

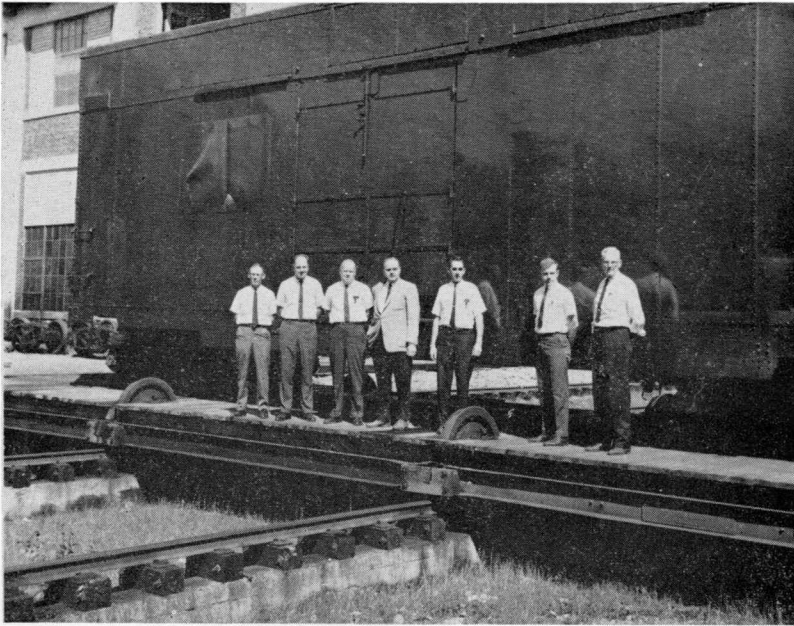


# Messenger

Vol. 6, No. 12

For Employees and Friends of the Maine Central Railroad

October, 1966



**BIGGER CHIP CARS INSPECTED**—Officials of the Penobscot Company, Old Town, visited the Waterville Shops last month to inspect the new chip cars currently being built for service between Cullerton, N. B., and Old Town. From left, Kenneth Hodgdon, staff forester, George Stevens, woodyard superintendent, and Edward Giddings, vice president, woodlands, all of Penobscot; Herman E. Buchheim, MeC sales manager; Alden Finimore, shops superintendent; Stewart P. Park, mechanical engineer; and Nubert Estabrook, freight shop foreman.

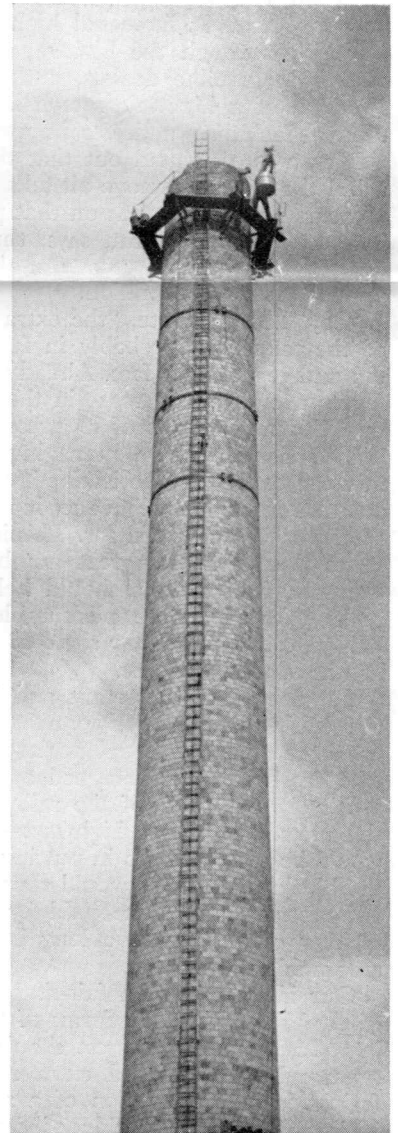
## Chip Cars Getting Bigger; Series Readied For Canada-Old Town Move

A series of cars with a greater capacity than any other wood chip-carrying units now used in New England is under construction at the Waterville Shops.

The series will consist of 18 of the huge cars, each of which will carry 60 tons of wood chips, the equivalent of about 30 cords of pulpwood. They will be employed starting next month in a daily movement of wood chips from Cullerton, N. B., Canada, to the Old Town, Maine, mills of the Penobscot Company.

Design for the new, larger units was provided by Maine Central engineers, with the cooperation of Penobscot Company officials. First of the new cars—off the Waterville assembly in mid-September—was inspected on its completion by Edward Giddings, vice president, woodlands, of Penobscot, accompanied by George Stevens, woodyard superintendent, and Kenneth Hodgdon, staff forester.

Modified from steel box cars 50 feet long, the new chip cars will be 16 feet, three inches in height, with a capacity of 6,189 cubic feet—1,717 cubic feet larger than “standard” chip cars now in use on the Maine Central. The new units will be the third specialized type of railroad cars to be developed by Maine Central since the movement of wood chips began to increase in Maine about six years ago.



**TALL TASK COMPLETED**—Repairs on the tall chimney at the Waterville Shops were completed last month by workers of a Portland firm. The stack, one of the tallest structures in central Maine, is 150 feet high.

## MeC Tie Contract Spurs Leeds Jct. Mill Construction

The Maine Central Railroad has been instrumental in the decision of a young Maine lumberman to build a \$150,000 mill and chip facility at Leeds Junction in the town of Wales.

With machinery that will reduce three nine-foot hardwood logs to dimension lumber and chips every minute, the new plant will be the headquarters of Gustin Brothers, Inc., headed by 34-year-old George W. Gustin, son of a Maine lumberman and already a veteran of the sawmill business in both Maine and Oregon.

Aided by loans from the Small Business Administration, the Depositors Trust Company and a Maine Central Railroad tie contract through the Koppers Co., of Nashua, N. H., Gustin began construction in September. He expects to be in production early in December, with a first-year goal of 5½ million board feet. Gustin is planning on an annual production of 8 million board feet at a later date.

