

RAILROAD JIG-SAW PUZZLE—Maine Central Railroad crews are working at West Baldwin, putting together the 94 pieces of this huge culvert with a total of 4,390 nuts and bolts. The culvert, measuring 16 feet in diameter, will carry the waters of Dug Hill brook beneath the tracks of the railroad's Mountain Division. More than 13,000 cubic yards of earth and rock will be used to fill around the culvert, and the wooden trestle will be eliminated.

United Fund, Chest Campaigns Underway On MeC

The 1966 United Fund or Community Chest campaigns are well in progress in the major centers of the Maine Central system, with advance indications that railroad employees will again demonstrate their willingness to aid the less fortunate.

The Maine Central-Portland Terminal Company drive is still in progress, but Waterville-area railroaders already have exceeded their Community Chest quota, pledging a total of \$1,781. Lewiston railroaders contributed \$277 to their local United Fund effort, and Bangor's drive has just begun.

The company-wide campaign was opened early in October when a letter announcing the drive was sent to all employees by President E. Spencer Miller.

Another Birthday

In case you hadn't noticed, this is Volume 7, No. 1, of the Maine Central Messenger. This means we're starting our seventh year of continuous monthly publication.

Or, if you're of a statistical turn of mind, this is the 73rd issue, and the copy you are now reading is one of 321,300 that have been prepared, printed and circulated since November, 1961.

Keynoting the company effort, Mr. Miller's letter read as follows:

This is the season of harvest, of Thanksgiving, and of helping the less fortunate

(U-Fund—Page 8)

Crews Complete Dug Hill Culvert

Engineering Department crews replaced Dug Hill Brook trestle at West Baldwin with a giant jig-saw puzzle in October, putting together the 94 sections of a 16-foot culvert and placing some 13,000 yards of fill.

The 160-foot trestle, which has spanned the brook since 1939 floods destroyed a stone arch there, will be eliminated.

W. L. Morang's carpenter crew and D. A. Pomeroy's stone crew accomplished the task, first rerouting the brook around the construction site, then putting together the huge culvert, and finally burying it and filling the ravine under the track with gravel and riprap. When the job was done, the brook was allowed to resume its normal course, but this time through the new culvert.

The trestle replacement was an upgrading move in anticipation of new and heavier locomotives due in November.

President Miller Outlines Growth Of Maine Economy In Boston Speech

Dramatic growth of the Maine economy was cited in Boston Oct. 11 by the president of the Maine Central Railroad, who said the company's lower rates and modern equipment are major factors in Maine's industrial expansion.

E. Spencer Miller addressed members of the New England Railroad Club at the Sheraton-Plaza. He said Maine's industrial production has increased 23 per cent since 1960.

The Maine Central president cited advances in three of Maine's basic industries. "Pulp and paper manufacturing," he said, "which is the backbone of Maine industry, has increased from a dollar value of \$432,000,000 in 1960 to \$505,000,000 in 1965.

"While it is generally supposed that the textile industry has left New England, it has actually been growing in Maine. In 1960 the total value of manufactured textiles in Maine was \$173,000,000, and in 1965, it was \$195,000,000—up more than 12 per cent.

"A great deal has been said," Miller concluded, "most of which has added to confusion,

concerning the desperate plight of the poultry industry in Maine, due to an alleged competitive advantage in feed costs enjoyed by competitors in the Delmarva region. I believe any fair-minded member of the poultry industry in Maine will concede that it

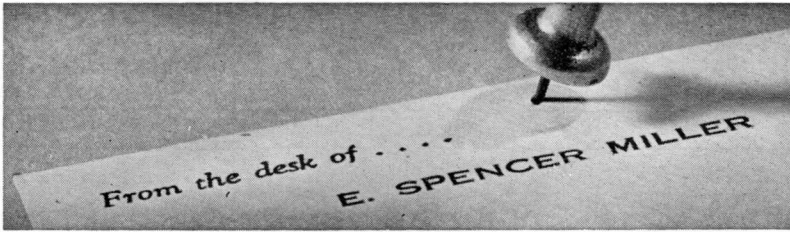
(Miller—Page 8)

'Boost Maine' Talk Wins KJ's Praise

Augusta's Kennebec Journal, reacting to President Miller's address in Boston, had this to say in an editorial:

"It is always pleasant to toot your own horn when you can back up your boasting with solid facts and figures. E. Spencer Miller, president of the Maine Central Railroad, indulged in such pleasantries in a talk Tuesday to members of the New England Railroad Club in Boston. Maine's industrial production, he asserted, has increased 23 per cent since 1960. A little modest crowing about this is certainly in order.

"There's little excuse for 'talking poor mouth' in discussing Maine's overall economy today. We thank Mr. Miller for doing a very good job of tooting Maine's horn."



TO MY FELLOW EMPLOYEES:

Even a small railroad such as Maine Central brings a vast variety of problems to its officers each and every day. Some are new, and some are old ones in new postures. To the officers of the management team our railroad wears many different faces.



For instance, to the Chief Engineer it is 1207 miles of track, signals, bridges and buildings. To the General Manager it is a grid of train movements, of dispatching, of train orders and the most complicated negotiations with 19 different labor organizations.

To the Comptroller and Treasurer it is a matter of budgetary controls, of compliance with complicated accounting regulations of the I.C.C., keeping of records, constant development of new procedures and applications of machine accounting, of cost studies relating to profitability of segments of the railroad and to financing of new equipment, and to meeting of sinking funds in the most economic manner.

