



Top Paper Industry Official Has Praise For Maine Railroads

Praise for Maine's railroads came from a top official of the Maine pulp and paper industry last month.

Avery M. Cloninger, director of transportation for the Great Northern Paper Company and president of the National Association of Shippers' Advisory Boards, said his industry is indebted to Maine Central and the Bangor and Aroostook "for keeping their transportation facilities abreast of the industry's expansion."

He told traffic and transportation officials attending the Perfect Shipping Dinner of the Maine-New Hampshire Section, New England Shippers' Advisory Board, that "all Maine industry is fortunate in having the services provided by these railroads."

More than 200 Maine and New Hampshire shippers and transportation industry officials attended the event, held in the ballroom of Portland's Eastland Motor Hotel.

Other speakers included Carl A. Naffziger, Chicago, director of the AAR freight loss and damage prevention section; and John H. Milliken, personnel di-

rector, S. D. Warren Co. Robert L. Travis, chairman of the Maine-New Hampshire section and traffic manager of the S. D. Warren Co., served as toastmaster.

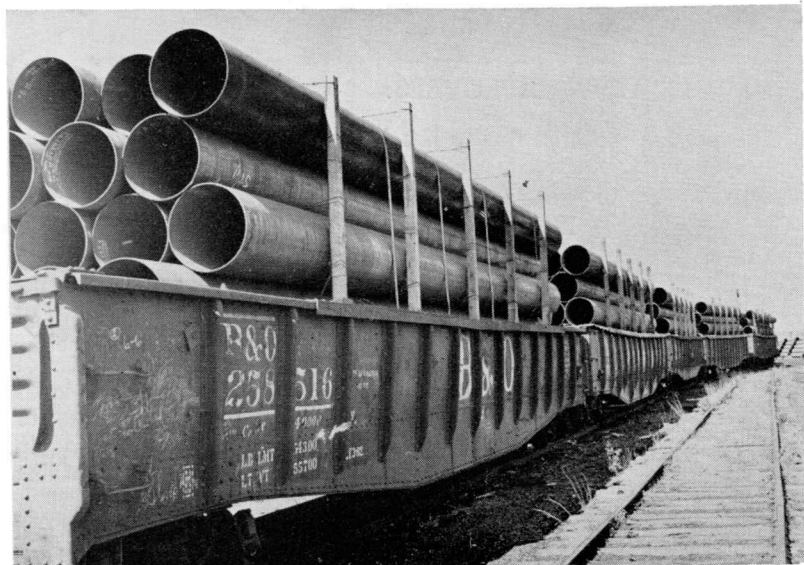
Company Hosts Swedish Railmen

Three young railroadmen from Sweden ended a 50-day tour of the United States and Canada with a close look at the Portland operations of the Maine Central Railroad in late May.

Winners of a grant provided by the Swedish State Railways and insurance interests in their home country, the three returned to Stockholm from Boston the next day.

Inspection of a mountain of baled Swedish woodpulp, now in storage at Portland Terminal Wharf No. 1, was a highlight of their Maine Central visit. Guided by Maine Central Freight Traffic Manager R. Clifford Merrow and members of his

(Guests—page 5)



FOR THE NEW PIPELINE—Hundreds of carloads of steel pipe are being handled into Maine these days by Maine Central. The pipe, to be used in a new line between Portland and Montreal, is being unloaded at several points on the system, among them Deering Junction, where these carloads were destined in late May.

MeC Accountant Wins Diploma After Long Part-Time Study

More than ten years of night and Saturday classes have paid off for a Maine Central Railroad accountant who this month was awarded a degree with honors by the University of Maine.

Clifford P. Hawkes, Jr., also was elected to Phi Kappa Phi, a national honorary scholastic society. He is, according to officials at the University of Maine in Portland, the first entirely part-time student to be so honored. His cumulative average was 3.375 compared to an all-A grade of 4.

And "Kippy" Hawkes, as he's known best at the General Offices of the Maine Central in Portland, has found that contrary to the well-worn adage, "old dogs (he's 42) can learn new tricks."

"I've had to forget golf, bowling and a lot of things I'd like to have done," he says, "and stick to the books."

Kip has been sticking to the books since 1947, when with six years of Boston and Maine Railroad service behind him, he enrolled as a freshman and began attending night classes at Northeastern School of Accounting in Portland. His college program was soon interrupted by transfers to Boston. He returned to Portland in 1955 and to Portland University for more credits in 1957.

He was awarded an associate in Arts degree by the University of Maine in Portland in 1961, but plunged on to more courses in English, economics, history, statistics, science, math and accounting to complete requirements for his Bachelor of Science in Business Administration this Spring.

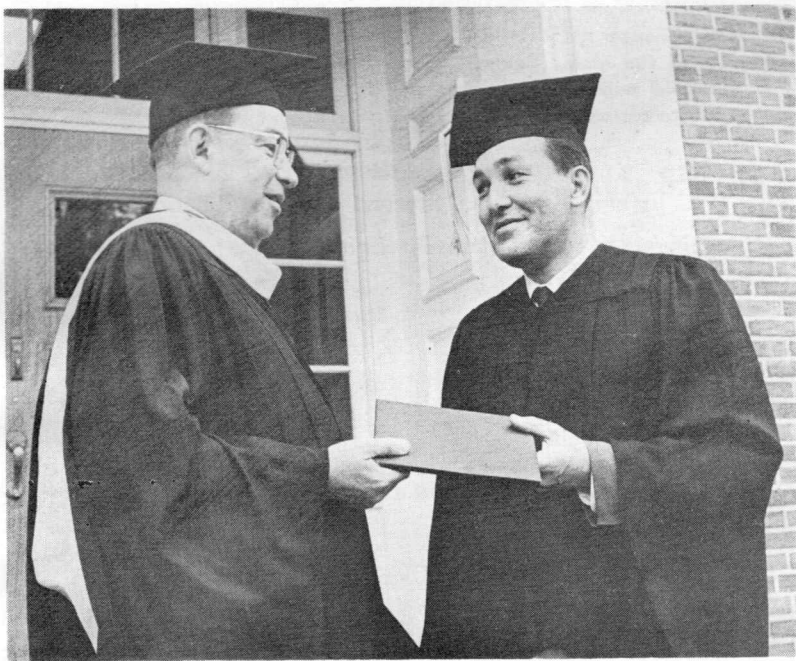
Meanwhile, back at the General Offices, Kip has served as a clerk in the payroll department, a disbursements statistician, general statistician, and in 1961 became general accountant.

He's a Westbrook native, son of C. P. Hawkes, retired head clerk in the Maine Central office of freight receipts, and a graduate of Westbrook High School in 1941. Kip and his wife, the former Phyllis Foss of Portland, have three youngsters.

Robert, the eldest, is a senior at Deering High this year, and has been attending special classes at the University of Maine in Portland. He'll enter the University at Orono next fall as a pre-medical student.

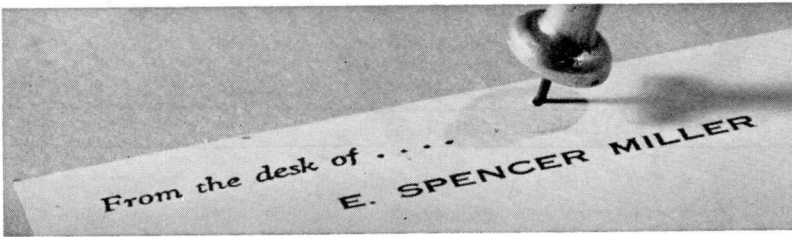
Kip admits that mixing a college program and a full-time job for the past ten years hasn't been easy, "but it's been enjoyable."

