



**BREAK GROUND AT ORRINGTON**—Bland B. Button, Jr., president of IMC Chlor-Alkali, Inc., directs Morris McDonald, first selectman of Orrington as the latter moves the first earth at Orrington to signal the start of the firm's new \$9.5 million plant.

## IMC Chlor-Alkali Breaks Ground For Chemical Plant at Orrington

Ground was broken in August at Orrington for a new, major industry on Maine Central lines by officials of IMC Chlor-Alkali Inc.

Maine Central executives joined representatives of the new firm, the Bangor Hydro-Electric Co., state agencies and Governor John H. Reed in marking the occasion. The Governor addressed a luncheon audience at Bangor's Tarratine Club following the ground-breaking that included directors of the IMC Chlor-Alkali company, civic leaders from Orrington, industry officials and representatives of the service and supply firms that will work closely with the new Orrington project.

Now under construction—and scheduled for completion in late 1967—is a \$9.5 million plant on a 15-acre tract west of Route 15 in Orrington, bordering the Penobscot River. The new plant will make chlorine and caustic soda to supply the Maine and New England pulp and paper industries. Production will amount to 120,000 tons annually.

Partners in IMC Chlor-Alkali are the International Minerals and Chemical Corporation; Ban-

gor Hydro-Electric Company; Penobscot Company; Irving M. Sobin Company and the Franconia Paper Company. The new firm was founded April 20, this year.

Thayer Rudd, formerly of Boston, manager of IMC's venture analysis section, is project manager for the new plant.

## MeC Booth Wins Praise at Show

The Maine Central Railroad has again put its best foot forward for the thousands of guests at the annual Maine Products Show.

For the sixth time in as many years, the railroad was represented in the show with an attractive booth, manned by Freight Traffic Department representatives.

The 1966 show, which filled the huge Lewiston Youth Center arena with more than 100 booths and displays, was called the biggest and best yet by Governor

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## Four Accounting Department Officials Named To New Posts

Promotion of four officials in the Auditor Revenue department of the Maine Central Railroad, Portland, was announced in August by C. P. Hawkes, Jr., auditor revenue and freight claims, and Horace N. Foster, Maine Central comptroller and treasurer.

Appointed were Leroy A. Taylor, Jr., South Portland, assistant auditor revenue and freight claims; Eugene E. Miller, Portland, assistant to auditor revenue; Benjamin B. Braasch, Portland, assistant to auditor freight claims; and Chesley E. Robie, South Portland, freight claim representative and travelling auditor.

Taylor, 37, is a native of Winchester, Mass., and son of Leroy A. Taylor, Sr., Kansas City, Mo., general secretary-treasurer of the Brotherhood of Railway Carmen of America. He was educated in the public schools of Woburn, Mass., and began railroad service with the Boston and Maine in 1948. He joined the Maine Central at Portland in 1955 as revenue statistician, and became assistant to the auditor revenue in 1960.

He is a member of Delta Nu Alpha, a society of transportation officials; the South Portland Lions Club; and is currently serving as president of the South

Portland Council, Parent-Teachers' Association. He also has been active in South Portland Little League activities and Boy Scouting.

Mr. and Mrs. Taylor and their six children reside at 36 Alfred street, South Portland.

Miller, 41, a native of Bingham, Maine, is the son of the late Maine Central conductor Arnold Miller. He was educated in the public schools of Portland, and joined the Maine Central the day after his graduation from Portland High School in 1942.

He first served as a messenger, and after Navy service in the Pacific during World War Two, returned in 1946 to become a clerk in the railroad's accounting department at Portland. He was promoted successively as head clerk, passenger revenue; head clerk, daily and miscellaneous bureau; credit examiner, revenue statistician and travelling auditor.

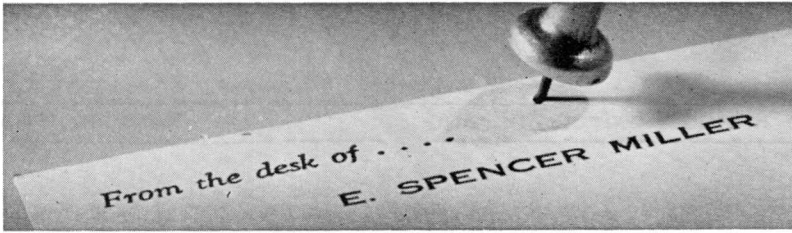
Mr. and Mrs. Miller and their three children live at 79 Edwards street, Portland.

Braasch, 43, is a native of Norfolk, Nebraska, and joined the Union Pacific Railroad as a telegraph operator after World War Two Navy service as a communications specialist. He was employed by the Boston and Maine

(Promotion—page 4)

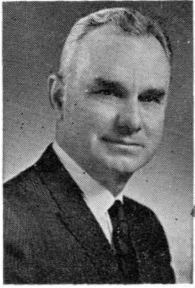


**WATCHING THE CEREMONY**—Ex-Governor Robert N. Haskell, president of the Bangor Hydro-Electric Company and a director of IMC Chlor-Alkali, John P. Scully, Maine Central executive assistant, and Edward R. Hayes, director of business research and development, International Minerals and Chemical Corp., were among the many officials present for the event.



## TO MY FELLOW EMPLOYEES:

In recent writings we have detailed with due pessimism the aggravating burden of government subsidy of our competitors, but there is an optimistic view of the railroad future locally and nationally which requires notice and emphasis. Despite inequitable and unsympathetic treatment by lawmakers, we have great expectations both for Maine Central and the railroad industry.



The new mill of the International Paper Company at Jay, and the expanded facilities of Standard Packaging at Lincoln and Brewer, of St. Regis at Bucksport, Georgia-Pacific at Woodland, Oxford at Rumford and Penobscot at Old Town, are among our blessings, promising increased production and railroad tonnage in the months ahead. The new IMC Chlor-Alkali plant, for which ground was broken last month at Orrington, is a credit entry for Maine Central, along with the brand-new fertilizer plant at Greene, the new feed mixing installations at Rockland, Waterville and Burnham, the wood chip mill at Oakland, and more recently, the new Houlton chip source. Off line, perhaps, this new mill will generate fibre to feed the digesters and increase the production of StanPak's Eastern mill, on our lines at Brewer.

Maine—to count further—has joined in feeling the benefits of an unprecedented national prosperity, and Maine Central is rising on the same tide.