The new Gustin Brothers mill will employ about 20 people on

a year-round basis, producing hardwood ties, furniture lumber and dimension stock for a variety of uses. Raw material will come from contractors in northwestern and central Maine.

Impetus for the decision to build the new plant came when the Maine Central Railroad became interested in an additional Maine source for its crossties. Approximately half the railroad's annual requirements will come from the new mill.

The Gustin Brothers mill is unique in that the log will travel in one direction through a debarker, the various saws, and finally through a chipper in one continuous operation.

## Campaign Scores 10% Rise In U.S. Bond Purchases

A 10.75 percent increase in the number of Maine Central and Portland Terminal Company employees enrolled in Payroll Savings for U. S. Savings Bond purchases was scored in a company drive held in August.

Roy E. Baker, vice president, special projects, served as chairman for the campaign. With completion of necessary account-

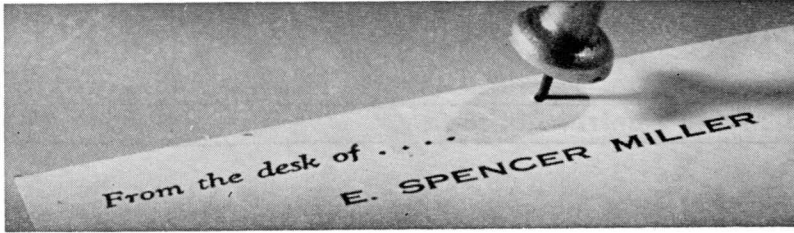
ing in September, he issued the following statement:

“The U. S. Savings Bond Drive during the month of August on the Maine Central Railroad and Portland Terminal Companies has now been completed, with the exception of a few persons who have been absent on account of vacation or other reasons.

“The results have been most gratifying as one out of every ten employees has either become a new subscriber or increased the amount of previous purchases, and one out of every two employees is presently purchasing U. S. Savings Bonds.

“The cooperation exhibited toward this end indicates the real American spirit of the employees.

“Many thanks are due the numerous solicitors that gave so much time over and above their regular duties to contact so many persons in a relatively short time for a very worthy cause.”



TO MY FELLOW EMPLOYEES:

Some of the most thought-provoking reading to be generated in Maine last month was a column in the Bangor Daily News written by Jack Moran, the paper's able managing editor. The headline was "State Headed for Deep Trouble in Financing Highway Operations."



Obviously the product of careful research, Moran's column included these paragraphs, which describe a situation that should be of great and immediate concern to every taxpayer in the State of Maine:

"Highway spending—maintenance, snow removal, administration and debt amortization—have caught up with and passed highway income by almost a million dollars a year. Bond proceeds are the only source of revenue Maine has to match federal dollars for new construction and this is getting costly, almost \$500,000 a year in interest alone.

"Then last winter, the Democratic-controlled Legislature added new problems. It increased highway salaries, added additional state police (for which the highway department pays a share), allowed rebates to gasoline dealers, authorized purchase of equipment, construction of a highway garage at Caribou and several other expenditures, including a driver improvement program."

Moran also pointed out that the 101st Maine Legislature enacted a bill that would remove all tolls from the Maine Turnpike in about 15 years when the bonds on that privately financed road are paid off. The Legislature, Moran says, thus has obligated the State to take over the full operating costs of the 110-mile stretch, increasing their annual costs by \$2 million.

"So," Moran wrote, "the extra financing will fall on the shoulders of the taxpayers, probably in further increases in the state gasoline tax and registration fees. Already the Maine Good Roads Association favors a one-cent increase in the gasoline tax to help bail the Highway Commission out of its present financial dilemma."

The Bangor News managing editor failed to suggest that the measure cancelling the Maine Turnpike tolls be repealed, but pointed out that many states have maintained toll highways and bridges long after they've been paid for. This is apparently true, especially in other states that attract a great number of tourists. Miami, Florida, for example, feels visitors should help pay for improvements that help make vacations more pleasurable, and has retained tolls. Here in Maine, tourists now pay some 68 per cent of the tolls collected at the booths of the Turnpike.

But one other important and long-overdue source of revenue for the Maine Highway Department was overlooked by Moran, and has been accorded equal neglect by the growing number of officials who are becoming concerned over the Highway Department deficits.

It's obvious to us of the railroad industry that fair-share taxes on the users of Maine's highways—levied in proportion to that use—would be of great help in putting the Highway Department back into the black. Such taxes would restore equity between the taxes paid by the motorist and those paid by commercial truckers, whose profit-making operations have long been subsidized by drivers of private automobiles.

Our interest in such fair-share highway taxes lies in the direction of establishment of all forms of transport on a fair competitive footing. Government's interest should be in a completely fair source of new and badly needed extra revenue. The interest of shippers of freight is in preservation of a sound common carrier system which is jeopardized by subsidy of competition which picks and chooses what service it performs.

*E. Spencer Miller*

# One Gift Works Many Wonders



## GIVE THE UNITED WAY



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

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- General Offices
- General Offices
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- Sports



### Three Engagements Announced

Engagements of three daughters of General Office employees were announced in September.

Mary Alice Grant, daughter of Freight Claim Agent and Mrs. Robert H. Grant, is betrothed to William R. Herzog II of Orwell, Vt., a student at the California Baptist Theological Seminary., Covina, California. Miss Grant is a Senior at Boston University School of Nursing.

Marilyn A. Stanley, daughter of Examiner and Mrs. Merrill

B. Stanley, is engaged to wed Robert H. SeeHusen of Portland, an employee of the New England Telephone Co., in Portland. Miss Stanley, a Westbrook Junior College graduate, is employed as a dental hygienist in Portland.

Patricia A. Reinsborough, daughter of Clerk and Mrs. Lawrence W. Reinsborough of Yarmouth, will wed Peter A. Cheney of Lewiston, a teacher in the Westbrook school system. Miss Reinsborough is a Senior at Gorham State College.