And it must be habit-forming, too. He's already started on a U.M.P. night program leading to a Master's Degree.



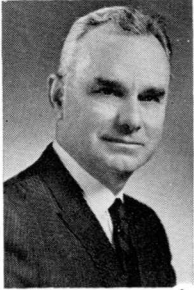
TEN-YEAR DIPLOMA—Clifford P. Hawkes, Jr., right, Maine Central Railroad general accountant and part-time student for the past ten years, received his bachelor's degree with honors this month at the University of Maine in Portland. It was presented by Professor William L. Whiting, director of undergraduate studies.

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TO MY FELLOW EMPLOYEES:

The private motorist finally has been recognized as the principal victim of a campaign conducted by a relative handful of highway users who hope to wring the highest possible profit from their operations over publicly provided rights of way.



Unorganized, and without effective representation early in the present legislative session, the private motorist has been powerless to oppose or to halt measures to increase truck tandem axle weight limits from 32,000 to 36,000 pounds; to establish tolerances that make even heavier loads legal; and to allow the courts to suspend fines for overloads. These bills have been enacted, and in effect have eliminated weight restrictions on Maine highways.

Thus the private motorist, who for years has been quietly and patiently paying the major share of state highway costs, has been victimized again, and unless heavy trucks are somehow made to pay their full share of increased highway costs, will now pay an even larger bill for constructing and maintaining the roads.

If all this has a familiar ring, it's because the railroad industry has been shooting these same arrows for years in a continuing battle for an even competitive break with the trucks. As long as a sizeable measure of the trucking industry's operating costs are paid by the public, and as long as the railroads are required to pay their own way, there can be no really fair basis of competition between them.

But in Maine, the tide is beginning to turn. The quick success of truck legislation in the current session at Augusta has alarmed many thinking citizens. Among them, of course, are the editors of Maine's newspapers, several of whom were quoted in last month's Messenger, and again in this issue. Also among them is Arlyn E. Barnard, executive secretary of the Maine Automobile Association, who said last month that truck legislation before the current session "exceeds all reason and fair play."

The controversy, therefore, has been placed in its proper perspective. No longer is it dismissed as "merely the old fight between the trucks and the railroads." It is solidly and surely recognized now for what it really is: a long-overdue clash between the motorists of Maine and the heavy, freight-hauling trucks, for whom the motorists have been picking up the highway tab for years.

But the railroads also have much to gain in any successful effort to insure that these trucks and their operators pay an equitable share of the costs of Maine's highways. Such an effort would restore fair and free competition between railroads and trucks, and the public would benefit in several ways. Motorists would be relieved of the burden of paying far too much for highway construction and maintenance; Maine would be relieved of the extra expense of deficit highway financing; and the business and industrial community would be relieved of the mounting economic waste, the weakening of true common carrier transport, the tangle of red tape and the inefficiency brought about by the one-sided and obscurely subsidized competitive situation in today's transport. Volume returned to the rails will increase speed of delivery and reduce unit costs.

Thus, although the motorist has been properly identified as the principal victim of legislation allowing larger trucks in Maine, the railroads and all industry stand to gain from reform, and from user taxes, fairly and equitably assessed on the trucking industry. It is therefore our intent to assist the motorists of Maine—wherever and whenever we can—in any efforts to establish a system of taxation that would insure full payment by the trucking industry of their proper obligations as users and damagers of Maine's public highways.

E. Spencer Miller

EDITORIALS

No Beatles or Beards

This month we're happy to present again the pictures of some of our June graduates, together with a series of all-too-brief paragraphs on their achievements and their hopes.

Leaving the standard "today's youth is the hope of America's future" comments to the graduation speakers, we'll simply note that there's something pretty encouraging in the records and the faces of these young people.

It's heartening too, for us of the middle-aged set, to note that there isn't a Beatle haircut or a beard in the whole bunch.

There's Still Time

The 1965 U.S. Savings Bond Drive will be pretty well over by the time this edition of the Messenger reaches you. We hope it will be an unqualified success, indicating that more railroadmen and women than ever have availed themselves of a relatively painless program of investment. If you're not on the Bond list, making systematic savings through payroll deductions, there's still time. You'll be glad later.



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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Maine Newspapers, Readers, AAA Protest Truck Increases

Maine's newspaper editors continued their drum-fire of support last month for the tax-paying motorist, apparently forgotten by the 102nd Maine Legislature in its eagerness to please the trucking industry.

President Miller's letter, on page two of this issue, summarizes the situation and clearly explains the railroads' stake in this controversy.

Railroad employees are doubly concerned in the matter of heavier trucks and resulting increases in highway expense. As railroadmen, they face further loss of vital traffic to heavier trucks, and as motorists they face higher taxes for construction and maintenance of the highways.

We recommend thoughtful reading of President Miller's letter and the following excerpts from the editorial pages of Maine's leading newspapers:

From The Bangor Daily News:

The Maine Truck Owners Association has praised Governor Reed and the 102nd Legislature for approving a boost in maximum truck weights and in permitting a variety of "tolerances."

The measures, notes the MTOA, "merely gives Maine what other states are now enjoying."

We find ourselves wondering how the motorists of these other states are "enjoying" the trend to more and bigger trucks carrying heavier weights over the highways.

It is also pertinent to note that such states as Massachusetts, Connecticut and Rhode Island are geographically small but heavily populated, and so there is more highway tax money per highway mile to maintain and improve the roads than there is in Maine.

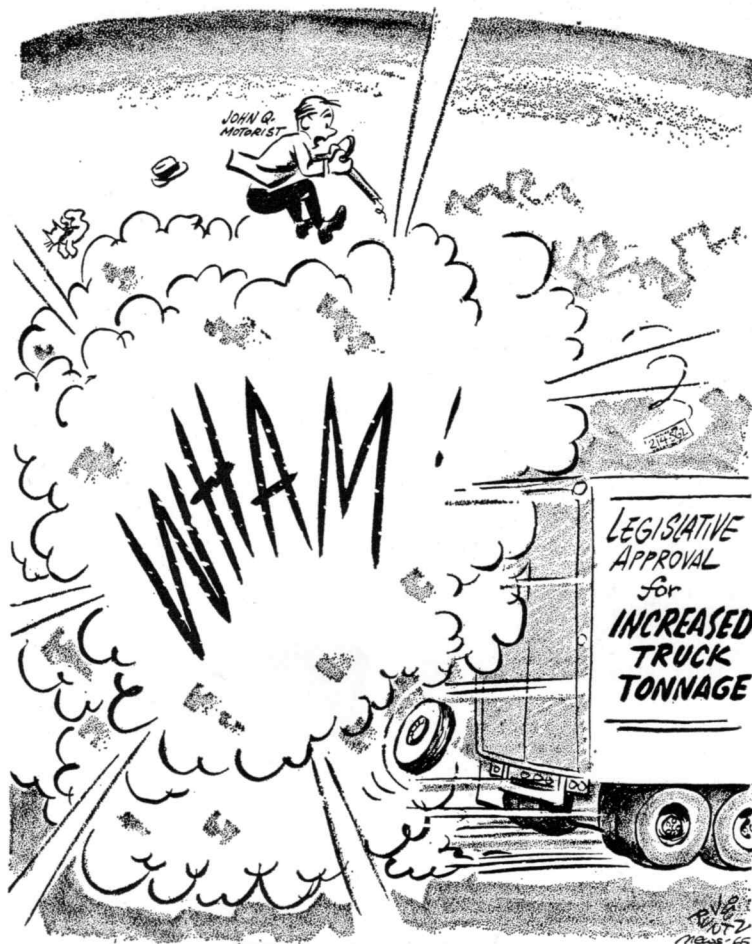
Perhaps the increase in truck weights is for the better. But certainly there is more than a truckers' side to it. The public has the most vital concern, yet neither the Legislature nor Governor Reed seem to have given thought to them, though it is the public they were elected to serve.

