

FIRST OFF THE ASSEMBLY LINE—Number one in a series of 368 is this "Paul Bunyan" pulpwood car, longest of its type to be used by any railroad in the nation, as it was inspected by BAR and MeC officials at Clifton, N. J., plant of the Magor Car Corp., this month. Left to right are Richard Van Hassel, Magor vice president and general manager; Roy E. Baker, MeC vice president, purchases, stores and mechanical; Vaughn L. Ladd, chief mechanical officer, B.A.R., and Arthur Van Hassel, Magor chairman. (See picture page 8)

'Biggest Ever' Pulpwood Cars To Arrive Soon

The first of 368 "Paul Bunyan" pulpwood cars—largest units of their type ever to be used on an American railroad—came off the Magor Car Corp., assembly line early in November and started for Maine to serve the Pine Tree State's expanding pulp and paper industry.

The huge cars, stretching more than 72 feet in overall length, have been purchased by the Bangor and Aroostook and Maine Central Railroads. The first 168 will go into B.A.R. service, and the remainder will bear the markings of the Maine Central. Total cost to the railroads exceeds \$5 million.

Except for Maine Central's newest piggyback flatcars, which are long enough to accommodate two highway trailers, the new pulpwood cars will be the longest units in Maine railroad service. They measure more than 15 feet longer than standard bulkhead-end pulpwood cars now being used on the two railroads, and will carry a maximum load of 140,000 pounds. This equals 32 cords of softwood pulp—about ten cords more than can be loaded aboard a standard pulpwood car.

In addition to the tall end bulkheads, the new cars are equipped with a center bulkhead to prevent shifting of the logs as the car is moving. A steel grid floor sloping from each side to the center will help to solidify the load.

The first of the huge new cars was inspected by Maine railroad officials at the Clifton, N. J. plant of the Magor Car Corporation November 5. Vaughn L. Ladd, chief mechanical officer, Bangor and Aroostook, and Roy E. Baker, vice president, purchases, stores and mechanical, Maine Central Railroad, headed the inspection team.

The two railroads will use the new cars to transport pulpwood from sources in Northern and Eastern Maine to the mills of the Maine pulp and paper industry, now spending nearly \$200 million in plant expansions.

Bay State Firm To Build Feed Plant On Rockland Yard Site

Construction of a new poultry feed-mixing plant with a capacity of 500 tons of bulk poultry mashes per week, will be started soon at Rockland.

The H. K. Webster Company of Lawrence, Mass. and the Maine Central Railroad announced the move jointly early this month.

The Webster Company, one of New England's largest producers of poultry feed, now operates extensive plants at Richford, Vt. Livermore Falls, Me. and Lawrence, Mass., distributing throughout the New England area under the name of "Blue Seal". The Webster Company has recently completed enlargement of its facilities and has increased production and sales at its Livermore Falls plant.

President Walter N. Webster

said the new plant will be constructed in the Rockland freight yard area of the Maine Central Railroad. A section of the present Maine Central freight house will provide the nucleus of a mill and office facility which will occupy about 9,000 square feet. A Maine Central sidetrack will service the new feed-producing mill. The new plant will be of the "satellite" type, a process which is almost completely automatic and by push-button operation allows a driver to select the type of feed desired and moves the automatically-mixed ingredients into a bulk truck.

The joint announcement of the Maine Central and the Webster Company also disclosed that the Webster Company, with a past record of successful merchandising of poultry feed over a wide

area of New England and New York state, recently made an extensive study of the future of the poultry feed situation in New England, and especially in Maine.

President Webster said: "A combination of past experience at our 'Blue Seal' bulk stations in various parts of New England, (Grain Mill—Page 8)

Another Birthday For The Messenger

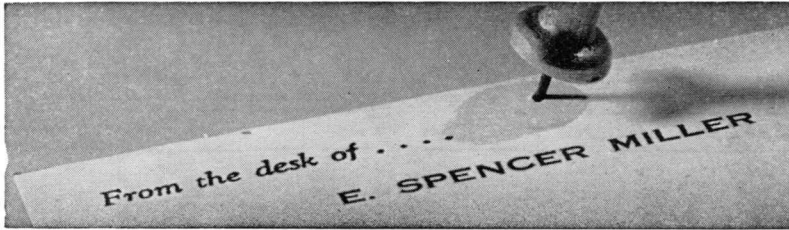
Note, if you will, that this issue is Volume 5, Number 1, which indicates the Messenger has had another birthday.

We're starting our fifth year of continuous monthly publication with this issue. This means, looking back, that we've published 384 pages with 1,536 columns of Maine Central news, pictures and editorial comment.

We've made friends, and we've possibly irked a reader or two, but the fact that there's apparently more of the former than the latter makes it all worthwhile.

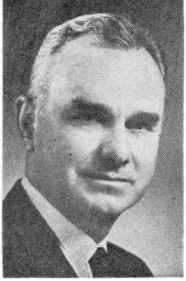
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TO MY FELLOW EMPLOYEES:

The railroad industry has been awaiting the results of the Illinois Road Tests for at least three years, confident that these results would bear out the engineering assumption that highway damage is directly related to axle weight, and that it costs much more to build a highway for truck traffic than would be necessary if highways were built for automobiles alone.



The tests have been completed, and a mountain of data has been digested into what amounts to a complete proof of the railroad industry's claims about highway construction and financing.

Solidly shown, for example, was that a concrete highway three and one half inches thick with no sub-base can withstand more than a million applications of automobile and small truck weights without damage. Even more dramatic was this conclusion:

An 18,000 pound single axle load (Maine's limit is 22,000 pounds) caused 5,000 times as much damage to an eight-inch concrete pavement as pleasure cars. The same tests also showed that a 32,000-pound tandem axle load (Maine's limit is 32,000 pounds) caused 7,400 times as much damage as the standard automobile.

Eight years ago, Congress passed the Federal-Aid Highway Act which provided for the construction of the 41,000-mile Interstate Highway System. This same Act also directed the Secretary of Commerce to "expedite" the impending Illinois Road Tests, to determine the "maximum dimensions and weights for vehicles" operating on the Interstate Highway system, and to make recommendations with respect to maximum weights to Congress. The tests are now complete after expenditure of more than \$27,000,000, and the Secretary of Commerce, Luther Hodges, has made his recommendations to Congress. Unaccountably and without explanation these recommendations call for general increases in truck weights, widths and heights, and would make trucks with gross weights of more than 105,000 pounds legal on the U.S. Interstate Highway by 1967.