Observers on the national scene, notably the Hayden, Stone analysts who publish an annual review of the railroad industry, are especially optimistic. Their 1966 review, published in July, has this statement:

“And what does the future hold? Despite admitted problems, the potentials of the railroad industry are such that virtually no other industry group seems likely to show a comparable growth in earnings over the next five years.”

The Hayden, Stone report lists a number of recent developments in the industry to support its optimism. They include the use of marketing tools and techniques to recapture lost traffic and use of electronic computers in a broad emphasis on Maine Central in the past several years, and have contributed to improved sales and operating economies.

At the same time, Maine Central's promised “new look” is rapidly becoming reality, with a dozen new locomotives on the way, to be followed by another 200 new cushion-underframe boxcars. Delivery of this new equipment—at a cost of about \$5 millions—will insure our railroad's ability to provide Maine industry with the latest and best, and allow us to keep pace with demands for increased freight movements and faster schedules.

Thus we feel that optimism is justified. It should be shared by all Maine Central people, but certainly not to the point where economies are neglected and opportunities lost. We must maintain and improve our position wherever and whenever possible, or complete success will elude our grasp, no matter how close it may appear to be, in this busy late summer of 1966.

*E. Spencer Miller*

## EDITORIAL

### It's Worth-While

For six consecutive years, the Maine Central Railroad has participated in what is probably the state's biggest and most effective internal promotion effort, the Maine Products Show.

We regard this participation as eminently successful, in spite of the fact that it is doubtful if a single carload of freight transportation can be directly traced to our presence at the show. It would be hard to prove otherwise, but even more difficult to prove that the good will engendered by Maine Central has not—at one time or another—tipped the scales in our favor when a routing decision was made by some shipper.

Like most advertising, our participation in the Maine Products show is difficult to assess, but it can be safely said that at each show—in Portland, Lewiston and Bangor, twice around—the Maine Central has rubbed elbows, literally, with more than 40 thousand people.

And that—in a time when person-to-person contact between the railroad and the public is rare—is entirely worth while.



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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JOSEPH H. COBB, Director of Public Relations

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Marion Stevens	General Offices
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**CARL BALDWIN HONORED**—Fellow workers of long standing were at head table for the testimonial honoring Carleton W. Baldwin, assistant auditor, revenue, who retired in August. Seated, left to right, Mrs. George H. Ellis, Mrs. Baldwin, "Carl" Baldwin, and Horace N. Foster. Standing, James O. Born, John F. Gerity, A. A. Knowles, K. W. Phillips and Eric P. Smith.

## Friends Honor Carleton W. Baldwin On Retirement; Served MeC 46 Years

Carleton W. Baldwin, assistant auditor revenue, Portland, and a railroadman for 46 years, retired from Maine Central service August 2.

He had been guest of honor at a retirement party and testimonial the night before at Vallee's, with 50 friends and business associates in attendance.

Besides Mr. and Mrs. Baldwin, the head table guests included Mr. and Mrs. George H. Ellis, J. F. Gerity, J. O. Born, H. N. Foster, A. M. Knowles, K. W. Phillips and E. P. Smith. George Ellis, associated with the guest of honor for many years, served as master of ceremonies.

Mr. Baldwin also was honored at the General Offices on the afternoon of his retirement day. Fellow workers decorated his desk, and presented gifts.

A native of Kingman, Maine, Mr. Baldwin was educated in the public schools of Madison and at Gray's Business College, Portland. He joined the Maine Central in 1920 as a clerk in the Motive Power Department, and in 1922 was transferred to the Freight accounts office, Portland. From 1933 to 1950, he served in the Portland disbursements office of the Boston and Maine, then rejoined the Maine Central as examiner. He was promoted to his final post, assistant auditor revenue, in 1955.

Mr. and Mrs. Baldwin reside on Summit Street, Portland. A

son, Carleton, lives in Hampden, and a daughter, Barbara, lives in Portland. There are eight grandchildren.

## Help Available With RRB Forms

Many medicare claims for doctor bills that are submitted by railroaders and their families cannot be paid promptly because the claim forms are incomplete or incorrect. The Portland Railroad Retirement Board office will be glad to help people who call, write, or telephone for assistance in filing their medicare claims. This help can be important for prompt payment of claims.

The Portland office of the Railroad Retirement Board is at 470 Forest Ave., telephone 775-3131.

## Old Maine Central Pictures Requested

The Messenger office is called upon frequently to provide pictures and other material of a historical nature for book and magazine articles, as well as for use in the Messenger and other Maine Central Publications.

If readers have interesting old pictures or other old Maine Central material, we can put it to good use from time to time, with proper credit to the donor.

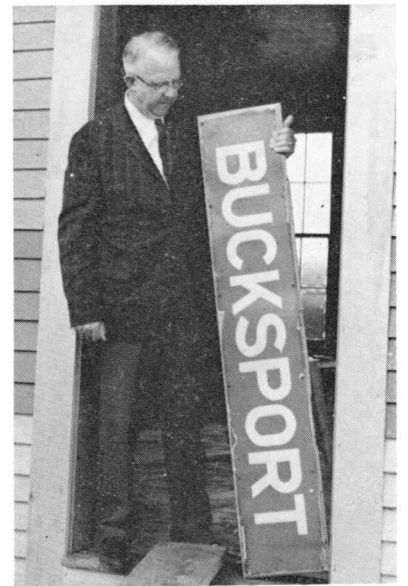
## Old Bucksport Passenger Station Renewed As Local History Museum

Quiet and deserted since the last passenger trains, the old Maine Central station at Bucksport is due for a new role this fall as the museum and headquarters of the Bucksport Historical Society.

Thus the old structure, which commands one of the town's best views of the Penobscot and massive Fort Knox, will return to its once-proud position as a center of local activity.

Since Spring, the building has been undergoing overdue repairs, and now boasts new foundations, new flooring, a new roof, new plumbing and wiring, and several less basic but equally desirable improvements. It will house a growing collection of material dating from the earliest history of Bucksport and the surrounding lower Penobscot valley area.

A number of local citizens, under the leadership of the Rev. Charles T. Brown, have done much of the cleaning-up, with professional carpenters and other craftsmen engaged in the actual repairs. Local interest in the project has been heightened through the efforts of Philip W. Buxton, editor and publisher of the Bucksport Free Press.



