



# Messenger

Vol. 5, No. 11

For Employees and Friends of the Maine Central Railroad

September, 1965

## United Fund Drive Off To Fast Start In Portland Area

The annual United Fund campaign—only fund drive to be sponsored and sanctioned by Maine Central and Portland Terminal Companies during the year—is under way again among railroad people in the Greater Portland area.

Endorsed by President Miller and the general chairmen of 15 employees' organizations, the drive opened officially September 17 with a meeting of department chairmen in the General Offices building, Portland.

During this session, Company Chairman Kenneth W. Phillips announced that department captains and their assistants will be making an effort to increase payroll deductions for United Fund pledges, hoping to increase the total 1964 subscription of \$7,301.

Phillips also announced that a gift will be presented to employees who pledge at least \$15 in the campaign.

Serving as department captains in the 1965 United Fund drive are L. D. Smyth, purchases and stores; J. P. Coffin, mechanical; Eric P. Smith, executive and legal; S. P. Ruth, MeC operating; P. H. Coombs, PTCo. operating; L. E. Harding, engineering; G. P. Campbell, accounting; and F. C. Ryder, traffic.

A letter from President Miller, endorsed by the General Chairmen, was enclosed with the Sept. 17 paychecks. Mr. Miller's letter urged employees "to participate in this worthwhile endeavor, knowing that this support will aid 44 welfare and community agencies in the Greater Portland area."

The following general chairmen, representing all the Maine Central organizations, endorsed Mr. Miller's letter:

C. G. Kimball, Brotherhood of Locomotive Engineers; H. Erickson, Brotherhood Loco. Firemen and Enginemen; E. F. Lyden, Brotherhood Railroad Trainmen; R. B. Garland, Order of Railway Conductors and Brakemen; J. Connor, Brotherhood Railway and Steamship Clerks; S. O. Chandler, General Chairman,



**THE NEW "DUCHESS"**—This six-week-old German shepherd pup won't lack for attention in telegrapher Frank Gardiner's family in Fairfield. She's the gift of a Rhode Island man whose car killed the original "Duchess" earlier this season. The boys are Michael, 12, and Stephen, 13, two of the five Gardiner youngsters.

Order of Railroad Telegraphers; A. J. Bergeron, Brotherhood Railway Carmen of America; P. A. Sullivan, International Association of Machinists.

L. P. Caret, Brotherhood Railroad Signalmen; W. B. Mochrie, Jr., International Brotherhood Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; C. F. Connell, Sheet Metal Workers International Association; D. R. Collins, International Brotherhood of Electrical Workers; F. A. Hagan, International Brotherhood Firemen and Oilers; T. Christensen, General Chairman, Brotherhood Maintenance of Way Employees; and R. J. Coffin, American Train Dispatchers Association.

## Employee's Kids Are Smiling Now

A knock on the door at 16 Robinson street, Fairfield, a few nights ago changed the expressions of telegrapher Frank Gardiner's five youngsters from gloom to happiness.

The caller was Domenic DelRoss of Riverside, R. I., and under his arm was a six-week-old German shepherd pup. DelRoss had made a special trip from Rhode Island to replace the family's two-year-old German shepherd "Duchess," killed by his car a month ago.

## Freight Emphasis Spurred Industry's Growth In Maine

Responding to a query from the Associated Press, President E. Spencer Miller said early this month that if Maine Central had not been allowed to eliminate passenger train service five years ago, it would be bankrupt today.

But on the contrary, he said, the railroad has been able—without crippling passenger service losses—to maintain "a superior type freight service that undoubtedly has been a major factor in the decisions of several large Maine paper-making firms to embark on a capital improvement and expansion program totalling more than \$200,000,000."

The last regularly scheduled passenger trains ran on the Maine Central Sept. 6, 1960.

Mr. Miller said elimination of Maine Central's passenger trains equipment modernization program to which the railroad has committed \$11,000,000 since 1960 for the purchase of new cars of several types.

Mr. Miller said his company's largest passenger service deficit occurred in 1956, when losses reached a total of \$3,234,009. If the railroad's 1964 financial results had been burdened by a passenger deficit of this proportion, he said, Maine Central would have ended the year with a net loss of nearly \$2,000,000 rather than its actual 1964 net income of \$750,687.

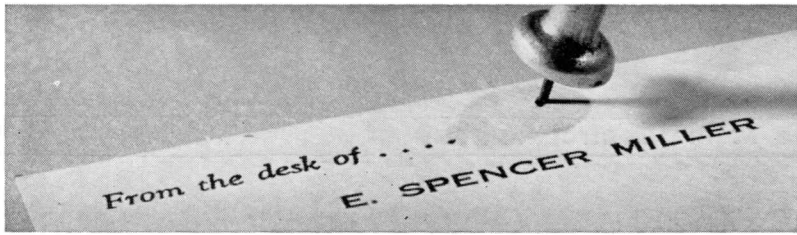
"If we had suffered such annual passenger losses," Mr. Miller added, "we would have been unable to support the Maine paper industry's current dramatic expansion with rail freight service improvements; we would have

(Freight—page 8)

DelRoss was in Maine on vacation at the time, and Duchess' death was just one of those things that youngsters fail to understand. Making a second trip to Fairfield with a pup to replace Duchess was the only thing DelRoss figured he could do.

So the Gardiner kids have the new pup, and things are back to normal again. Her name?

"Dutchess," of course.



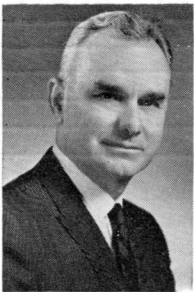
freight do not even live in Maine, much less pay taxes or spend anything here.

Your railroad—and others serving our state—are constantly spreading these facts through addresses to service clubs and other gatherings throughout the state. You—as employees of Maine Central—should accept every opportunity to keep the record straight.

*E. Spencer Miller*

**TO MY FELLOW EMPLOYEES:**

I met a man the other day who had some strange ideas about the economy of the State of Maine and about the future of the railroads which serve it.



He asked me if I did not feel disturbed to be in a declining business such as railroading. Happily we were in an airplane about an hour from destination, and I had opportunity to change some of his mistaken ideas and to tell him some of the freight transportation facts of life.

He seemed surprised when I told him the Maine Central has spent millions of dollars for new equipment and improvement of its freight service, and of the industrial expansion in Maine and what it would mean in additional railroad tonnage.

He was even more surprised when I told him our railroad has made significant progress in the last few years in returning to the rails freight which we had lost to other forms of transportation.

I wondered how such a man, an executive of a small but successful business firm, could be so completely misinformed. There must be many like him, and this means that we who get our living from the Maine Central still have a task before us.

All of us can take part in this mission—to educate our friends and acquaintances that, even though we went out of the passenger business when the public ceased to patronize trains as a mode of travel, we continue to provide the most important form of transportation in Maine—and as a matter of fact in the whole country.