The Traffic Department is that one most closely in touch with the public, and its responsibilities in many ways are the greatest, because its efforts both in the technical field of rates and tariffs, and in the personal field of customer relations, account for the size of our income and the potentialities for our growth.

Our chief purchasing officer must look upon the railroad as a complex problem in supplying daily needs from inventory, of making the major purchases, such as locomotives and cars, in the most businesslike way, of seeing to it that specifications are fulfilled, and in selling surplus materials and scrap most advantageously.

The great joy coming from management of a small railroad lies in the fact that there is both time and necessity for the chief executive officer to give attention to every one of these important functions, and if he is on his job he should have more than a passing knowledge of proper operation in every field, sufficient to warrant the exercise of some judgment and more than a little guidance. To me, however, the railroad is chiefly 2,000 men and women who work for it and I am pleased that on a property as small as ours it is possible to know personally and call by name several hundred in all branches of service and hundreds of the million people who make up the population of the area we serve. Public Relations are a part of the job, and the picture of us which these people in Maine, New Hampshire and Vermont, which we are pleased to term the "North Country", have, has a great deal to do with our present and our future. It is gratifying when we find them with us and when we find industries, such as the poultry industry, commending us publicly, and to our Congressional representation, for the success of our efforts in reducing rates and keeping the industry not only competitive, but prosperous.

The very smallness of the Maine Central gives to its management a sense of completeness, which would be impossible on a larger property. I know every station on the line and every one of the 55 Agents in those stations. I can visualize the center of every town served by the railroad, every major industry, the sidetrack to it, where the main line is double tracked, where it is single tracked, and the turn outs. In Portland we are so close to all of the industries and people whom we serve that our response to requests in the fields of operations and traffic can be immediate. The managers of all of our leading mills are equally well known and we feel that we have a responsiveness to a local situation which could not be obtained from an office in a remote city in trunk line or western territory.

Our prospects are good, and from our close-range view, Maine Central is a sound and growing little railroad. Apart from merger and diversification, both of which we are alert to, there will be a continuing and ever growing satisfaction in attending closely to that railroad business stretching out over the 930 miles of road which we know so well.

Your Fair Share

Consider, for example, how much more difficult it would be if the present level of care for the handicapped children, the operation of the Boy and Girl Scouts, the YMCA and all the other United Fund agencies were to be reflected in our tax bills.

Consider, for another example, how difficult it would be to shoulder the burden of support for these agencies if they approached us individually, throughout the course of the entire year.

Consider, too, how much good these agencies do for our communities, and what a great responsibility their very existence removes from your own shoulders.

Consider your own good fortune, compared with others, and pledge your fair share in the current United Fund and Community Chest campaigns.



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.

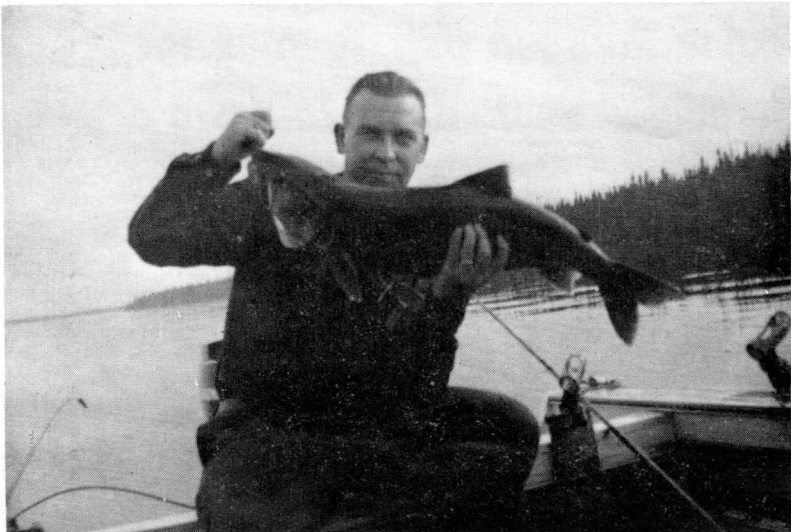
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JOSEPH H. COBB, Director of Public Relations

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FROM CHIBOUGAMAU—This monster togue—or gray trout as the natives call them—was taken recently by Velma Nurse, Bob's wife, during a week's stay at Lake Chibougamau, Quebec. It weighed 12 pounds, eight ounces.

Monster Togue Leads Messenger Fishing Contest

A monster togue from Quebec waters is Bob Nurse's bid for top spot in the 1966 Messenger Fishing Contest.

But Bob freely admits the big fish was taken by his wife, Velma, as the two were fishing at Lake Chibougamau, 150 miles from practically nowhere far north of Quebec City, Canada. The 12 pound, eight-ounce togue struck a trolled Chev-Chase lure exactly 20 furious minutes before it allowed itself to be netted.

The Chev-Chase, Bob says, is a small gold lure similar to the more familiar Mooselook wobbler. It also accounted for several brook trout in the three to four-pound class during the week Bob and Velma spent at Chibougamau.

The couple (Bob is a clerk in the Car Accounting Department, Portland) has made the 650-mile Chibougamau trip eight times before this year, each time returning with spectacular catches. Bob says the togue there are similar, but not exactly like those in Maine. They're more highly colored, with red spots like a brook trout, and the meat is very pink. Bob says the natives (whenever you can find one) call these fish gray trout.