**THE OLD SIGN**—The Rev. Charles T. Brown, president of the Society, is shown in the station door with the old "Bucksport" sign, found and returned to its proper place. Maine Central has provided a station stove and other articles of historical interest for the project.

Approached in mid-summer, the Maine Central Railroad has provided a station stove, the old Bucksport sign that adorned the station for many years, and other items of a historic nature.

A dedication and formal opening of the new headquarters and museum of the Bucksport historical society is scheduled for this fall.

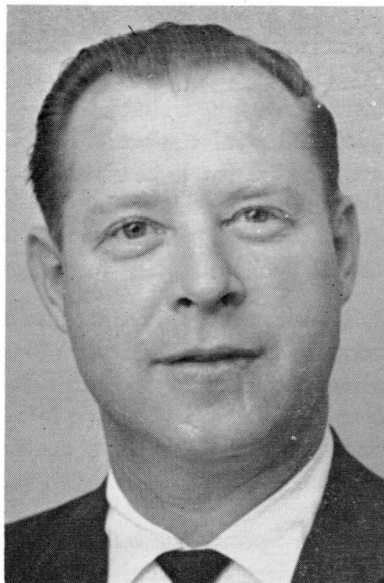


**AT WORK IN BUCKSPORT**—Cleaning up the old station at Bucksport—new headquarters of the Bucksport Historical Society—were these members: From left, Harold S. Morse, Mrs. Edward Thegen, Mrs. George H. Buck, Mrs. Joseph F. Nichols and Mrs. Arthur M. Frost, Jr.

## Promoted At Portland



Taylor



Braasch



Robie



Miller

### Promotions—*from page 1*

Railroad in 1950 as a control tower operator and agent-telegrapher, and joined the Maine Central at Portland in 1955 as a credit examiner in the auditor revenue department. He successively became travelling auditor, freight claim representative and chief freight claim representative.

He is a member of the Masonic bodies, the Trowel Club and the North Deering Congregational Church.

Mr. and Mrs. Braasch and their five children live at 90 Summit street, Portland.

Robie, 42, is a native of North Stratford, N. H., where he was educated in local schools. He served as a clerk for the Canadian National Railways at Groveton, N. H., before joining the

Maine Central in 1955 as revision clerk in Portland. He was named head clerk, daily and miscellaneous bureau, in 1957; and revenue statistician in 1962.

A member of the South Portland Lions Club, Robie has been active in the Greater Portland United Fund and Catholic Charities campaigns of the past several years.

Mr. and Mrs. Robie and their two children reside at 86 Mussey street, South Portland.

### Note of Thanks

Carleton W. Baldwin, who retired August 2, has asked us to convey his thanks to the many Maine Central and Portland Terminal Company co-workers who contributed to his retirement gifts.

### For The Railfans

## Dole Researches 26 Named Trains That Ran On Maine Central Lines

The named trains of the Maine Central are the subject of continuing curiosity among railfans and a surprising number of Maine Central employees whose interest in the company extends to the past as well as to the present and future.

In response to this interest, the following material has been developed through research by Richard F. Dole, chief mechanical officer. There are missing facts, and Mr. Dole would appreciate hearing from anyone who can supply additional information.

A total of six Maine Central freight trains were named. Only three of these have been found during the course of Mr. Dole's research.

They were:

1. "CANTILEVER" - first ran 11-2-1885 between St. Johns & Boston, name not used after 10-23-1886. It was given this name because of the opening of the St. John, N. B. Bridge which was of cantilever type, on the day this fast freight service began.

2. "MAINE METEOR" - first ran in 1931 between Bangor and Boston. It is not known when the name was no longer used.

3. "MORNING GLORY" - first ran in 1928.

There were at least 23 named passenger trains, as follows:

"FLYING YANKEE" first ran on 6-18-1883 between St. John, N. B. and Boston and its name was given by the Canadians because of its fast time. It stopped in 1909, and started again in 1929, running between Bangor and Boston, East and West, until 1935 when its name was changed to "THE YANKEE" due to the advent of the Streamline 6000 diesel. Its name was changed in 1936 to the "KENNEBEC LIMITED" and it ran as such until 1956.

The diesel train "FLYING YANKEE" ran between Bangor and Boston, East and West until 1942 when it was again operated by steam power. In 1946, passenger diesels ran it into 1959.

"BAR HARBOR EXPRESS" a summer train only - began on June 29, 1885, between Bangor and Boston. In 1892, the run was extended to Mt. Desert Ferry. In 1901, New York cars were attached to the train at Portland. In 1905, the New York cars ran directly to the Mt. Desert Ferry and the Boston cars were attached at Portland. With the opening of the Hell Gate Bridge in New York in 1917, cars were run directly from Washington, Baltimore, Phil-

adelphia and New York to the Ferry. With the sale of the last of the Maine Central steamboats in 1931, the cars only ran to Ellsworth where the passengers were carried to Bar Harbor by Maine Central buses. The last trip was in 1960.

"BAR HARBOR LIMITED" a summer train started on June 27, 1887, and was the fastest express train in the country. This was due to the use of track water pans at three points on the Maine Central, as well as new, fast engines brought for the run and furnished with lighter Pullman cars. The last run was in 1889.

"WEEKENDER" ran between Boston and Bangor on Sundays. It started in 1952 and stopped in 1959.

"PENOBSCOT" ran between Bangor and Boston from 1943 to 1959.

"WATERVILLE EXPRESS" ran between Portland and Waterville from April 1932 until September 1932.

"MATE" ran between Boston and Waterville from 1936, stopping in 1937.

"PINE TREE LIMITED" ran between Boston and Bangor, East and West. It began in 1925 and ended in 1959.

"PINE TREE ACADIAN" went between Bangor and Halifax, N. S. and ran only four years between 1927 and 1931.

"ROCKLAND EXPRESS" between Portland and Rockland from 1924 through 1929.

"MARITIME FLYER" East and West between Boston and Halifax, N. S. and begun in 1927. The next year its name was changed to the "GULL". Its last run was made in 1959.