My friend on the plane said he “never realized” that railroads are a volume business and that railroad operating costs are increased only slightly by the addition of units to a freight train. A Diesel locomotive can pull 60 cars, for example, almost as economically as it can pull 40. He was not aware that no other form of transportation could handle the volume of freight moved by the Maine Central.

Maine Central employees in the Portland area are familiar with the highway billboard near Rigby that told Route One motorists that during 1964, there moved through that gateway alone some seven million tons of food and industrial freight. There aren't enough trucks or enough highways to handle that volume, and if there were, the higher costs would kill Maine industry.

In spite of the inequitable competitive situation brought about by the million-dollar subsidy accorded highway transportation from the purses of federal and state taxpayers, the Maine Central has in the past few years succeeded in retaining threatened traffic by providing a wide variety of special equipment, unloading facilities, trailer-on-flat-car service and incentive and multiple-car rates. All this adds up to the fact that the railroads are continuing to provide Maine's basic industries with the sort of low-cost transportation they must have if they are to continue in business. Leaders of these industries, which are Maine's largest employers, have stated publicly many times that they just can not do without the railroads.

The point I wish to make is that all of us, no matter what our job for the Maine Central or the Portland Terminal Company can help ourselves by spreading the truth about the railroads.

Our highway competitors are stating that “one out of every five persons employed in Maine is employed in the trucking industry.” To reach this figure, the “trucking industry” would have to include the trucks of the butcher and the baker, the milkman, the cleaner and the scores of other smaller businesses who operate their own trucks. They would also have to include the trucks of farmers, other small-truck operators, and of course the railroads as well.

One other point we can all stress as we talk railroads and transportation with our friends is that the payrolls of the railroads in Maine contribute upwards of twenty-five million dollars to the local and state economy. A considerable number of those who are engaged in trucking

**One Gift Works Many Wonders**



Photo from a United Way children's service contributed by Jack Fleming

**GIVE THE UNITED WAY**



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.

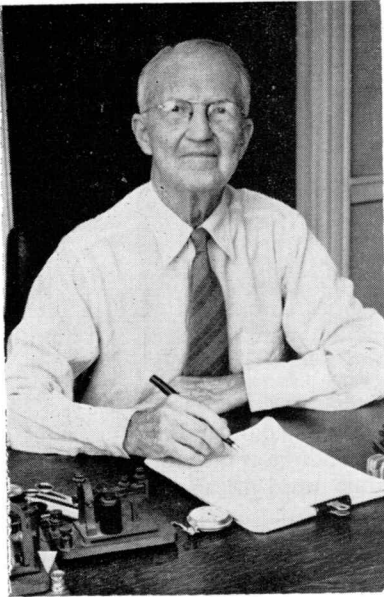
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# Harry Treat Compiles List Of All MeC Steam Locomotives



The Messenger's library of source materials was enriched recently by the addition of a small notebook, the product of many years of work by retired Chief Dispatcher Harry Treat.

The notebook, consisting of 50 handwritten pages, lists 825 steam locomotives by number, name, cylinder dimensions, year and builder . . . all the steam locomotives that were the property of the Maine Central and the several small railroads that were consolidated into the present system.

Harry took a month to put the notes together, drawing on the files and records he has accumulated in years of research.

He used the same Waterman's pen that was his constant companion during most of his 43 years as a train dispatcher and chief dispatcher at Portland. Second-hand when he bought it in a Portland pawn shop in 1903 it filled with the help of a medicine dropper. Harry later bought a self-filling pen of the same make, and incorporated the old point in the newer barrel. "Best pen I ever had," he says.

**LISTS LOCOMOTIVES**—Harry Treat at work on his list of all steam locomotives used by Maine Central and its components.

### THANK-YOU NOTE

Trackman Joseph White of Livermore Falls, who retired August 20, has asked us to express his thanks "to the boys" for the gifts and good wishes.



**COMPLETES 14TH LITTLE LEAGUE SEASON**—Bob Rounds, clerk at Portland, "looks 'em over" carefully during the recent North Atlantic Little League Tournament at Thompson's Point, Portland. He's now Umpire Consultant for the nine leagues and 36 teams in the greater Portland area.

## Portland Railroader Completes 14th Season Behind Little League Plate

Bob Rounds, clerk in the Auditor Revenue Department, has hung up his chest protector and mask after his 14th season as a Little League Baseball umpire. Taking a well-deserved deep breath following a schedule that's seen him at work behind the plate four times a week on Little League diamonds from Kittery to Caribou, Bob had these reflections:

1. The Little League and farm team program is "marvellous" training for kids.
2. Little League games offer a sterner challenge to an umpire than grown-up baseball.
3. Kids never argue with the umpire—only coaches and parents cause rhubarbs.

Bob's assessment of the Little League organization comes from his long association with it. He was a member of the Portland Junior Chamber of Commerce in 1948, the year they undertook sponsorship of the Portland area's first Little League team. They asked for volunteers to umpire, and Bob stepped forward. His

baseball interest goes back to his childhood; he had played for three years for the Navy in a fast inter-service league; and had umpired in the Portland softball league for a season or two. With this background, Bob was a natural to join other Portland-area Little League pioneers.

That was 14 years ago, and since then he's called a lot of balls and strikes. It takes a sharper eye, he says, than adult baseball, chiefly because of the size of the kids. "The strike zone (knees to letters) is relatively nil," he says.

Bob says he never has trouble with the youngsters over a decision. "They take it and keep quiet," he says. "Trouble, if you get it, comes from the coaches who think you've made a bad call, or from the parents."

And the railroading baseball umpire admits that even this situation is improving every year. "After all," Bob says, "they realize sportsmanship is really what we're trying to teach, not just baseball."

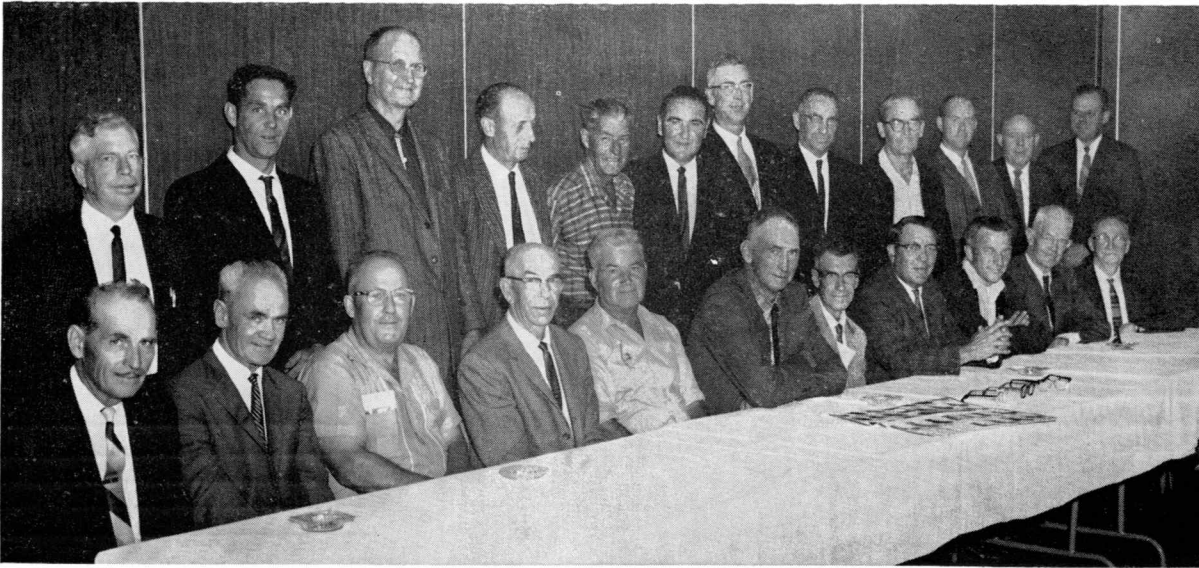
Now Umpire Consultant for the nine leagues and 36 teams in the Portland area, Bob regards Little League as a gratifying personal hobby. He's already looking forward to his 15th season next year.