For railroad employees, the one bright hope of the Secretary's recommendations is found in his letter of transmittal. Addressed to Speaker of the House John W. McCormack, the letter includes this statement: "Increased highway costs accompanying increased size and weight standards would be recovered through more equitable user charges on the beneficiaries, and the motor carrier industry should bear its equitable share of such costs."

Last month, at the invitation of the Association of Western Railways, we sent a representative to a two-day meeting in Chicago during which the Illinois tests results and the Hodges recommendations were analyzed by several highway engineering experts.

Among the thousands of facts brought out at these sessions was this: that highways and bridges could be built for 30 to 50 per cent less if they were used only by cars and small trucks; and that the cost of each increment of strength built into a highway to accommodate heavier vehicles is chargeable to heavy trucks.

Even more disturbing, these engineers said—and cited the load limits built into the present U.S. Interstate Highway bridges to prove it—that the proposed weight increases would make at least half of the new, 41,000-mile, 41-billion-dollar U.S. Interstate Highway system immediately obsolete.

If, as Secretary Hodges recommends, the motor carrier industry is required to pay its "equitable share of increased highway costs," the truckers face a tremendous assessment—not only in increased present user charges, but in the additional costs of bringing brand-new but obsolete bridges up to higher strength standards.

In a recent address to the Brotherhood of Locomotive Engineers we referred to figures indicating that the pleasure car owner is contributing to highway costs on a ton mile use basis four times as much as the owner of the large truck. We were amused to note an attack on this statement in a trucking publication. The truck advocate attempted to refute our statement by saying that the average truck in Maine pays annual user charges of \$1,400 compared with a much smaller dollar payment by the pleasure car owner. This of course speciously ducks the issue. The question should be—Is \$1,400 enough?—and obviously it is not now and will be pitifully inadequate if and when truck limits are increased.

The public and the railroads have a job to do—truck user charges must be increased and drastic further increases must be imposed with each bill to increase weights if Maine's already shaky highway fund is to be kept solvent, Maine motorists treated fairly and Maine's railroads are to escape further Government subsidy to their competition with ensuing harm to shippers and the national common carrier system.

This is a free country but no one of us is entitled to a free ride—particularly when he is using a public facility for private profit.

E. Spencer Miller

Another Success

To Chairman Dan Jerman, assistant to the Chief Engineer and brand-new on the Maine Central scene, and to every department chairman, solicitor and every giver, go the Messenger's hearty congratulations for another successful United Fund campaign within the Company in the greater Portland area. A similar nod goes, of course, to the captains and those who gave in Lewiston, Waterville, Bangor and other areas where Maine Central people were asked to be generous, and only needed to be asked once.



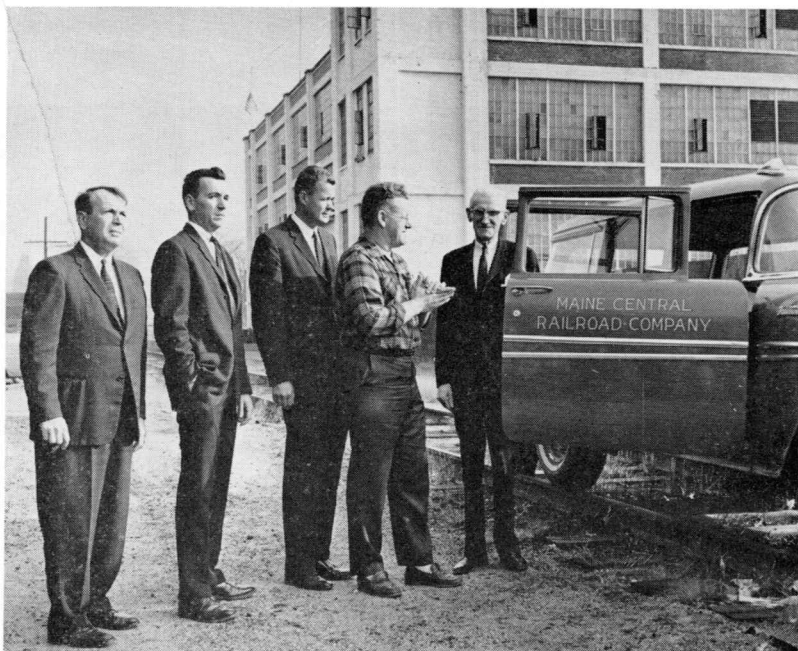
The Maine Central MESSENGER is published monthly at Portland, Maine, by employees of the Maine Central Railroad Co., and the Portland Terminal Co. It is circulated without charge to active and retired employees of these companies, and to customers and other friends throughout the Nation.

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INSPECT LISBON INDUSTRIAL PARK SITE—A working party of engineers and industrial developers viewed a new site for a Lisbon Falls industrial park from the rails of the Maine Central aboard the Hy-Rail station wagon, Motor Unit 200. Left to right are Amel Kisonak, chairman, Lisbon board of selectmen; Robert Swift, Auburn consulting engineer; Richard Wagner, Central Maine Power Company; Russell Huston, Lisbon Industrial Development Corporation; and John P. Scully, executive representative, Maine Central Railroad.

Railroad Aids Lisbon's Search For New Industry

Federal, State and local industrial developers were guests of the Maine Central late in October for a close look at two rail-served areas that may be developed as industrial parks at Lisbon Falls.

The officials, determined to find new industries to take up the economic slack caused by the announced closing of two large textile mills, represented the Area Redevelopment Administration, the Maine Department of Economic Development, and the Lisbon Industrial Development Corporation. The group included Col. Iverson O. Mitchell, Jr., area coordinator, Presidential Task Force, Area Redevelopment Administration.

Maine Central host for the occasion was John P. Scully, executive representative, and chief industrial development officer for the railroad.

Potential industrial park sites served by the railroad were inspected from the track, with the observers riding in Maine Central's Motor Unit 200, the Hy-Rail station wagon.

The continuing drive to find new industries for Lisbon began

when the town's largest employers, the Deering-Milliken Farnsworth Mill and the Worumbo Mill of the J. P. Stevens Co., announced that they would close down.