**TROPHY WINNERS AT FAIRLAWN**—These were the winners in September's Maine Railroad Golf Tournament at the Fairlawn Country Club, Poland. From left, Earle Spofford, PTCo., Rigby, first gross, class B; Charles Wilson, Mec, Bangor, first gross, class C; Bob Clukey, BAR, Bangor, low net, class A, winner of the E. S. Miller trophy; Irving Perkins, PTCo., Rigby, low net, class B; Larry Gallant, MeC, Bangor, low net, class A; and Tom Scanlin, BAR, Bangor, low net, class C.

### MeC Sailing Skippers Close Fine Season



**VENTURE**—This classic Friendship sloop, built by one of the Morse brothers at Friendship in the teens, is owned and sailed by Agent Bob Thing, Brunswick, newest member of Maine's Friendship Sloop Society. She's based at the Harraseeket Yacht Club, South Freeport.



**TUPPENCE**—This Class "O" sloop, skippered by A. N. Tupper, PTCo. superintendent, has been a fixture at the Centerboard Yacht Club for several seasons. Tuppence is 19 feet overall, and is fibreglassed. She's a familiar sight in the upper harbor.



**WILYBI**—Bill Maloy, mechanical instructor and train rules examiner, Portland, designed and built this trim centerboard sloop last winter. She is shown on the trailer, being readied for launching at the Centerboard Yacht Club, South Portland, by Bill, left, and John Hamilton, supervisor of schedules.



**WIND'S WILL**—Re-built and re-fitted last winter and launched this Spring at Handy's, Falmouth, Wind's Will is a pint-size Friendship sloop. At the helm, above, is Steve Cobb, younger son of Ye Editor.

### BAR Computer Man, MeC Conductor Win Maine Railroad Golf Tourney

A Bangor and Aroostook data processing specialist and a Maine Central Conductor, both of Bangor, won top trophies in the ninth annual Maine Railroad Golf Tournament Sept. 10 at Fairlawn Country Club, East Poland.

Bob Clukey, the BAR computer man, returned to his home town with the E. Spencer Miller trophy, emblematic of the Class A low net title, with a score of 77-14-63. Class A gross honors went to MeC Conductor Larry Gallant, whose record in past tournaments gives him unquestioned membership in Maine Central's top golfing circle.

A field of 66 railroading golfers, largest in the nine-year history of the tournament, turned out for the affair at Fairlawn, one of the state's newest layouts. They included 49 Maine Central and Portland Terminal Company workers; 12 representing the Bangor and Aroostook; three from the New Haven, and two from the Delaware and Hudson.

Gallant, whose low gross card made him the top golfer in the competition, paired two 38's for a total of 76 on the sporty Fairlawn course. It was good enough to win, but might have been three strokes better. The Bangor

conductor's putter cooled on three greens, and he missed two-footers.

Other winners:

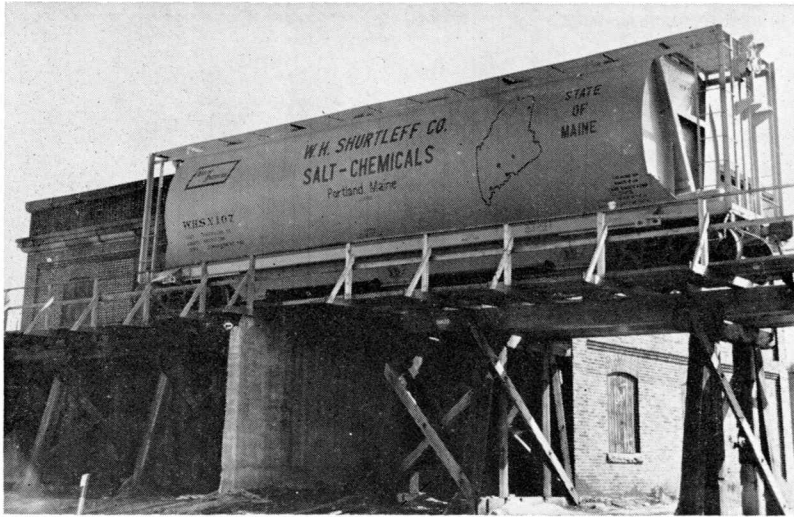
Earle Spofford, PTCo., Rigby, first gross, Class B; Charles Wilson, MeC, Bangor, first gross, Class C; Irving Perkins, PTCo., Rigby, low net, Class B; and Tom Scanlin, BAR, Bangor, low net, Class C.

MeC's Scott Scully won a prize for his drive on the 11th hole, which stopped 3 feet, 11 inches from the pin, and Jerry Shea, also of Portland, took the award for the longest drive, a 290-yarder on the 18th.

Ben Whitney, 83, a retired MeC employee from Bangor, won an award for the oldest player; and Frank Beaulieu of Houlton, a BAR golfer, travelled the greatest distance to enter the tourney.

Jerry Shea, and Lawrence Severance, both of the Maine Central, and Bob Clukey of the Bangor and Aroostook, served as members of the tournament committee, assisted by Peg Shea as scorekeeper.

Bangor and Aroostook golfers will sponsor next year's tournament, to be played in the Spring on a Bangor-area course.



**NEW FOR A TERMINAL CUSTOMER**—This is one of five new covered hoppers bearing the colors of the W. H. Shurtleff Co., Portland, as it was placed for unloading early in September at the salt storage facility of the company behind the old Union Station site in Portland.



**DEMURRAGE COMMITTEE MEETS**—Meeting in Portland for the first time, last month, were members of the New England Railroads' Demurrage Committee. Seated, chairman Fred Dunn, NHHRR; Miss Martha McManus, secretary, Standing, from left, Ted Barlow, CPR; Joseph L. Collette, B and M; Lee Magnam, CV; Richard P. Shaughnessy, BAR; A. F. Rozell, NYC; Fred Ronald, NHHRR; John Ablett, D and H; and Everett Goddard, MeC.



Another big togue has been entered in the Messenger fishing contest by Alvin B. Worcester, work equipment maintainer at Portland. Al's fish, caught at Tunk Lake, September 2, weighed 12 pounds, six ounces, just two ounces short of another laker taken by Mrs. Bob Nurse in Canada back in July. Worcester was vacationing at Tunk Lake, near Bucksport, when he hooked the big togue on a shiner. Warden R. Lyle Frost attested the catch.