**Bob Rounds**



**NEW ROCKLAND PLANT**—These gleaming tanks and buildings have risen near the Maine Central engine house at Rockland, and will soon be turning out mixed feeds for the H. K. Webster Company and the poultry and dairy farmers of coastal Maine. Whole grains will be delivered by rail, and bulk trucks will handle the products.



**MEET AT AUBURN**—District No. 3 Track foremen, track repairmen and machine operators met for a round-table session last month at the Holiday Inn in Auburn. Seated, left to right, G. A. Beaudin, E. A. Bolduc, J. L. St. Pierre, E. J. Wing, P. Duchette, W. J. Weeks, L. P. Butler, L. M. Crooker, E. A. Hall, E. L. Strout, C. D. Prentice, chief engineer. Standing, left to right, F. G. Sturtevant, F. X. Richard, R. L. Stevens, C. D. Dyke, F. A. Towle, L. W. Turgeon, C. E. Weeks, J. A. White, V. E. Stevens, D. G. Wolfe, tools supervisor; R. A. Jackson, engineer of track; W. E. Maloy, rules examiner.



**MOUNTAIN MEN MEET**—A similar session was held by District 1 at Bartlett Hotel, Bartlett, N. H. 1st row, left to right, W. E. Maloy, rules examiner; R. A. Jackson, engineer of track; C. W. Kelley, B. A. Clemons, H. J. Nealley, D. A. Danforth, T. B. Sweeney, Jr., R. E. Lane, L. S. Huntington, R. L. Noble, L. R. Clemons, C. D. Prentice, chief engineer. Second Row, C. Crawford, S. G. Noyes, T. B. Sweeney, Sr., A. J. Whitten, W. A. Rowell. Third Row, B. H. Blake, A. J. Lane, W. H. McLaughlin, R. J. Jones, N. E. York, W. G. Schloth, L. B. Hapgood, G. H. Peters, E. G. Bonnett.



**AT BRUNSWICK MEETING**—Front row, left to right: Charles Prentice, Warren Smith, John Hilton, Fred Coulombe, Girard Coulombe, T. W. Spencer, Lawrence Burnham and George Coulombe. Second row: M. M. Tracy, Horace Ames, Ralph Call, Warren Lawrence, Bernard Johnson, Phil Vannah, Earl Miller, Raymond Jackson and W. C. Bass. Third row: W. E. Maloy, Carl Jewett, Robert Tukey, Howard Spencer, R. A. Albert and George St. Pierre.

## Officials Against Proposed Increases In Truck Sizes

The National League of Cities, made up of municipal officials from communities throughout the Nation, is on record against proposed increases in the Interstate Highway limits on truck sizes and weights.

The group, formerly known as the American Municipal Association, met in Detroit last month and adopted the following resolution:

"We recommend that no change be made in vehicle size and weight limit until the additional information required by Congress in Section 108 (k) of the Federal-Aid Highway Act of 1956 covering the entire federal-aid system is reported by the Department of Commerce together with the effects of any proposed changes in sizes and weight on federal-aid highways other than the Interstate System. Furthermore, we recommend that any hearings on federal size and weight limits be postponed until the complete information called for in the Highway Act has been gathered and reported to Congress."

Recommendations for increased truck axle weights and dimensions were made by former Secretary Of Commerce Luther Hodges, and are now before Congress.

The municipal officials discussed the issue at great length before taking a vote on the resolution. At this time, several expressed the opinion that the resolution did not go far enough, because it did not urge that existing size and weight limits for trucks be reduced.



The first fall meeting of the Veterans Association will be held September 26, at Howard Johnsons restaurant, South Portland. The speaker will be announced.

Mr. and Mrs. Chas. W. Goodwin of Lawrence, Mass., spent some time at Old Orchard Beach during the month of August.

Mrs. George Thompson of Somerville, Mass., has been vacationing at the Cloyster, South Portland.

The 1965 Annual Convention of the United R. R. Veterans will be held in New York, Oct. 1-2-3, 1965, with headquarters at the Sheraton Atlantic. A large attendance is anticipated.



**RECENT BRIDE** — The Cathedral Church of St. Luke was the scene of the August wedding of Miss Janet M. Russell, daughter of Assistant Purchasing Agent and Mrs. Earl R. Russell, and the Rev. Richard E. Colby of Wiscasset, son of Mrs. Earl B. Colby and the late Mr. Colby.

Following the reception in the parish house, Rev. Colby and his bride left for a wedding trip to Montego Bay, Jamaica. They will reside at San Jose, Costa Rica, for a year while studying Spanish at the Spanish Language Institute. Later he plans to do parish work in Central America.

The bride is a graduate of South Portland High School and has had a position in the offices of the Motors Insurance Corporation.

The bridegroom is a graduate of Wiscasset High School, Indiana University and the Berkeley Divinity School. He is a priest in the Episcopal Church.

**GENERAL OFFICES**

Joe and Kay Gallant spent their vacation giving the children a treat by visiting Benson's Animal Farm in New Hampshire, having picnics, and swimming at the beaches and lakes around Portland.

Marion Faibisy will spend her annual vacation visiting her family at Nova Scotia, after seeing her son John off to the University of Massachusetts.

Al Chapman's son-in-law-to-be Gary Belmare, won the driving contest in the recent Maine Open Golf Tournament held at Riverside Golf Club. Al's daughter, Merle Ann, is now situated with the New England Tel. & Tel. Co. after graduating from Westbrook Junior College in June.

Sid and Helen Foster are vacationing at Cape Cod, Mass.

New arrivals: Son, John Michael, (8 lbs. 4 oz.) born to Charles and Caroline Etheridge, August 21 in Iva, South Carolina. Caroline was a MDO in Auditor Revenue office.

New Cars: maroon Mercury sedan, Dottie Proctor; Chevrolet blue convertible, Theresa Slattery.

New Home: Mert and John Neilson purchased a single ranch house on the same Stevens Avenue, different number.