Chibougamau is at the end of a 150-mile woods road that leads north out of a Quebec forest and mining town called St. Felicien.



George H. Stanley

George Stanley In New Position

Promotion of George H. Stanley to the post of Loss and Damage Prevention Agent was announced by Horace N. Foster, comptroller and treasurer. Stanley assumed his new duties on July 15.

A graduate of Deering High School, class of 1946, Stanley was employed for a time by Oakhurst Dairy, Portland. He came to the Maine Central in February, 1956 and had been Head Clerk, Daily and Miscellaneous Bureau in the revenue office until he was appointed to his new post. George and Mrs. Stanley, a stenographer in the Engineering Dept., reside at 640 Highland Avenue, South Portland.

Buzzell Promoted As Rourke Retires

Justin E. Buzzell, South Portland, has been named superintendent of car maintenance for the Maine Central Railroad and Portland Terminal Companies.

Richard F. Dole, chief mechanical officer, announced the appointment to be effective July 24, retirement date of Joseph D. Rourke, who has held the superintendent's post since 1956.

Buzzell, who has served as Rourke's assistant for the past eight months, joined the Maine Central in 1929 as a laborer. He was promoted to carman helper at the road's Waterville shops, freight carman, and then to assistant foreman of the freight shops at Waterville. He came to Portland June 14, 1957, as general foreman, car department, at Rigby.

Mr. and Mrs. Buzzell reside at 35 Church Road, South Portland.

Note of Thanks

I wish to extend my thanks to all employees for their participation in the very generous purse presented to me on my retirement. It was very thoughtful and kind of you all. I shall miss not being with you daily, but hope to see you from time to time.