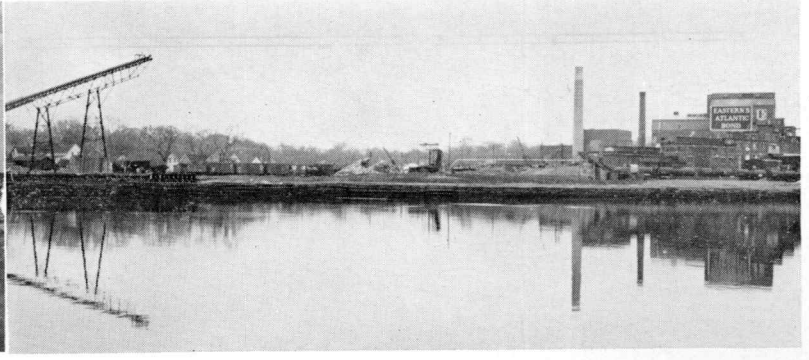
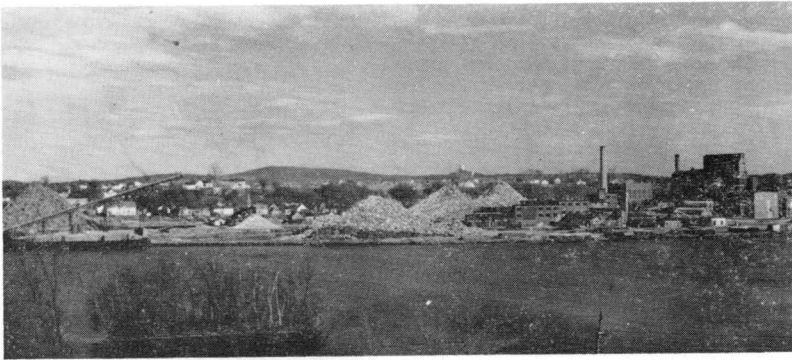
"SKIPPER" ran between Bangor and Boston starting in 1951 and last run made in 1959.

"KATAHDIN" - Sunday train - Bangor to Boston, began in 1951 and last ran in 1959.

"DIRIGO" - Sunday train - Bangor to Boston, began in 1951 and last ran in 1957.

"THE RANGELEY" - ran in summer between Portland and Kennebago from 1926 through 1936.

# Then And Now At South Brewer



These two pictures, both of the Eastern Fine Paper Division mill of the Standard Packaging Corporation, Brewer, were taken from approximately the same spot in Hampden, across the Penobscot River. They show the effect of the firm's use of wood chips produced elsewhere, rather than from stored pulpwood. The huge pulpwood piles, shown in the view made several years ago at left, have disappeared, and the mill now uses chips made at Lincoln and brought to Brewer on a daily basis by Maine Central in specially designed cars.

## Most Conductors a Century Ago Didn't Know What Time it Was

The conductor of a hundred years ago dealt with many problems in the course of performing his duties, not the least of which was trying to keep track of what time it was.

American cities and towns through which ran the trains on which he officiated set their clocks by the sun. "Noon" varied almost from town to town, and the "right time" was a matter of local pride.

The confusion concerning time which existed among railroad passengers a century ago defied description and was a source of irritation which they often vented on the conductor, whose doubts about the right time at any certain place along the line sometimes equalled theirs.

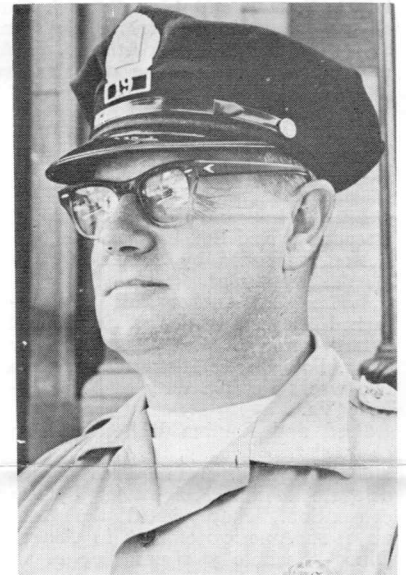
This situation, still widespread at the beginning of the 1880's, was improved following the labors of a Saratoga Springs, N. Y., schoolmaster, Dr. Charles Ferdinand Dowd, who dedicated his talents toward investigating ways of standardizing time.

Dowd devised a plan for dividing the country into time belts of 15 degrees each: Eastern, Central, Mountain, and Pacific. This was the system selected by William F. Allen, secretary of the General Railway Time Convention and the Association of Railway Managers, and Allen got 50 railroads operating 78,000 miles of track to agree to give the new system a try in 1883. National standard time began on November 18 of that year, a Sunday, and affected all railroads.

## Baker Appointed To Police Post

Appointment of Robert L. Baker, a Portland Police Department patrolman, as sergeant of the Maine Central Railroad police was announced in August. He will assume his new duties Sept. 1.

In making the announcement, James W. Wiggins, vice president, engineering and transportation, said Baker will be assigned for special training under Chief Special Agent A. E. Christie, who heads the Maine Central police force.



Baker

Baker, who resides with his family at 48 Sawyer street, Portland, served in the Army from May, 1948 to April, 1952. He has been a member of the Portland Police Department since 1959.

## Railroads Reach All-Time Record

The nation's railroads have set an all-time record in their anti-hotbox campaign — 1,862,611 miles run by the average freight car for each hotbox incident, the Association of American Railroads reported recently. The industry passed the 1.5 million-mark for the first time in December, 1965.

The latest performance gain, according to the AAR, is the result of a concerted industry effort to meet the over-heated journal bearing problem which, as recently as eight years ago, was costing the railroads over \$100 million annually.

Reducing the number of hotbox incidents has been largely due to improved lubricating devices. In addition, better lubricants, stabilized and improved plain bearings, and increasing use of roller bearings have served to minimize hotbox incidents.



**GOLF WINNERS**—The winning team in the Maine Central-Portland Terminal Company golf league received awards late in August during a banquet at the Paddock. From left, Arthur Edwards, David Mills, Jim Brice, John Bilodeau, captain; Bill Manning, Clyde Luce and Bill Welch.

## GENERAL OFFICES

Michael Provencher, son of Walter and Amy Provencher, made the Superintendent's List at the U. S. Naval Academy at Annapolis.

Olive Ross of Mechanical Department had a real busy weekend recently. She attended the Sesquicentennial at Moscow, Maine—returned to Yarmouth where she was a guest for supper—upon returning home from there she had to cook some pies and cakes for a cookout at Sebago Lake the next day. I'll bet she was glad to come to work on Monday to get out of the social swirl.