Why wasn't State Highway Chairman David H. Stevens called upon to testify?

Why did no one call attention to the highway study of the American Association of State Highway Officials conducted at Ottawa, Illinois? This indicated that a 34,000 pound tandem axle load will cause 30 per cent more pavement damage than a 32,000 pound tandem axle load.

Legislation approved by the 102nd Legislature and Governor Reed allows a 36,000 pound maximum in this category. This paves the way, if you will pardon the expression, for bigger and heavier trucks to thunder over old and narrow roads that were never built for such vehicles.

We still say that neither the Legislature nor Governor Reed showed proper concern for the motorists by approving bills increasing truck weights and tolerances.



'Who's Directing Traffic, Anyway?'

(Bangor Daily News)

From The Waterville Morning Sentinel:

It's hard to think of a debateable issue on which Presidents Johnson, Kennedy, Eisenhower, Truman, Roosevelt and Hoover have been in general agreement. But there is one. It is that the commercial users of tax-built public facilities pay a reasonable charge for their use.

Congress, so far, has not come to grips with proposed user-charge legislation. The hope is that this long-standing do-nothing attitude may be due for a change.

As President Johnson has put the case, "The technological revolution in transportation and large public and private investments in our highways, railroads, airways, and waterways, have greatly altered the nature of our transportation system. Our national transportation policy should be revised to reflect these changes, particularly by placing greater emphasis on competition and private initiative in interstate transportation. Fair and adequate user fees for our inland waterways, our federal airways, and our federal-aid highways will improve equity and efficiency in the use of these public resources."

No one seeks to penalize any of the carriers concerned. It is only asked that those who make a profit out of the use of tax-paid facilities, pay some part of the enormous cost of building and maintaining those facilities. The inland waterway carriers provide the most flagrant ex-

ample of what is needed—they pay nothing whatsoever for their rights-of-way. The general taxpayers must pay it all.

This is the kind of situation that President Johnson, like his long line of predecessors, seeks to correct. In that effort he deserves the full support of every taxpayer.

From The Portland Evening Express:

It was reassuring to see the Maine Senate yesterday reject the bill that would have increased the length limit of trucks from 55 to 60 feet. The evidence was pretty clear-cut. As opponents pointed out, the "whiplash" argument that other states had such a limit didn't cut any ice, since the limit in the southern New England states is only 50 feet, and in Vermont and New Hampshire is still only 55 feet. But the clincher was, or should be, that the federal Bureau of Public Roads has recommended only a 55-foot limit for tractor and semi-trailer on the Interstate Highway, strongest and straightest road in the state. By that token, the limit on many of Maine's narrow and twisting secondary roads should be less, in the interest of highway safety. We hope that the House will reject the bill today.

There is another truck weight bill before the Legislature that deserves to be defeated. That one would extend a 6,000-pound special dispensation for forest products trucks of three axles. The dispensation would

be permitted if the distance between axles were only 16 feet, instead of the present 18 feet. The net effect is to impart a heavier weight to the pavement. If it is argued that the 16-foot dispensation was given in 1963 to trucks hauling construction materials, the answer is that this one should be changed to 18 feet. Perhaps the entire exception for both should be wiped out.

Why should trucks hauling these two types of loads be favored with a limit of 48,000 pounds, when all other trucks must abide by a 42,000-pound limit? And why this special dispensation when all forest products trucks already have a blanket 10 per cent "tolerance" plus a 15 per cent tolerance in the three winter months? This means an effective limit of 60,000 pounds, instead of the normal 42,000 pounds. The Legislature's sense of fairness may yet boggle at this one.

The trucking interests already have succeeded in getting four bills enacted that breach the weight limits considered adequate and fair by the highway engineers. The fact that some of these breaches were based on higher limits permitted in other states must make many citizens wonder why the federal government does not step in to set weight limits on all federal-aid highways, including the primary, secondary and urban roads, as well as the Interstate. Surely federal action is going to be necessary to bring some uniformity into a field that is beset by a number of outright contradictions.

From The Bangor Daily News:

Arlyn E. Barnard, executive secretary of the Maine Automobile Association, came out last week with the charge that the trucking interests had demanded and won legislation that "exceeds reason and all fair play."

We were particularly interested in his assertion that the truckers' lobby used "whiplash" tactics in winning a heavier maximum for truck loads. This consists of pushing through legislation in one state and then using it as a lever for having it matched by neighboring states.

In persuading the 102nd Legislature and Governor Reed to increase Maine's maximum load for tandem axles from 32,000 to 36,000 pounds, the spokesman for the lobby argued that Maine would only be meeting the weight allowance already permitted by other states on the Eastern seaboard.

We are beginning to wonder if the motorists in all the states are not becoming victims of "whiplash" legislation. Certainly few spoke up in their behalf during the legislative hearings and discussions at Augusta.

The automobile association spokesman made a good case for the motorists. Unfortunately, he spoke up too late as far as most current truckers' legislation is concerned—though some is pending. Barnard himself observed: "It is entirely possible . . . we have reserved comment too long . . ."

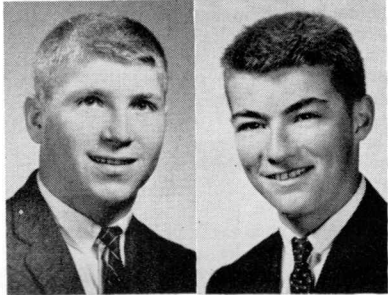
He explained that the association did not want to get caught in the middle of a row between the competing railroad and trucking interests. But he was speaking for the ones who have the greatest stake in the highways—the motorist. He should have jumped sooner into the fray.

(Editorials—page 5)

High School, College Completed By Many Railroad Sons, Daughters

These are big and busy days for railroad families with graduates. Here are some of the youngsters, and along with everyone else, we wish them well:

Benjamin B. Braasch, Jr., son of Chief Freight Claim Representative and Mrs. Benjamin Braasch, Sr., is a graduate of Deering High School. He has received letters in track, swimming and football, and was co-captain of the 1964 football team. He served as chairman of Portland Dollars for Scholars Campaign, and has served as President of North Deering Congregational Fellowship Group and Vice President of the State Organization. He plans to attend North Yarmouth Academy in the fall, and hopes later to study medicine.