Sincerely,

Joe Rourke

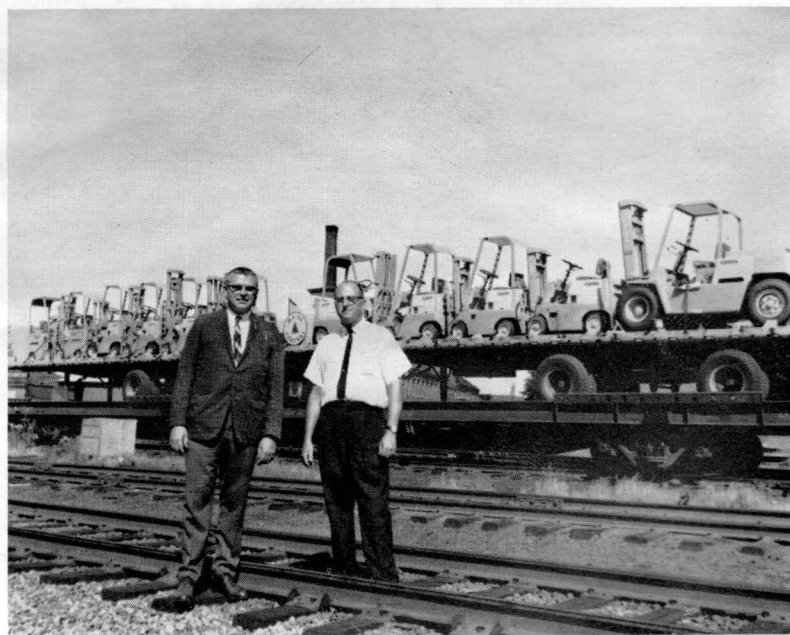


Justin E. Buzzell

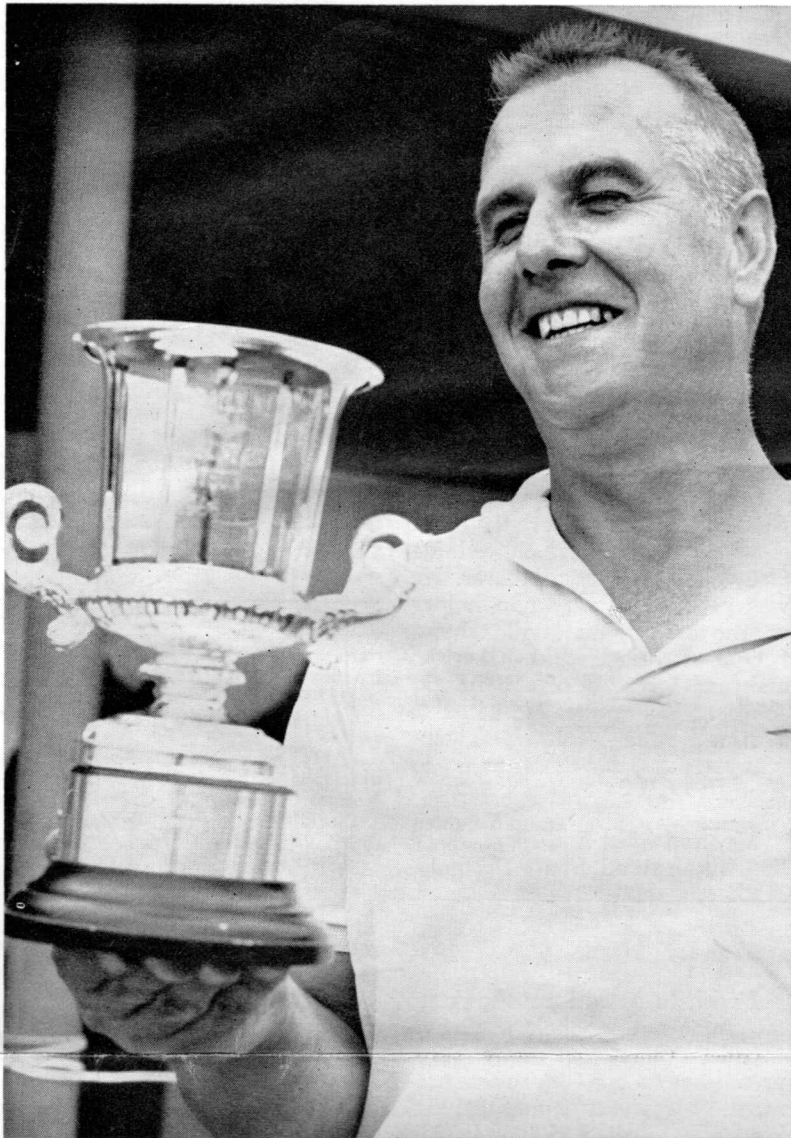
BEETLE BAILEY Mort Walker



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THREE WHEELS HIGH—Two trailer loads of fork lift machines from Battle Creek, Michigan, were delivered by Maine Central to the W. D. Mathews Co. at Auburn in July, completing an unusual piggyback movement. Shown as the shipment arrived are Clayton Mathews, Vice President of the W. D. Mathews Co., left, and General Agent Richard L. Achorn, Lewiston.



THE MAN TO WATCH—Yardmaster Bill Martin of Bangor, shown with his championship trophy won in the recent 54-hole Paul Bunyan Tournament in Bangor, is sharp and ready to go in the Maine Railroad Golf Tournament, scheduled Sept. 10 at Fairlawn. Martin won the Bunyan tourney with rounds of 74, 75 and 79 to beat last year's champ, Vince Ferrara, by one stroke.

Maine Railroad Golf Tournament Scheduled Sept. 10 at Fairlawn

The annual Maine Railroad Golf Tournament will be held Saturday, Sept. 10 at the Fairlawn Country Club, East Poland, Me., with golfers representing all the state's railroads welcome.

Chairmen Jerry Shea, Portland, and Larry Severance, Bangor, have announced the following:

Fairlawn is a public course, and cannot be closed for this event, nor will starting times be assigned. However, if you have a preferred starting time, or four-some, we will try to work you in close to the time on entry blank. We hope everyone will be there between 7:30 and 9:30 a.m. Anyone with an established handicap, either State, club or league, please state with entry blank because the Committee will add two strokes to club or league. Anyone without an established handicap will state their average and how many rounds they use to arrive at the average, and they will then be assigned one by the Committee.

There will be three groups of players. The Committee will try to split the handicaps so there will be equal number of players in each class. Trophies will be awarded to first gross and first net in each class. Prizes will be awarded in each class for the longest drive on the 18th hole and nearest the pin on the 11th hole.

Greens fees are \$3 per person, payable at the course on the day of play.

In order to purchase the trophies and prizes, \$1 must be remitted with each entry slip. The deadline for entries is September 7. No refunds can be made after September 8.

Now that the Bangor & Aroostook have started to participate in this annual event, we hope to have a record turnout. Any further information can be obtained by calling Jerry Shea, Car Accounting, Ext. 394, or Larry Severance, MeC Engine House, Bangor, or Bob Clukey, BAR General Office Building, Ext. 68.

ENTRY FORM

Name Starting Time
Railroad Location
Handicap: State Club Average
Enclosed \$1.00 Entry Fee—Not Returnable after September 8th.

MAIL TO:

Jerry Shea
Car Accounting—MeC
General Office Building
Portland, Maine

Not Later than September 7th.

OR:

Larry Severance
Maine Central
Bangor Engine House
Bangor, Maine

Eldon E. Murphy Dies in Waterville

Eldon E. "Stub" Murphy, Machine Operator, died July 13 in Waterville following a brief illness. He was 59 years old.

Mr. Murphy first started as spare trackman in 1927 and worked until 1929 then resigned. He then resumed employment August 20, 1930, and again resigned in September, 1930. He returned August 1932, and worked off and on until he established trackman's rating April 1937. He had a machine operator's rating since April 10, 1946. He was working as machine operator in District No. 4, Division Crew "A" and was a member of Brotherhood of Railroad Veterans.

He is survived by his wife, Florence, three sisters, one step-daughter, and three brothers, one of whom, Mark E. Murphy, is employed by Maine Central.



GENERAL OFFICES

Merrill Stanley of the Chief Statistician's office is recuperating at home after surgery and is coming along fine.

Eric Smith, Chief Statistician, recently flew from New York to Greenland for a three-weeks vacation that should be most interesting and should produce some fine pictures to add to his Iceland collection.

Russ Rackliffe of the same office, and family, visited points of interest in Washington, Philadelphia and New York and enjoyed two double-header baseball games.

Horace N. Foster, Comptroller and Treasurer, is spending two weeks with his family at Wells Beach.

George Lowell of the Comptroller's office took his family to a performance of "Silk Stockings" at the Brunswick Summer Playhouse during his vacation.

Bill Manning of the same office spent some vacation time in Boston recently.

Others from the second-floor accounting offices who have recently enjoyed their vacations during the hot weather are Ken Austin, Erroll Libby, Theresa Slattery, Blair Walls, Bill Brownell, and Percy Campbell.

Mr. and Mrs. Joseph Connary have named their new arrival Susan Elizabeth. Susan is a niece of Pat Connary of the Purchasing Department.