Charlie Anderson is on vacation, spending some time in Vermont with relatives and going on a fishing trip way up north in Maine.

The girls in the Revenue office recently had a "night out" on the town by dining at the Colony at Kennebunkport and attending a performance at the Playhouse where Jane Morgan was appearing. Attending were Jan Calder, Dottie Smith, G.



**MAKE-BELIEVE BUGGY RIDE**—Brian, Peter and Cynthia Griffin, children of PTCO. Carman and Mrs. Peter J. Griffin, Portland, got a close look at one of the old carriages, shays, surreys and hearses shipped from Maine by C. J. Smith, Jr., of Phoenix, Arizona, in August. The old rigs are destined for a museum in Smith's home state, and rode the rails on a double-deck automobile car, shown in the background.

G. Gilman, Marion Stevens, Grace Thompson, Jean Gilpatrick, Donna Roderick, Marguerite Hollywood, Martha True, and Irene Kelsea.

Bill Welch and his son recently attended a Red Sox baseball game in Boston, preceded by dinner at Jake Wirth's restaurant.

Walter Provencher has just returned from his duties at annual Guard camp at Camp Drum, New York. Bob Clarke also returned from two weeks Reserve duty at Fort Belvoir, Va.

Fred and Pauline Wilson had an eventful trip in July, motoring to Indianapolis, Ind. where Fred was a delegate to the Knights of Pythias convention. They visited the Railways of America exhibit in Akron, Ohio — where you can dine in an actual railroad dining car, sleep in authentic Pullman Cars, enjoy a ride on a narrow gauge railroad and watch the world's largest model railroad run. They rode through Bennington, Vt., Syracuse, Buffalo, New York, Cleveland, Ohio, Dayton, Ohio to Indianapolis — stated the roads were good and the weather excellent.

Elta Benner was a recent guest at the Thomas House Camps in South Casco, Maine.

Horace N. Foster and his family were among the guests aboard the chartered "Abenaki" to watch the Monhegan races August 13th.

Stan Watson and his wife Toni spent part of their vacation sailing along the Maine coast to explore some ports they hadn't seen before.

Eric Smith has returned from his trip to Iceland and Greenland with loads of exciting pictures. He reports having visited the 900-year-old home of Eric the Red in Greenland.

Merrill Stanley is back at work after recuperating from surgery.

Ruth Hakins of the Chief Statistician's office spent a week's vacation at her cottage at Bailey's Island.

Jerry Shea and his family vacationed at Sebago Lake.

Ken Austin and his wife spent a recent weekend at Rangeley and played golf at the Rangeley Lakes Country Club.

George Lowell has bought a turquoise Chevy 2-door sport coupe and he and his wife made a trip to Hanover, N. H. to visit their daughter who is a nurse.

Fred Bither has traded for a new red Chevy convertible.

## RIGBY ENGINE HOUSE

During the summer vacation period, we have been visited by Boy Scouts, Cub Scouts, Camp-fire Girls and their leaders. Saco has been especially well represented.

Guy Briggs, Carpenter with the Bridge and Building Crew, vacationed at his cottage in Glenn, New Hampshire. He mixed work with play, doing a few needed repair jobs as well as getting in some fishing.

Machinist and Spare Foreman Kenneth Gillis announced the marriage of his daughter, Jean Louise, to Boyd Smith, both of Yarmouth, on July 16, at the Payson Park Evangelical Church.

Lawrence Sparrow was a visitor at the shop while on his tour of duty.

Car Department Clerk Francis Haldane and Mrs. Haldane recently announced the engagement of their son Bruce to Judith Knox, a graduate of Portland High School, employed at the Mercy Hospital. Bruce has attended the University of Maine in Portland and is now employed at the Portsmouth Navy Yard as Electronics Apprentice. A November wedding is planned.

Dearborn and Mrs. Jackson are enjoying a vacation trip to the Prince Edward Islands, Canada. They made the trip aboard the "Blue Nose" out of Bar Harbor. "Jack" is a former employee at the engine house.

Bernard Wentworth, a former employee at the engine house, died in August, as a result of injuries sustained during World War II. A floral tribute sent.

Former Machinist Philip Bonang visited the shop recently, and tells us he visited Canada. While there he saw former Chief Clerk Leo Belfountane and Boilermakers Helper Harold Belfountane who is clerking in his brother's store.

Engine Dispatcher Arthur Mills spent his vacation by mixing work with play in doing odd jobs around his home and spending part of his time in a visit to Westfield, Mass.

Machinist Fred Johnson has at last retired, after many threats, as of August 3. Machinist Doris Boisse is now covering his position at Wharf No. 3.

Machinist Lawrence Lanciault has installed a space heater at his cottage in preparation for his coming retirement.

Retired Carman Almon Dunham, father of Carman Edgar Dunham, recently visited the Car Shop. He is getting along fine after his recent

A reunion of the class of 1919, Freeport High School, was held recently in the Grange Hall at Freeport. Although all of the class members were not in attendance for various reasons, all are living after 47 years.

Stores Department employee Edward Whalen is building an airboat in conjunction with the air-sled he constructed a year ago, and soon will be equipped to explore land or sea.

Electrician Thomas Connors is covering Foreman Joseph DeRoche's position while he is on vacation.

Engine Hostlers Helper Joseph Tierney recently underwent surgery at the Mercy Hospital. He is reported progressing very well.

Mr. and Mrs. Carleton Howard and family of Charlotte, N. C., are visiting her parents, Machinist and Mrs. Theodore Cote. A family cook-out was held with 23 in attendance, at the home of Mr. and Mrs. George Webster, Scarborough Mrs. Webster is the former Beverly Cote.

Former Rigby Janitor Arthur Thompson of Freeport, says he picked his first peas before the 10th of June this year.

Donald Perkins, Junior, son of Carman and Mrs. Donald Perkins, recently visited the principal cities of Europe on a conducted tour sponsored by W. C. S. H.

## ROCKLAND

Agent-Operator J. E. Soychak recently enjoyed his vacation, taking his family to Rockwood, where fishing and boating was enjoyed by all, his position being covered by Spare Operator E. J. Cunningham.

Retired General Agent F. L. Carsley was a recent visitor in the freight office. Frank is looking real well and enjoying his retirement.

