach of the swimming team. He is the son of Machinist Martin Stratton.

Stores Clerk Thomas Cafferty is covering Clerk Everett Haley's job while he is on vacation.

Laborer Robert Casey was injured in September when a bar dropped on his foot.

THANK-YOU NOTE

Mrs. Julia Roper has asked the Messenger to help her express her thanks to railroaders who filled a "sunshine basket" delivered to her recently at a Portland nursing home. Mrs. Roper, former telephone supervisor at the general offices, Portland, retired last Spring after long Maine Central service.

TRAIN CREWS

Trainman Ken Burnell spent most of his vacation making home repairs and also entertained the Burnell Clan for a reunion during that time. There are more than two hundred members of that family and there was plenty to talk over.

Conductor and Mrs. John O'Connor became grandparents for the second time when a son was born August 22, 1964 to Mr. and Mrs. Thomas Hachey. Thomas is also a nephew of Conductor John Hachey.

Agent Warren of Fryeburg spent his vacation furthering his coin collection and scouting around buying antiques.

Trainman Chuck Hohorst recently covered the Beecher Falls job in place of Allen Edwards who has been injured. He misses Westbrook very much.

Sympathy is extended to the family of Joseph Flaherty, yard clerk at Rigby and recently crew dispatcher there. He died suddenly and had just moved to a new home in South Windham at the time of his death. We in train service will sure miss him.

Retired Conductor Emile Beau-doin passed away the 22nd of Sep-



ENGAGED—Mr. and Mrs. Cornelius J. Begin of 37 Montcalm street, Fairfield, announced the engagement of their daughter Rachel A. Begin to Charles E. Matthews of Fairfield, Maine. Miss Begin is a graduate of Mount Merici Academy and Thomas College and is employed in the Claims Department of Employers' Liability Assurance Company. Mr. Matthews is a graduate of Lawrence High School of Fairfield and is employed by Keyes Fibre Company. An April 1965 wedding is planned.

Her father, Clerk Cornelius J. Begin, has been employed with the Maine Central for 42 years.

tember after a period of illness. The sympathy of all is extended to his family.

Trainman Lester Thompson has just blossomed out with a new fire-red Mustang. Oh, for the life of a bachelor.

Another well known bachelor has traded cars for a brand new one, but will remain anonymous.

After many months of looking and trying, Conductor Barney Cross finally traded for a bigger and better car. Many miles of pleasure, Barney.

Trainman Forest Dodge and Mrs. Dodge were guests of their daughter in Boston and attended a meeting to hear the Rev. Billy Graham in Boston Garden.

Trainman Allen Edwards has sold his home in Colebrook, N. H., and moved to the Waterville Area. He has taken a job on the Augusta switcher.

Assistant editor Frank Ware of Bangor and son conductor Ted Ware of the Vanceboro switcher along with their families spent the last part of their vacations visiting along the rock bound coast of Maine.

Retired Pullman Conductor Dick Hopkins is enjoying his retirement and looks as if he just got off No. 23 for coffee. He wants to be remembered to all his old associates and still knows most of the current happenings around the system.

Retired Trainman Alex Deschenness is confined to the Marcott Home, Lewiston, and a card of cheer would certainly give him a little lift in life.

Trainman and Mrs. Norman Penney visited the World's Fair in New York on their vacation and enjoyed it very much.

We hear that Conductor Malcolm MacDonald has purchased a new car, and at last report wanted to drive to Canada to see Queen Elizabeth when she visits there.

BRUNSWICK

Joe Desjardins, clerk in the Track Supervisors office, took a trip throughout the midwest.

Harold Fletcher, billing clerk at Brunswick, highlighted his vacation with a trip through the White Mountains.

John Callan, cashier at Brunswick, also visited the White Mountains. Both John and Harold say they had too much work around home to get very far away.

C. R. Mitchell Equipment Maintainer, is another one who had vacation and elected to stay around home.

Agent Bob Thing had a few days off and with the family explored Casco Bay, including Jewel's Island. He says there is an eleven story tower there, and the view from the top takes in all the area from Seguin to Cape Elizabeth, and a wonderful view of Mt. Washington.

Our sympathies are extended to the family of John Belanger who passed away recently. Mrs. Belanger has asked us to thank all the fellow workers who were so considerate during her bereavement.