Herbert J. Whitmore has been appointed Head Clerk—Daily and Miscellaneous Bureau, in the Revenue Office. This position was formerly held by George H. Stanley.

Frank Kemna is employed in the Revenue Office for the summer. He will return to Anselm's College in the fall.

LTJG Sumner L. Thompson has returned to work in the Revenue Office after his annual training with

the U.S. Coast Guard at the C. G. Reserve Training Center located in historic Yorktown, Va. At Yorktown he took the Training Officer Course. Sumner has been the training officer at the Rockland Unit, and has recently been transferred to the South Portland Unit, assuming the same duties.

Sincere sympathy is extended to Charlie McCarthy on the recent death of his mother.

Edna Crimmins spent a week of her vacation here, and in Brunswick where she entertained guests for several days.

Dick Aylward and his wife took a trip in April to New York, and just recently visited his folks in Salem, Mass.

Charlie Jackson is a new car owner, his being a 1966 Burgundy Ford Station Wagon.

Jim DeWever has assumed the position of Rodman and Builder in the Engineering Department. Jim was

graduated in June from Wentworth and will be married in September. Jim lives on Codman Street in Portland.

J. O. Born and family have purchased a cottage at Little Sebago Lake in Dry Mills.

Lin and Marion Lamson, accompanied by Dana Bean, attended the Annual Outing of the New England Camera Club Council, and reported that they had a wonderful weekend.

Chuck Miller is working as a Chainman in the Engineering Dept. for the summer, and in the Fall will resume his studies at Dartmouth as a Sophomore.

John Pierce of South Portland, who will be a Sophomore at Bowdoin in the Fall and worked in the Accounting Dept. last summer, is now filling in for Harry Blackmore, while Harry is in the hospital for his operation. There was a mix-up in the scheduling of Harry's operation, but July 18 was the date finally set.

Bill Hayward's son, Robert, arrived home on June 17 from South America, where he is teaching, to be on hand for the graduation of his brother, Dick from Deering High School. He flew back to Bogota, Colombia, after a stay of three weeks with his family, and will return home in another year to continue his education or fulfill his military obligation.

Dick Hayward recently flew out to Muncie, Indiana, where he will attend college in the Fall, majoring in math.

Grace Thompson recently attended a performance of "The Impossible Years" starring Durwood Kirby of Candid Camera fame at the Kennebunkport Playhouse.

Lennie Sanborn just returned from a summer vacation with a lot of swimming at the different lakes around his home, cook-outs, and a general rest.

Dot and Marguerite Hollywood had a week's vacation recently, taking day trips and doing some shopping.

Dick Greene and his family are planning on a camping vacation this month—spending the first week at Mt. Blue in Maine and the second week visiting Niagara Falls in New York. Dick has a tent trailer which only takes about ten minutes to set up and he really is enjoying it this summer.

Marion Perkins of the Data Processing office is planning a jet trip to California in early August. She will be accompanied by her sister and they plan to visit with relatives in San Diego. While there they hope to visit Hollywood, Los Angeles and San Francisco. Happy flying, Perk.

Francis and Mary Cameron celebrated their 25th wedding anniversary this past June. He is a clerk in Auditor Disbursements office.

Lou and Marcella Davis are on a vacation, taking day trips, but do hope to drive to Philadelphia, Pa. to visit old-time friends.

Milt Chaplin and his wife, accompanied by his sister and brother-in-law, just returned from an enjoyable motor trip through seven states. They visited Niagara Falls in New York, Plymouth Rock in Plymouth, Mass., Sturbridge Village in Mass., also the Edaville Railroad in Mass. where the old "Flying Yankee" is stabled.

Dick Goode (Auditor Revenue Dept.) and his family are camping for a week at Sebago State Park in Naples, Maine.

Mert and John Neilson and party spent an enjoyable Saturday recently at Sebago Lodge just outside of Bath, Maine. They played 18 holes of golf, had lunch at the Lodge, enjoyed a swim in the large sea water pool (66 degrees) and toured the state. A lovely place for a vacation and only an hour's ride from Portland.

Bob Clarke of A. D. Office plans to paint his house while on a vacation this month.

Roger Farrar, son of Purchasing Department Secretary Beryl Farrar, was named a pitching alternate to the All-New England baseball squad as result of performance at the Boston Red Sox tryout camp at Capitol Park in Augusta recently. The semi-finalists will take part in a double-header at Fenway Park, Boston, August 4. Finalists will play in the same park August 17.

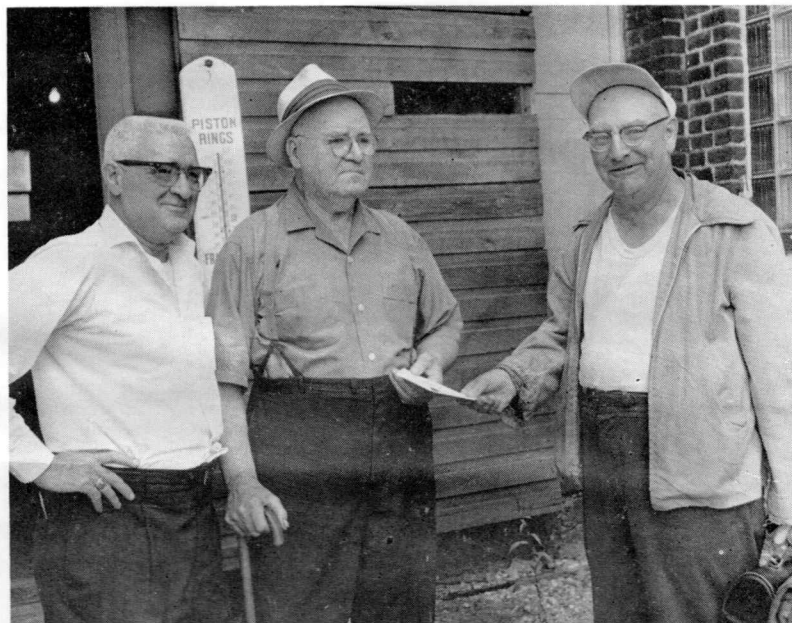
RIGBY ENGINE HOUSE

The Rainbow Girls' outing at Sebago Lake Park recently was attended by several of the daughters of our employees.