## Two-League Hurler, Employee's Son, Signed By Sox

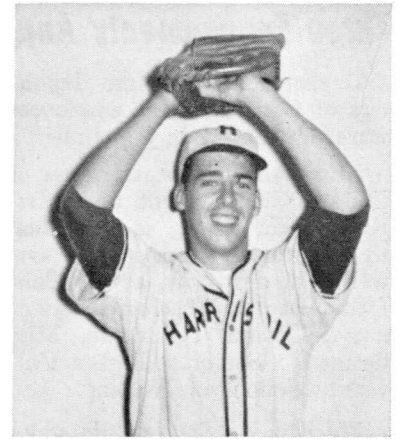
The Oneonta, N. Y. club in the New York-Pennsylvania League will be the training ground, next season, for a young lefthander from Portland signed in September by the Boston Red Sox.

Roger Farrar, son of stenographer Beryl Farrar of the Purchasing Department, struck out 14 batters in a no-hitter last month at Deering's Oaks. He pitched for the Harris Oilers against the Portland Twilight League All-Stars.

On hand to watch was Irving (Jack) Burns, chief New England Scout for the Red Sox, who has had a watchful eye on young Farrar for most of the Portland two-league season. The no-hitter against the All-Stars was the clincher for Burns, who noted the former Deering hurler's season record of 13 wins and five losses, and produced a contract.

The veteran Scout indicated Farrar also may play in the Florida instructional league this winter before Spring training begins.

Portland Twilight League President John Haverty said the six-foot, 180-pound Farrar will be missed . . . "except by Two League batters."



Roger Farrar

## Didace J. Burke, Veteran Storesman, Dies in Portland

Didace J. Burke, 75, of 90 Dartmouth St., died unexpectedly Sept. 18 in a Portland hospital. He retired in 1960 from the Portland Terminal Co. where he was supervisor of stores. He had been employed by the PTCO. more than 56 years.

Mr. Burke was born at Tignish, N. B., Dec. 5, 1890, son of Alfred J. and Sophie Gallant Burke.

Besides his widow, the former Mary Kathleen Lanigan, he leaves two sisters, Mrs. Sarah M. Goucher and Mrs. John J. O'Toole, both of Portland; two brothers, Henry J. Burke, South Portland, and Blair J. Burke, Portland, and several nieces and nephews.



**REACHES 50-YEAR MARK**—Engineering department representatives were on hand in Brunswick in August to honor Joseph H. Desjardins, clerk in the Brunswick Track Superintendent's office, for his 50 years of Maine Central service. From left, Horace Ames, Brunswick, track supervisor; Wesley M. Martin, Portland, engineer of track; Desjardins and Richard M. Aylward, Portland, chief clerk.



**EARNs GOLD BARS**—Richard A. Ball, USMC, was commissioned as a Second Lieutenant on completion of a course at the Army Language School, Monterey, California, and was named outstanding member of his class. He is the son of Transportation Assistant and Mrs. Clifford R. Ball, Portland. Mrs. Ball, the former Margaret Bottman of Portland, is shown pinning on his gold bars. A specialist in the Thai language, Lt. Ball will soon leave for a tour of duty in Viet Nam. Lt. and Mrs. Ball have been visiting his parents in Portland.

**GENERAL OFFICES**

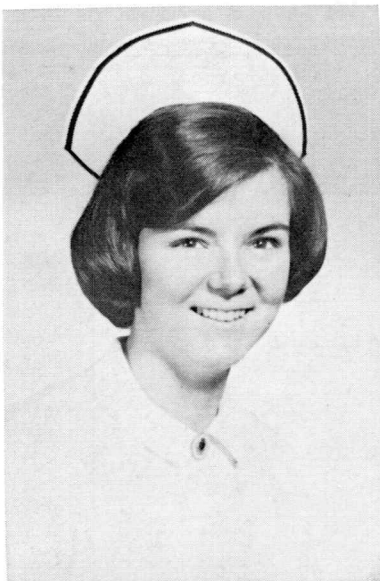
Gordon Williams, Cashier, attended a New England Kiwanis convention in Groton, Conn. recently.

Shirley Wilson and her husband traveled to Quebec City on vacation.

Grace Hoglund and her husband toured the state in their new green Chevelle.

Stan Watson, new president of the Southern Maine Chapter of the National Association of Accountants, reported a fine turnout for the recent meeting in Portland with several Maine Central people in attendance.

Larry Harding and family recently shook hands with President Johnson when he was passing through on his week-end trip.



**GRADUATES**—Priscilla A. Smith, daughter of Mrs. Dorothea R. Smith, employed in the Revenue Office, and the late Philip F. Smith, was graduated from St. Mary's General Hospital School of Nursing, Lewiston, in August. She has accepted a position at the Boston Floating Hospital, Boston, Mass.

Dick Esty now has a 1963 dark blue Plymouth.

Dick Aylward has a 1964 black Chevy Impala.

Ray Jackson is sporting a 1966 dark green Oldsmobile convertible, Delta 88.

J. F. Stanford has a new grandson, John David. The parents are Dave and Carol Stanford of Oakland, Calif.

Marion Faibisy and son John spent their vacation in Nova Scotia visiting Marion's father and relatives.

Tie and Timber Inspector W. A. Crowell and family of Nashua, N. H., recently spent two weeks' vacation touring New England, visiting Provincetown, Mass., attending Skowhegan Fair one day and across the Canadian Border for a visit to Quebec City.

Supt. and Mrs. J. E. Bouchard moved into their newly built home in South Portland August 30.

Donna O'Bryan, Stenographer in the Superintendent's office, recently spent a week of her vacation entertaining relatives and friends at home. This is a switch, as Donna usually does the touring.

Arthur Palmer and his mother, and George and Mrs. Marcroft recently made a trip to Aroostook County to enjoy the potato blossoms. They also managed to find time for a day at Skowhegan Fair.

Mrs. Mollie Fehlau, husband and family recently spent an enjoyable week vacationing at Kettle Cove, Sebago Lake.