Loadings Reach 5-Year High

A five-year high in freight carloadings — 657,203 cars — was reached in the week ended Oct. 31, the Association of American Railroads announced early this month. It was the highest weekly total since the 697,797 cars loaded in the week ended June 27, 1959, when manufacturers were building inventories before a nation-wide steel strike.

Loadings in the latest week were 1.7 per cent above the previous 1964 high of 646,087 cars in the week ended October 24, and 5.5 per cent above the corresponding week of 1963.

Ton-mileage generated in the latest week is estimated at 15.1 billion, an 11.1 per cent gain over the corresponding week a year ago. This gain reflects heavier loading per car as well as an increased number of carloadings.

The loadings include seasonally heavy movements in grain and miscellaneous categories. The 348,489 cars of miscellaneous freight loaded were the highest since June 20, 1959, and the 66,571 cars loaded with grain and grain products represented a 12-month high since the 68,625 in

(Loadings—Page 8)

\$7,386 Pledged In Portland Area United Fund Drive By Railroaders

A total of \$7,386 was raised in the October Maine Central-Portland Terminal Company United Fund campaign for 1964, with 704 employees pledging an average of \$10.45.

This represents an overall increase of 31 cents in the average gift and \$2 more in the average of at least one General offices department. Of the 704 employees who gave, a total of 281 pledged at least \$15 and qualified for this year's United Fund souvenir, a leather-bound address book provided by the Company.

Here's the breakdown by departments:

Executive—Legal	\$734.00
Accounting—	
Treasury	1,822.00
Engineering	922.00
Transportation	2,195.00
Mechanical—	
Purchasing	1,327.00
Freight Traffic	346.00
Other—Misc.	40.00
Total	\$7,386.00

From Daniel L. Jerman, assistant to the chief engineer and company chairman for the 1964 United Fund campaign, came words of appreciation for the help of a long list of campaign

workers. This list, headed by Portland Terminal Company Trainmaster P. H. Coombs, who served as vice chairman, includes these department chairmen and solicitors: George P. Campbell, Accounting; Larry D. Smyth, Purchases and Stores; E. M. Montgomery, car department; Lawrence W. Sparrow, mechanical; Gordon Sears, locomotive department; E. E. Davis, engineering; Forrest Ryder, freight traffic; Arthur C. P. Lennon and Thomas F. Foley, transportation; and Russell F. Rackliffe, executive.

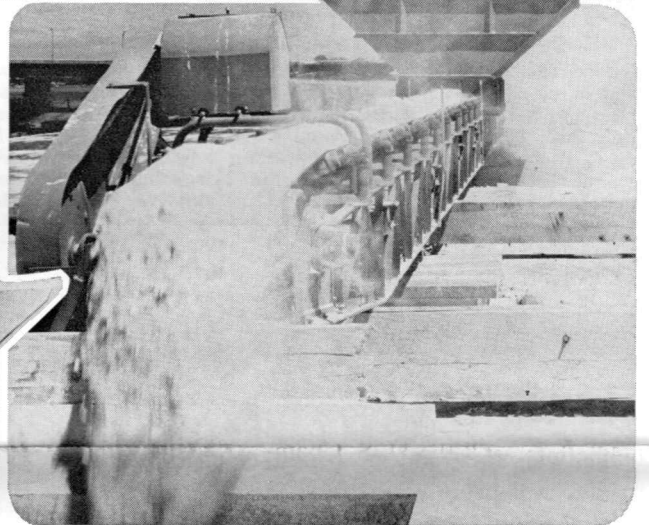
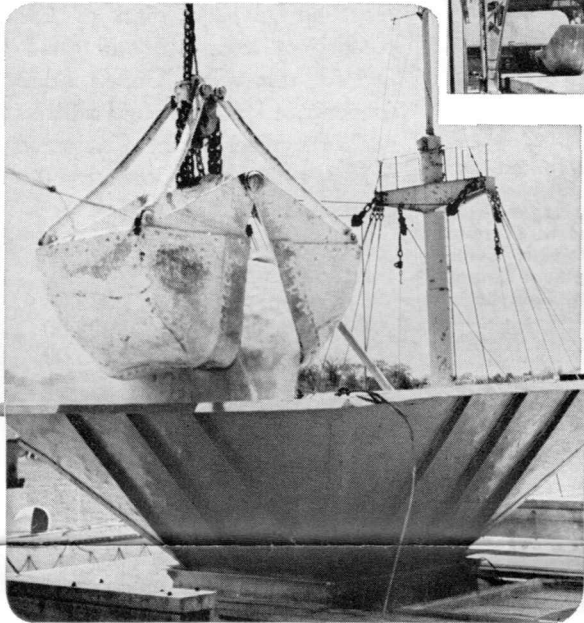
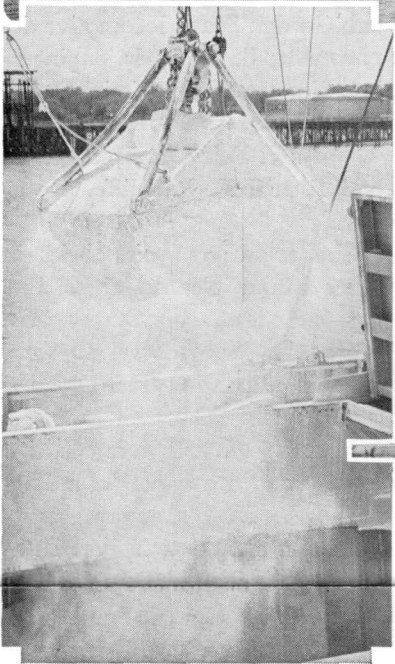
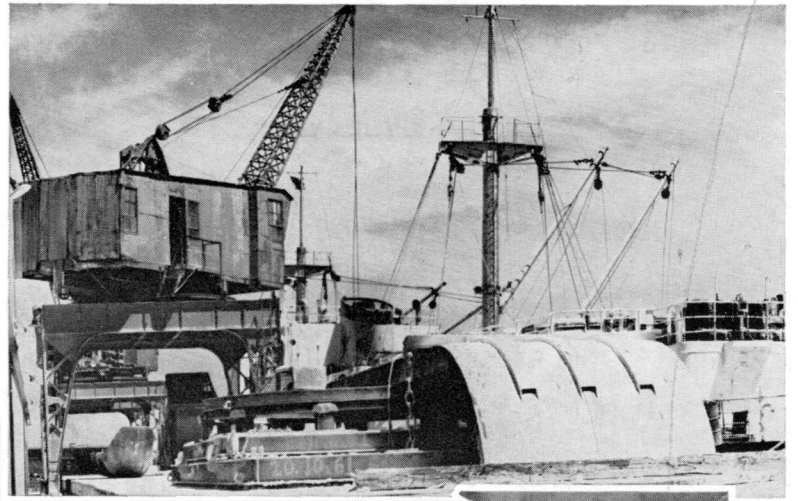
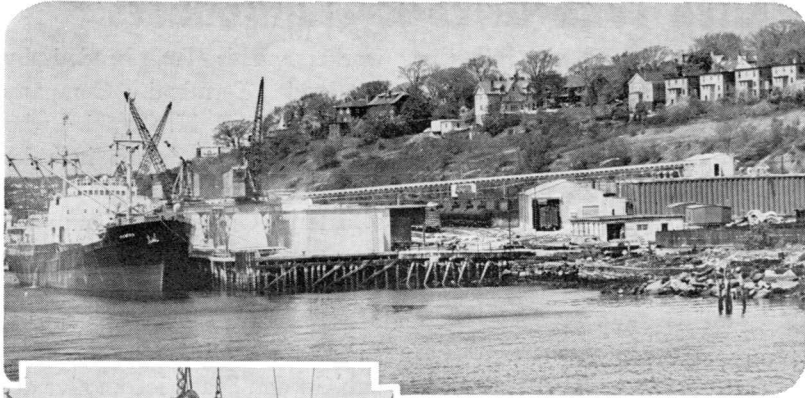
Similar drives were held in other Maine Central cities during the month of October. In Waterville, Shops workers were cited for exceeding their assigned goal. Team Captains at the Waterville Shops were George Silva, superintendent; John Laracey, A. H. Finnimore, assistant superintendent; Nubert Estabrook and Donald Russell.