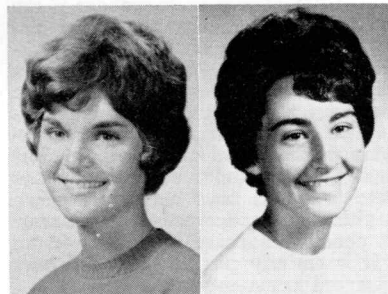


Braasch

Robie

Paul R. Robie, son of Revenue Statistician and Mrs. Chesley E. Robie, is a graduate of South Portland High School. He received the Carnegie Award in 1960 for saving a boy from drowning. He plans to enter the U. S. Marine Corps this summer.

Elizabeth Coombs, daughter of Trainmaster and Mrs. P. H. Coombs, Portland Terminal Co., was graduated from Deering High School this month. She has been a member of the National Honor Society and has served as president of the Deering Chapter of the American Field Service. She will attend the University of Maine in Portland in the fall.

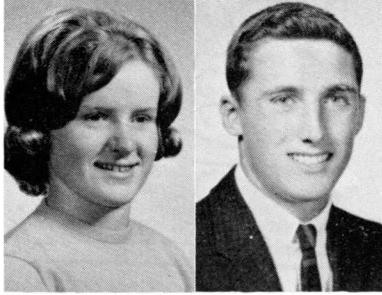


Coombs

Foley

Theresa B. Foley, daughter of freight handler and Mrs. Patrick J. Foley, Portland, was graduated from Deering High. She's been a member of the girls' track team and the D Club, and is an

honor student. She expects to enroll at Northeastern Business College in the Fall.



Hellen

Pellegrino

Martin J. Pellegrino, son of Mr. and Mrs. James Pellegrino and grandson of John F. Johnson, Superintendent's office, Rigby, is a Portland High graduate, where he has been a member of both the track and football teams. He expects to attend Maine Vocational-Technical School this Fall.

Margaret Frances Hellen, who was graduated from Cathedral High, Portland, this month, is the daughter of Mr. and Mrs. Robert Hellen, and granddaughter



Sharpe

Scanlon

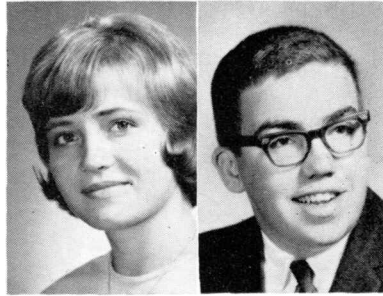
of John F. Johnson, superintendent's office, Rigby. She has been a member of the Business Math Club, the swimming team, the year book staff, and the Confraternity of Christian Doctrine. Miss Hellen has accepted a position at Mercy Hospital, Portland.

Pamela Jean Sharpe, daughter of Clerk and Mrs. George L. Sharpe, is a graduate of Deering High School. She will be taking a secretarial course at Northeastern Business College in the Fall.

Maryjane A. Scanlon, daughter of Clerk Patrick J. Scanlon, was graduated this month from Cathedral High School, Portland, and will enter St. Joseph's College, Standish, this Fall.

Judith Therriault, daughter of Mrs. Veatrice Fehlau of the Operating Department, gradu-

ated from Deering High School this month.

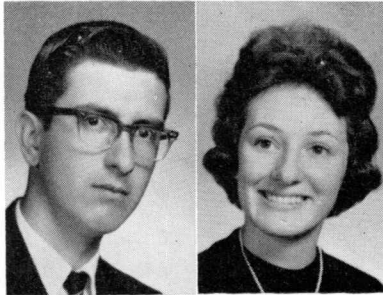


Therriault

Parent

Judith has been a member of the band for three of her high school years. She is also a member of Delta Epsilon Sorority and the ARF Club. She expects to attend Gorham State Teachers College in the Fall.

Thomas A. Parent, a graduate of Lewiston High School, is the son of Sgt. and Mrs. Paul Parent of Lewiston. While at Lewiston High School, Thomas was a



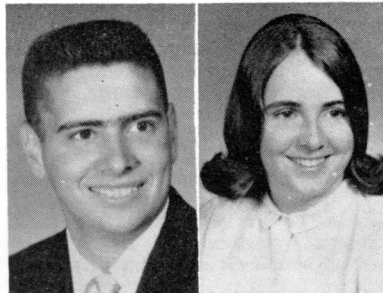
Demers

Paul

member of the Science Club and Treasurer of that organization during his senior year. He plans to enter Gorham State Teachers College next fall. Thomas is the grandson of Leo P. Bouffard, Conductor of Switcher No. 2 at Lewiston.

Laurent Demers, is a graduate of St. Dominic High School, Lewiston. Proud parents are Machinist and Mrs. Rosario Demers of Auburn. Laurent will enter LaSalle University in Philadelphia next fall.

Miss Jeanne Paul, a graduate



Carr

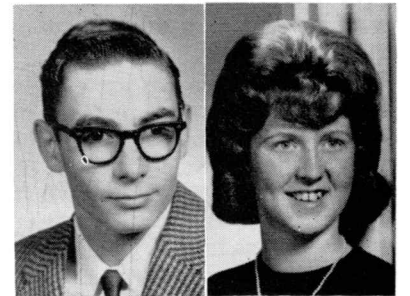
J. Myrand

of Lisbon High School, is the daughter of Mr. and Mrs. Frank Paul of Lisbon, and granddaughter of Car Inspector and Mrs. Lewis Bowie of Lewiston.

Stephen B. Carr, a graduate of Lewiston High School, is the son of Clerk Sherman Carr and Mrs. Carr of Lewiston. Stephen will enter the Culinary Arts Institute

of America, New Haven, Conn., next September.

Miss Jeanne L. Myrand, a graduate of Lewiston High School, is the daughter of Lewiston's Rate and Revisions Clerk and Mrs. John Myrand. While in school, Jeanne was a member of the Riding Club and was Secretary of that club during her junior year. Jeanne plans to enter Gorham State Teacher's College in September.

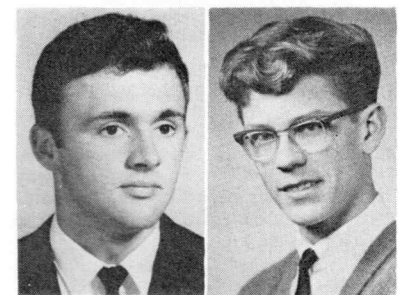


D. Myrand

Conant

David J. Myrand, a graduate of Lewiston High School, is the son of Lewiston Brakeman and Mrs. Daniel Myrand of Lewiston. David will enter Central Maine Vocational Institute of Lewiston in the fall.

Miss Sonya Conant, a graduate of Edward Little High School of Auburn, is the daughter of Mrs. Robert D. King and step-daughter of Leading Signal Maintainer Robert King of Auburn. Sonya has applied for the Peace Corps.



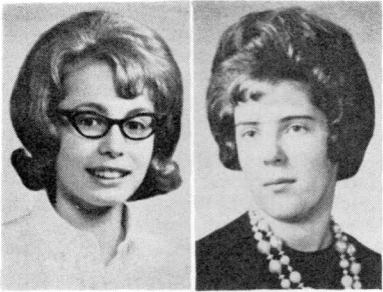
Powers

R. Williams

Alan Powers, son of Spare Conductor and Mrs. L. K. Powers, is graduating from Montvideo High School in Harrisonburg, Virginia. He expects to continue his education at Madison College, same city.