New Camper: Dick Greene and his family tried out camping on his recent vacation, visiting Reverse Falls at Pembroke. Now he's a confirmed camper and expects to camp out each good weekend.

Mrs. Louis M. Lentz, wife of the late Signal Supervisor and mother of Phil Lentz, who previously worked in the Signal Department, has recently

had a major operation. A card may brighten her day and can be sent to the White Building of the Massachusetts General Hospital, Boston.

Mary Morse recently spent some of her vacation at the World's Fair, where she and Vinnie returned for the third visit. They reportedly had a wonderful time.

Dana Bean also returned to the World's Fair to catch a few sights that he had missed on his first trip.

John Gerity, Assistant Comptroller, took his family to Niagara Falls on vacation and has traded his station wagon for a light blue Ford sedan.

Marty Holmes took his sons to see a Red Sox game in Boston but their team lost.

Erroll Libby and son, Peter, saw "Something Funny Happened on the Way to the Forum" at Kennebunkport and reported it was hilarious.

Arlyn Whitney of the Law Department spent part of her vacation at Farmington.

Bob Grant of the Law Department has also been on vacation.

Jeannette Calder substituted for Arlyn and has since subbed in the Mechanical Dept. while Charlie Hagar was out sick.

Eric Smith has been vacationing at a camp in the Mount Katahdin area.

Steve Conley has been Assistant Starter in the Maine Open Golf Championship matches at Riverside during his vacation.

Gordon Williams and family left Labor Day weekend to make stops with their daughter in Connecticut, the World's Fair, relatives in New Jersey, and take son John to Cleveland, where he will be a graduate student at Case Institute of Technology. They plan to return by way of Niagra Falls, Canada and the Adirondacks.

Nancy E. Goddard, daughter of Everett Goddard, is entering her Junior year at Bates College where she has been on the Dean's list, majoring in English.

Mr. and Mrs. Jerry Shea spent eight days at Rangeley where they did some golfing.

Fred Bither is another vacationer from the Car Accounting Office.

Connie Davis took a week's vacation after being "mother of the bride" on August 21.

A group of Maine Central girls including Margaret Shapazian, Grace Hoglund, Arlyn Whitney, Reta Rumrill, Ruth Christianson and Alice Allen recently had dinner at The Stowe House and attended a showing of "Camelot" at Brunswick Summer Playhouse.

Ronald J. Hawkes, son of the late Virgil Hawkes, former General Accountant, has completed training at Indiana University and has been named a Peace Corps volunteer. He will teach in Sierra Leone, West Africa. He is also a nephew of Clifford Hawkes, Jr., General Accountant, and his grandfather is Clifford Hawkes, Sr., now retired from many years of service in the B&M Accounting Department in this building.

Don Colello of the New Haven office spent some time at Revere and Salisbury, Mass. on his recent vacation.

**RIGBY YARDS**

Sympathy is extended to the family of G. E. Goodwin on the death of Mr. Goodwin.

C. J. Ward, general yardmaster at Rigby, is on vacation, his position being covered by W. G. Smith.

General Yardmaster F. W. Grimmer also had a few days vacation, his position being covered by M. E. Deering.

Yard Clerk E. J. Wade has returned to work after a vacation in Ireland.

Others on vacation: Yardmaster R. A. Chenevert, position covered by J. A. Griffin; Second Trick Operator P. B. Timberlake, covered by Spare Operator C. D. Kane; Second Trick Call Boy Calvin Caler, covered by F. Morelli; Swing Watchman at Wharf One R. M. Chisholm, covered by G. Purdy; Third Operator at Tower X E. J. Walker, covered by Spare Operator E. H. Gronlund.

James Stanton of the freight office is sporting a new Plymouth.

Clerk and Mrs. John F. Johnson spent a weekend at Fairlee, Vermont, visiting their grandson Mark Hellen at Camp Lanakila.

Recent visitors at Rigby were Yard Clerk Patricia Walsh, Yard Conductor Gabe Low and Car Inspector Walter Pebbles.

R. J. Thompson has bid off Position 6 R at Rigby Yard.

J. G. Johnson and L. C. Peters have returned to work after vacations.

General Car Shop Foreman and Mrs. Justin E. Buzzell, South Portland, are announcing the engagement of their daughter, Sheila A. Buzzell, to William A. Gavett of Portland. Miss Buzzell is a South Portland High School graduate, and is employed in the office of the John J. Nissen Co., Portland. Mr. Gavett, a graduate of Old Orchard High School, is employed by Haverty Buick, Portland.

**RIGBY ENGINE HOUSE**

Late-summer vacationers include the following: Car Department and engine house, Carmen L. Dorr, C. Carter, J. MacDonald, C. Audette, J. Savage, M. Cook, junior, J. Martel, E. Andrews, I. Perkins, E. Reilly, C. Sylvester, R. O'Brien, D. MacVane, M. Walker, R. Mulhern, R. Lawrence, E. Dunham, D. Oates; G. Small, P. Akley, G. Thompson, E. Amsden, R. Graham, E. Jones, D. Cribby, R. Palmer, C. LaBerge, L. Farwell, P. Griffin, E. Casey, and E. Roberts. Machinist Russell Hammond, and Foreman Joseph DeRoche from the engine house. Wharf Electricians Raymond Ryder, Albert Wetmore and James Small.

Airman 3rd Class Thomas Merrigan, Jr. recently visited his parents, Carman and Mrs. Thomas Merrigan, Jr., who graduated from Air-base School at Lackland AFB, Texas, and is now attending school at McConnell Air-base studying to be a jet aircraft mechanic.

Carman Edgar Dunham is now living in Scarborough, having completed his new home. It was a "do-it-yourself" job and a creditable one as well.

Electrician Raymond Ryder acted as best-man, and his daughter, Mrs. Marion Mains, as matron-of-honor at the wedding of their friend Miss Marcia Ann Gallop to C.B.M. Barney Revell, U. S. Coast Guard Cutter Reliance, stationed at Corpus Christie, Texas. The ceremony was performed at the First Baptist Church, South Gorham.

Mrs. Helen Louise Haley, widow of Stores Department Clerk Everett Haley, died on July 31. Everett died 18 months ago.

"The McCanns" of Peaks Island, the family of Machinist-Welder, Al-

bert McCann, are busy these days performing for organizations such as the Lions' Club and the Foreign Correspondents Club that met at the Island. The "McCanns" are featured in folk dances of England, Ireland, and Scotland. They received their training from Mrs. McCann, a native of England.

Former Machinist Helper Joseph Hanlin, who retired in 1951, died August 15, after a long illness. Interment was at Houlton, Joe's home town. A floral tribute was sent.

Charles Muir, known as just plain "Charley" to us, died recently. He operated the lunch cart from which he supplied the men at Rigby, and elsewhere in the Terminal with coffee for many years.

Former Foreman Frederick Lombard, retired, has taken a part-time job with Cumberland Farms, Inc.

Visitors at the shop during the month included former Machinist Arthur Shaw and Machinist Clyde Burnham, retired. Former Engineman Leonard Hunter, of Bowdoinham called on some of his friends at the "Bunk-house", and wanted to be remembered to those of his friends whom he was unable to see at that time.