The 1964 United Fund campaign was conducted with the endorsement of President E. Spencer Miller and the support of the Brotherhoods.



HAPPY 75TH BIRTHDAY FOR FRANK MURPHY—Frank Murphy, former freight MeC traffic manager and executive assistant, now retired, was honored by friends and associates late in October at the Cumberland Club. Left to right, in this photo taken by his son John Murphy, are E. A. Whiting, District Traffic Agent, NHRR; R. C. Merrow, freight traffic manager, MeC; Mr. Murphy; Capt. F. X. Landrey, Jarka Corp.; Peter Costello, Gignoux Co.; Tom Morris, CNRY, Portland; Frank Gill, retired traffic manager, Oxford Paper Co.; John Shaw, general freight agent, MeC.; and Hugh Costello, F. E. Gignoux Co.

China Clay at Portland Terminal No. 3



IMPORT CHINA CLAY FOR THE INDUSTRIES OF MAINE AND AMERICA—These are scenes at Portland Terminal Wharf No. 3, where China clay is off-loaded after the voyage from England. Huge gantry cranes bucket the powdery material from the holds into waiting rail cars, or as above, into a conveyor system that carries it to storage in dockside sheds.

Shiploads From Great Britain Sent To Mills Throughout The Nation

Facilities of the Portland Terminal Company, backed by the continuing demand of the Maine paper industry, combine to make the Port of Portland one of the two largest east coast destinations for China clay, used—among many other purposes—to make the shiny surface on your copy of the Maine Central Messenger.

The white, powdery material, off-loaded from ships at Portland Terminal Wharves and carried in bulk and in bags by the Maine Central wherever coated paper is made, is vitally important to the industry. It joins pulpwood, chips, chemicals and other raw materials aboard Maine Central trains bound for the mills that employ more people than any other Maine industry, and which produce Maine's principal products.

But the use of clay in the manufacture of paper is relatively new. Archaeologists have found clay pottery at least 10,000 years old, and the use of clay in fine ceramics had been established in China by 3,000 B.C. This, of course, is the source of the name, which persists despite the fact that most China clay has been mined in Great Britain since the 18th Century.

First used almost entirely for pottery, China clay now finds its primary use in paper production, with lesser amounts used in the manufacture of rubber, plastics and paints and a long list of other products.

In the papermaking process, China clay is important both as a surfacer and a filler. It's used with other materials to provide the smooth, glossy surface of high-quality printing and art papers. It also is used in the

body of the paper to fill the spaces between the pulp or rag fibres, making the sheet more light proof, and making it accept inks more readily. The paper on which your Messenger is printed is made by the S. D. Warren Company of Cumberland Mills, and has China clay within it, as well as on its surface.

The clay that arrives at the Portland Terminal Company wharves is decomposed granite from Cornwall, England, where one company operates pits distributed over an area of 150 square miles.

Once dug by slower methods, the clay is now washed from the working face of the pit by high-pressure water hoses. Mixed with huge quantities of water, the clay flows in a white stream to a pool where it settles. Sand in the mixture is separated out, and what is left is a clay suspension

that passes through several stages of refinement and drying until the fine, white powder unloaded at the PTCO. Wharves is the result.

Last year, Maine Central handled a total of 190,557 tons of China clay, of which 46,000 tons was imported and unloaded at Portland. The remainder was domestic clay mined from deposits in Georgia, and used for many of the same purposes.

The Portland Terminal Co. clay facility in Portland offers berths for two vessels, gantry cranes for unloading, track on the wharf itself for direct loading of clay into railroad cars; a large storage shed to which the clay is moved by mechanical conveyor, and machinery for bagging the material. This facility is operated for the PTCO., by the Jarka Corporation.



MADE WITH A THOUSAND MATCHES—Walter O. Emery, Portland Terminal Co. Wharf One electrician, has just completed this model shrine, built with more than a thousand wooden matches. The latest in Walter's long list of woodcarvings, birds and plaques, the shrine took more than a year to complete.

CMPCo Honors MeC Worker For Heroic Act At Waterville

The Central Maine Power Company has presented a fine watch to a Maine Central Railroad employee whose quick action saved the life of a lineman at Waterville last month.

Leonard W. Stevens, 38, a truck driver for the Stores Department, Waterville Shops, received the gift Oct. 14, less than a week after the near-tragedy occurred.