Chief Clerk F. H. Snowman has that new car gleam in his eye again and we expect he will drive up in a new Mustang any day now.

Spare Operator G. A. Harjula recently covered Agent Gardiner while Mr. Bishop was on vacation, taking his family camping at Litchfield at the same time.

Agent-Operator J. E. Soychak was recently off sick with an infected throat, his position being covered by Spare Operator G. A. Harjula. Other vacationists were D. W. Smith, Agent, Waldoboro, and J. E. White, Brake-man at Waterville.

## WATERVILLE STATION

Spare Clerk Harry Nason has bid off the 3rd trick clerk's position at the Engine House.

A new clerk's position has been established in the Freight Office, designated as Car Checker, with the chief duty making daily check on all cars on industry tracks and public delivery tracks between Shawmut and Winslow. This job has been bid off by Neil Monroe who held the 3rd trick checker's job in the yard.

Telegrapher Doug Carter has been filling in at Tower A for John Begin and Doug Thompson who were on vacation.

Leading Plumber Harold Finnimore was on two weeks vacation spending it at his camp on Islesford, one of the Cranberry Isles off Mount Desert Island.

Trainmaster Bud Harris and his family vacationed at their camp on Highland Lake, Windham.

Assistant Work Equipment Maintainer Les Anderson has been covering for Leo St. Pierre, Waterville; Bill Bird and Al Worcester, Portland, while they were on vacation.

In the Freight Office, those on vacation were: Clerks Arthur Grenier, Carroll Huard and Beverly Cook with spare clerks Priscilla Averill and Jane Bureau filling in.

District No. 4 Division Crew is now working on the Bucksport Branch.

On vacation in the track dept. were Foremen Joe Doyon, Al Gowen, Romeo Beaulieu, Perley Colson, George Tibbetts, Bill Williams, "Slim" Morin, Paul Cates and Charlie Hartwell.

Trackmen Tom Barnes, Vic Bowden, Vic Thompson, Al Eldridge, Win Shaw, Ben Boyle, Bev Bryant, Lloyd Newcomb, Francis Roy, Bob Snell, Harry Clark, Alvah Robinson, John Sanborn, Al Gaboury and George Sanborn.



**ATTEND REUNION**—B. C. Hillman, Jr., left, Waterville Yardmaster, attended a reunion of the 6th Platoon, 8th Garrison, 31st Reconnaissance Battalion, 22nd Marines, held at Port Washington, New York, late last month. He's shown with three of his former buddies, Robert Holland, Jr., Atlanta Ga.; Wilbur Morris, Everett, Mass.; and Roland Labrecque, Salem, Mass.



**ON TOP OF THE WORLD**—Or, in this case, Mount Blue at Weld, are the four sons of Messenger correspondent-photographer Arthur Doucette, Waterville. Left to right are Jimmy, Johnny, David and Bobby Doucette, taking a rest after a hot climb.

Track Repairman Chet Haskell, Assistant Foreman Bob Bennett, Machine Operator Oke Perry.

Work Equipment Maintainer Leo St. Pierre and Scale Inspector Basil Coggins also were on vacation.

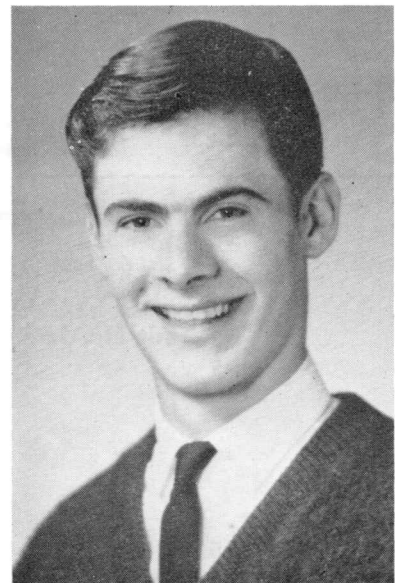
In the Yard Office, Yardmaster Joe Vigue and first trick bill rack clerk Basil Higgins were on vacation.

Telegrapher John Begin, Tower "A" was awarded his 25-year pin August 13th, also Conductor W. F. Welch, on WK-2 and KW-1, received his 25 year pin August 15th. The pins were presented by General Agent Calvin Clark.

Track Foreman Pete Boucher was missing his Cadillac one Wednesday, while getting his check at the Freight Office when he was on vacation. He got pretty worried, but it was soon found. Clerk Dick Fecteau had hidden it from him, and we bet Pete won't leave the keys in it again.

We hear Joe Haskell, track foreman Waterville, had a little episode with his bees recently, when he got stung. It is a "tender" subject, we understand.

He's on another weeks vacation again, and we mean Clerk Dick Fec-



**ATTENDS SCHOOL** — Wayne Desveaux, son of Carman and Mrs. Alphonse Desveaux of Waterville, is attending RETS Radio and Electronics Trade School in Boston. He is a 1965 graduate of Waterville High School.

teau, Engineering office. We've been kidding him that he is on vacation every other week. It seems like it anyway. Clerk-Typist Ruth Brochu was on vacation spending a few days at St. Anne, Quebec, and Quebec City, visiting the zoo and the new shopping center. Track Supervisor Maurice Thorne was on a two week vacation spending it at his camp.

By the time this issue is out, the Harmony Branch project will be completed. We failed to show Oke Perry, one of the important machine operators, in last months issue, but we think it serves him right for running over poor Leo St. Pierre's lunch basket, thermos and all, with the speed swing. Leo did get to eat his lunch before, otherwise he would have been out of luck way up there in the woods.

Leading Signal Maintainer Larry Caret was on a weeks vacation.

## WATERVILLE SHOPS

Visiting with us during the past month were retirees John Patterson, Leroy Jackson, Frank Bragg and Guy Wentworth.

Retired Painter Don Gerald died July 20. He had been on disability pension since 1961.

William, son of Upholsterer and Mrs. Leo Baker, is serving a six-month hitch in the Army at Fort Dix, N. J.

Machine Apprentice Bob Crowell has returned from 2 week's training in the National Guard at Camp Drum. Also having the same duty tour at Camp Drum was Carman Roland Boulette who is a Captain in the Guard and commander of the local Guard unit.

Boilermaker Bernard Waining has a new Dodge Dart.