Norris Wiggins, former Maine Central and Boston and Maine Railroads, Road Foreman and Fuel Supervisor died on June 2nd.

John Martell, 67, died June 15. He will be remembered as a Boiler-maker's Helper at the old Thompson's Point Shops, and later at Rigby where his dad, "Jim" Martell, was Foreman. He is survived by two brothers, Joseph, and George, still employees of the railroad.

Former Carman Inspector Martin Norton, retired, 12 years ago wants to be remembered to the boys. He is the brother of "Danny" Norton, who was a clerk at the enginehouse, and later



A FAMILY AFFAIR—When Lucien Carignan, right, retired as a machinist July 7 after 47 years of service at Rigby, his brother Albert, left, and his father, Archie, center, were on hand for the occasion. Albert is a former Rigby Stores Department employee, and the elder Carignan is a former hostler at Rigby.

the Car Department. He also was a member of the Portland Police Dept.

Sandra McKenna, grand-daughter of retired boiler-maker Charles and Mrs. Jackson, was graduated from the School of Radiologic Technology at the Maine Medical Center in June.

John "Jack" Phee, a long-time employee, now retired, paid a recent visit to the Car Shops to see some of his old pals. He spends most of his time visiting his daughters at Portsmouth and here in Portland.

Arthur Thorne, for many years employed as a Hostlers' Helper and spare Hostler and who retired on disability, is in fairly good health and wishes to be remembered to his friends at the engine house. His brother Edward is an employee at the engine house.

The annual vacations are now in full swing and being enjoyed to the utmost in various ways. Some are putting part of their spare time to good advantage doing odd jobs around their property. For example, Electrician Holman Danforth, and Hostler Stephen Kutcher have painted their houses.

We had two retirements during the month, both machinists with a long record of employment. Lucien Carignan, who worked the outside engine inspection, job and maintenance, on July 7, and Ralph McKelvey, who has had service with the Grand Trunk, and Canadian National railroads as well as the Maine Central. These and other recent retirements have brought to the forefront many new faces into the mechanical field to cover their jobs.

Joseph Murphy, former employee at engine house and the father of Car Department laborer Edward Murphy, is ill and confined to the Maine Medical Center.

Machinist Helper Jay Welch who has been confined at the Maine Medical Center is getting along well at this date.

Mrs. Albert McCann, wife of our Welder Albert McCann, and Mrs. Harry Files entertained at a coffee at the home of Mrs. McCann, at Peak's Island. The occasion was to raise funds for the Summer Fair for the Saint Christopher Church.

Turn-table operator Albert Meade returned to work after a prolonged

illness. He spent several weeks at the Veterans' Hospital at Togus.

Electrician Walter Browne is on the sick-list with a foot ailment, and expects to be out for some time.

Allan Pollock, retired carpenter, Bridge and Building Crew, died July 9th at the age of 81 years. He was active in the Order of Masons as well as other fraternal orders.

Car Department Clerk Patrick Conley under-went a spinal operation, but is now on the road to recovery.

Mrs. Laurence Lanciault, wife of Machinist Lanciault is convalescing after a sojourn in the hospital.

Carmen Percy Tomlin spent his vacation in Virginia looking for a warm spot. We could have done likewise for him in this area with our recent heat wave.

Machinist Kenneth Gillis was appointed acting foreman to fill vacations of the foremen. Foreman Charles Tetreault's job was his first assignment.

Former General Foreman Malcolm Billington recently was hospitalized for a few days.

Former Laborer Martin Conley recently underwent surgery and came through with flying colors.

Perley G. Greene, a former Maine Central Fireman, and later the superintendent of the Stateway Apartments, died at the age of 79 years on July 8.

Mr. and Mrs. Henry Steves celebrated their 50th wedding anniversary, July 10. The arrangements were planned by their two daughters, Mrs. F. W. Harrington and Mrs. Romeo Cote, as a surprise. Many guests attended and useful and appropriate gifts were presented to the couple. Henry was an employee in the Stores Department for many years and retired in 1957. Before joining the railroad he worked in the tobacco industry as a cigar maker.

Carman Herbert Sampson was appointed to the Wrecking Cranes operators job, with his assistant as "Bud" Harriman.

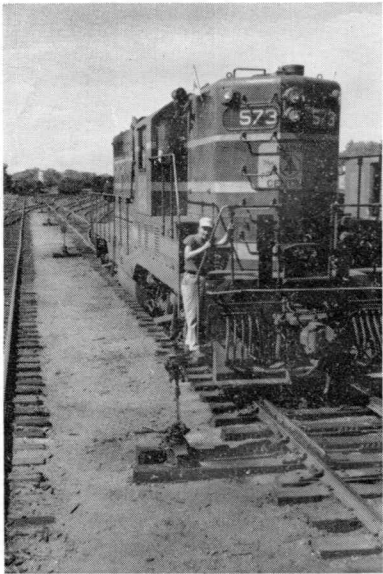
Carman "Bob" Mulhern and Merle Cook have purchased riding-type lawnmowers.