Raleigh B. Williams Jr., son of Yard Conductor and Mrs. Raleigh B. Williams Sr., graduated from Waterville Senior High School in June, having taken four years of Commercial subjects and obtaining 18½ credits. He will receive a general business diploma.

He is enlisting in the U.S. Air Force in August, staying in the administrative field. He hopes to receive extensive schooling in I.B.M. for a future career. He will be undergoing his basic training at Lackland Air Force Base, Texas.



Coulombre Drouin

Ann Coulombre, daughter of Work Equipment Supervisor and Mrs. Raymond Coulombre, graduated from Waterville High School June 10. She was art editor of the school paper in her Senior year and a drum major-ette. She plans to take a post-graduate course next fall at Waterville High.

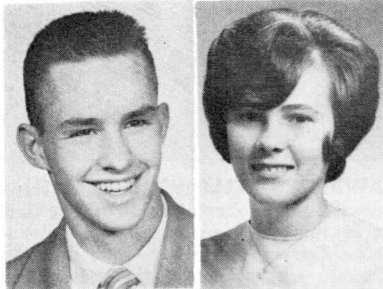
Muriel Drouin, 18, daughter of Trainman and Mrs. H. J. Drouin, Waterville, also was a member of the Waterville High School Class of 1964.



Bodman Lawrence

Donna Marie Bodman, daughter of Mr. and Mrs. William H. Bodman of R.F.D. No. 1, Fairfield, graduated from Lawrence High School of Fairfield. She will pursue a nursing career in September and has been accepted at St. Mary's Hospital School of Nursing in Lewiston. Mr. Bodman is a yard brakeman in the Waterville yard.

Miss Linda L. Lawrence, daughter of Hostler Helper and Mrs. Delton E. Lawrence, graduated this month from Hermon High School. Miss Lawrence is



J. Williams Crawford

a member of the National Honor Society and winner of the Second Honor Essay this year.

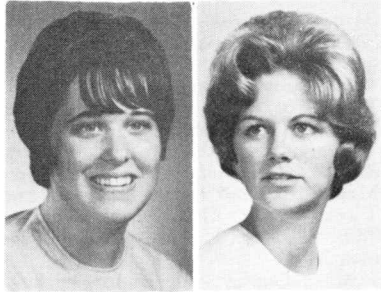
She hopes to enter Farmington State Teachers College this Fall.

Patrick J. McTigue, son of Engine House Foreman and Mrs. Francis, "Bud", McTigue, is a graduate from Bangor High

School and having served three years in the U.S. Army is now associated with J. Paul Kelleher, the new purchaser of the Greenlawn Memorial Parlors in Bangor.

Miss Jeanne C. McTigue, daughter of Machinist and Mrs. John T. McTigue, graduated this year from John Bapst High School.

Miss McTigue took part in numerous extra-curricula activi-



Irving Lowell

ties during her high school years and is a member of National Honor Society.

John G. Williams, son of Gordon Williams of the Assistant Treasurer's Office, is graduating from the University of Maine, Orono, with a degree in Chemistry and has been granted a Graduate Assistantship at Case Institute of Technology in Cleveland, Ohio.



Libby Guilmette

Dianne P. Crawford, daughter of Paul Crawford of the Assistant Treasurer's Office is graduating this year from Deering High School with no immediate plans.

Kathleen L. Irving, daughter of Connie Davis, Stenographer in the Cost Accounting Dept. graduates from Deering High and plans to attend Katherine Gibbs School in New York City.

Mary I. Lowell, daughter of George Lowell of the Comptroller's Office, graduates from South Portland High School and plans to attend the University of Maine in Portland.

Peter B. Libby, son of Errol Libby of the Comptroller's Office will graduate from Scarborough High School and plans to enter Nasson College, Springvale, Me.

Editorials—from page 3)

The running battle of the railroads and trucking interests should not turn attention from the fact that the public interest should come first. That is where the 102nd Legislature and the Governor failed, and badly.

Barnard sees some consolation. Since truck weights and tolerances have been eased, he declares it only fair that the truckers pay more in taxes, in return for what they have won.

He has a point there as far as the heavy cost of highway building and maintenance is concerned. It would do nothing, however, about safety as increasingly larger trucks thunder over roads that were never built for them.

From a letter to the editor, Bangor Daily News:

To pulverize Maine's inadequate highways beneath legalized 36,000 pound truck loads is a sure way to divert tourists elsewhere. The lobby wins again! To repair the damage, higher gasoline taxes loom for one's car, but strangely the truckers' diesel fuel is not on the list.

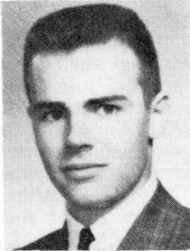
If New England would restore its industrial lustre, it must first refurbish its railroads or at least not stack all the cards against them. Why not learn from the prospering Germans and Japanese, whose railroads are in apple pie order?

Why, instead, hang exaggerated highway maintenance cost on the private motorist who pays 75 per cent of the bill (whether he believes it or not)? Is not the tax millstone about our necks heavy enough now?

R. H. AXTELL, Freeport

Linda Guilmette, daughter of Rigby Yard Conductor and Mrs. Ed Guilmette of Westbrook, was graduated from Westbrook High School, where she has been a member of the year book staff. She plans to enter Bryant College, Boston, in September.

Paul M. Stanley, son of Examiner and Mrs. Merrill B. Stanley of Portland, was graduated from Deering High School this month after



Stanley

completing the art course. After a summer at Monhegan Island, where he'll work in the hotel, he'll enter Rhode Island School of Design.

Dana Rogers, son-in-law of Gordon Williams, is graduating from Southern Maine Vocational Technical Institute and will be going to Pratt-Whitney in Hartford, Conn. in their Tool and Die Course.

Stephen E. Hogle, son of Grace Hogle, Secretary in the Executive Department, is also taking the Tool and Die Course at Pratt-Whitney after completing his studies at S.M.V.T.I. this year.

From The Portland Press Herald:

In the course of the prolonged debate over the so-called "trucking bills" and their generous treatment by the 102nd Legislature, it was claimed by defenders of the legislation, within Augusta and without, that these measures were necessary to protect and expand the Maine economy. In other words, other states were making these concessions to the truckers, so Maine must do the same.

It didn't seem to occur to friends of the trucking industry that what's good for one state may not be good for all, or that if other states elect to allow excessive truck loads on their highways, we are under no compulsion to copy them.

But leaving aside all this, the governor signed another bill a day or so ago sought by the truckers that has nothing to do with the example set by other states, and which we are encouraged to follow.

The measure in question, rewritten since its introduction when it was much more generous to trucks violating the overload laws, leaves intact the so-called "ladder fines" but removes the clause forbidding the courts to suspend them. When this law becomes effective, judges will have the option of levying the applicable fine or suspending it, and we think this is a bad thing.

If the time comes when members of the industry caught overloading can persuade judges to suspend the fines levied, the overload laws will be harder to enforce and the temptation to break the law, to the truck-owner's profit, will grow. This is an example of the current legislation which, as Mr. Arlyn Barnard of the AAA said last week, "exceeds all reason and fair play". But apparently neither the governor nor the legislature are still listening to those pointing out the danger to the public interest involved in these laws.

Guests—from page 1)

staff, the visitors also toured the railroad's general offices in Portland.

