



Camp Trains Bring 2,000 Youngsters

Nearly 2,000 youngsters—each, it seemed, with a transistor radio—journeyed into Maine early this month aboard four special trains. They'll spend the summer at camps throughout the state.

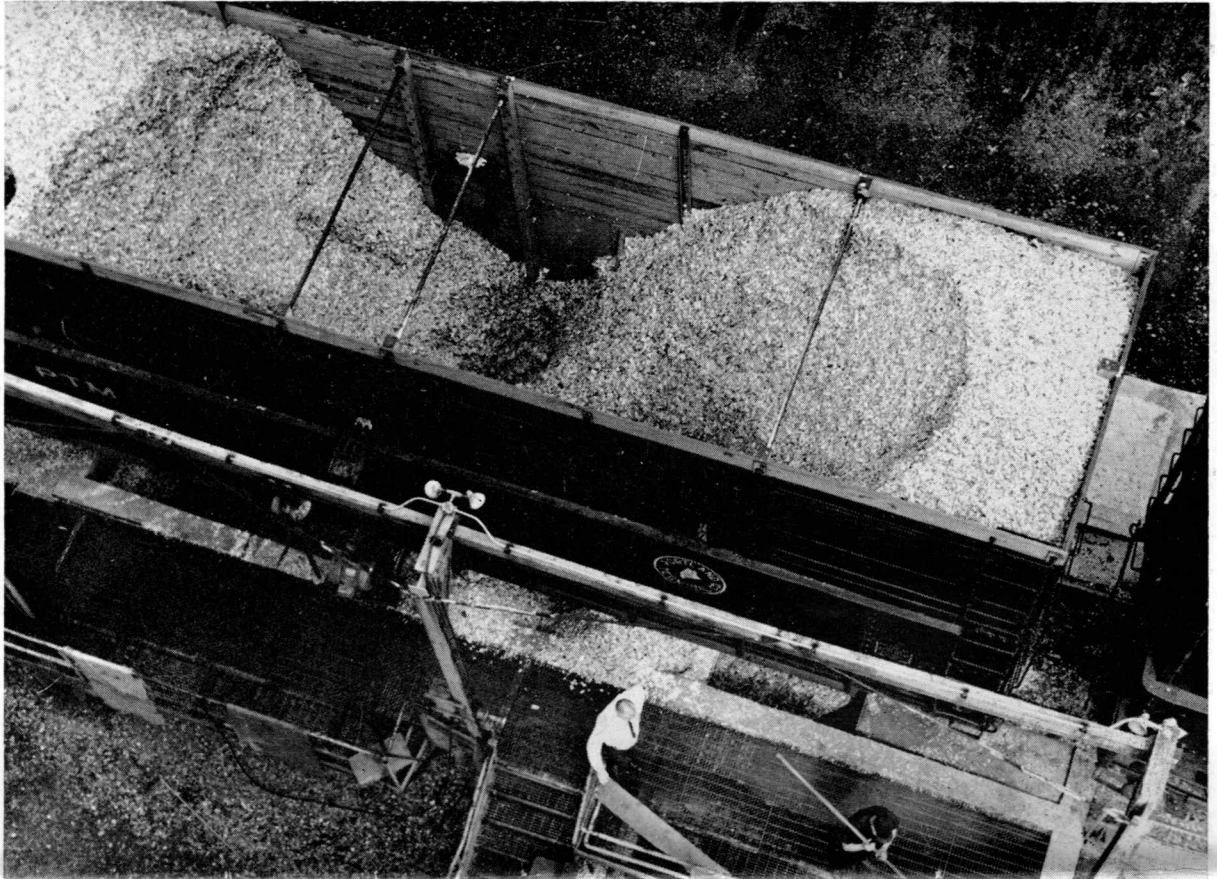
They rode in a total of 68 sleeping cars, with 700 ending their train trip at Portland, and the remainder heading east on Maine Central for Winthrop, Readfield and Waterville.

Traffic officials of the MeC and other railroads involved already are working on arrangements for the return trip in late August. This summer may be hot, but it certainly won't seem long.

Joseph D. Rourke Works Final Day

Joseph D. Rourke, superintendent of car maintenance since 1956 and a Maine Central and Portland Terminal Co. employee for the past 48 years, worked his final day June 24, anticipating official retirement July 23.

President Miller was host at a retirement luncheon for the veteran mechanical department official at the Lafayette Hotel, Portland, on his last day of work. (Rourke—page 5)



WOOD CHIPS FLOW TO SILO—One of the chip cars designed by Maine Central unloads at the plant of the Oxford Paper Company in Rumford. Chips flow down through hopper onto swiftly-moving belt which carries them into the silo where they are stored until they are moved into the digesters, enroute to becoming paper. This photo was made from top of silo.

Aided By Railroads, Wood Fibre Industry Nears Goal of Full Utilization of Trees

Development of large-scale chip plants in Maine has moved the state's wood fibre industry a giant step toward one of their major goals—full utilization of forest trees.

By providing sites for chip mills and making available several types of special cars, the railroads have struck the first sparks of a major revolution in Maine's pulp and paper industry, their largest single transportation customer.

Economy, efficiency and conservation are served by the change, which had its beginnings many years ago, but which became a definite trend in 1961. Since then, the effects are these:

Many mills augment their regular raw material supply with chips produced elsewhere, promote savings in production costs, and at the same time, make economic use of wood that would otherwise be used only as fuel or left to rot where it fell.

To the mills, the chip revolution has meant savings and an

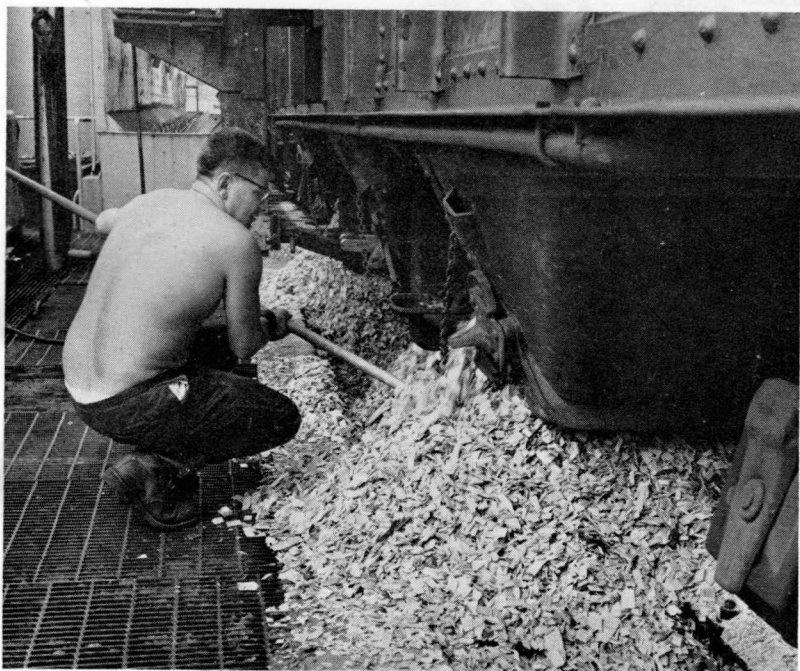
improved source of material supply.