Stevens was enroute to work about 7:30 a.m., October 8, when he saw the lineman, Ralph R. Dickey, 35, engulfed in flames high on the hydraulic platform of a power company truck. Jumping from his car, Stevens ran to the truck, and after Rickey had "slid or fell" down the ladder, Stevens smothered the fire in the man's hair and clothing with his coat.

The railroadman remained at the scene until Dickey was taken to the hospital, stopped at Central Fire Station to report the incident, and then went to work at the shops, unconcerned over the minor burns on his hands and wrists.

It was all in a day's work for Stevens, a member of Waterville's volunteer Fire department.



Stevens

Only Public Interest Should Be Regulations Yardstick, Says Chamber

All transportation should be free from government competition and "regulated only to the degree clearly required by the public interest," the U. S. Chamber of Commerce has declared.

The statement was included in a revised policy declaration on transportation approved at the Chamber's annual meeting.

The transport system declaration said:

"The general economy and security of the nation require transportation services and facilities adequate to provide for its needs and growth, under private ownership and operation with equality of treatment by government for all modes.

"Therefore, it is necessary that all modes, particularly the essential common carriers, operate under laws, regulations and policies which provide for and foster a healthy business climate and competitive opportunities which will conserve the advantages of each for the public good; and that such laws, regulations and policies assure adequate public protection against interruptions in transportation which impede the supply of products or services affecting the safety, health and welfare of the people.

"Furthermore, all transportation should be free from government competition and regulated

only to the degree clearly required by the public interest."

Credit Union Offer Extended To Dec. 31

An immediate 50-cent dividend is being granted to new members of the Railroad Workers' Credit Union under the current drive to increase membership, President Hugh F. Flynn said in early November.

Since September, when the drive began, the Credit Union has sent framed Kennedy half-dollars to new members. Nearly 60 have signed up since then, Flynn said.

The offer will be extended to new members until Dec. 31.

Veterans To Elect Officers For 1965

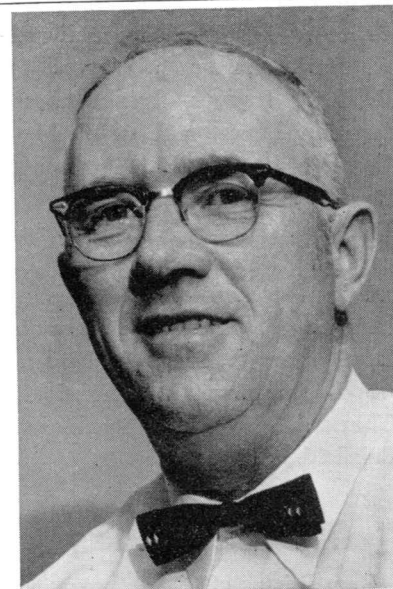
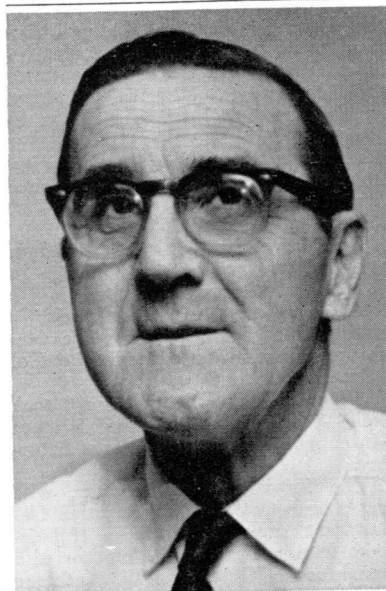
Officers for 1965 will be elected Sunday, November 22, by the Maine Association of Railroad Veterans. The organization will meet at noon in Howard Johnson's restaurant, Thornton Heights.

President Edward M. Quinn said new business also will include arrangements for the annual "Merry Christmas Party" to be held in December.

Another feature of the November 22 meeting will be slides made by Mr. and Mrs. John J. Burke on their recent tour of Europe.

Rails Move One Ton One Mile For 1.3c

According to latest available figures of the Interstate Commerce Commission, covering 1963, the average revenue received by the nation's Class I railroads for hauling a ton of freight one mile was 1.3 cents, as compared with 6.5 cents by common carrier truck. This was the lowest per ton-mile revenue for the railroads since 1948, the highest on record for trucks.



NAMED TO STORES POSTS—Arnold A. Dow, left, has been named storekeeper at Waterville, succeeding the late James L. Blethen. Dow has been employed by the Maine Central since 1918. Joseph A. Cosgrove, right, has been named traveling storekeeper, succeeding the late E. Albert Rancourt. Cosgrove initially joined the MeC in 1930, leaving in the next year. He re-joined in 1937, and has served as a clerk in transportation and stores department offices at Waterville ever since.

Thinking Safety

By W. E. Maloy
Rules Examiner

How often do we report for duty and hear of some fellow worker who was recently injured on the job. We feel badly and say "Tough luck — I hope he gets well soon." It seems that accidents always happen to the other fellow, never to us. Let's stop to think for a moment, will some day one of us be the one that didn't report for duty because of an on-the-job accident? What can we do to prevent this time coming? The basic answer is to be careful, but in addition, to be safe one has to work at it.

BE ALERT, STOP TAKING CHANCES, KEEP POSTED AND COMPLY WITH THE SAFETY RULES.

11 Receive 25-year MeC Service Awards

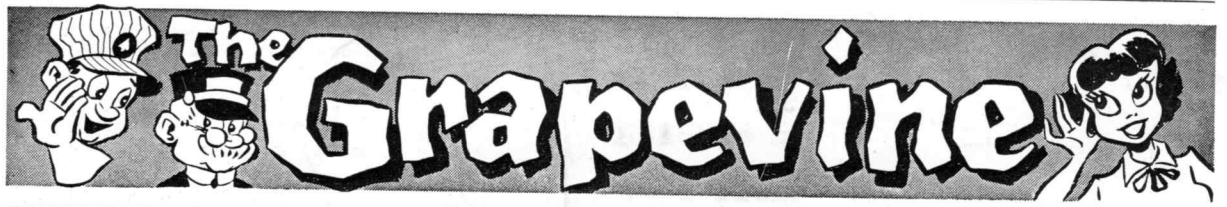
Eleven Maine Central employees began their 25th year of service last month, and were awarded 25-year service pins.