Engine House Machinist Bud Thing doing his early-morning primping while on a fishing trip at Lobster Lake.

WATERVILLE SHOPS

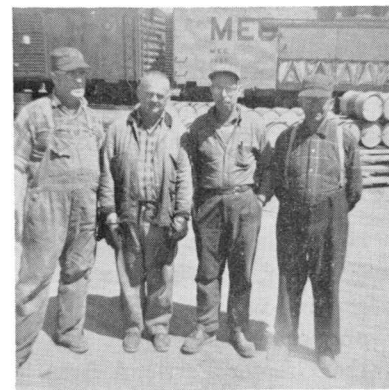
Assistant Supt. A. H. Finnimore and Checker Stanley Martin were Shop representatives at a state level Safety Program meeting at the Samoset Hotel in Rockland recently.

Former machinist Bill Chase Jr., now employed as a machinist for an Air Line in North Carolina, visited the Shops while vacationing in the area.

Painter Charles A. Lowry, resigned and applied for the pension September 21. Charlie came to work in the Paint Shop in February, 1912, and except for short intervals has been actively engaged with stencils, layouts and lettering, of which he had an expert knowledge and ability. The 'Parson' has all our best wishes for a long and happy retirement. Painter Earl McCaslin will take over Lowry's former duties.

Carman Frankie Gravel has been a recent visitor at the Shops.

Transfer Table Operator Archie Smith is laid up with a broken hand, resulting from a "do it yourself"



Four husky stalwarts from Moreau's Marauders in the Stores Dept. at the Waterville Shop. Left to right, Ormand Stevens, Eddie Mannino, Ken Knights and Edgar Stanley.

project on his garage. Laborer Roland Anderson is operating the table in the interim.

Carman Helper John Ballew has been visiting relatives in Greenville, S. C., for a short time.

Many of the furloughed employees have been recalled as of October 1 to various departments about the Shops. Due to retirement Helper Warren Underwood will be set up to Painter.

Recently hospitalized have been Welder Warren Johnston and Laborer Leland McIntire.

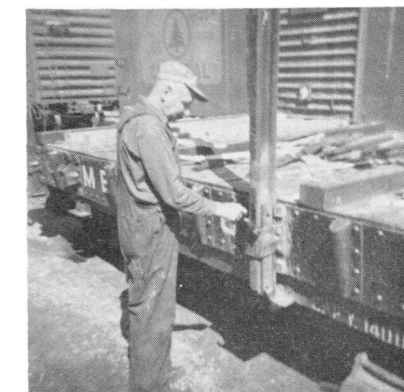
Carman Sid Brown has been promoted to fill the large shoes left by retired Foreman Bill Otis. Brown has a great potential but there are abilities that Otis had, that can never be filled by anyone.

Former Laborer Alfred Dunton, now living in California, has been a recent visitor at the Shops.

Assistant Supt. Alden Finnimore and several men from the Shops spent a recent week end building a break-water at his cottage on an island in Casco Bay. The work was under the direction of Brickmason Gene Alley. Finnimore tells us that the place is haunted by a spook of Irish ancestry who reports all the activities around the cottage while Finnimore is in Waterville.

Former Carman Gilbert 'Dud' Delaware, now employed by an Air Line in Miami Fla., has been a recent visitor at the Shops.

All here at the Shops were deeply shocked at the sudden death of Assistant Storekeeper Albert Rancourt on Tuesday evening, Sept. 29. He had worked that day and appeared his usual good natured self. He was 55 and had worked for the Maine Central for some 35 years.



Painter Earl McCaslin 'touching up' minor repairs on a 'Slab' car on the Rip Track at Waterville Shops.



AT ST. PAUL'S—Harold A. Smith, III, son of B & M Engineer Harold Smith of South Portland, was graduated from Cheverus High School and is now attending St. Paul's College in Washington, D. C., where he is studying to be a Paulist Father. Harold is the grandson of the late Stephen Conley, a conductor on the Maine Central, as well as a nephew of General Statistician Steve Conley.

U-Fund—from page 1)

paign. Remember \$15 is merely the cost of one package of cigarettes each week in the year.

I urge all of you to participate in this worthwhile endeavor, knowing that this support will aid all welfare and community agencies in the Greater Portland Area.