To the railroads, movement of chips means increased revenues to help support operating costs and contribute to maintenance of top transportation efficiency.

And to conservationists—many of them within the pulp and paper industry itself—the use of hitherto wasted wood is a victory in the continuing battle against waste of natural resources.

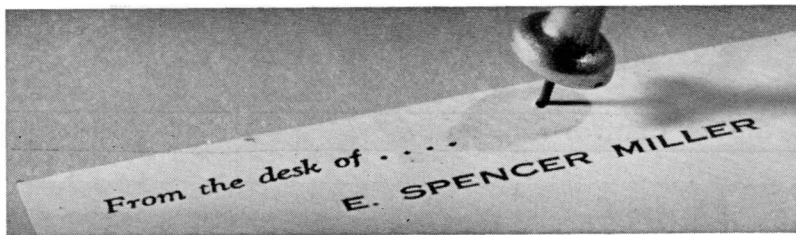
Most Maine pulp and paper mills receive pulpwood from their own lands, or from contractors and private owners. Debarking and chipping operations have been integral parts of the paper-making process since the early days of the industry in Maine. Huge piles of pulpwood, either driven to the mills on the

(Chips—page 8)



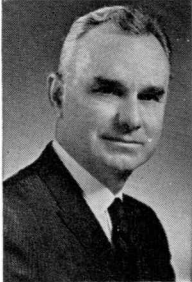
CHIP JAM—Pike in hand, this Oxford Paper Company workman pokes away at a jam in the flow of chips. Another aid to fast-flowing is the car-shaker, shown just above the workman's head. The shaker vibrates the whole car.

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TO MY FELLOW EMPLOYEES:

When, early in March, the President of the United States sent to Congress a message urging establishment of a cabinet-level department of transportation, there were those who hoped that a measure of order was about to be established in the national chaos of conflicting transport policies all bound in red tape.



President Johnson's proposal was to coordinate existing transportation programs, now widely scattered among as many as 35 government agencies, under one administrative head, and with the hope that the various modes of transport might be more equitably treated.

But now it begins to look as if Senate Bill S-3010, which resulted from the President's message, will not get far in the present session of Congress.

The inconsistent policies which have provided a bad climate for railroads in their competitive efforts against air, highway and water carriers apparently will continue, at least for a time.

Daniel P. Loomis, president of the Association of American Railroads, has put our industry squarely behind the President's concept. "The railroad industry is in complete accord with the President's view as to the need for a department of transportation," said Loomis. He added that the federal government spent \$6 billion of federal funds in 1966 for support of highway, airway and waterway transport. No such subsidies, of course, were accorded the railroad industry.

If the federal government eventually does establish a department of transportation it seems to me that the least it would do is to retard the billion-dollar flow of public funds each year to our competitors by transferring transportation costs to them from the general tax payer. The railroad industry has always stated that it does not want any subsidies from the federal government. It would be helpful to all the taxpayers and to all who are connected with the railroad industry, if a similar stand were taken by air, water and especially highway transportation. All the railroads want is a fair and progressive transportation policy. This, most certainly, does not include a continuation of federal and state largesse to commercial highway users.

It is safe to predict that creation of a department of transportation alone would not, by any means, cure all the ills which now beset the industry. It could, however, perhaps stop in considerable measure the favoritism now being shown to some forms of transportation.

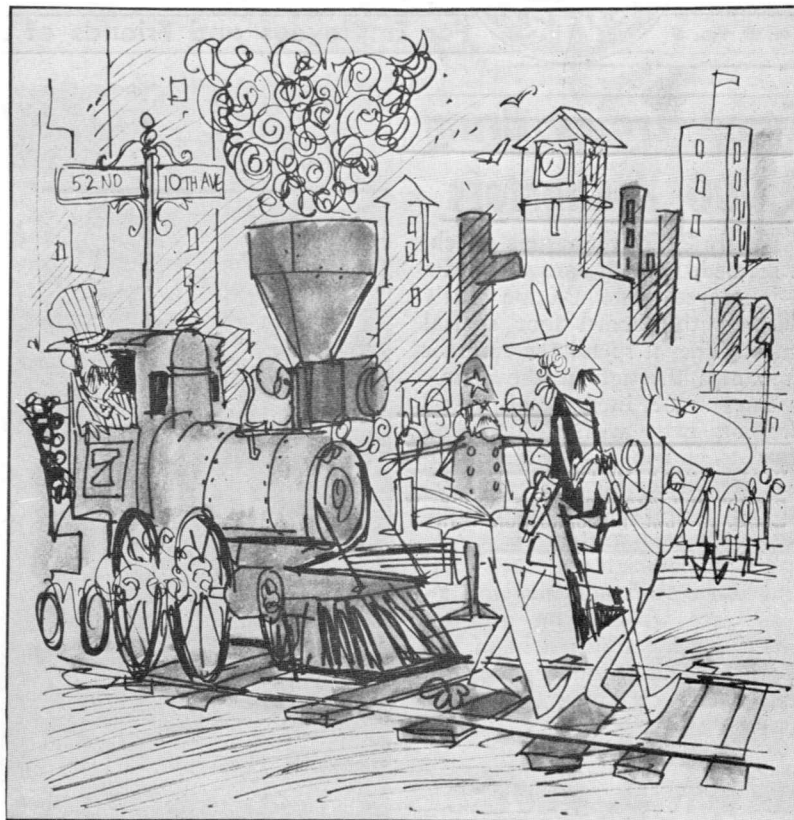
The combined lobbying against the proposal for a department of transportation is, of course, strong from highway, air and water transportation sources who are now being favored under the present system of subsidies. They obviously fear to lose from enlightened, equitable and progressive policies. They want their unfair advantages to continue submerged and hard to discover in the general chaos.

Railroad people can aid, at least in some small measure, by "talking railroad," and, in conversations with friends and acquaintances, spreading the word that the railroads are not seeking special favors, and pointing to the essential need of one coordinated policy for all transportation.

There can be no doubt that the general public would benefit in at least three ways: (1) Reduced taxes now used to provide subsidies, (2) a stronger common carrier system operating more efficiently at lower cost to shippers, and (3) lower costs to the private automobile owner whose disproportionately high user charges permit the highway carrier for hire to operate on public ways for less cost than his use equitably requires.

E. Spencer Miller

It Was Against The Law....