Newest members of the Maine Central 25-year club are: Floyd R. Case, assistant freight foreman, Waterville; Clyde E. Dow, carman C, Waterville; Edward A. Gurski, carman B, Waterville; Fred O. Jumper, freight house foreman, Lewiston; Leroy S. McCommic, carman D, Waterville; Reginald McKenney, machinist, Dexter; Maurice V. Thibodeau, carman C, Fairfield; Lloyd L. Tilton, electrician, Belgrade; Norman C. Thompson, carman C, Clinton; Warren J. Underwood, carman D, Fairfield; Charles L. Whitney, machinist, Fairfield.

GENERAL OFFICES

Ray Briggs of Car Accounting and his wife recently drove to Delaware to visit their daughter and returned with a fine souvenir of their trip—their grandson.

Bob Nurse and Sam Ruth, both of Car Accounting, plan some hunting this month in the Houlton area.



FRIENDS HONOR RETA RUMRILL—Mrs. Reta Rumrill, who has become assistant dean and alumnae secretary at Westbrook Junior College, was honored by Maine Central associates last month as she left her post as stenographer in the Law Department, Portland. Seated, left to right, Margaret Shapazian, Connie Davis, Mrs. Rumrill, Alice Allen and Jean Gilpatrick. Standing, Grace Hognlund, Shirley Wilson, Mary Morse, Amy Westcott and Ruth Christiansen.

Gordon Williams Cashier, is spending part of his fall vacation winterizing a house for his family of eight ducks. They maintain themselves in the summertime, but look to Gordon's hospitality in the winter.

Shirley Wilson of the Assistant Treasurer's Office is back in the real estate business as a sideline.

Mrs. Errol Libby has had an addition completed on Libby's Toy Store in Scarborough and is now ready for the onslaught of Christmas business. Errol is General Bookkeeper in the Comptroller's Office.

The newest face in the Accounting Department is that of Kenneth Austin, a new clerk in the office of Blair Walls, Employee's Insurance and Deductions. Ken is a recent Northeastern Business College graduate.

Horace Foster, John Gerity, George Ellis and Stan Watson have resumed activity in the Y.M.C.A. Volley Ball League.

Eric P. Smith, Chief Statistician, attended two seminars in Chicago in October and early November.

We welcome back Russ Rackliffe of the Chief Statistician's Office who has been ill with an extended bout of grippe.

Alice Allen and Reta Rumrill took their young sons to the Science Museum in Boston on a recent Saturday.

The former Claire Webster, who was a secretary in the Executive Department, now Mrs. Heffren of Fairfield, Maine, became the mother of a daughter on October 24th. Kathleen Ellen is their second child.

Ruth Watson of Data Processing and husband Medley were guests at the commissioning of the submarine USS Tinoso (SSN606) at Portsmouth Naval Shipyard October 17. Their nephew Vernon H. Rasch is serving as Commissaryman 1st Class.

Mary Nugent of Data Processing vacationed in October and spent a week traveling through Canada, visiting Toronto, Ottawa, Niagara Falls, and reports that on her way home she ran into a snow storm.

New member of the Canadian Pacific office is H. H. "Chippy" Chipman from Reading, Mass. He has moved here with his wife and three sons, having purchased a home in Cape Elizabeth. Walter Campbell has been transferred from the Portland office to C. P. in Bangor. He and his family are very content and are living at Brewer.



NEW AIRMAN—Dennis G. Shea, son of Gerry Shea, Assistant to Manager, Car Accounting, entered Air Force Basic Training in September following graduation in June from Portland High School. After 5 weeks at San Antonio, Texas he is now stationed at Keesler A.F.B., Biloxi, Miss., in communications.

Maurice Hawkes, assistant auditor data processing, was one of the fortunate who bagged his deer on the first day of the season. He reports that it was a 110-pounder.

Germaine Deschenes of Data Processing and husband Gerard spent a weekend in Kingsington, Conn., visiting friends.

We are missing a familiar face around the General Office Building. Milton Poore is convalescing at home after a stay in Mercy Hospital.

Mrs. Frances Foss, who has been substituting in the Mechanical Department for some time, has become a permanent member of the Maine Central family, taking over the duties of Miss Mary O'Connor who recently retired from her position as Leading Clerk.

Our sympathy is extended the family of Earl Russell, Asst. Purchasing Agent, on the passing of Mrs. Russell's father recently.

T. F. Roche, general storekeeper, was in Louisville, Ky. the week of Oct. 19 attending the 46th Annual Convention of the Railway Tie Association.

RIGBY

Swing Foreman Maurice "Johnnie" Weeks now has a herd of 40 pure blooded Herefords, and his new modern dairy barn is nearing completion.

Leading Carman Fred Johansen, formerly at Union Station, now retired, visited the premises during the month.

Mrs. Joseph Hanlin, wife of retired Machinist Helper Joseph Hanlin, formerly of Houlton, died November 2. Interment was at Houlton. A floral tribute was donated.

Mrs. Frederick Johnson, wife of Machinist Frederick Johnson, visited their son who is in the service in Germany. She was accompanied by her daughter.

Machinist Theodore has just finished renovating his pantry, complete with new plumbing, including a "mechanical pig."

Jerome Berry visited old pals at the Car Department recently. He was a former Foreman.

Former Laborer Fred Cole died November 4. A floral tribute was sent to the funeral from the Welfare Fund.

Frank Garland is now covering Leo Belefountaine job permanently.

Laborer Albert Stivaletti has finished his assignment at Beecher Falls as diesel service man covering vacations.

Mrs. Charles Jackson, wife of former Boiler-maker Charles Jackson, has been visiting their daughter, Mrs. Donald J. McKenna, Jr. of Westbrook, for two weeks. The Jacksons' granddaughter, Sandra Jean McKenna, has entered the Maine Medical Center to receive training in X-Ray technology, and their grandson, Donald McKenna, 3rd, USMC, is stationed at Parris Island, S.C.

Former Engine House Hostler Ephriam "Steve" Brodie visited the

shop recently and states he will sojourn at West Palm Beach Fla., after the holidays.

On Nov 1, the Safety Board read 44 days without accident.

Stores Department Clerk and Mrs. Robert Grimmer visited the World's Fair while he was on his vacation.

Former Engineman Robert Mountain, operating on the Mountain Division for many years, wishes to be remembered to all of his friends.