E. Spencer Miller,
President.

Mr. Miller's comments were endorsed by T. W. Severy, General Chairman, Bro. of Locomotive Engineers; H. Erickson, General Chairman, Bro. Loco. Firemen and Enginemen; E. F. Lyden, General Chairman, Bro. Railroad Trainmen; J. Connor, General Chairman, Bro. Railway and Steamship Clerks; S. O. Chandler, General Chairman, Order of Railroad Telegraphers; A. J. Bergeron, General Chairman, Bro. Railway Carmen of America; P. A. Sullivan, General Chairman, Int. Assn. of Machinists; L. P. Caret, General Chairman, Bro. Railroad Signalmen.

W. B. Mochrie, Jr., General Chairman, Int. Bro. Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; C. F. Connell, General Chairman, Sheet Metal Workers Int. Assn.; D. R. Collins, General Chairman, Int. Bro. of Elect. Workers; F. A. Hagan, General Chairman, Int. Bro. Firemen and Oilers; T. Christensen, General Chairman, Bro. Maintenance of Way Employees; and R. J. Coffin, General Chairman, American Train Dispatchers Assn.

Assisting Chairman Jerman and Vice Chairman Coombs in the Greater Portland Maine Central-Portland Terminal Co. drive are the following departmental representatives: George P. Campbell, statistician, Accounting Department; A. C. Lennon, assistant superintendent; and T. F. Foley, chief clerk, Operating Department; E. E. Davis, general supervisor, maintenance of way, Engineering Department; Forest C. Ryder, traffic assistant rates, Freight Traffic Department; L. D. Smyth, chief clerk, Purchasing Department; E. M. Montgomery, foreman, car department, Rigby; G. H. Sears, foreman, locomotive department, Rigby, and L. W. Sparrow, inspector, locomotives and cars, Mechanical Department.



HINT OF THINGS TO COME—This old picture, made in the 1870's, shows a Portland and Ogdensburg crew fighting deep snow in Crawford Notch. It's an old stereoptican view, No. 2215 in a series loaned to the Messenger by H. D. Johnson of Kew Gardens, N. Y. Interestingly enough, a similar picture, taken at the same time and place and numbered 2216, was loaned to us about the same time by R. H. Sanborn of Manchester, N. H., a McC stockholder.

James L. Blethen Dies At Waterville

James L. Blethen, 62, employed by the Maine Central since he was 18, and storekeeper at the Waterville Shops since 1960, died suddenly Oct. 11 at Waterville.

Services were held at Bangor, his native city, Oct. 13.

Mr. Blethen joined the Maine Central as a laborer in the Bangor engine house Jan. 9, 1919, and became a crew dispatcher in the following year. He became a clerk in the stores department in 1945, was promoted to the post of traveling storekeeper with headquarters at Waterville on May 1, 1958. His promotion to storekeeper at Waterville came Jan. 1, 1960.

He leaves a son, Paul S. Blethen of Winthrop, Me.

Here's How Railroads Bolster U.S. Economy

Because railroad transportation is interwoven through the whole fabric of our social and economic life, statistics of tons of freight and numbers of passengers do not tell the full story of how railroads help sustain the highest standard of living in the world.

They do not show how railroads each year . . .

—Contribute a total of about \$9.6 billion to the national income.

—Pay some \$886 million in taxes into federal, state and local government treasuries.

—Spend nearly \$2.5 billion for fuel and a host of materials, supplies and equipment produced by other industries.

—Pay \$382 million in dividends to investors in railroad properties and \$410 million in interest payments to security holders and in rents for property.

RETIREMENTS

Leslie W. Cummings, porter, Portland, September 28.

Sterling A. Fitts, mail handler, Portland, September 25.

Philip G. Gooch, carman helper, Waterville, September 24.

Percy L. Hooper, trackman, Machias, September 11.

Charles A. Lowry, carman, Waterville, September 21.

Roland T. McLaughlin, switchman, Bangor, September 28.

Wilfred A. McReavy, trackman, Whitneyville, August 26.

DEATHS

Jean B. Belanger, trackman, Brunswick, September 13.

James L. Blethen, storekeeper, Waterville, October 11.

Joseph F. Flaherty, yard clerk, Portland, October 2.

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