Carmen Earl Jones and Donald MacVane visited the World's Fair in New York while on vacation. Carman Robert Graham visited the Western states while he was vacationing.

Electrician Alvin Strout was injured recently when he slipped and fell into the fan of a ventilator on the roof of the general office building. He is progressing very well at this date, and no doubt is back to work as you read this item.

Blacksmith Bronick Tatarczuk has had an eye irritation, but is now back on the job after a short lay-off.



**RECENT BRIDE** — Miss Carlene J. Lauten, daughter of Mr. and Mrs. Fred Lauten of Pine street, South Portland, became the bride of John C. Nicholson of Woburn, Mass., son of Mr. and Harry Nicholson of Minneapolis, Minn. at the State Street Congregational Church. Carlene is the granddaughter of Assistant Editor and Mrs. Harold C. Clark.

The bride is a graduate of South Portland High School and Radcliffe College. She is a Technical Specialist with the Mitre Corporation at Bedford, Mass.

The bridegroom is a graduate of the University of Minnesota and is Facility Administrator with Control Data Corporation at Burlington, Mass.



**RECENTLY WED**—Miss Diane Banks became the bride of Glendon N. Sturtevant, son of Section Foreman and Mrs. F. Gilbert Sturtevant of Auburn, in a recent church ceremony at High St. Congregational Church in Auburn.

Miss Banks is a graduate of Edward Little High School and Auburn Maine School of Commerce. She is employed at the Mechanics Savings Bank of Auburn.

Mr. Sturtevant was graduated from Edward Little High School, served four years in U. S. Air Force, and is employed at the Brunswick Office of the First National Bank of Portland. After a wedding trip to Virginia they are residing at 120 Third Ave., Auburn.

## LEWISTON

Yard Conductor and Mrs. Leyon Traynor and son Stephen spent their recent vacation visiting their daughter Kathleen, her husband S./Sgt. Lionel Koss, and their six grandchildren at Ozark, Ala. They also visited many Florida points of interest.

The Traynors recently celebrated their 35th wedding anniversary with another daughter, Mrs. Victor (Madlyn) Alexander and six children of Auburn and their other son, Leyon E. Traynor, Jr. and his family of Lewiston.

Wilfred L. Demers of Portland, brother of Lewiston Machinist Rosario Demers, died July 6 at a Portland hospital. Mr. Demers was a former Maine Central Railroad employee. Our deepest sympathies are extended to the family of Mr. Demers.

Our sympathies are also extended to Lewiston Trackman Ernest Vigeant on the recent death of his father in Canada.

Forrest Dearborn, retired crossing-tender at Lewiston, is a frequent visitor at the Lewiston Freight Office.

We wish to extend our sympathy to the family of Truck Driver Alvar R. Jarvi on the death of his father, Richard Jarvi.

Best wishes for a speedy recovery to Eddie Croteau, Cook in Division Crew "C." Eddie recently underwent surgery at a Lewiston hospital and is now recuperating at the home of his daughter at 84 Barrows Street, Barrowsville, Mass.

Aime Roy is now filling in as Cook for the crew of Division Crew "C."

## WATERVILLE STATION

Trainmaster Bud Harris spent a quiet vacation at his camp on Highland Lake.

Clerk Carroll Huard, Freight Office, now has a 1962 Chevrolet Impala convertible.

B&B Supervisor Richard Smith was on vacation and Everett Flannery filled in.

Track Foreman Lloyd Cooley of Div. Crew A has bid off the Foreman's position at Corinna due to Ronald Hartford returning to the trackmen's field. Ronald has bunted into the section at Foxcroft. Foreman Paul Cates has taken his bid off the position as Foreman of Div. Crew A. Foreman Ed Veilleux has bid off the Foreman's job at Oakland temporarily on account of Basil Trask being out sick.

Clerk Harry Nason vacationed in Nova Scotia, making a camping trip around Cape Breton Island. Harry says this is a very scenic trip and the camp grounds were very neat and clean.

Leading Plumber Harold Finnimore spent two weeks vacation at the coast. Plumber Joe McKenney also was on two weeks vacation.

Retired Laborer Ernest Toulouse paid us a visit recently.

Track Foreman "Pete" Boucher flew to Denver, Col. to visit his daughter at Colorado Springs. Her husband is in the service and they are preparing to leave for Germany around Christmas time. Pete really enjoyed his first flight.

Others on vacation in the Engineering Dept. were Machine Operator Charles Green and Trackman Stanley Wallace Div. Crew A with Ivan Pelotte filling in on machine operators job; Track Foremen Paul Cates, Romeo Beaulieu; Track Repairman Gid Veilleux; Work Equipment Maintainer Leo St. Pierre; Clerks Dick Fecteau and Ruth Brochu; Track Supervisor Maurice Thorne; and Work Equipment Supervisor Raymond Coulombre who spent a few days camping at Sebago Lake.

Clerk Arthur Grenier of the Freight Office was on two weeks' vacation.

Retired Yardmaster Arthur Miller is a frequent visitor at the Yard Office.

One of our Maine Central gals was elected for a recent write up on "Women at Work" in the Waterville Morning Sentinel. She is Beverly Cook, Car Clerk Freight Office.



**TO ENTER COLLEGE** — Gleason F. Sturtevant, son of F. G. Sturtevant, section foreman at Danville Jct., and Mrs. F. G. Sturtevant of Auburn, was graduated from Edward Little High School in June, and will enter Thomas College at Waterville in the Fall.

Beverly started work as a spare 17 years ago, and has been here ever since. Her work includes notifying customers when their carload freight is in and keeping demurrage records.

Her husband Roland works for the Maine Central as a brakeman. They have two children, Cindy who is 14, and Ricky who is 6. They have a camp at Unity Pond where they spend their summers until school starts, then they return to their home in Clinton.

The local blood replacement bank of the employees of Maine Central in and around the Waterville area, had its first call for blood Sept. 1. Conductor Mark Michaud was the donor for Clerk-Stenographer Lucette Huard's husband who underwent major surgery for a second time in a two week period.

Any employee or member of his immediate family in need of blood replacement should notify the hospital on admittance that blood may be replaced by calling the Waterville Yard Office. The Yardmaster on duty will check the files and arrange for a donor.

There are 70 volunteer donors listed, and the local area hospitals have agreed to a one-for-one arrangement.

A short visit was made by retired General Foreman, Plumbing & Heating, Ralph Snow recently. Ralph has been pretty busy this summer and is feeling fine. He and the Mrs. are making plans to drive out to the West Coast shortly after Thanksgiving for the Winter.

## WATERVILLE SHOPS

Vincent Rossignol, who recently completed a four-year course in accounting at Thomas College, has accepted a position as Relocation and Property Management Director with the Waterville Urban Authority. He is the son of Laborer and Mrs. Armand Rossignol.

Carman Roland Boulette has recently received promotion to the rank of Captain in the National Guard.