**For a train to enter the city
unless preceded by a man on horseback.**

This quaint law, once on the books of the Nation's largest city, is long since outdated and repealed. But there are many other regulations and restrictions governing railroads today that are equally out of date, equally geared to an era long past. The result is slower progress, stifled competition and unjust discrimination which deny to the public the full benefits of a dynamic railroad service. America needs a transportation policy as modern as America itself, and Congress can provide it.



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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Sports





WATERVILLE VISITORS—These two brand-new GP-38's, purchased by the Bangor and Aroostook this Spring, were used on the Maine Central for two weeks in June in connection with studies now being made that will lead to the purchase of several new locomotives by the Maine Central. The big locos pack 2,000 horsepower.

June 10 Peas Win Contest For Former Engineman

Hillmar Utecht has done it again . . . he's proved he's the fastest green pea grower in eastern Cumberland County.

The retired Maine Central engineer had fully developed green peas on June 10, a full 3 weeks before the Fourth of July, and he's again won the Brunswick Record's annual Green Pea Contest.

Utecht, a long-time resident of nearby Topsham, takes his pea-growing seriously, and has won the Record contest for the earliest peas six times. He's taken second place twice. His pea-growing accomplishments, incidentally, have turned quite a number of his rival gardeners a little green with envy.

Well . . . not really green, but slightly pea-green, maybe, because Utecht has had the Record contest pretty much to himself over the years. His nearest competitor, Roy Mason of Brunswick, ran second this year by four days, after beating Utecht last year.

"Bunny," as Utecht was known in his railroading days, approaches the problems of pea-growing scientifically. He pores over the seed catalogs most of the winter, then plants several varieties as soon as the ground thaws. (Competitors suspect him of shoveling the snow off his garden and planting *before* the ground thaws.) *Probably so!*

The old standby—"World's Record"—has won the prizes for Utecht in the past, but this year it was "Progress No. 9."

Utecht planted his winning peas April 3 this year, and claimed his prize in the Brunswick Record contest June 10. He established his all-time record in 1964 with full-grown peas on June 3.

Harry Treat Restores Historic South Portland Railroad Marker

For more than 100 years, a two-faced granite post has stood alongside the railroad in Pleasantdale, a section of South Portland. A hundred and fifteen years ago its easterly side was marked E R R-B-107.

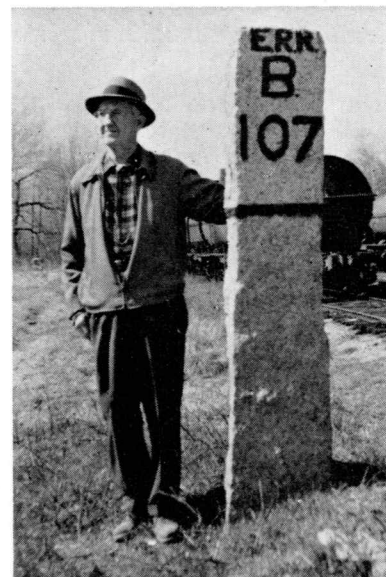
The reverse side bore the inscription P-1.

The post was one of hundreds of granite slabs which, back in the early 1800's, were used to mark off the miles along the railroads which connected Maine and Massachusetts.

This particular post was located in PTCO yard 3, about 75 yards west of the foot of Latham street, alongside what was originally the main line of the Portland, Saco & Portsmouth Railroad, first opened for traffic in 1842. Within a few weeks of that opening the line was leased to the Eastern Railroad and became the first through railroad between Commercial Street, Portland, and Boston, a distance of 108 miles.

In 1884, the line was leased to the Boston and Maine Railroad and designated as their eastern division. At that time, located adjacent to the present rail crossing over Broadway, South Portland, was an attractive station of the Eastern bearing the name CAPE ELIZABETH.

When the Town of Cape Elizabeth last year celebrated its bi-centennial, the old mile post was photographed and appeared in the souvenir booklet which the town issued. Former Chief Dispatcher Harry M. Treat pro-

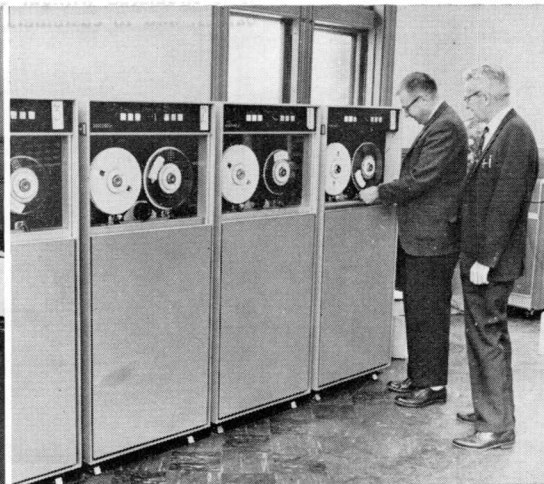
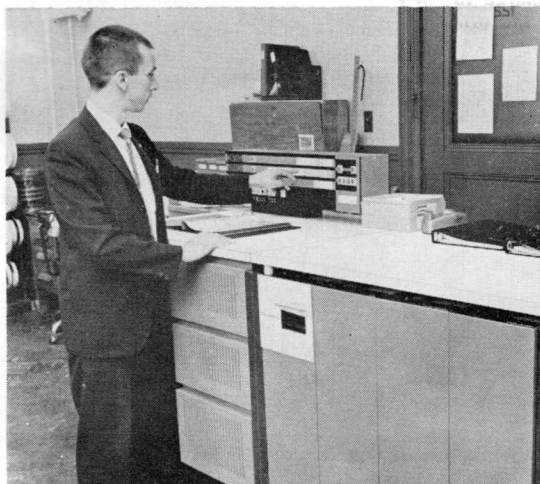


RESTORES MILEPOST—Retired Chief Dispatcher Harry M. Treat beside the granite milepost he restored.

vided the historical material for the insertion. Since that publication, many persons have visited the location and made photographs of the milepost.

The original markings on the post had, over the years, become almost obliterated. Harry Treat decided that, for present-day photographs, there should be something done to make sure that—comes another century of service—the post will still perform its original functions. With the aid of some heavy black paint, and with the "blessings" of Portland Terminal Company officials, Mr. Treat restored the markings on both sides of the

(Marker—page 5)



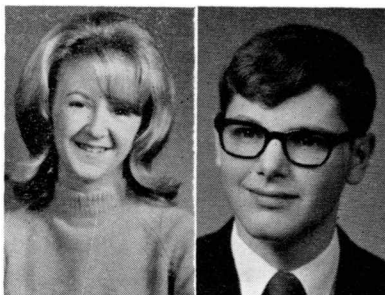
NEW COMPUTER INSTALLED—Newest member of the railroad family is this quick-thinking Honeywell H-200 computer, installed in the Data Processing department in June. It is now being checked out in a process the experts call "de-bugging." **LEFT PHOTO** shows Charles Clark operating the controls.