Roscoe Woodrow, former General Foreman, Bridge and Building Crew, died recently. He retired four years ago after 49 years of service.

Former Machinist Clyde Burnham, Wharf No. 3, and Rigby visited the shop during the month.

Stores Department Clerk Everett Haley died recently while attending church services. A floral tribute was given by the Rigby Welfare Fund.

Stores Clerk Thomas Foley, who has been covering Everett Haley's job pending assignment, says his wife has been hospitalized.

Many of the employees at the engine house will remember the late "Ed" Chumley who was the welding instructor and representative for the Oxweld Railway Supply Corp. on the Maine Central and Portland Terminal. After his retirement he was appointed as Superintendent of repairs for the Mount Washington Cog Railway. The "Chumley" coaches used on the railway, which were being built at the time of his death, were named in his honor.

Visitors at the shop during the month were Fred Bustin who since has been hospitalized for an operation, former Helper John Prater, Rienard Eliason, and former General Foreman Malcolm Billington.

Chief Clerk Leo Belefountaine has retired, and will first visit the state of Missouri, and later he will go to Florida for the winter.

Machinist Edwin Temm, who has been out sick for some time, is slowly recuperating. During this period his son Kenneth Temm and Diane Faunce of Scarborough were married. Kenneth is employed by the Harris Oil Company as an oil burner technician. He is a graduate of M. V. T. I. at Fort Preble. They will reside in South Portland. Theodore Cote, Jr., was one of the ushers at the wedding.

Foreman "Bill" William Bean of the Car Department is remodeling his home in Gorham.

Car Department Clerk Patrick Conley has been in the hospital for a physical check-up, but is back on the job.

John Phee, a Laborer at the Car Department has also been on the sick list for some time, but should be back to work soon.

Former Carman Almon Dunham, father of Carman Edgar Dunham, visited the shop recently. The fellows were pleased to see him, especially as it was his 75th birthday.

Mrs. Charles Tetreault, wife of first trick Foreman Charles Tetreault, is as fit as a fiddle after surgery.

Edgar Belefountaine, brother of Turn-table Operator Alphonis Belefountaine, and Chief Clerk, Leo Belefountaine, died recently after a long illness. A floral tribute was sent to the funeral from the Welfare Fund.

Bridge and Building Crew Carpenter Donald Sinclair served as co-chairman of the arrangements committee



SHAKE HANDS AT THE SHOPS—Senator and Mrs. Edmund S. Muskie were visitors at the Waterville Shops late in October. Shown during the noon hour are, left to right, Laborer Freeman Rollins, Waterville attorney Burton Shiro, Carman Walt McCaslin, Carman George Buck, Senator Muskie and Mrs. Muskie.

of Iona Chapter, O.E.S., as the order honored various committees in the Masonic Temple.

Airman 1st Class Kenneth Davis, son of Engine house Laborer Arthur Davis, was killed in an automobile accident, near Luxembourg, Germany, where he was stationed. Flowers were sent.

Mrs. Ralph McKelvey, wife of Machinist Ralph McKelvey, was recently hospitalized, and is now at home.

RIGBY YARDS

Sympathy is extended to Mrs. J. F. Flaherty and family on the death of her husband.

Yard Clerk G. E. Goodwin is a patient at the Mercy Hospital.

Operator W. E. Kirkpatrick is a patient at the Maine Medical Center.

Operator S. O. Chandler has returned to work after illness.

Operator T. W. Benson is on vacation, his position covered by Spare Operator E. H. Gronlund.

Spare Operator R. C. Burdwood is covering the swing position at Tower One in place of W. E. Kirkpatrick.

Yard Clerk M. T. Mullen is on vacation, his position being covered by G. Bondenson.

Yard Clerk E. T. Bolduc is covering position 6R in place of G. E. Goodwin. Yard Clerk E. J. Wade has bid off a position covering Commercial Street, and Yard Eight. Yard Clerk L. C. Peters is covering a position at Yard No. 6, vacated by E. J. Wade. P. M. Snow is covering L. C. Peters' position at Rigby.

Yard Clerks A. C. Appleby and W. H. Darling are on vacation, their positions covered by spare clerks.

A new addition at Rigby Yard office is rapidly nearing completion.

M. F. O'Brien, Assistant Superintendent has returned to work after his vacation. L. C. Peters has bid off position 24, yard No. 6, and W. H. Darling has bid off position 51 at Rigby.

Mrs. Beckwith, stenographer at the General Yard Office, Rigby, is on vacation, her position covered by Mrs. B. Conahan.

J. E. Pouliot, second trick operator,

tower two, has returned to work after vacation, his position covered by spare operator R. C. Burdwood.

Third trick Call Boy C. M. Haskell has returned to work after being on sick list. His position was covered by F. Morelli.

LEWISTON

Car clerk Fred Jumper is on vacation and Spare clerk Joe McMorrow is pinchhitting for him.

General Agent Dick Achorn is being seen observing this lovely October weather closely and we suspect his thoughts might lie in the direction of Bar Harbor and the Maritime Provinces where he and the family spent time vacationing this summer. It's a great time of year in Bar Harbor, the best month of the twelve.

Operator Charlie Richardson, a resident of the DeWitt Hotel, has had several excellent opportunities to make a fast dollar renting space in his room to observe at first hand visiting political aspirants as they spoke at Kennedy Park. However, those activities sure foul up Charlie's parking his car in the Hotel lot.

Jeanne Myrand, daughter of Rate Clerk John Myrand and a senior at Lewiston High School, has been working at Poland Spring Riding Stables in recent weeks.

David Carr, son of Clerk Sherm Carr, is a member of the Montello Jr. High School football team, playing the defensive halfback position.

Jim McMorrow, son of spare clerk Joe McMorrow, is a member of the Montello Jr. High cross country team.

Truck Driver Aime Roy dropped in recently and is getting warmed up on the subject of deer hunting. As a rule Aime is one of if not the first to bring down his kill.

Roger St. Pierre, son of Brakeman Pat St. Pierre, and a member of the U.S. Navy, is presently in the Mediterranean Sea on a training cruise.

Track Supervisor Donn Wolfe and Spare Clerk Joe McMorrow are breathing a bit easier these days as a result of the heavy rains. It's no picnic living in the country with a dry well, is it Donn?