Glenda Gilman was guest of honor at a bridal shower given by the General Office girls at Crescent Beach Inn. She was presented an electric "Broiler King" and other gifts. Attending were: Grace Thompson, Irene Kelsea, Dorothea Smith, Janet Calder, Martha True, Marguerite Hollywood, Marion Stevens, Madeline Bowdoin, Myrtle Neilson, Louise Scannell.

Connie Davis, Theresa Slattery, Alice Allen, Ruth Christiansen, Arlyn

Whitney, Marjie Briggs, Mary Nugent, Hazel Davidson, Lillian Smyth and Ruth Kelley.

Mr. and Mrs. Donald Svenson recently attended the graduation of their daughter, Suzanne, from Massachusetts General Hospital.

John Miller, son of Mr. and Mrs. Eugene E. Miller, is attending Fordham University.

David MacDowell, son of Mr. and Mrs. Wendell D. MacDowell, is attending LeMoyne College at Syracuse, N. Y. He recently received the Maine State Golf Association Scholarship.

Joe Green, President of the Portland Fire Buffs, attended the recent convention of the Maine State Federation of Fire Fighters at Waterville.

**RIGBY ENGINE HOUSE**

Former General Foreman Malcolm Billington is back in the groove after a 17-day sojourn in the hospital. He later received a visit from his niece, Mrs. Ralph Barde of Chicago and her 4 youngsters.

Engine House Worker Asa Worcester, has visited his old home in Washington County, in the blueberry country near Columbia Falls. He says the berries, although not as plentiful as he has seen them, were of good quality.

Former Foreman Fred Lombard visited the shop recently, and mentioned that he is now working in a dairy store.

George Beckwith of the Bridge and Building crew has purchased an acre of land at Gray where he plans to build a home. At present he has a house trailer on the property.

Former Machinist Lucien Carignan who retired recently, has become a night watchman at a trucking terminal near his home.

Laborer Dustin Greenlaw, who has had pneumonia, is back on the job.

"Red" Baker and his Bridge and Building crew are making the usual fall repairs around the engine house, setting glass and patching the roof.

The Wetmore, Seniors, celebrated their 46th wedding anniversary Sept. 1.

Carpenter Heulin Babbidge plans on wintering a saddle horse from one of the local riding stables for his daughter.

Mrs. Annie Gorrie, 80, mother of Lawrence Gorrie, a former Electricians' Helper, died August 18.

Traveling Car Inspector "Ted" Jewett, formerly of Waterville, and whose dad is Machinist Bert Jewett, I.C.C. Inspector at the Waterville Shops, is now stationed at Rigby most of the time.

Retired Machinist Walter "Pete" Bass died at a local nursing home after a long illness. A floral tribute was sent.

Carman and Mrs. Thomas Manning were honored with a surprise party on their 25th wedding anniversary at their home at 37 Hingham street, by their daughter and son-in-law, Mr. and Mrs. Mark Parent. Among the many guests were retired railroad veterans Byron Twomley and Ralph McKelvey.

Janice and Robert Hannaford have announced the birth of a baby girl, 8 pounds in weight, and named

Suzan Lynn. Janice is the daughter of Hostler Roger Dudley, and this is his second grandchild.

Joseph Murphy, Jr., brother of Laborer Edward Murphy, at the Car Department, recently visited his father and mother, Mr. and Mrs. Joseph Murphy. The elder Murphy is a retired employee. He is a plumber, and resides in St. Louis, Mo.

Carman Philip Sampson was at a local hospital recently for a check-up.

Engine Dispatcher John Welch was ill early in the month, but is coming along very well at this date.

Turntable Operator "Al" Meade had a case of "housemaid's knee," only it was in his elbow. He made one or two trips to the doctor's.

Machinist Robert Casey, one of our younger men recently made a machinist, is no longer a "Honda" fan. Having owned at least three of them, he has sold the last one and gone back to the automobile.

Horatio Clark, 93, at one time our assistant paymaster, told us of the death of his sister with whom he lived on August 19.

Welder Albert McCann, in the process of building up the wear on coupler draw bars by the welding method, has devised a gauge to determine the exact amount of wear to bring the draw bar up to standard measurement.

Frank Hagan, General Chairman, Fireman and Oilers, who represents the laborers' craft at this point, died suddenly while on his way to Boston, from a business trip in Maine. He, at the time, was traveling with Paul Sullivan, General Chairman, Machinists.

Marriage intentions of Donna Perkins and James DeWeaver have been announced. She is the daughter of Carman Donald Perkins.

Electrician and Spare Foreman Waverly Hammond is back on the job again after illness. He is on a part-time schedule at present.

Retired Hostlers Helper Arthur Thorne is getting ready to have a garage built. He has had dirt and gravel fill hauled and dumped for grading for the foundation.

Hostler Joseph Tierney is back on the job after his sojourn at a local hospital.



**SPIKE AND ROCKY**—Rocky Mattattall, right, son of Conductor and Mrs. Stanley Mattattall, Scarborough, has a small shadow named Spike, his little brother, who is mascot of Rocky's Little League team. Dad is manager of the team.



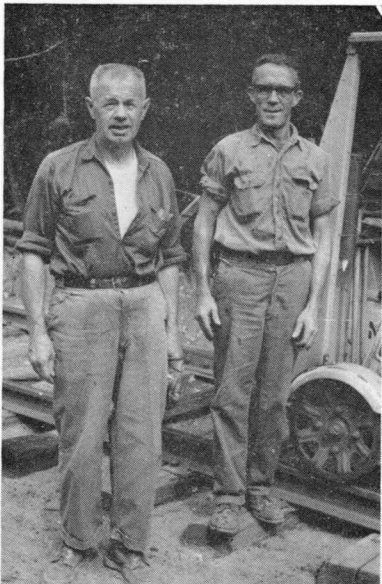
**CRANE FLAGMAN**—Vic Tardiff was flagging for the crane unloading Harmony Branch rail at the Waterville Shops when this picture was taken.

Retired engine dispatcher and Mrs. Jerry Flaherty have returned from the West coast where they visited their daughter Dorothy who lives at Long Beach.