The Maine Central visit, and a similar stay at the Bangor and Aroostook Railroad facilities in Bangor, ended a coast-to-coast and international tour by the three Swedish railroadmen. Especially interested in pulpwood and woodchip operations as performed by the railroads, they visited Georgia and Florida, California, the western Canadian provinces, parts of the midwestern U.S., and ended their tour in Maine.

All junior executives in the Central Administration of the Swedish State Railways, they are Eric Sunden, freight sales; Par O. Restadh, operations; and Bengt Nordin, finance.

Agreed that their tour had been highly profitable from the standpoint of information gained, the three said they were glad they had saved Maine for last.

"Your state reminds us of home," they said.

The Grapevine



TOP COUPLES' BOWLERS—Here are the winners of the Couples' Bowling schedule held during the past season in the Portland area. Front row, from left, Hazel Davison, Lorraine Hayes, Martha Burgess, Bea Crawford, Ruth Gardner and Rita Caulfield. Back row, Leo Davison, Tom Hayes, Lindy Burgess, Jeanette Calder, Jerry Shea, Dave Gardner and Tom Caulfield.

RIGBY

The usual reports are beginning to come in announcing the progress of the Rigby gardeners, who have most of their planting completed, and garden peas in various stages of growth. As usual, retired farmer and former Laborer Arthur Thompson has the best of us all for growth and good quality.

Machinist Helper Robert Casey's Team No. 2 won the pennant in the Rigby bowling league.

Kenneth Smith, brother of Mrs. Russell Hammond, wife of one of our Machinists; and former Laborer and Turn-Table Operator Charles "Smitty" Smith died during the month.

Mary Conley, wife of former Laborer Colman Conley, died May 9.

The death of Engineman Harry Maxcy was announced during the month.

William Green, one of our wartime Machinist Helpers, now employed by the Gannett Publishing Company as an advertising Salesman, wishes to be remembered to his friends at the engine house.

Car Department Clerk Patrick Conley changed his residence early in May, and is now residing at 21 Summer Street in Portland.

Your reporter, Al Wetmore, recently called on former General Foreman Malcolm Billington, now retired. They talked of old times, gardens, and various subjects. Malcolm has a new Oldsmobile sedan.

Bridge and Building crew Carpenter Henry Beckwith, who was injured last fall when he slipped and fell from the top of a tank car, is slowly mending.

"Dude" Babbage, Leading-man in the Bridge and Building Crew and owner of the Sebago Lake House, is strongly considering the possibilities of changing it over into a nursing home. There would be facilities for 23 patients.

The Bridge Building crew were repairing the stairs leading into the administration building at Rigby. Replacing the old brick ones, with concrete stairs.

Former Machinist Donald Tracy, now employed on the Canadian National Railroad at Island Pond, Vermont, was a visitor during the month.

Janitor Charles Ready, our ever-faithful custodian of the flag at the engine house, has performed the usual ritual of setting out the seedlings of various annual flowers in the flower bed surrounding the flag staff. A new flag donated, as is done every year, by a good friend.

Our horse racing fans on the Rigby property are in their glory due to the Spring opening of Scarborough Downs. Not too much betting is done, but all have a good time.

A letter was received by Machinist Theodore Cote from Robert Perry, the son of one of our old-time Machinists, Irving Perry. He is now living in California, and in the letter gave a general resume of the family doings, and their locations at present.

Mrs. Leo Boisse, sister-in-law of Machinist Doris Boisse, died suddenly in May.

Stores Department Clerk Matthew

"Frank" Kane is eagerly looking forward to the crop of plum tomatoes, which he has enjoyed in previous years. It all started when he thought he had set out regular tomato plants, but they turned out to be of the plum variety.

Electrician "Bill" Holman Danforth is confined to the hospital for minor surgery. We all wish him the best of luck and a quick recovery.

Former Electrician Joseph Maserjac, a night supervisor at the Fairchild Corporation, is taking a 23-week refresher course in electronics at the University of Maine night school. This course is paid for by the Fairchild people. After completion of the course he will receive a further promotion.

Vacations at the Car Department: Carmen William Harrigan, Philip Murphy, Eugene Murphy, Thomas Merrigan, Frank Ham, Lorenzo Farwell, John Dello, Herbert Sampson, James Allen, John Chetley, R. E. Holms, Robert Malia, Joseph Jeffrey, Gilmore Rounds, Thomas Manning, and Albert Libby.

Electrician Walter Emery at Wharf No. 1, and 3, was elected president of the Trowel Club.

Visitors for the month at the engine house included former Boilermaker William Pettipaw and former Crane Operator Michael Wallace.

Workers at the engine house were all sorry to hear of the sickness and hospitalization of Chief Clerk George Marcroft, and hope for a quick recovery. George is the brother of our former Shop Foreman, James "Jimnie" Marcroft.

Machinist Martin Stratton received a letter and a snap-shot from another railroad machinist located at Pocatello, California, requesting an identification of a train wreck which occurred at Dover-Foxcroft a number of years ago. He could not remember

GENERAL OFFICES

Marion Faibisy entertained her sister and brother-in-law, Mr. and Mrs. John Harris of Halifax, Nova Scotia, and her mother-in-law, Mrs. Emma Faibisy of Florida, here to attend the graduation exercises at the University of Maine.

Early vacationers from the Disbursements office were Dottie Smith, Larry Reinsborough, Paul Landry, Dottie Hollywood and John Michaels.

Bill and Ann Welch were recent visitors to the World's Fair and also were lucky enough to see the musical comedy "Hello Dolly."

Mary Barron, wife of Gordon of the Revenue office, is now at home after being confined to a hospital by pneumonia.

Wayne Libby, son of Reg Libby, Disbursements office, is in tune with the times, being the proud possessor of a motor bike, gift from his father.

Cheryl Lamson, niece of both Elta Benner of Disbursements and Lin Lamson of Engineering, has announced her engagement to Clayburn Ryder of Cape Elizabeth.

Dot Proctor spent the holiday weekend in Massachusetts attending the wedding of her son George, who will be remembered by having spent a summer as a temporary replacement in Revenue Office.

Sam Spires, an annuitant from Disbursements, is now spending some time in England. This time Sam flew over, which took only 6 hours, but he writes he prefers the boat trip. He expects to be there the whole month of June. Reports the weather is fine and as always is enjoying himself. He is getting to be almost a commuter between the US and England. More power to him—that's the way to enjoy your retirement.

Willie Woods spent the holiday weekend at his camp on McGraw Lake. Guess this time it was all work as anyone who owns a camp knows what has to be done to open it for the summer.

Mert and John Neilson were spectators at the recent opening of the new golf course, Dutch Elm in Arundel. The course was opened by a

match between four professionals from Augusta, Poland Spring, Biddeford and Orono. Very interesting to see how the pros do it.

Bob Rounds recently installed as Commander of the Ralph D. Caldwell Post, American Legion had his usual busy Memorial Day weekend participating in the Memorial Day ceremonies around the city.

Eddie Stewart spent last weekend camping out with his family in the Harrison area.

Division Engineer Ray Jackson's daughter, Natalie, will graduate this June from the University of Maine. In August Natalie will leave for a year of internship as a dietician at the medical center of University of Michigan.

Edna Crimmins and three friends recently spent a week at the New York World's Fair and visiting friends.

Mr. and Mrs. J. F. Stanford are visiting their daughter, Carol, and her family in Ohio.