Ronald Jackson, son of Carman and Mrs. Isaac Jackson, is in the Air Force at Holohan Air Force Base, White Sands, New Mexico. He be married on August 13.



WED 51 YEARS — Mr. and Mrs. Clyde F. Gary, Cumberland Center, observed their 51st wedding anniversary July 10. Clyde, a Canadian Pacific and Maine Central employee for 48 years, retired in June, 1962. He served Maine Central in the motive power department, and was engine and crew dispatcher at the time of his retirement.

Mr. and Mrs. Gary have a daughter, Mrs. Grace Hutchinson, widow of Arthur Hutchinson, a Maine Central machinist at Bangor; a grandson, Bruce Hutchinson, an Ellsworth teacher; a granddaughter, Mrs. Catherine Perry, Clark AFB, Philippines; and a great-granddaughter.



IN ACTION—Ralph Moffatt, Eastend Switch Tender, Waterville, in action. Not visible in the cab is Charles Kimball, Engineman of WP-1—PW-2. Picture was taken as Ralph was putting engine on train.

Mathew Kane, stores clerk, and his friend, Janitor Charles Ready, are on their vacations and having a wonderful time as usual.

Former Machinist Clyde Burham is confined at the Mercy Hospital for treatment, but we hear he is progressing back to good health.

A Fathers' Day cookout honoring Machinist Ted Cote was held at the Westbrook home of his son-in-law and daughter, Mr. and Mrs. William Palmer, Jr. Ted received gifts and clothing and a pair of electric hedge clippers. Sons, daughters and grandchildren attended the event.

RIGBY YARDS

General Yardmaster F. W. Grimmer and Chief Train Dispatcher Tom Earls enjoyed a few days fishing at Kennebago. Reports are that the fishing was good.

Assistant Superintendent M. F.



PEA-PICKIN' CHAMP—Hillmar Utecht of Topsham, who harvested these peas on June 10, again won the Brunswick Record's annual Green Pea Contest. The retired Maine Central engineer has won the contest six times. He planted April 3. His earliest crop—two years ago—was picked June 3.

O'Brien visited his grandchildren in New York for a few days.

Others enjoying recent vacations are: General Yardmasters M. E. Deering and L. W. Matthews, Trainmaster R. E. MacLearn, General Agent P. V. Bourque, Yard Clerks R. J. Thompson, D. P. Barker, E. J. Wade, P. M. Snow, J. J. Joyce, J. Gould, M. T. Mullen and L. C. Peters.

Mrs. J. A. Beckwith of the superintendent's office has enjoyed a few days vacation, her position covered by Mrs. Mary Biladeau.

William Glenn of the per diem department enjoyed a camping trip while on vacation.

Mrs. Alice McLaughlin and Mrs. Fay Marcroft have enjoyed a few days vacation, as well as Telegraph Operators S. O. Chandler, H. Q. Petrie, J. E. Pouliot, L. H. Holmes, W. H. Marshall and E. J. Walker.

First Trick Messenger Lester Pettingill is on vacation, his position being covered by Spare Messenger F. Morelli.

BRUNSWICK

Section Foreman Fred Coulombre has returned from a ten-day vacation tour of Canada.

Spare Clerk Mrs. Lillian Ayer was here for one week while clerk H. A. Fletcher enjoyed a week of his vacation.

Spare Clerk Marcel Pare is relieving Cashier J. M. Callan at Brunswick while Callan relieved L. A. Valley, cashier at Bath, for two weeks of his vacation.

General Agent, R. S. Thing will leave for two weeks' vacation right after writing this report and will cruise "Down East" on Venture.

LEWISTON

General Agent and Mrs. Richard Achorn, and family, went on a camping trip recently to Prince Edward Island where they saw a good part of the island. By all reports everyone enjoyed the trip very much.

Claims clerk stenographer Lillian White was honored recently by the



UP IN THE AIR—Brunswick Car Shop is shown all up in the air over the new sills and floor being put in by Pomeroy's Crew. Left to right, R. B. Ridgell, Morris Fish, L. R. Bernier and Dana Pomeroy.

Maine Central when she was presented a billfold in recognition of 50 years service. Presentation was made by General Agent Achorn. Congratulations, Lillian, from all of us.

Albert Beaudin, track foreman at Lewiston, was out on vacation recently. He took short day trips. Albert's daughter Madeline was a recent graduate of Edward Little High School. She has enrolled in the Plus School of Business at Portland.

Ray Flynn, trackman at Lewiston, spent his vacation at Gun Point doing a lot of mackerel fishing.

John Myrand, chief clerk at Lewiston, was on a two week vacation travelling along the Maine Coast. John came back to work with a good tan. Replacing John was Spare Clerk Mrs. Lillian Ayer of Canton Point.

Sherm Carr, clerk in the track supervisor's office, was also out on a two week vacation.

Celebrating birthdays recently were Charles Richardson, telegraph operator, and Leo Bouffard, yard conductor, both of Lewiston.

Our deepest sympathy is extended to Mrs. David Field, wife of Crossing-tender David Field who died June 24.