## RIGBY YARDS

Third Trick Operator E. J. Walker has retired, his position being bid off by Second Trick Operator J. E. Pouliot, whose position was bid off by Spare Operator R. G. Burdwood. Spare Operator E. H. Gronlund is covering the second trick at Tower Two until Burdwood assumes his new position.

J. M. Weingaertner, third trick operator at Tower Two, has been enjoying a few days vacation, his position being covered by Spare Operator P. D. Graham. Also vacationing were Operators L. E. King and P. B. Timberlake of Tower One. Yard Clerks on vacation were E. T. Bolduc, E. J. Regan, J. J. Joyce, George Severy and J. F. Johnson.



**ON SECTION NO. 27**—Foreman Alfred Gowen and Helper B. E. Boyle had a small problem with hornets just before this picture was taken last month on Section 27, Hinckley to Skowhegan.

W. W. Sawyer, janitor at Rigby, has been on vacation, his position covered by B. Parker. Per Diem Office Clerks on vacation were C. M. Talbot, W. Glenn, E. Stanton, W. Pettingill and H. Scott.

First Trick Messenger L. Pettingill has been on vacation, his position being covered by Spare Messenger F. Morelli. J. McFarland, watchman at Wharf One, has been on vacation, his position being covered by R. Chisholm, whose position was covered by Spare Watchman B. Parker. M. J. Wallace, first trick crossingtender at Forest Ave., has been on vacation, his position being covered by Spare Watchman Coe.

## WATERVILLE SHOPS

New car drivers include Machinist Helper Emery Soule, a Dodge pick-up; Clerk Norman Thyng, a Pontiac Chieftain; Laborer George Knight, a Ford pick-up; Paint Helper Merle



**VISIT DISNEYLAND**—At left, retired Carman and Mrs. Verne Belyea, and at right, shop Foreman and Mrs. Dick Delano. The picture was taken in Disneyland Park in California during a month-long tour of California this summer.

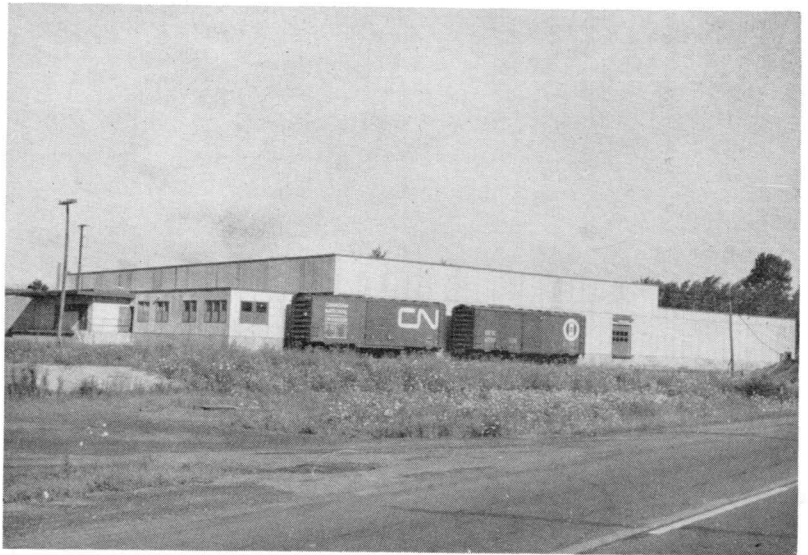
Otis, a Plymouth Fury; and Millman Newman Taber, a Chevrolet convertible.

The Shops employees were shocked at the sudden death of Carman Joe Giroux on Sept. 1. Giroux had worked the previous day and appeared to be his usual self. He was 64 years of age and had been on the roster since July, 1925.

Congratulations to Carman Ted Jewett who has received a promotion and is working out of the general office in Portland as a mechanical inspector. It couldn't have happened to a nicer guy.

Our car department senior, and most distinguished appearing supervisor, has been awarded the Purple Heart medal for being wounded in pursuit of duty. He had his finger squeeze in a freight car door.

A wedding of interest took place at Princeton, Me., in August, when retired Electrician John Patterson and Mrs. Pauline Hemphill were united in marriage. Mrs. Patterson plans to complete her teaching career after this year of service and the



**NEW PLANT AT FAIRFIELD**—The first two cars are shown as they were unloaded in September at the new plant of Holmes-Swift in Fairfield. The new plant has just been completed. Former headquarters of the firm were in Waterville.

couple plan thereafter to spend winters in Florida.

Retired Carman Wallace Moors died Sept. 12 after a long illness. He was 72 and had worked many years on the road service truck.

Carman Ken Hall had the unfortunate experience of coming upon a bad car accident while driving home from work one afternoon recently. He stopped to investigate and found three of his children as victims in the car which had left the road, hitting a tree. The boys, Michael, 17; Kenneth, Jr., 14 and Tracy, 12, all were seriously hurt with broken bones.

Machinist Rick Chamberlain has been the coach of the Kiwanis Youth League baseball team during the past summer. The team won the City championship.

Miss Betty McCaslin, a recent graduate of Boston University, has accepted a math teaching assignment in the Coylestown, Conn., High School.

John DaPrato, Jr., son of Carman and Mrs. John DaPrato, has recently enrolled in the Marist Seminary in Bedford, Mass., where he will study for the Priesthood.

Machinist Ken Fletcher is accepting donations toward purchase of alarm clocks for newly married apprentices.

## WATERVILLE STATION

Arthur Haskell has bid off the machine operator's position in Division Crew "A." This job was held by the late "Stub" Murphy.

Chester Haskell has bid off the track repairman's position, Waterville, while Gid Veilleux is ill.

Bill Williams has bid off the Assistant Foreman's position in Division Crew "A."

Sympathy is extended to Foreman Earl Doody, Division Crew "A," on the death of his brother.

Fred Sautter of Fairmont Railway Motors, Inc., was a recent visitor in the engineering department. Fred worked formerly for the Maine Central as Assistant Track Supervisor at Waterville.

Trackman Shirley Proctor's son has been assigned to Viet Nam. He was previously stationed in France.

Assistant to Work Equipment Supervisor Al Henderson was on a

week's vacation fishing at Indian Pond.