CENTER PHOTO shows Auditor, Data Processing, Ralph Gordon, right, and E. P. Trueworthy, assistant to the Auditor, Data Processing, at the tape decks; and **RIGHT PHOTO** shows Marion Perkins at the printer unit.

Railroad Sons, Daughters Reach School, College Training Mileposts

Last, but certainly far from least, are these June graduates, members of Maine Central families. We join in wishing them every success.

Karen A. Neilson, daughter of John and Myrtle Neilson, Portland, graduated this June from American International College, Springfield, Mass., with a Bachelor of Arts degree. She was a major in psychology and during the school year did some research and practical work at the Northhampton Hospital. She plans to attend graduate school this coming fall.



Boucher

Clark

Sue Boucher, daughter of Millman and Mrs. Dick Boucher is a June graduate of Waterville High School. She will work in a summer resort at Ogunquit, then possible further education in the fall.

Kerry Clark, son of General Agent Calvin and Mrs. Clark, Waterville, is a graduate of Winslow High School. He received the National Education Development Test Award, and was active in football, Debate Club, Stamp Club and Band. He received the Maine Teachers Award in his final year.

He plans to work as a Trackman on the Maine Central this summer, and his plans for Fall are still undecided.

John Gerity Aces 11th At Willowdale

John F. Gerity, Maine Central assistant comptroller, joined the hole-in-one club June 21 when he aced the 11th at Willowdale during a Lions Club tournament.

He conquered the 145-yard hole with one swing of a seven iron.

Traffic Manager George H. Ellis, Lions District Governor, witnessed the event.

After this remarkable but unsettling experience, Gerity took an eight on the 12th, and a 7 on the 13th, but steadied down on the last five holes to card a 42.

Named Chairman

Earl R. Russell, MeC purchasing agent, has been named chairman of the Maine Purchasing Agents' annual seminar for 1967 at the University of Maine.

The event usually runs for

three days, and features lectures by nationally-known experts in the purchasing field. The MPA is composed of purchasing officials of most of Maine's largest companies.

Miss Svenson Weds

Suzanne Marie Svenson, daughter of Travelling Accountant and Mrs. Donald H. Svenson, became the bride of Charles J. Kahill, South Portland, in a June 18 ceremony at Woodfords Congregational Church. Both are graduates of Deering High School, and Mrs. Kahill is a senior at the Massachusetts General Hospital School of Nursing. Mr. Kahill is a Bowdoin College graduate, has been teaching in South Portland, and will enter the U.S. Army Officer Candidate School this fall.



Martin E. Moore

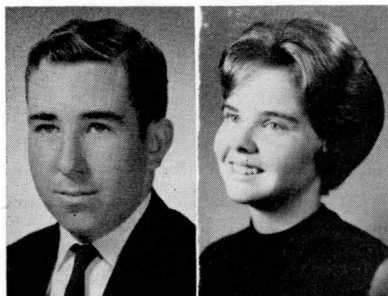
Young Designer Assumes Post In Mechanical Dept.

It was a short summer for Martin E. Moore.

The Ellsworth Falls native graduated June 17 from Southern Maine Vocational-Technical Institute, and on June 20 reported for work in the mechanical department of the Maine Central.

As leading designer, the 1964 Ellsworth High School graduate will report to Mechanical Engineer Stewart P. Park, Jr.

The new designer lives at 25 Smith street, South Portland.



Heskett

Taber

Robert W. Heskett, son of Christine Heskett of the Portland Terminal Company and husband Kenneth, was graduated from Cheverus High School in June. He has been accepted at St. Francis Xavier University, Antigonish, N. S.

Judy M. Hamm, daughter of Mr. and Mrs. James A. Hamm of Veazie and niece of Herman Berrick, Rigby, is a graduate of Orono High School, with honors in all four years. She plans to attend Beals' Business College, Bangor, in the fall.

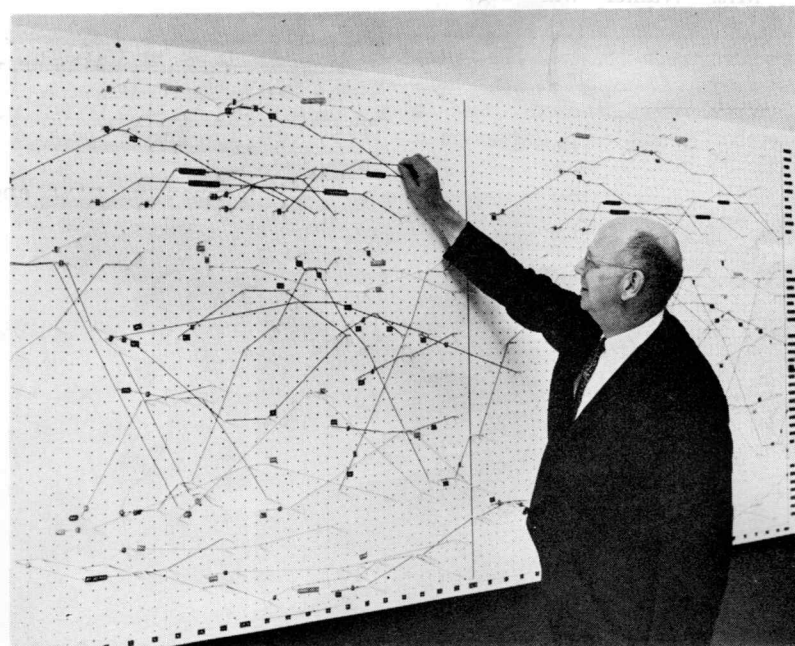


Hamm

Brown

Linda Brown, daughter of Checker and Mrs. Sydney Brown of China, was graduated from Winslow High School in June. She will enter Comptometer school in Portland in the fall, taking an IBM course.

Pamela Taber is the daughter of Millman and Mrs. Newman Taber. She is a June graduate of Winslow High School and plans to enter the University of Montana in the fall.



LOCOMOTIVE STUDY AID—This board, designed by R. F. Dole, chief mechanical officer, shows locomotive use on the various Maine Central trains. It is a graphic method being used to assist the current study leading to the purchase of new locomotives for Maine Central.



JOE ROURKE HONORED—These co-workers honored Joseph D. Rourke at a retirement luncheon June 24 at the Lafayette Hotel, Portland. From left, seated, R. F. Dole, chief mechanical officer; Joe Rourke, retiring superintendent, car maintenance; E. Spencer Miller, president; and Roy E. Baker, vice president, special projects. Standing, J. E. Buzzell, assistant superintendent, car maintenance; Laurence Sparrow, safety supervisor; George P. Silva, superintendent, locomotive maintenance; Eric P. Smith, chief statistician; E. M. Montgomery, general car foreman; James F. Coffin, mechanical inspector; and Stewart Park, mechanical engineer.