A son was born to Carman and Mrs. Eddie King recently at the Seton, weighing 7 lb. 8 oz. and named Daniel Victor. He is the seventh child of the Kings.

Robert, son of Carman and Mrs. Basil Thompson, has returned from a two week National Guard training period at Camp Drum.

A visitor from Florida has checked in here to see some of the boys he formerly worked with in the Freight Dept. Gilbert 'Dud' Delaware has been out of the shops since 1958 and is employed with TWA airlines in Miami Fla.

Retired Laborer Sydney J. Brown died at his home in China Aug. 3. He was 84. Among the bearers were Foreman N. B. Estabrook, Machinist Stan Young, Electrician Fred Gaunce, Foreman Lou Ifill and Carman Glenn McCorrison. Survivors include a son, Carman Sydney J. Brown, Jr.

## WATERVILLE YARDS

We extend our sympathy to the family of Albert Genest, Conductor, retired, who passed away late in June. For many years, Al was a familiar sight on Switcher No. 2 at the old Hollingsworth & Whitney, now Scott Paper Co. His son, Arthur, is now Conductor of Switcher No. 3.

Ray Bishop, Agent at Gardiner, spent a day at Waterville Yard with his pet Boxer, while on vacation, visiting his old buddies.

Howard Kennedy, Spare board conductor at Waterville, attended a reunion at the Sheraton Plaza in Boston, Memorial Day, of his World War Two buddies of the U.S.S. Bunker Hill Aircraft Carrier (Grey Ghost).

Another new face at the yard office is T. S. Ladd, nephew of Arthur Ladd, who is a working student during school vacation. He's been doing a fine job as Billrack Clerk. He filled in for Henry B., Bill Hanscom, and Larry Ridley, while they were on vacation. Young Ladd will attend the University of Denver, Colorado, majoring in Engineering.

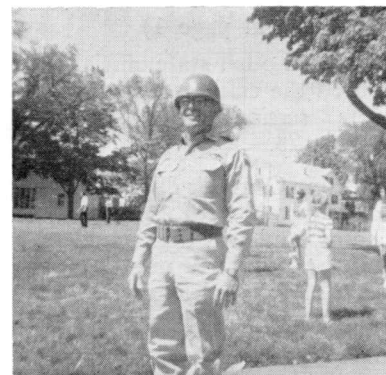
Ken Snow spent his vacation playing golf and making daily trips to his father's camp at China Lake taking the kids for a swim. He says he had a perfect two weeks and a wonderful time.

Doctor Mark Michaud, with his little bag, is very busy these days. Mark not only fishes and hunts, but sells on the side. Wonder what he does in his spare time.

Roger Veilleux, Conductor of Switcher No. 5 was treating the boys at the East end of the yard with fresh string beans and beet greens. He hopes to have fresh corn soon. Roger has a green thumb when it comes to growing things in his garden—got to be he says, with lots of little ones to feed, especially with the high cost of living today.

Our congratulations to the family of Leo Bujold, proud owners of a brand new baby boy.

Gerry Dessent, Flagmen, Switcher



**BACK FROM DUTY**—Captain Roland Boulette, who for most of the year is a Carman at the Waterville Shops, shown as he trained at Fort Drum, New York, recently with the Maine National Guard.

No. 4, is sporting a new Ford Mustang. Gerry has many talents. He plays an electric guitar, is an excellent singer of modern folk songs, and is quite handy with machinist's tools, for which he has a diploma. He doesn't care too much for fishing, but loves hunting.

Bill Hill made a switch from Conductor of Switcher No. 3 to Conductor on crane, unloading rails at the east end of yard.

A housewarming party was held at Ken Fitton's new home in Winslow recently.

Our very best wishes to Wilfred "Beany" Binnette, who took his pension July 6, after completing 47 faithful years with the Maine Central. He was a father to us all and will be missed.

Vacations for this month were as follows: YARD, J. N. Vigue, W. H. Bodman, J. A. L. Lefebvre, R. C. Cook, L. H. Bujold, M. E. Michaud, B. C. Hillman, J. E. White, J. J. Peaslee, L. L. Lapierre and G. F. Hodgdon.

OPERATOR, J. D. Begin. CLERKS, K. W. Snow and H. B. Higgins.

CROSSING, L. C. Joler. CAR CLEANER, R. C. Sweet.

ROAD, J. M. Watson, L. H. Lutterell, D. A. Giberson, S. A. Cookson, F. L. Leathers, W. F. Welsh, R. M. Choate, H. J. Douin and E. A. Phillips.

ENGINEMEN, R. H. Buzzell, C. Kimball, E. A. Joseph, E. L. Leighton, G. D. Clark, R. P. Hooper, M. W. Miles, E. H. Miles, C. A. Clark and R. V. Adams.



**SHOPS STALWARTS**—Paint Helper Bill Fletcher, left, Boilermaker Bernard Waining and locomotive Carpenter Hawkie Low shown during a break from their work at the Waterville Shops.

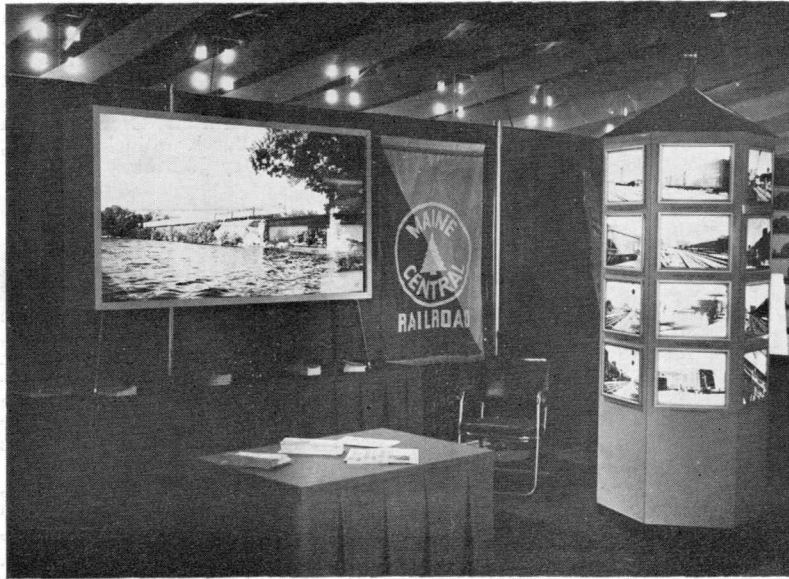
**Show**—from page 1)

Reed and other state officials who toured the exhibits during a preview session Tuesday night, August 23.