Trackman Frank A. Nason, Jr., Madison, died September 7 at Anson after 18 years of service. He was 37 years old.

Clerk Carroll Huard, Freight Office, was presented his 25 year pin, also E. N. Stowell, Conductor of WH-1 and HW-2, by Trainmaster Bud Harris.

Assistant track supervisor F. E. Johnston spent a two-week vacation at his camp on Pushaw Lake.

Work Equipment Supervisor Ray Coulombre was on a two week vacation camping at Sebago Lake.

General Agent Calvin Clark took short trips during his two week vacation.

Plumber Joe McKenney was on two weeks vacation taking short camping trips.

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

We know of a certain gal in the



**ACCEPTS POST**—Miss Linda DaPrato, daughter of Carman and Mrs. John DaPrato, Waterville, who graduated from the R.N. course at the Thayer Sept. 7, has accepted a position at the Childrens Hospital in Boston.



**THE SHOPS FROM THE AIR**—An air view of the Waterville Shops made by Paint Shop Foreman G. K. Stevens from the right-hand seat of his son-in-law's plane last month shows the shops buildings, the rip track and part of the yard. The flight was made during a visit by the son-in-law, A. S. Mobley of Terre Haute, Indiana.



**CANADIAN COINCIDENCE**—When Laurier Pouliotte, carman at the Waterville Shops, visited Ottawa, Canada, last month, what better spot to pose for a picture than the intersection of two streets named, believe it or not, Laurier and Pouliotte. As far as can be determined, this was a pure, out-and-out coincidence.

Freight Office that came to work September 1, with an "8th month" sticker on her car.

Trackman James Shelley has resigned to work elsewhere.

Richard Palmer has bid off the trackman's position in Waterville Yard.

The joint oiling program has begun on District No. 4.

Signalman Dave King was on vacation. We see he has swapped cars and is now sporting a Mustang.

On vacation in September were Track Foremen Ed Veilleux, and Leon Lawrence, Trackmen Nelson Chamberlain, Paul Campbell, Francis Roy, A. A. Durand, Keith Bow-

den, Mark Murphy; and machine operator Charles Green, Jr.

Machine Operator Sammy Haskell, Division Crew "A," is sporting a new Chevy hardtop.

Trackman Stanley Wallace has returned from sick leave at Norridge-wock. Vic Thompson, who was on his job, has bunted Wallace Blodgett at Oakland. Blodgett has bunted Mark Murphy at Fairfield. Murphy has bunted Gerry Gagnon in Division Crew "A."

Track Foreman Ronnie Hartford, Corinna, has returned to the trackman's field, and has bunted Paul Vainio at Foxcroft.

Track changes and retirements are being made at Newport Jct.

Scale Inspector Basil Coggins was on a week's vacation.

The State is constructing new concrete deck on the highway overhead bridge at Carmel on Route 2. Traffic is being detoured via temporary railroad crossing which is protected around the clock by crossingtenders. Work on the bridge is being inspected by Maine Central B&B Inspector, Ken "Wyatt Earp" Strout.

Supervisor of Work Equipment Ray Coulombre was up on the Bangor and Aroostook RR at Houlton to see the operation of new equipment.

We would recommend that Track Foreman Ed Veilleux wear safety shoes while handling timbers at his camp. Ed is doing some work around his camp at China Lake and we hear he had a helper, Denis Chamberlain, Chief Clerk, Freight Office, who is also on vacation.

Spare Clerk Priscilla Averill went to lunch with Clerk-Stenog Bev Cook one noon, and when Bev returned to work, she suddenly remembered she had forgotten something. It was Priscilla.

Work Equipment Maintainer Leo St. Pierre and Asst. Work Equipment Maintainer Les Anderson went fishing for a weekend at Lobster Lake.

**WATERVILLE YARDS**

Allen Powers, son of Llyod Powers, Brakeman, Switcher No. 8, is striking for the checking job of Ken Snow, who will be filling for Arthur

Ladd while Arthur is taking his nephew to Colorado.

Don Bartlett, Brakeman, after spending the summer in Bangor, has decided to come back to Waterville on Switcher No. 8. It's good to see Don. He hasn't lost too much weight.



**VACATION JOB**—Here's a conductor spending his vacation wisely. He's none other than Leo Bujold, Waterville, pausing for a picture.

Herbert Gullifer, Car Inspector at west yard, Waterville, spent a day of his vacation on Mount Washington. He went by the way of the Cog Railway. He said it was a mighty steep climb—a 25 percent grade most of the way, and at one place up to 37 percent grade. Although it

looks dangerous, the railway has the reputation of being one of the safest.

Car Inspectors Leo Fredette and Harvey McCaslin, and their wives, while on vacation, took a trip to Nova Scotia, Halifax and Bridgewater. Saw a shipbuilding outfit at Bridgewater, and also an old friend of theirs, Clarence Butterbaugh, who is now residing at Middleton. The trip lasted eight days, and Leo's camper really came in handy.

Leo Bujold, Brakeman, Relief Switcher No. 2, which is run by Conductor P. L. Messier, asked Phil one day what his hobby was. "Speed," he replied. Now Phil is blessed with the name of "Speedy."

Maurice LaPlante came from the Rip Track to fill in for Edwin "Peanut" Libby while on vacation.

Our congratulations to Ted Jewett, who was promoted to Mechanical Inspector, effective September 1. His station will be in Portland.

Dan Giroux, Electrician, is back from his vacation and his work really piled up.

Amos Lake, retired Conductor, was visiting at Waterville Yard Office recently. He looked mighty handsome, all dolled up.

Hugh Crandlemire bid off the checking job of Bill Monroe on the 3rd track.

Leo Bujold was at the Windsor Fair with Vic Tardiff. At one time during the excitement Vic asked Leo for a cigarette, not realizing that he already had two going.

Another Windsor Fair attendant was Peanut Libby. Roger Ouelette was there too.

"Peanut" also took a trip to Aroostook County.

John Witham from Newport is filling in for "Doug" Thompson, who is on vacation. It's good to see smiling John again.