Ex. New Haven.

Mrs. Walker Writes New Katahdin Book

The wife of a Waterville carman has gladdened the hearts of Katahdin buffs with the publication of her book, "Our Great Northern Wilderness."

Mrs. Vernon M. Walker's book is a series of sketches that have been the result of her many trips to Russell Pond, Roaring Brook and other spots in the Katahdin region over the past six years. It is illustrated by 40 photographs, many of which were made by the author.

Mrs. Walker was urged to publish the sketches by former Governor Percival T. Baxter, who gave the land that includes Mount Katahdin to the State of Maine. Reviewers have called her new book "the most comprehensive work to date on Ka-



Mrs. Vernon M. Walker

tahdin and Baxter State Park." Mrs. Walker, a resident of Clinton, is a former teacher in Benton, Roxbury and Waterville.

Rourke—from page 1)

Rourke began his railroad service after Portland High School in 1918 as a yard clerk for the Portland Terminal Company. He served as yard clerk, messenger, interchange and demurrage clerk until 1921, when he was transferred to the mechanical department as time clerk at the Eastern Car Shops, Turner's Island. He successively became stores clerk, billing clerk and head clerk. In 1928, Rourke was made chief clerk, PTCO. engineering department, and in the following year became chief clerk in the Mechanical Department at Rigby car shops.

He was appointed as foreman of the Rigby car department in 1941, general foreman, car department, in 1946, division general car foreman in 1950, and superintendent of car maintenance in 1956.

Mr. and Mrs. Rourke live at 187 Vaughn street, Portland. Their daughter Elizabeth and husband, and three grandchildren have the same address.

Marker—from page 3)

slab so that they now are as legible as when first it was placed there.

Incidentally, for posterity it should be recorded that the "Cape Elizabeth" station was closed about 1900.

Provencher Named To New Post In National Guard

Lt. Col. Walter J. Provencher, assistant auditor, disbursements, Portland, has been named executive officer of the 133rd Armor Group, Maine National Guard.

The 133rd, with headquarters at the Stevens Avenue Armory, Portland, has four attached armor battalions, ranging from Skowhegan in the north to Sanford in the south. Col. Provencher has been serving as commander of the 1st Battalion, Portland, for several years.

A native of Pittsfield, Provencher was graduated from Deering High School, Portland, and Northeastern Business College. He began railroad service with the Boston and Maine in 1940 as a clerk in the timekeeping bureau, and came to the Maine Central in 1955 as a travelling accountant.

An Air Force officer during World War Two, Provencher served in the Aleutians and on Iwo Jima, and later joined the Army Reserve and the Maine National Guard. He served as commander of the 1st Battalion, 103rd Regimental Combat Team, and continued as the commander through two successive reorganizations until his latest appointment to the 133rd Armor Group staff.

Col. and Mrs. Provencher have three sons: James, a sophomore at Dartmouth; Michael, a midshipman at Annapolis; and Peter, in grammar school.



Lt. Col. Walter Provencher

RETIREMENTS

Gerard A. Boucher, trackman, Brunswick, June 16.

Lewis B. Bowie, carman, Portland, May 23.

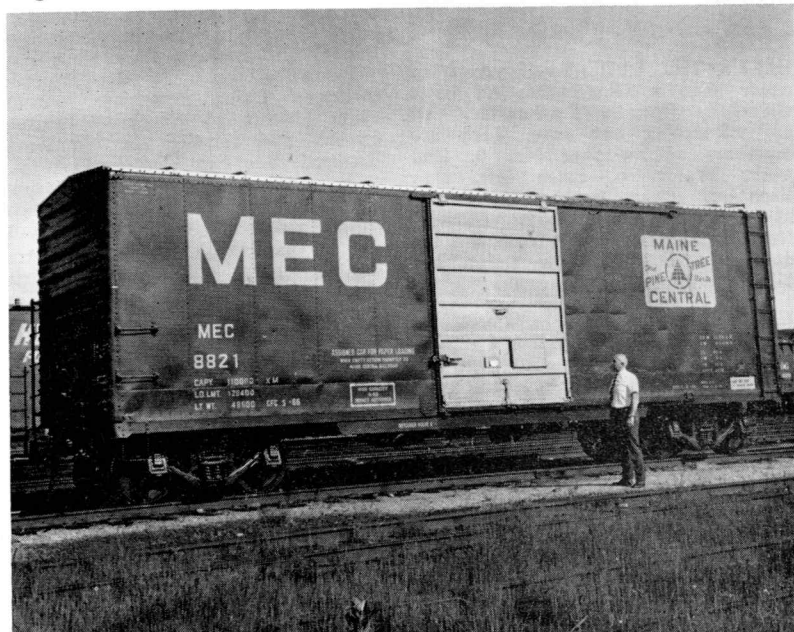
Charles H. Duncan, clerk, Portland, June 6.

Donat Morin, trackman, Brunswick, June 6.

Disability retirements: Michael P. Barrett, trainman, Bangor, May 3; Joseph A. White, section foreman, Livermore Falls, May 5; Clayton L. Witham, crossing-tender, Richmond, June 17.

DEATHS

John H. Eames, laborer, Waterville, June 2.



ONE OF THE NEWEST—This is one of the 200 40-foot box cars recently leased by Maine Central from the Chicago Freight Car Company, as it arrived on line at Rigby in June. Looking over the unit is General Car Foreman E. M. Montgomery.



CHARLIE DUNCAN RETIRES—From left are Sumner Thompson, Carl Baldwin, Pat Scanlon, Irene Kelsey, George Sharpe, Phil O'Donnell, Ed Gingras, Pete Maxfield, George Dibblee, Glenda Gilman, Ed Libby, Jan Calder, Dot Smith, Randall Thurrell and C. P. Hawkes, Jr.



HERE'S THE ORDERS—If you have never seen a crew accepting work cheerfully from a Yardmaster, you are witnessing one now. They are members of Switcher No. 4, 2nd trick, Waterville. From left, Don Bartlette, Rear Brakeman; Albert Miles, Engineman; Raleigh Williams, Head Brakeman; Gerry Peaslee, Conductor; and Yardmaster Ralph LaLiberte. (Photo by Doucette)

GENERAL OFFICES

Supt. and Mrs. J. E. Bouchard, who are moving from Bangor to join our Maine Central Family in Portland, are building a new ranch home on Coach Road, South Portland.

Train Crew Dispatcher A. E. Palmer was recently seen "wetting a line" in the Rangeley area.

Chief Clerk and Mrs. George Marcroft spent their recent wedding anniversary weekend in Boston. As usual, they found a fabulous eating place—Anthony's, Pier 4, and recommend it highly to their friends.