Kathleen J. Farrar, daughter of Mrs. Beryl Farrar, secretary in the purchasing department, has been elected first vice president of the Ralph D. Caldwell Post American Legion Junior Auxiliary.

Mr. and Mrs. Leroy A. Taylor, Sr., of Kansas City, Mo., were recent guests of his son, Leroy Taylor, Jr. and family. Mr. Taylor, Sr. is General Secretary-Treasurer of the Brotherhood of Railway Carmen of America.

Mrs. Carolyn Ethridge was given a desk shower on her last day in the Revenue Office. She has gone to Norfolk, Va. with her husband who was recently transferred there by the Navy. En route they visited his parents in Iva, So. Carolina.

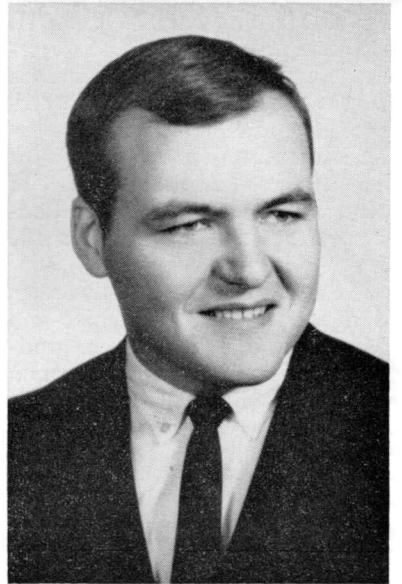
Mr. and Mrs. Arthur Gilbert visited friends in Riverside, N. J., over the holiday week end.

Grace Hoglund enjoyed some gardening on her vacation the week of May 24th.

Blair Walls also was on vacation the week of May 24th.

Margaret Shapazian vacationed the week of June 1st.

Eric Smith, Chief Statistician, enjoyed his second flying trip to Iceland.



AWARDED FELLOWSHIP—Bill Hayward's son, Robert, has been awarded a teaching fellowship by the Colombian Government with home base in Bogota where he will also attend the University of Bogota. Dad is an instrument man in the Engineering Department, Portland.

Upon completion of the year's fellowship, Robert will return to U. of M. where he has been accepted for graduate work. Robert has majored in International affairs and was on the Dean's List at the University last semester.

Bill's other son, Richard, a junior at Deering High, was recently awarded his letter in Band.



ENGAGED—Hostler and Mrs. William G. Martin of Brewer have announced the engagement of their daughter, Miss Nina M. Martin to Mr. Gary Palmieri, son of Mr. and Mrs. N. Palmieri of Brewer, Maine.

Miss Martin was graduated from Brewer High School in 1964, and is employed at the Brewer I.G.A. Food-liner.

Mr. Palmieri graduates this June from John Bapst High School of Bangor and is entering the University of Maine this fall.

A July Wedding is planned.

but former Dispatcher Harry Treat came to the rescue.

Miss Ann DeRoche, daughter of Foreman Joseph DeRoche, acted as a brides maid at the wedding of a friend Valerie Littlefield on May 29th at Saint Dominic's Church.

RIGBY YARDS

Mrs. W. E. Beckwith, stenographer in Mr. O'Brien's office, has returned to work after a week's vacation in Washington, D. C., with her husband, a trainman on the B&M.

J. E. Pouliot, second trick operator at tower two, has returned to work from vacation, his position covered by E. H. Gronlund.

W. E. Kirkpatrick and R. A. Powers have returned from vacation, their positions covered by R. C. Burdwood.

L. E. King has bid off temporary position as swing man at tower one, his position covered by E. H. Gronlund.

G. E. Goodwin has returned to work after a stay at Maine Medical Center, his position covered by R. J. Thompson. R. C. Barker covered R. J. Thompson's job while he was on vacation.

M. J. McKeen, spare yard clerk, is enjoying a few days vacation.

General Yardmaster F. W. Grimmer and Chief Dispatcher Tom Earls are enjoying a few days fishing at Kennebago.

Recent visitors at the yard office were retired Yard Clerk Patrick Walsh, Yard Conductor Irving Babcock and Watchman John Clancey.

Chief Crew Dispatcher C. D. Soper has a new paint job on his car and it looks pretty sharp.

C. Richard Talbot of the freight office has accepted a position in the traffic department of the S. D. Warren Co. Best of luck and best wishes, Dick.

LEWISTON

Railroad employees of the Lewiston area were grieved to learn that retired Conductor Archie Martin passed away suddenly on May 8th. Our deepest sympathy to Martin's family.

Among those who have recently been bothered by the "Trading Bug" on Track District No. 3 are Foreman Eddie Bolduc at Cumberland Center, who has a new 1965 Rambler 2-door Hardtop, a real sporty model; Section Foreman Jacob Rogers at Winthrop, who is now driving a real nice 1962 Chevrolet Impala; Section Foreman Leonard Crooker, who has traded for a late model Rambler. Car Inspector Lewis Bowie of Lewiston has traded his compact car for a real flashy red 1965 Dodge Truck.

Looking and feeling "in the pink", Jack McLeod, retired Conductor, was a recent visitor at the Lewiston Freight Office. Another welcome, but infrequent, visitor was retired Cashier Pete Myrand.

Merle Tuttle, former Trackman at Livermore Falls has resigned to apply for annuity. Merle has been ailing for some time now and we hope this writing finds him feeling better.

Lewiston Truck Driver Aime Roy, has been on the sick list and was recently released from the St. Mary's General Hospital at Lewiston.

Another Track Department employee on the disabled list is Philip Spruce, Section Foreman at Lewiston Lower. Phil is now recuperating at his sister's home at Brunswick.

Alvar Jarvi, Sr., is now covering the Truck Driver's job at Lewiston, and Jean St. Pierre is covering the Foreman's job at Lewiston Lower.

Richard L. Achorn, General Agent at Lewiston, was recently elected to the Executive Committee as Secretary to the Board of Directors to Auburn-Lewiston United Fund, Inc. He has been active in the Community Chest and United Fund since 1958.

A member of the Maine Central's forces to become a member of the elite group known as "two car families," is Track Supervisor Donn Wolfe. He recently purchased an older model Ford which will soon be seen moving over Track District No. 3.

WATERVILLE SHOPS

Captain and Mrs. William Niles of Dover, Delaware, Air Force Base, have been visiting his parents, Millman and Mrs. Cecil Niles. They have returned to the base where is awaiting further assignment.

Recent vacationers in the Car Department have been Checker Win Reynolds, Carman Sam Mellow and Painter Chester Craig.

Carman Ernest Taylor reports a new Chevelle station wagon complete with an oversize heater.

Painter Harvey Dusty has sold his home on Eastern Ave., and has moved to 35 Silver Mount, Waterville.

Supt. Alden Finnimore returned to work June 1 after major surgery in a local hospital.

Machinist Victor Willette died suddenly in the evening of May 20. He had worked that day and appeared his usual self. He was 54 and had worked in the Machine Shop for some 20 years. Bearers included

Foreman Diamond Sherrard and Machinists Earl Crandlemire and Carroll Carey.

And then there are Machinist Helpers, brothers, who fished in the Rangeley area and threw back a dozen salmon under 14 inches in length. After they had returned from the trip they found that the minimum length was 12 inches. Disgusted? We wont publish their names, but their initials are Maurice and Charlie.