Yard Brakeman Charlie LaFlamme

reports that his son Ronnie is at Fort Dix, N. J. training to be a military policeman. Ronnie is also playing basketball for the Fort Dix team and we imagine his 6'4½" will be a valuable asset to the Post team. Needless to say, Charlie is a mighty proud papa.

Yard Brakeman Dan Myrand is to be congratulated along with Mrs. Mary Myrand on the arrival of a son, to be named Paul. This is their ninth child, fourth boy, and a potential railroader.

Yard Conductor Leyon Traynor is the proud owner of a new home in Auburn. Hate to see you leave Lewiston, Leyon, as it's a long ride across that bridge!

Retired Operator Joe Roberts remains very active in the Knights of Columbus. Perhaps that's the reason Joe hasn't found time to drop in the office recently.

WATERVILLE SHOPS

Harvey Butler of Belgrade died recently after a long illness. He will be remembered as a Sheetmetal helper for a long period of time some years ago.

Several employees are vacationing as of this writing and are deer hunting. So far we have no reports of game.

Retirement isn't hanging heavy with Phil Gooch. Seems that some years ago he built a retaining wall for his front lawn. Recently State Highway engineers notified Gooch that the wall was in the road right of way. Phil had to remove the wall and rebuild it away from the road.

Supt. George Silva recently attended the New England Railroad Club meeting in Boston.

Some guys have all the luck! Painter Red McCaslin recently found a \$100 bill, neatly folded in a pile of wood in his garage, and has been unable to find out how it got there or to whom it could have belonged.

Foreman Floyd Case has recently returned after a short inspection trip to Passaic, N. J. He expects to return there at some near future time.

Carman Glenn McCarrison has been breaking in as an AAR Checker.

Carman Reny Jacques has worn a mitten on his 'shaking' hand ever since he had his picture taken shaking hands with Senator Muskie.

Carman Paul Hallee has returned from a hunting trip in Newfoundland. Paul bagged a 700-pound bull moose.

We have our first new employee in the Paint Shop for more than 15 years in the person of Laborer Everett Dickey, temporarily filling in for Painter Helper Merle Otis who is on the sick list.

Machinist Eddie McAleer is a surgical patient in a local hospital.

Painter Leroy Jackson is a patient at the Osteopathic Hospital. Jack's vacancy is being filled temporarily by Don McCaslin.

Clerk Leonard Boucher has bid to the Stores Dept. from the Yard Office and Clerk Merle Swett has been recalled to the Stores Dept.

Clerk Don Berard has been assigned a secretarial position in the Stores Office formerly held by Mrs. Lucette Huard.

Grain Mill—from page 1)

together with a recent extensive survey-study of the Rockland-Belfast area in Maine, convinced our marketing experts that a new plant in Rockland will be successful and of aid to poultry operators in that area. Our study embraced a wide field, and especially went into the matter of the most advantageous transportation methods for bringing bulk corn in to the Rockland area. We are convinced a plant located in the Rockland freight yards, directly served by rail, will provide us with the best means of operation so that Maine poultry industries within a 50-mile area of Rockland can have available feed which will permit them to continue to be competitive with industries elsewhere in the country.

"Convinced that successful operation of such a plant in the Rockland area depends on railroad service we have completed our arrangements with Maine Central and the new mill is now assured."

President E. Spencer Miller said: "We are pleased to be able, through cooperation with the Webster Company, to be a part of this latest venture in providing constant and economical feed supply for Maine's poultry industries. The history of the Webster Company indicates their know-how of the poultry industry is such that all their plants have records of successful operation and growth. We are particularly pleased that the new mill will provide additional tonnage on the railroad's branch between Brunswick and Rockland."

Loadings—from page 3)

the week ended last November 2, the peak grain-loading of 1963. New 1964 highs also were set in hauling of coal and forest products.

Piggyback traffic for the week ended Oct. 24, 1964, originated by 62 railroad systems, was reported by the AAR at 18,733 cars with one or more revenue highway trailers or containers. This was an increase of 1,799 cars or 10.6 per cent above the corresponding week of 1963. It brought cumulative piggyback loadings for the first 43 weeks of 1964 to 735,041 cars for an increase of 73,658 or 11.1 per cent above the corresponding period of 1963.

John J. Keating Ends Long Service To MeC Publications

John J. Keating, Sr., who wrote the Trainmen's column in the old Maine Central Magazine and conducted the "With the Veterans" feature in the Maine Central Messenger, has relinquished his chores after a total newsgathering career of some 17 years.

A Portland Division conductor for many years, John handled the Trainmen's column starting in August, 1947. He retired from railroad service in 1957, but continued to provide news of his associates until replaced at his request by Norm Massengale in the following year.

In November, 1960, when the first issue of the Maine Central Messenger appeared, John Keating was back on the job, writing the "With the Veterans" column.

After this issue, John's spot on the Messenger masthead will be taken by Harold F. Clark, a Maine Central and Portland Terminal Co., yardmaster for nearly 48 years, now retired. He is a former president of the Maine Association of Railroad Veterans, and is active in several organizations.

In preparing the "With the Veterans" column, Clark will welcome the help of all retired railroad people who have items of interest. He lives at 489 St. John street, Portland, telephone 774-0494.



Keating

NOTE OF THANKS

The family of the late Harold P. Ulmer, Rockland trackman, acknowledges with deep appreciation the many expressions of sympathy from Maine Central Railroad employees that followed his recent death.



THE "EIFFEL TOWER"—MeC mechanical engineer Richard F. Dole, left, vice president Roy E. Baker, and Vaughn L. Ladd, chief mechanical officer of the BAR., inspect the center bulkhead of the new pulpwood cars. Workmen have named this the "Eiffel Tower" because of its structure and height.

RETIREMENTS

Leo J. Bellefontaine, chief clerk, Portland, October 28.

Victor H. Blackwood, freight handler, Eastport, October 13.

Andrew J. Lawrence, stone cutter, Brunswick, November 1.

Mary M. O'Connor, clerk, Portland, September 30.

Kingsley R. Welch, freight handler, Portland, November 2.

DEATHS

James E. Coulter, hostler, Vanceboro, October 19.

Everett N. Haley, clerk, Portland, October 18.

E. Albert Rancourt, traveling storekeeper, Waterville, September 29.

Emery S. Ross, yard brakeman, Portland, November 3.

Galen R. Worcester, carpenter, Carmel, October 30.

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