Paul Murphy, stepson of Supt. Bouchard, was married in Old Town on June 4. The new bride and groom will reside in Bangor.

Roger Farrar, son of Mrs. Beryl Farrar of the Purchasing Department has received word that he has been accepted at Farmington State College. Roger was graduated from Deering High School in June.

Pvt. Eric J. Peterson, son of Clerk Fred Peterson of the Purchasing Dept., is spending his furlough from Ft. Bliss, Texas, with his parents.

Purchasing Agent and Mrs. Earl Russell recently flew to Mexico via Miami, then to Guatemala to visit their daughter and husband, The Rev. and Mrs. Richard E. Colby and new grandson Jonathan James. Rev. Colby and family will be leaving Guatemala the first of July to assume residency in Port Limon, Costa Rica.

Pat Connary of the Purchasing Dept. and her mother recently visited her sister and family in Thompsonville, Conn., bringing young nephew Eric Clark back with them for a visit.

Donna O'Bryan of the Superintendent's Office and her parents spent Memorial Weekend visiting friends and relatives at Tinmouth, Rutland, Vt., and Whitehall, N. Y.

Manager of Highway Operations F. W. Alger, Jr. and family are enjoying their newly purchased home on Anson Road, Portland.

Mrs. Ruth Christianson of the Operating Dept. and husband Harold recently spent a week trailer camping with friends at Goose Hollow, Plymouth, N. H.

Dotti Proctor, daughter of Mrs. Dorothy Proctor of Car Service Department, has been on the Dean's list at Boston University for the entire sophomore year. She is working for the summer at Boston Medical Laboratory, Boston. Dorothy's son, George III and wife Jeanne spent their vacation at Little Sebago Lake.

Bill Knowles, son of A. M. Knowles, General Counsel, has returned to the Engineering Department where he is employed as a Junior Draftsman. Bill attends Hartwick College in Oneonta, New York.

Betty MacDonald is doing fine recuperating at home after a recent

stay at the hospital, and expects to return to work in July.

Margaret Foley is substituting for Betty while she is out.

Bob Woodill is another owner of a Burma Blue '66 "Beatle Bug".

Dick Esty will attend his 15-year high school class reunion in Waterville this month.

Larry Harding attended the 25th reunion of his Deering High School class last month.

"Charlie" Duncan retired June 3 after 10½ years in the Revenue Office. Previous to 1955 he was employed in the Passenger Department of the Boston & Maine Railroad.

Several gifts were presented to him and the girls in the Revenue Office served cake and lemonade in the afternoon.

We all wish "Charlie" a long, happy retirement.

Many cards were received from Marge Briggs, formerly employed in the Revenue Office, while she and husband John were on a 17-day "train-tour" to Mexico. They left New York and stopped for side trips at Atlanta, Ga., New Orleans, La., San Antonio, Houston and Dallas, Texas, and many places of interest in Mexico including Mexico City and Acapulco.

RIGBY ENGINE HOUSE

The grand-daughter of retired Boiler-maker Charles Jackson, Bette J. McKenna, was graduated from Westbrook High School in June.

Mr. and Mrs. Arthur Thompson celebrated their 47th wedding anniversary during the month. Arthur was an engine house worker for many years.

Machinist Helper Joseph Ashley and his wife spent their vacation at her former home on the West Coast, in Oregon and California.

Cynthia Caiazzo, grand-daughter of Al, and Mrs. Wetmore, has been chosen to attend the Summer Music Camp at Farmington State College. The selection of 15 band members, with three alternates, was chosen out of a field of 60 candidates. Cynthia plays the clarinet.

Arthur E. Holbrook, father-in-law of engine house employee Edward Thorne, died recently at Freeport after a long illness. He was 81.

Electrician Raymond Rider is a grand-dad for the second time. His daughter Marion presented the family with a baby girl, Beth Ann, June 4.

John Kennedy, of Windham, a former Machinist dating back to the Thompson's Point Shop days and later at the Rigby Engine house during World War II, attended a recent reunion of Chandler's Band veterans.

Engineman Arnold Baker, father of Phillip Baker, an engine house employee, died June 7, at Saint Petersburg, Florida. He was buried at Bangor. A floral tribute was sent.

Foreman and Mrs. Charles Tetreault attended the reunion of the Richford, Vermont, High School Class of 1932 during the month.

Patricia Babbidge, daughter of Carpenter Huelin Babbidge, was married to Wayne Watson of Sebago Lake Village June 9. They both graduated from Bonny Eagle High School. They will reside in or near Torrington, Conn., where Wayne is employed by Pratt & Whitney. Huelin's son Michael also was married recently.

Douglas Worcester of Columbia Falls died suddenly at his home. He was the brother of Engine House

employee Asa Worcester. A floral tribute was sent.

Retired Engineer Ray and Mrs. Forbus have arrived for the summer at their cottage on Brandy Pond. They spend their winters in Florida.

Gary, son of Machinist and Mrs. Kenneth Gillis, is playing first base on the Yarmouth Farm League team. Ken is a coach and assistant manager.

RIGBY YARDS

The following have enjoyed vacations: General Yardmaster F. W. Grimmer, his position being covered by W. G. Smith; Mrs. J. A. Beckwith, stenographer, position covered by Mrs. Bettina Conohan; General Yardmaster M. E. Deering, his position covered by W. G. Smith; Swing Operator S. O. Chandler, covered by Spare Operator R. C. Burdwood; Swing Operator R. A. Powers, covered by Spare Operator C. D. Kane; Second Trick Operator C. E. Young, covered by Spare Operator E. H. Gronlund; John J. Joyce, clerk at Yard Eight, covered by R. D. Henderson; E. J. Wade, Yard Eight, covered by F. H. Stack; General Yardmaster L. W. Matthews, covered by R. G. Presnell.

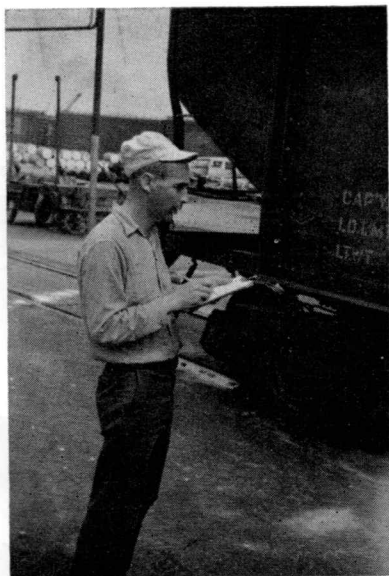
On the sick list: George Purdy, his position covered by J. A. Parker; A. W. Alexander, covered by W. W. Sawyer.

P. H. Coombs, trainmaster, P. T. Co., has taken his new position at Bangor. Also taking new positions are A. N. Tupper as superintendent and R. A. MacLearn as trainmaster of Portland Terminal Co., with offices at Rigby Yard.