Machinist Apprentice Bob Crowell has recently been inducted into the Army and is stationed at Ft. Dix, N. J. He has a brother in the Air Force at Scott AFB, Ill. They are sons of Machinist and Mrs. Otho Crowell.

Machinist Blaine Ladd has a new Buick Special and Machinist Wade Richardson has a new Galaxie convertible.

Foreman Nubert Estabrook is negotiating for the purchase of a cottage on Kingsbury pond. The camp was built and owned by retired Carman Ed Stearns, who died recently.

Stenog Gloria LaLiberty has a new Impala Hardtop.

Mrs. Nellie Case is a fine judge of good looking men and fast horses. Some 30 odd years ago she picked that handsome Foreman Floyd in the matrimonial race and more recently she picked a couple of winners in the daily double at Skowhegan Fair.

On the sick list and hospitalized have been carmen Jimmy Steeves, Henry Gleason, Buster Tuttle, Roy McCommic and Roland Dorval.

Foreman Wallace Jewell has recently sold his home in Fairfield and is presently living in Waterville while planning a new house.

Probably the longest vacation trip of any one at the Shops was taken by Blacksmith Helper and Mrs. Onie Pellerin who flew to California and return. A highlight of their stay was a visit to Disneyland.



**TEXAS TOURISTS** — G. K. Stevens, paint shop foreman, Waterville, Mrs. Stevens, left, and Mrs. Mary Stevens, a sister-in-law, saw a lot of country on his recent vacation, including Galveston beach, above.

Laborer Dana Hinckley has been confined to the Sister's as a result of burns received while at work in the Machine Shop cleaning room.

Mill Lead Man Chris Carstenson retired at the close of the vacation period. Chris has worked at the Shops some 43 years.

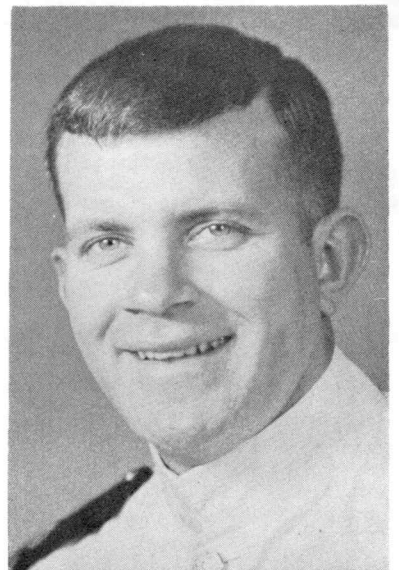
Sympathy is extended to Carman and Mrs. Kenneth Hall whose 6-year-old daughter, Kelley Ann, was killed in an automobile accident, recently.

Laborer Irving Knights has a new Chevrolet Impala.

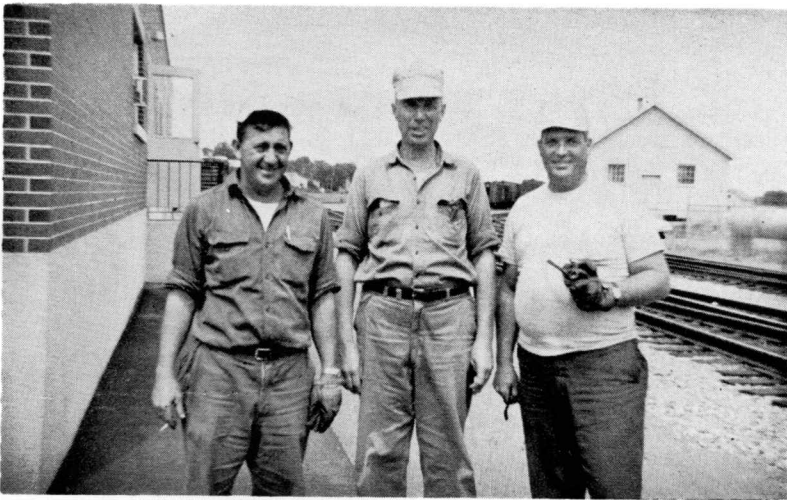
Carman and Mrs. Ralph Roberts visited relatives in Chattanooga, Tenn., during the vacation period. On the return they stopped at Arlington National Cemetery and visited President John Kennedy's grave.

Machinist Andy Miles has returned to work after being laid up with a broken ankle since last Dec. 23d.

Capt. Bill Niles, USAF, is presently stationed at the Bien Hoa Air Base near Saigon, Viet Nam. He is flying reconnaissance and acting as an instructor for newly arrived pilots. He is the son of Millman and Mrs. Cecil Niles.



**M. M. A. GRADUATE** — Larry W. Lindvall, son of Electrician and Mrs. Carl Lindvall of Waterville, is a recent graduate of the Maine Maritime Academy, Castine, with a Bachelor of Science degree. He is employed with American Exporer Isbrandsten Lines, and is now in Bombay, India.



**CAUGHT BY THE CAMERA**—The crew of Switcher No. 3, left to right, Bill Bodman, Bill Hill and Ed Palmer at Waterville yard recently while they were on their way to another move to the city and back.

The Rev. Ernest Smith of Strong has recently accepted a Pastorate in Pittsfield, Mass. He is the son of Laborer and Mrs. Archie Smith.

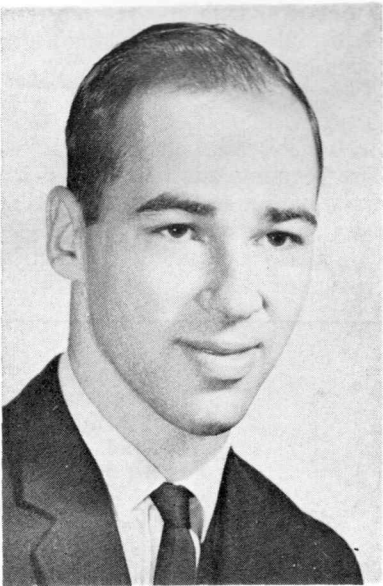
Car Inspector and Mrs. Clyde Dow, Jr., announce the engagement of their daughter, Linda Lee, to Peter J. Reny, son of Mr. and Mrs. Arthur Reny of Vassalboro. A September wedding is planned.

Billy, son of Upholsterer and Mrs. Leo Baker, has signed for the Army reserve and will receive Basic at Fort Dix, N. J. After basic he will attend firearms school.

Painter Leroy Jackson is a patient at the Veterans Hospital at Togus.

On the sick list since early summer have been Carmen Earl Burgess and Paul Hallee who have now returned to work.

Your reporter and Mrs. G. K. Stevens flew to Houston, Texas, and Terre Haute, Indiana, on a recent vacation, visiting brother L. M. Stevens in Texas, and daughter Mrs. A. S. Mobley and husband in Indiana. High points included a baseball game in Houston's new Astrodome stadium and a visit to the NASA Space Center in the same city.