Panela Rae Libby, daughter of Car Inspector and Mrs. Edwin Libby was married to Larry Pamphrey of Danvers, Mass., in August.

M. H. Grant, Engineman from Portland, has bid off WK-2—KW1.

On vacation this month were:

Yard: R. E. MacPherson, R. O. Carrier, L. H. Bujold, W. H. Bodman, L. P. Donaheu, R. J. Veilleux, J. R. B. Theriault, R. E. LeCompte and P. M. St. Pierre.

Road, Don Barry and F. L. Leathers. H. B. Higgins, bill rack clerk; R. M. Knight, janitor; L. C. Joler, crossing tender.

Enginemen, C. W. Hersey, Jr., C. Kimble, H. Stinson, R. Buzzell, K. Ireland and C. E. Richardson.



**ED'S LAST DAY OF WORK**—These railroaders, members of the Switcher No. 7 crew at Waterville, helped Ed Cook, veteran engineman, celebrate his final day of work before retirement last month. From left, Reid Cammick, Omer Bouchard, Ralph Moffatt, Paul Barrows, Ed Cook and Eugene Laliberte.

## With the VETERANS

A meeting of the Railroad Veterans was held at Howard Johnson's Restaurant, Thornton Heights, Sept. 18. Eric P. Smith, Chief Statistician, Maine Central Railroad, was the speaker. Slides were shown of his recent visit to Iceland.

Mr. and Mrs. Robert R. Lewis have been entertaining Mr. Lewis' brother, James H. Lewis of Newtonville, Mass., and their son James.

E. Russell Biladeau of Laconia, N. H., recently visited his grandparents, Mr. and Mrs. Ernest T. Biladeau of South Portland. Russell will be a Junior at the University of Bridgeport, Conn., this fall.

Mr. and Mrs. Leonard E. King of Tremont street, South Portland, have been recent guests of their son and wife Mr. and Mrs. Paul King at Aziscoos Lake, Maine.

Mr. and Mrs. John Burke are on vacation in Quebec. While there they will visit Ste Ann De Beupre.

We were sorry to hear of the death of Mr. Urban L. Sawyer, retired Portland Terminal Yard Conductor.

Mr. John G. Thompson of North Andover, Mass., died recently at the Lawrence General Hospital after a short illness. He celebrated his 90th Birthday March 31. Mr. Thompson was employed by the Boston & Maine Railroad for 68 years.

The annual Convention of the United Association of Railroad Veterans was held in Burlington, Vermont, September 21-24, with headquarters at the Hotel Vermont. A large representation from the Maine Association attended the event.

Alonzo M. Trenholm, retired Canadian National roadman, has returned to his home from the Maine Medical Center after suffering a heart attack. Best wishes go to him for a speedy recovery.

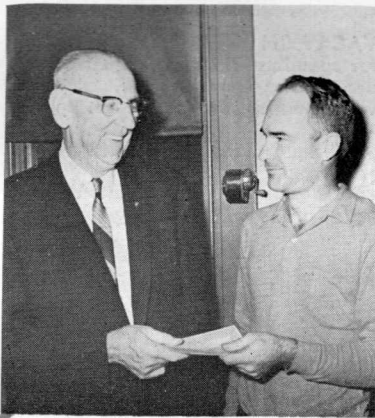
### Note of Thanks

I want to express my sincere appreciation for the purse given me at the luncheon held in recognition of my departure. My thanks to all who made it possible, and also a farewell to all who have made my twelve years with the Maine Central and Portland Terminal Companies such a pleasant and memorable experience.

John Parker



**SOMETHING FOR THE BIRDS**—It's harvest time in Malcolm Billington's garden, but this corn isn't for human consumption. It's part of the harvest the retired Rigby Engine House foreman has every fall for the winter's feeding of the pheasants that make his Stroudwater home in Portland a regular stop. Malcolm's reputation as a pickle maker, as well as a gardener, is increasing by leaps and bounds.



**VETERAN RETIRES**—William D. Fardy, agent at Deering Junction, retired in September after 55 years of Maine Central and Portland Terminal Company service. He is shown being presented a retirement gift by Clerk-Operator Robert C. Burdwood on behalf of fellow employees. At the time of his retirement, Mr. Fardy was No. 1 on the Telegraphers' roster. He had served as operator and agent at many system points during a long railroad career.

### DEATHS

Lester A. Campbell, carman, Portland, August 27.

Erving W. Drew, carman, Bangor, September 2.

Joseph W. Giroux, carman, Waterville, September 1.

## 24 Get 25-Year Service Awards

The following Maine Central and Portland Terminal employees were presented 25-year service buttons in August and September:

D. W. Ainsworth, trackman, Bartlett; W. C. Allen, Jr., yardman, Portland; J. D. Begin, operator, Waterville; H. F. Berwick, yardman, Portland; C. W. Boylan, crossingtender, Bangor; G. F. Bumps, carman C, Waterville; T. E. Caufield, yard conductor, Portland; R. F. Chaisson, clerk, Portland; J. C. Clark, yardman, Portland; V. P. Courtney, engine house, Bangor.

J. M. Coyne, freight handler, Portland; E. F. Flaherty, clerk, Portland; J. M. Foley, yard conductor, Portland; Fred J. Gaunce, electrician's helper, Waterville; W. A. Glen, clerk, Portland; E. A. Googins, conductor, Portland; Clifford P. Hawkes, Jr., auditor revenue and freight claims, Portland; Sumner B. Holt, stores department, Waterville; Carroll Huard, clerk, Waterville; M. E. Johnson, conductor, Rockland; W. A. Pettingill, clerk, Portland; C. E. Ready, engine house, Rigby; E. N. Stowell, conductor, Portland; W. F. Welch, conductor, Clinton.

### RETIREMENTS

E. P. Cook, locomotive engineer, Portland, August 30.

Bernard H. Coombs, laborer, Bangor, August 30.

Barney Devaou, trackman, Lambert Lake, September 2.

William D. Fardy, station agent, Portland, September 4.

Alice L. Gallant, telephone operator, Portland, September 15.

Robert R. Gardner, section foreman, Bartlett, N. H., September 1.

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