Flying objects were seen by Yard Clerk R. A. Crockett and his son while they were traveling on West Commercial street. It looked like a huge top upside down with colored lights, and appeared to be about ten feet above the top of the buildings. It then disappeared. Conductor Berwick also says he has seen a flying object at Rigby Yard.



MUSIC CAMPER—Cynthia Caiazzo, grand-daughter of retired welder Al Wetmore, Rigby, has been named to attend the State summer music camp at Farmington State College. She's a member of the Westbrook High School band.



ON THE RIP TRACK—Checker Roland Giroux 'taking in' a hopper car on the Waterville Rip Track. Giroux has worked here some 16 years. (Photo by G. K. Stevens)

LEWISTON

Stephen Carr, son of Stenographer-Clerk Sherman Carr, completed one year of studies at the Culinary Arts School at New Haven, Conn., on June 10 and is home on vacation. Prospects are good that he will find employment this summer at a sporting camp and get in some practical experience. Good luck to you, Stevie.

Mrs. Ruby Bouffard, wife of Yard Conductor Leo Bouffard, is recuperating at home after spending 15 days in the hospital.

Telegraph Operator Charles Richardson was on vacation recently. Replacing him was Ernest G. Clark, spare clerk-operator from Portland.

Fred Benson, retired yard clerk at Brunswick, paid us a visit recently. Fred still likes the railroad and comes in to see us every chance he has.

Clyde Caswell, retired conductor, was also in to see us. Clyde makes his home in California but is spending the summer in Maine.

ROCKLAND

Section foreman E. I. Miller has returned to work on the Rockland Section after being off for the winter, and W. D. Smith has returned to his job at Warren.

Conductor Morris E. Lake is currently enjoying his vacation. Understand he is keeping busy down around the cottage.

Car Cleaner Fred Labranche has now moved back into his new house at Jefferson after being burned out last Spring. We all wish him well.

Former Conductor A. S. Atkins, is home from a stay at the hospital and we all wish him a speedy recovery.

Former Agent and Operator Victor F. Atwood passed away recently. Sympathy is extended from all of us to his family.

Track Dept. is busy rebuilding the siding that serves the Holmes Packing Co.

J. E. Soychak, operator-agent at Rockland, and his family recently journeyed to the Lincolnville Beach Inn to celebrate his oldest daughter's 10th birthday.

Former Agent F. L. Carsley has returned from a stay in Florida and is a busy bee around the house, and is planning soon to move into his summer cottage at Crescent Beach.

WATERVILLE STATION

Sympathy is extended to Agent Clair Crandlemire at Hartland on the death of his mother.

Spare Trackman James Shelley and Foreman Paul Cates at Madison have returned after sickness.

Those on vacation in the engineer-



AT WATERVILLE—A full crew, plus a track man, stopped to pose for a photographer in the Relief No. 2 Switcher at Waterville Yard. Left to right, Conductor Phil Mercier; Skip Houdlette, Engineman; with oil can, Shirley Proctor; Gerry Dessent, Rear Brakeman; and Victor LePage, Head Brakeman. (Photo by Doucette)

ing department were: Machine Operator E. E. "Stub" Murphy; Basil Coggins, Scale Inspector; Track Foreman, Emery Morin, P. P. Colson, C. A. Hartwell, B. S. Kendall, R. A. Beaulieu; Trackmen G. F. Sanborn, A. Gaboury, Paul Campbell, B. R. Bryant, M. R. Howell, L. M. Paradis.

District No. 4 Division Crew "A" has commenced work out on the district for the summer.

Work has commenced on taking up track Hartland to Harmony. We hear the flies are so big up there, that if you are a little underweight, you might get carried off.

Supervisor Work Equipment Ray Coulombre and Work Equipment Maintainer Leo St. Pierre went to Billerica Shops, Mass., recently to look over some second-hand motor cars.

First trick Yardmaster Joe Vigue was on two weeks vacation, with Roger Veilleux covering.

Burns Hillman has bid off second trick Yardmaster's job in the Yard Office, and Yardmaster Joe Boudreau has bid off a brakeman's position in the yard.

Track Repairman Gid Veilleux is off sick.

Assistant Supvr. Work Equipment Al Henderson and Asst. Work Equipment Maintainer Les Anderson went on a fishing trip for a weekend at Moosehead Lake. Better luck next time, boys.

WATERVILLE SHOPS

Table Operator Archie Smith is at home recuperating from major surgery at a local hospital.

Laborer John Eames died June 2. He was 65 years of age. He had been in the Company employ 25 years.

Foreman Wallace Jewell has returned from a vacation in Chicago where he has been inspecting cars for the Maine Central.

Carman O. B. 'Jake' Hanson has returned to work after trying out for the U. S. Immigration Service in Laredo, Texas. Jake says the Maine border is more attractive than the Mexican border.

New cars are being driven by Boiler Maker Laurence Cote, a Dodge Polara; Chief Clerk Charlie Wolman, a Chevrolet; and a Pontiac Bonneville, by Carman Ralph Roberts.

Capt. William Niles, U. S. Air Force, expects to be rotated home from Viet Nam in July. He will be a flying instructor and will be stationed at Hurlburt Field in Florida. He is the son of Millman and Mrs. Cecil Niles.

Carman Ken Richardson and Tractor Driver Elton Gibbs have been patients in local hospitals.

Retired Engine House laborer Maroon Joseph died June 11. He retired in 1954 and was 80 years of age. Among survivors is a son, Edward, employed at the Engine House.

Carman and Mrs. Walt McCaslin



AT THE MILL—These gentlemen are Waterville Stores Dept. stalwarts. On the left is Clerk Merle Swett and on the right is our rotund sawdust and knot inspector, Al Cunningham. (Photo by G. K. Stevens)

are the parents of a son, born at the Thayer, weighing 7 lbs. and 6 oz. and named Wayne.

Donald Tilton was recently in a serious automobile accident in Somerville, Mass. He is confined to the Chelsea Naval Hospital undergoing extensive surgery. He is the son of Electrician and Mrs. Lloyd Tilton.

WATERVILLE YARDS

O. J. Bouchard, Brakeman on Switcher No. 3, says it gets monotonous working steady on the same job—he hasn't missed a day's work for four weeks, so he bid off Switcher No. 7.

Don't want to mention any names, but seems as though our steady horse players are on the other end of the

rope. They are in the feeding stage now . . . you know, paying for the hay!

June 3 was a happy day for Ralph LaLiberte, Swing Assistant Yardmaster. He played a horse to show at the races, and to his surprise, it did just that, and paid off too, and that's the part he liked best.

A post card was received at the Engine House from Conrad Mason, Swing Billrack Clerk and Checker, who at the time was on his way to California, and had made a stop fifteen miles from the L.B.J. Ranch in Texas.