**SUMMER EMPLOYEE**—Bob Quirion, Jr., has been employed the past couple of months in Waterville Yard. Bob is from Winslow, is a graduate of Winslow High and Washington State Teachers College, and is principal of Riverside School in Vassalboro, where he'll return when school starts. Bob has been a Youth League Baseball coach for the past four years.

## WATERVILLE YARDS

There's a new addition of E. J. Laliberte's family, and that's Dutchess Queen, a German Shepherd puppy. E. J. has just returned from his vacation, part of which he spent at a Convention of the Brotherhood of Railroad Trainmen in Portland. Arthur Genest, Chester Levesque and their wives were also there.

R. G. Cook, Yard Brakeman, has just returned from vacation. Roland and wife, Beverly, took their vacation together and went to the Coast for a lobster feed, and stayed at their camp and did lots of fishing and relaxing. They also went to Lakewood to see the play "Camelot."

Basil Higgins spent his vacation traveling. Some of these trips were to Saco and South Paris. Besides traveling, golfing was on the menu, of which Basil is quite fond. He's played with quite a few of the boys around the Waterville area, some of which are Ed Palmer, Henry Douin and Larry Ridley.

Louis Donahue, Yard Conductor, was filling in as 1st trick Yardmaster while Joe Vigue, Assistant Yardmaster, was on two weeks' vacation.

Denis Chamberlain, Chief Clerk at the Freight Office, has a very nice and up to date scrap book of Railroad Personnel taken from local newspaper clippings. It dates back to 1960.

Another new addition to the yard office recently is a brand spanking new Assistant Yardmaster by the name of Kenneth Fitton on the 3rd trick. Good luck, "Ken."

"Happy" Hopkins, Engineer BR-2—RB-1 is back from a month's vacation at camp with his nephew. They really had a wonderful time.

Vacations for this past month were a-plenty. Here they are:

Yard conductors and brakemen: W. H. Bodman, C. A. LaFlamme, G. D. Myrand, M. E. Michaud, E. J. Laliberte, J. E. Gallant, J. R. B. Theriault, W. W. Hill, A. E. Genest, M. P. Mitchell, L. H. Bujold, R. H. Green and T. W. Barnett.

Billrack Clerks, P. J. Davidson, W. T. Hanscom and H. E. Nason; Car Cleaner and Janitor, R. M. Knight. Road men, E. F. Rudell, F. L. Leathers, A. H. Edwards, E. O. Kelley, G. R. Frank, R. S. Bickford, W. F. Welch, E. L. Bow and L. H. Lutterell. Enginemen, A. Leonard, H. E. Stinson, P. F. Barrows and C. W. Hersey; Hostler, E. A. Joseph.

B. C. Hillman spent his vacation putting around his garden and at his father's camp at Snow Pond.

We had a strange and unusual visitor recently in the Yardmen's Lobby, but he wasn't welcome. In fact, I'd say he was used quite brutally by our 2nd trick yardmaster. The visitor was a little black bat, and on the other end of the broom was Joe Boudreau.

Ed Palmer is sporting a new Chevrolet Impala and so is Vic LePage.

Engineer Frank Jordan can now hold a good road job he says, and that's BR-2 and RB-1—and besides he likes the rest days.

Engineer, Ed Stevenson was seen on BR-2 quite recently. Ed is a good chum of Clyde Haynes. Seems they went fishing some time ago, and all that was on the menu was pickerel. Clyde was so lucky with them, in fact, that the name "pickerel" stayed with him.

Switchman George Pearson, retired, was seen at the Shopping Center recently, and he looks great. He and the Mrs. just returned from New Bedford, Mass. where they visited their son.

Ann, daughter of Engineer A. W. Higgins, sailed August 21 for a 30 day trip to Europe. No doubt, she will have a wonderful time.

Arthur Vosine was presented a 10 year pin by the Secretary and Treasurer of the Brotherhood, Ed Palmer. Congratulations, Arthur.

Victor "Bucky" Buck, Hostler, is sporting a new Ford Station Wagon.

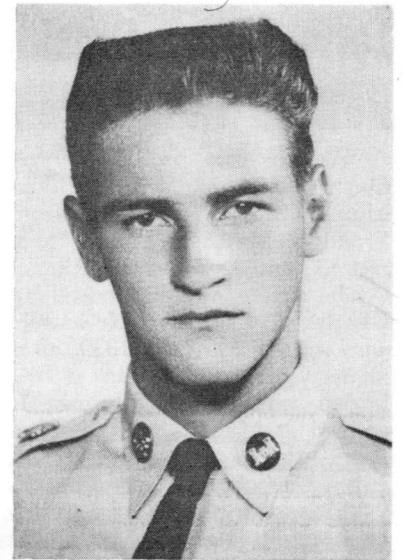
Switcher No. 1 has been restored. It was bid off and awarded to A. Genest, Cond. J. White and R. Veilleux. Already J. White has left it for Switcher No. 2, so he can be with his brother, Romeo.

Wally Oakes, Telegraph Operator of Tower A, spent his three weeks vacation at Fort Dix getting some advance combat training with the National Guard. He's back and happy—still drinking as much coffee as ever.

Our sympathy goes to the family of John Pearl, Engineer, retired, who passed away Aug. 6.

Bill Bodman, Brakeman, Switcher No. 3 has gone to the World's Fair and is going all the way south to Florida. He and the Mrs. are taking their uncle's car back to Florida, and they are to fly back to Maine. Bill's daughter Barbara will be performing at the World's Fair State of Maine exhibit for three days with the Jerri McQuillan Dancers.

Car Inspector Frank "Hutch" Gravel spent a day recently at the



**VISITS PARENTS** — Pfc James H. Fletcher is a member of the Corps of Engineers, U. S. Army. He has recently visited with his parents, Machinist and Mrs. Ken Fletcher, on furlough and is presently headed for duty in Viet Nam. He has recently returned from a 13 month tour of duty in Thailand. He joined the Army in 1963 and expects to serve until January, 1966.

Fairlawn Golf Club at East Poland. It's a 36-hole course he says, and he and his buddy, Jim Paradis, from Scott Paper Co., stopped for their lunch at the 18th hole.

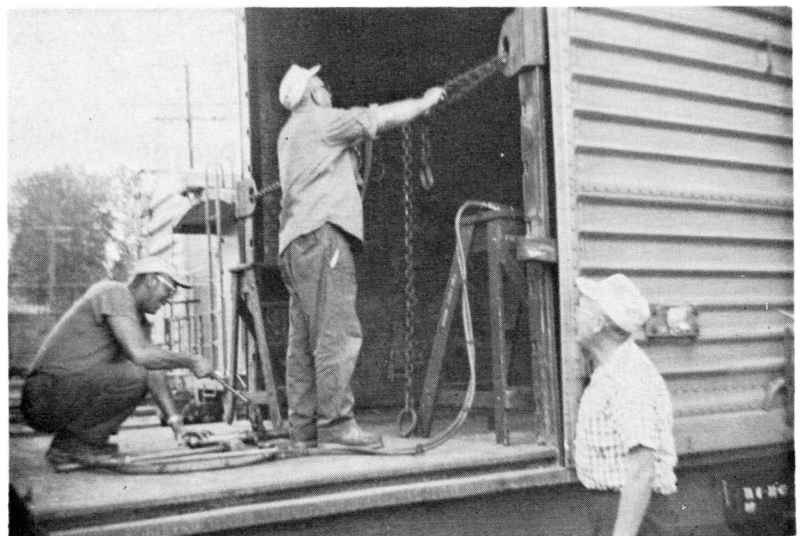
Lee Miller, Spare Yard Brakeman, had a bit of hard luck when his house was hit by lightning. Now he's busy doing spare work at home repairing the damage.