WATERVILLE STATION

The following were one week vacation in the Engineering Dept.: Gid Veilleux, Track Repairman; Leo St. Pierre, Work Equip. Maintainer; Basil Coggins, Scale Inspector; Ralph Snow, Gen. Foreman P&H. Track Supervisor, Maurice Thorne visited his daughter and son in New Hampshire and another son in Mass.

Clerk Dick Fecteau visited his daughter and grandchildren in Massachusetts and went on to New York for a few days at the Worlds Fair. Dick says he would like to have had a meter put on his feet to see how many miles he walked at the Fair. Les Anderson, Asst. Work Equip. Maintainer, covered for Cecil Beal at Bangor for a week while he was out.

In the freight office, vacationers were Chief Clerk Denis Chamberlain, who did some fishing in the Moosehead country, and Clerk Harry Nason, who's putting a new roof on his house.

In Tower A, Phil Tracy who has been working 1st trick temporarily, has bid back his old swing job, and John Witham covered first trick until May 20th when John Begin returned to work from sick leave.

Trackman Charles Luxie, who has been out sick for some time, is now on disability annuity and is moving to New Brunswick.

Trackman William J. Williams has been out on account of an injury to his thumb while loading ties.

Leading Signalman Lawrence Caret now has a '62 Chevrolet.

Retired Clerk-Stenographer Fabiola Tardiff was recently seen sporting a new Ford. Fabie is feeling fine and looking forward to driving that new car this summer.

Clerk-Stenographer Lucette Huard has been filling in for vacations at the Freight Office.

Mrs. Stewart Park, Jr., the former Margaret Staton of Portland, worked in the Freight Office a few days as spare. We enjoyed meeting Margaret and welcome her to Waterville.

WATERVILLE YARDS

O. J. Bouchard, Yard conductor, has been on vacation.

Larry Ridley, Billrack Clerk, went to Moosehead Lake where the big one are supposed to be, but they got away. He got quite a few bites, he says, (mosquitoes that is). All in all, he had a wonderful time—gave him a chance to break in his new car.

Conductor "Bert" Theriault and Brakeman "Mack" McPherson gave up Switcher No. 4 for No. 5. They enjoy Saturday and Sunday off.

Brakeman Ken Fitton left Switcher No. 1 for Switcher No. 5. He says his wife has Saturday and Sunday off so they plan to do a lot of traveling



IN CHINA CEREMONY—Mrs. John A. Sylvester, above, was Miss Ann Gaunce, daughter of Electrician and Mrs. Frederick J. Gaunce of China before her wedding May 30 in the China Baptist Church.

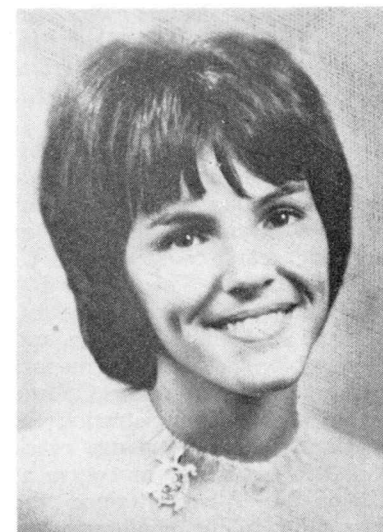
this summer in their new camper truck.

Leo LaPierre has been seen riding around on weekends in a new Comet. Leo is Conductor of Switcher No. 2 at Scott Paper Co. yard.

Conductor Roland Cook has just been discharged from the hospital after several weeks stay. Last year Roland broke a hip while water skiing, and had to go back to the hospital to have a pin and plate removed. He has bunted his old job on Switcher No. 8.

Lee Miller, Brakeman on Switcher No. 6, spent his vacation gardening and fishing—mostly fishing within a 40-mile radius.

Leo Bujold and Ed Palmer are seen quite often at the race track. Don't know the outcome of their betting, but the horses are getting well fed anyway.



JUNE BRIDE—Wedding bells rang June 5 at Sacred Heart Church, Waterville, for the daughter of Assistant Yardmaster, Ralph LaLiberty. Helen, who graduated from Waterville High School in 1963, and is a former runner up for Miss Waterville, married John Huard, also a graduate of Waterville High. John is a student at the University of Maine, and after completion of his studies they will reside in Connecticut.



RAIL SCHOLARSHIP WINNERS GRADUATE—Miss Linda Atherton of South Portland and Richard A. Allen of Freeport, winners of second and first prizes, respectively, in a Maine Central-Bangor and Aroostook essay contest four years ago, were graduated by the University of Maine this month.

Railroad Scholarship Winners Complete Study at University

Four years ago the Maine Central Railroad and the Bangor & Aroostook Railroad conducted a state-wide contest in which the two roads offered cash prizes for the best essays on the subject of "What Maine's Railroads Mean to the Economy of Maine and the future of its industries." The cash prizes were to be used in furthering the education of the winners.

This month two of those winners were graduated from the University of Maine. One of them, Miss Linda J. Atherton, daughter of Mr. and Mrs. Arthur K. Atherton of South Portland, and granddaughter of John J. Keating retired Maine Central Railroad conductor was graduated with honors, having maintained an average mark of 3.0 in her four years' course at the U. of M. in Orono. The \$2,000 first prize winner in the essay contest, Richard A. Allen, son of Mr. and Mrs. Albion G. Allen of Freeport was graduated from the College of Business Administration in Portland with an average mark of 2.8 in his four-year course at U. of M. Allen attained the dean's list in his final semester.

Miss Sanna Fay Crossley of Millinocket, winner of the third prize in the essay contest, and Eugene A. Walker of Pittsfield, who won fourth prize, both attained high marks in their college years. Walker had an average mark of 2.9 and Miss Crossley an average mark of 3.2 before

circumstances in their families necessitated temporarily suspending their college courses during their final semesters.

Miss Atherton who won \$1,000 in the 1961 railroad essay contest, has had a consistently brilliant career during her four years at the University of Maine. Both she and Allen told the Messenger that "you may be sure that the help of the two railroads was a major factor in our being able to complete our courses at the University of Maine."

Miss Atherton is a member of Chi Omega Sorority at the U. of M. whose members for the 4th consecutive year have won the highest academic awards of any sorority in the national Pan-Hellenic Society. She is also president of her class in the U. of M. Nursing School, and is to be married in August.

Scott Installed By Hiram Lodge

Hermon A. Scott, car distributor, general offices, Portland, was installed as Master of Hiram Lodge, A.F. and A.M. in semi-public ceremonies at South Portland June 12.

A Maine Central employee since Oct. 9, 1917, Scott has been active in the affairs of the South Portland Masonic Lodge for many years.



WOODPULP FROM HOME—Three Swedish railroadmen visited Maine Central and Portland Terminal Company facilities in late May, ending a 50-day tour of the U.S. and Canada. Shown with freight Traffic Manager R. C. Merrow, left, are Bengt Nordin, Par O. Restadh and Eric Sundin, as they inspected a shipment of Swedish woodpulp at Portland Terminal Wharf No. 1.



MEN'S LEAGUE TROPHY WINNERS—Emerging at the top of the list after the past season's bowling in the Maine Central Men's League were, from the left, Lennie King, Joe Welch, Jr., Bill Manning and Lindy Burgess, who composed Team No. 3 in the league. The trophies were presented at a banquet at Carolyn's in May.

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