The Seton Hospital Charity Ball was held at the Waterville Armory recently, and three of our boys and their wives attended and really had a good time. They were Joe Boudreau, Assistant Yardmaster, 2nd trick, Gene LaLiberte, Brakeman, Switcher No. 5 and Lucien Le Febvre, Conductor Switcher No. 2.

Joe Banks, Electrician at the Engine House, is sporting a new Maroon Ford Galaxie 500. It's a beaut.

A new face which will be seen a lot this summer at Waterville Yard is student Roger St. Amand. He has already started his short career as car cleaner and janitor on the 3rd trick. Let's hope it will be a pleasant summer vacation from school for Roger.

E. J. LaLiberte, Brakeman Switcher No. 5, says he's the only brakeman who is qualified to wear a service hash mark for holding Head Brakeman, Switcher No. 8 for four years continuously.

There are quite a few Batman fans around Waterville, and one in particular is Spare Brakeman Guy Coro. He got a call to go to Rumbold and somehow met another great fan of Batman. He tells us it's a feller by the name of Gallant.

Leo Bujold finally got his wish. Bert Theriault had bunting rights, and Leo convinced him to bunt so Leo could get on the Spare Board for the summer.

Vacations for the month: Yard, C. F. Mason, C. H. Parkhurst, R. J. Ouellette, J. N. Vigue, A. E. Genest and G. E. Gagnon. Road, G. F. Mathieu, J. H. McCormic, S. H. Karnes, J. E. Gallant and E. Y. Morris. Enginemen, C. L. Stevens, V. Buck, R. Goldrup, C. W. Hersey and C. E. Hayes.



BAD ORDER—Here's Hutch Gravel, Car Inspector, tagging a bad one. This is Hutch's daily task to sort the bad from the good cars for our surrounding industries in the Waterville area. (Photo by Doucette)

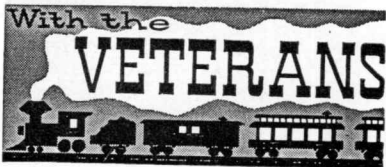
From The History File



WHEN MAINE CENTRAL FLEW—This group was photographed back in 1933 when the Maine Central, with the Boston and Maine, established the first railroad-owned airline in the country. This group of officials of Boston-Maine-Maine Central Airways, was photographed beside one of the trimotored Stinson planes which the line operated. From left: Paul F. Collins, president of the Airways; Jack Sheehan, who was assistant traffic manager; the late Amelia Earhart, who was vice president of the line; Milton H. Anderson, chief pilot (now still flying for Northeast Airlines); the late Dana C. Douglass, executive vice president of the Maine Central and the late Laurence F. Whittemore, assistant to the president of the Maine Central and the Boston and Maine railroads.



WATSON HEADS ACCOUNTANTS—Stan Watson, assistant to the Treasurer and Comptroller, Portland, was named president of the Southern Maine Chapter, National Association of Cost Accountants, in June. The new officers, from left, Mrs. Dorothy DesChene, Tower Cos., Portland, secretary; Ray St. Pierre, Bates Mfg. Co., Lewiston, vice president; Stanley W. Watson, Maine Central, Portland, president; Richard Joseph, Brown Motors, Portland, vice president; and Leland Brown, Oxford Paper Co., Rumford, treasurer.



The final meeting of the Maine Association of Railroad Veterans for the season was held June 26 at Howard Johnson's Restaurant, Thornton Heights.

The first Fall meeting will be held Sept. 18. Edward Drane and Lou Finnemore of the Railroad Retirement Board were the June speakers.

The writer of this column, Harold C. Clark, had the pleasure of attending the 10th Annual State Convention of the First World War Veterans and Auxiliary held June 3-4-5 at Rangeley Inn, Rangeley Lakes, as a delegate and Past Commander of Cumberland Barracks 469 of Portland. A number of Railroad Veterans from all parts of the State also attended representing the 14th Engineers and other railroad units. There was an attendance of nearly 400.

Chips—(from page 1)

rivers or hauled in railroad cars, have long been a feature of the paper towns' skylines, and crews fed the pulpwood into the chipping machinery that supplied the pulp beaters and eventually the paper machines themselves. Most mills still receive pulpwood but many augment their wood supply by buying chips produced elsewhere, short-cutting the pulp-producing process at the paper mill.

At least one Maine mill—the Eastern Fine Papers Division of Standard Packaging at Brewer—has eliminated its pulpwood piles entirely, its digesters, beaters and paper machines fed directly by wood chips produced as much as 150 miles away.

Large-scale production of wood chips for the Maine pulp and paper industry began in 1961, when the Androscoggin Corporation chip mill was located at Oakland with the assistance of the Maine Central Railroad. From the start, this installation has received once-wasted slabs and edgings from sawmills in northern and eastern Maine, and has provided chips that were—and still are—used by the mills of the Oxford Paper Company at Rumford.

Establishment of this first large chip mill at Oakland required two types of special rail equipment. Specially modified cars were needed for transportation of the slabs and edgings, and high-side hoppers were provided by the Maine Central for moving the finished product from Oakland to the Oxford mills.

Special unloading facilities also were needed at Rumford, and consist of an ingenious elevated chip track with a conveyor system below it. Loaded bottom-dumping cars, when placed on this track, could discharge the chips directly onto the conveyor,

which carries the chips into storage silos.

With completion of this installation at Rumford, Maine Central's new slab cars were put to work bringing waste wood to Oakland from Hancock and Washington County sawmills, and the new high-side chip hoppers began moving from Oakland to Rumford loaded with chips.

Expansion of Standard Packaging operations at Lincoln in 1965 signalled the start of still another major chip movement by rail. Pulpwood began to flow to chippers at Lincoln, and the resulting product was taken over Maine Central rails to the Stan-Pak mill in Brewer, beginning a service that still continues.

Special cars—more than 50 of them—were provided by Maine Central for this service. Originally steel box cars, these units have extended sides and open tops. Standing a full 16 feet above the rails, these cars carry 110,000 pounds of woodchips. Their design was the product of cooperation between Maine Central mechanical engineers and freight traffic representatives, industry officials and the American Pulpwood Association.

It is this operation—and these huge Maine Central chip cars—that have made possible the most dramatic illustration of the "chip revolution" here in Maine. The continuous river of raw material flowing from the forests to the Lincoln chipper extends along the Maine Central rails down the Penobscot to Brewer, where the familiar pulpwood piles have disappeared, and where the big Eastern paper mill subsists entirely on chips.

The Maine wood fibre industry's use of wood chips produced elsewhere has increased steadily since 1961, when Maine Central handled only 313 carloads. Last year, the total had risen to 5,503 carloads, and another significant increase is indicated in 1966.

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