Assistant Editor Ruth Broome has been on vacation recently, and from what Dick Fecteau tells us, Ruth was chased out of Rangeley Lake by a swarm of mosquitoes. Ruth is back to work, none the worse for her experience.

Carl Proctor, Assistant Yardmaster, retired, was seen down town sporting a new Chevy. Carl is still going strong as ever.

Roger Veilleux, Yard conductor, was seen at the Auction on Bay St., Winslow, buying a hammock. Wonder if Switcher No. 5 is too much for Roger. We'll soon find out.

Bill Monroe, yard checker, is sporting a new Ford Mercury "Colony Park." It's a beaut.



**ON THE RIP TRACK**—Rip track Foreman Wallace Jewell keeping an eye on his crew. Here you see Leroy McCormic and Ervin Emery in action straightening a door post.

## Letter From President Miller Cheers Retired Railroader On 100th Birthday

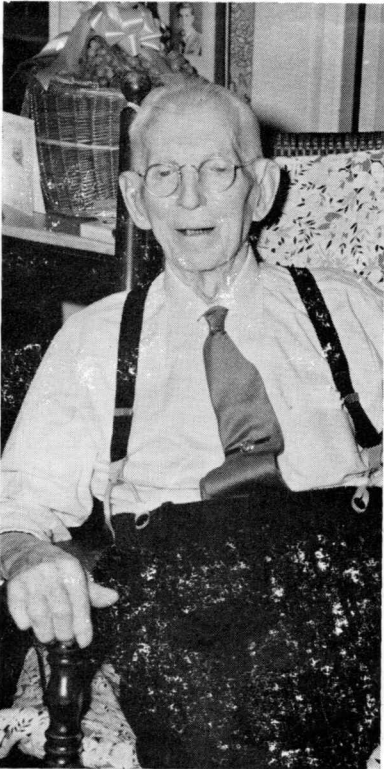
"We are very proud to think that we have such a distinguished Maine Central alumnus," wrote President Miller in a letter to a retired employee last month.

The letter was addressed to Charles F. Dodge of Newcastle, who retired April 22, 1939, after many years as foreman of the bridge and building crew. It arrived at Mr. Dodge's home on August 9, the day he observed his 100th birthday.

"This is an occasion for warmest congratulations," Mr. Miller wrote, "and I tender warmest regards and best wishes on behalf of the company which you served so loyally and so long, and on behalf of your former associates and myself."

It was a big day for Mr. Dodge, who entered Maine Central service in 1902. He got up a little earlier than usual, and soon afterward began to greet the scores of friends and neighbors who dropped in to wish him well. He received many cards—among them one from Senator Margaret Chase Smith—and several congratulatory notes in addition to Mr. Miller's.

Dr. George Bostwick, who sees Mr. Dodge frequently, was one of the birthday visitors. He points out that Mr. Dodge has been retired longer than most people have been working, and that despite his age, his elderly friend and patient is in good mental and physical condition.



Charles F. Dodge

Mr. Dodge, whose wife died two years ago, can catch a glimpse of the sparkling Damariscotta river from his chair on the porch of his Glidden street home. He shares the big, elm-shaded house with his daughter and husband, Mr. and Mrs. Ralph Reed, formerly of Augusta.

## Retired Eastport Agent Brown Dies

Victor Rosswell Brown, 70, former Agent at Perry and Eastport who retired in 1963 after 46 years MeC service, died at an Eastport hospital following a brief illness.

He was born at Lubec, May 18, 1895, the son of Leonard R. and Irene (Morong) Brown.

He was a veteran of World War one; he was past master of Crescent Lodge of Masons; past master of Crescent chapter; and past patron of Pennamaquan chapter, Order of Eastern Star, all of Pembroke.

He served as organist and soloist of the Methodist Church at Eastport for many years.

He was a first selectman of Perry and also served as justice of the peace for several terms.

Surviving are his widow, Mrs. Gladys May Brown of Perry; one son, Alcid L. Brown of Perry; one brother, William C. Brown of Lincoln; four sisters, Mrs. Hosea James of Milltown, Mrs. Stephen Rice of Lincoln, Mrs. Eva Follis and Mrs. Allan Blanchard, both of Schenectady, N. Y., several grandchildren, nieces and nephews.

### DEATHS

G. C. Brown, trackman, Woolwich, August 24.

Herbert W. Burke, section foreman, North Conway, N. H., August 14.

### RETIREMENTS

C. E. Carstensen, carman, Waterville, August 13.

R. J. Dyer, truck driver, Portland, August 7.

Joseph White, trackman, Livernore Falls, August 20.



**BOUND FOR OHIO**—Stone from the Deer Isle Granite Corp., Stonington, was loaded aboard a flatcar last month bound for Ohio, where it will be used in a mausoleum. Each of these blocks weighed about 17 tons, and were loaded with the overhead crane in the Bangor freight yards.

## Bowling Leagues Get Under Way

The Rigby Bowling League will begin September 15 at the lanes on Elm street, Portland.

Maine Central Men's Bowling League will start bowling on Sunday nights at 6:00 p.m., September 19 at the Westport Bowling Lanes, Westbrook.

The Maine Central Couples Bowling League will have a get-together September 16, at 9:00 p.m. at the Westport Lanes and the league will officially start September 23 at the same time. All couples are welcome.

## Linda Atherton Weds

Linda J. Atherton, daughter of Mr. and Mrs. Arthur K. Atherton of South Portland and granddaughter of retired Conductor and Mrs. John J. Keating, became the bride of Harold E. Hackett, Portland, in a ceremony in St. Elizabeth's Chapel, Little Diamond Island, August 15.

## Freight—(from page 1)

been unable to purchase our hundreds of new equipment units; and we would have been unable to reduce our preferred stock arrearage from \$50 a share in 1960 to the present \$1.25 a share.

"Furthermore," Mr. Miller said, "it is doubtful that the regular preferred stock dividend could have been paid since 1960 if Maine Central had not been allowed to eliminate passenger service deficits, and it is probable that the arrears of \$50 would have risen to at least \$70 a share.

Under these conditions, Mr. Miller said, coupled with the railroad's inability to meet its half-million-dollar sinking fund requirements every year, "Maine Central would have been bankrupt."

But instead, he concluded, "we are meeting our obligations, improving our service and providing vital transportation support for Maine's expanding industrial economy."

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