Maine Central's display covered the equivalent of two standard booths, and was dominated by a full-color lighted mural of the train of yellow box cars crossing Maranacook bridge, near Winthrop.

A total of 24 more lighted color pictures were mounted in a tall revolving column. A large wall map of the Maine Central system—in color—also was part of the display.

On duty at the Maine Central booth during the Maine Products Show were Freight Traffic commercial agents Royden M. Cote and Richard T. Foley.



**AT THE MAINE PRODUCTS SHOW**—Sponsored by the Maine Central at the Lewiston Maine Products Show last month was this booth, featuring large color photographs of many spectacular railroad scenes. It was one of the most popular presentations of the 6th annual show.

**"SKOWHEGAN EXPRESS"**

- between Portland and Skowhegan began in 1893 and stopped in 1899.

**"PROVINCIAL EXPRESS"**

- ran between Portland and Halifax, N. S., from 1893 through 1899.

**"EAST WIND"** was a day summer train between New York, Rockland and Bangor with car exteriors painted yellow and it began in 1940 - finally ending in 1942 due to restrictions imposed by World War Two.

*(After the War N.Y. to Portland)*

**DEATHS**

David A. Field, crossing tender, Lewiston, June 24.

Eldon E. Murphy, machine operator, Waterville, July 13.

**RETIREMENTS**

Wilfred E. Binette, clerk, Waterville, July 6.

Lucien Carignan, machinist, Portland, July 7.

Alfred E. Cote, trackman, Bartlett, N. H., July 18.

Irvin E. Duplisea, section foreman, No. Me. Jct., July 29.

Frederick J. Johnson, machinist, Portland, August 3.

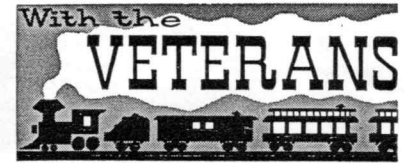
Ernest Lajoie, yard conductor, Portland, July 19.

Ralph H. McKelvey, machinist, Portland, July 8.

Elmer J. Walker, telegrapher, Portland, August 10.

Lawrence F. Warren, clerk, Bangor, July 3.

Disability retirement: Osmer M. Gillis, trackman, Pembroke, July 29.



Howard Burnham, retired Boston & Maine Engineer, has returned to his home on Craigie Street from the Devonshire Manor after being a patient for 11 months. He is very much improved and happy to be home. The Association sends best wishes to both he and Mrs. Burnham.

Mr. and Mrs. George Larsen who have been attending the New England Association of The Brotherhood of Railroad Trainmen at Chicopee, Mass., have returned home. Also attending from Portland were Mr. and Mrs. Norman Massengale, Mr. and Mrs. Eugene Lyden, Mr. and Mrs. Abraham Hall and Mr. and Mrs. Arthur Jenness from Waterville. There were 400 members in attendance. The next Convention will be held in Providence, Rhode Island.

Mrs. George Thompson of Somerville, Mass., has been enjoying a vacation at the Cloyster Hotel in South Portland for the past three weeks.

Mr. and Mrs. Charles W. Goodwin of Lawrence, Mass., were at the Smith Cabins, Old Orchard, for the month of August.

After talking with George Bourne, retired Boston & Maine Engineer, we find he is looking forward to the use of an artificial limb which he hopes will enable him to get around more readily. Keep up your courage George, we are all with you.

The next meeting of the Maine Associations of Railroad Veterans will be held September 18 at Howard Johnsons, So. Portland. We hope to see you all at the United Veterans Association Convention at Burlington, Vt., September 22-25.

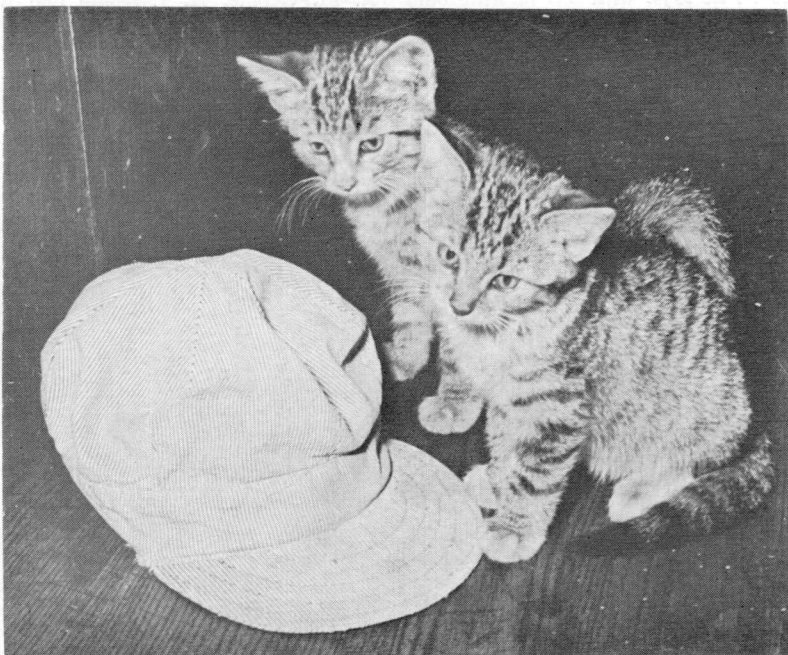
**Named Trains**—from page 4)

**"PORTLAND LIMITED"** - between Bangor and Portland, started in 1926 and stopped in 1927.

**"BANGOR LIMITED"** ran between Portland and Bangor starting in 1926 and ending in 1927.

**"THE MOOSEHEAD"** a summer train - East and West - between Boston and Kineo started in 1926 and ended in 1928.

**"THE BREAKWATER"** - between Boston and Rockland began in June 1926 and ran until September 1926.



**APPRENTICE MASCOTS AT RIGBY**—Keeping track of the cats at Rigby yards is a full-time job, but these are two of the newest, born several weeks ago to the un-named lady cat who took over when Maggie, veteran mascot at the Engine House, departed this existence. Mice—thanks to these feline friends of the railroad—are at a minimum at Rigby.

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