We extend sympathy to the family of Albert Genest, Conductor, retired, who past away recently. His son is Arthur Genest, Brakeman, on Switcher No. 1.

Spare Conductor and Mrs. Leo Bujold are the proud parents of a baby boy. This makes number 6. Congratulations.

WATERVILLE SHOPS

Old-timers who have visited recently include former Clerk Guy Wentworth, Foreman Bill Otis and Painters Charlie Lowry and Ralph Giroux.

Former Mill Man Chris Carstensen tells me that one evening recently, while watching TV, he heard a noise in his kitchen at his home in Oakland. He investigated and found a big raccoon sitting in the middle of the floor.

Fork lift Operator Tiny Gibbs has a new Buick special and clerk Carroll Stevens has a new Volkswagen.

Painter and Mrs. Charles Lowry were honored recently at the Methodist Church in Fairfield on their 50th wedding anniversary.

Machinist Wilfred Pooler has recently applied for the pension. He started work at the shops in 1920.

Hospitalized during the month have been Machinists Joe King, Carroll Carey, Willis Larracey and Clerk Leonard Boucher.

Former Apprentice Bob Bucknam has recently spent a furlough with his parents, Blacksmith and Mrs. John Bucknam. Bob is currently attending Officer Candidate School at Ft. Belvoir, Va.

Machinist Don Rines is a lucky one in that he is picked up and escorted to work by the top brass of the outfit.

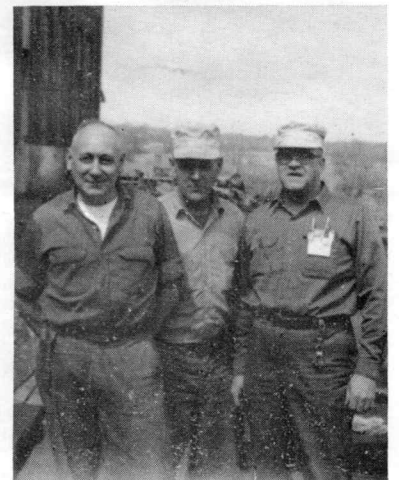
Laborer and Mrs. Archie Smith have recently held open house at their home in Fairfield. The occasion was their 45th wedding anniversary.

Foreman and Mrs. Dick Delano along with retired carman and Mrs. Verne Belyea are spending an extended vacation in California.

Carman and Mrs. Gerald Ackley have recently purchased a small farm in Vassalboro.

WATERVILLE STATION

A "long-time-no-see retiree" recently was retired Baggage-master Raymond Barriault. We haven't seen Ray for a few years, and we were glad to see that he is feeling better and out around again. Ray is now 79 years old, and takes his daily walk downstreet.



AT THE PAINT SHOP—Three shops employees 'snapped' at the Paint Shop, Waterville. Left to right are Paint Storekeeper Earl McCaslin, Brick Mason Gene Alley and Carpenter Everett Flannery.

position being covered by W. J. Griffin whose position was covered by M. A. Eaton.

G. W. Strout is on vacation, his position being covered by R. J. Thompson.

George Purdy, Second Trick Watchman, Wharf 1, is on vacation, his position being covered by spare watchman B. Parker.

C. M. Talbot, Head Clerk, Per Diem Dept., has had a few days vacation, his position being covered by W. Glen.

Mrs. E. Flaherty of the Per Diem Dept. has returned to work from the sick list.

Mrs. Joan Green of the Freight Office has returned to work after vacation. Walter Pettengill of Per Diem Dept. also enjoyed a few days vacation, his position being covered by P. J. O'Toole.

M. V. Farren has taken the position as Agent, Deering Jct. R. C. Burdwood, Acting Agent at Deering Jct., bid off Second Trick operator's position at Tower 2. J. E. Pouliet, second trick operator at Tower 2, bid off third trick operator's position at Tower X.

On the Sick List is E. F. Flaherty of the Per Diem Dept.

L. F. Pettingill, J. F. Johnson, L. E. King, P. B. Timberlake, T. W. Benson, E. R. Stanton, and E. J. Regan are back from vacations.

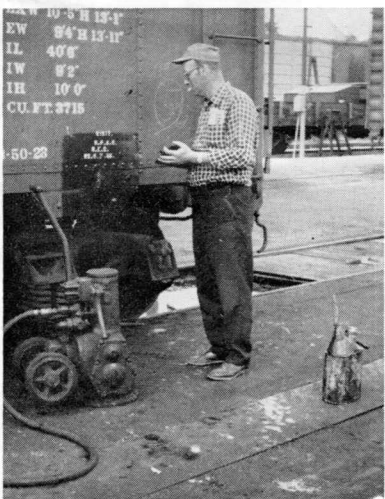
General Yardmaster F. W. Grimmer had a few days vacation for his last fishing trip of the year.

If you want to cure a cold quickly, ask F. A. Morelli.

LEWISTON

Laurent Demers, 19, son of Rosario Demers, machinist with headquarters at Lewiston, left recently for Switzerland. Laurent is currently enrolled at LaSalle College in Philadelphia, but will spend his sophomore year studying at the University of Stribourg. He is a graduate of St. Dominic High School where he participated in athletics and was active in school affairs.

Stephen Carr, son of Sherm Carr, clerk in track supervisor's office, has returned to resume his studies at the Culinary Institute of America at New Haven, Conn. The past summer "Stevie" was employed by Holiday Inn at Auburn.



ON THE RIP TRACK—Inspecting cars on the Rip Track at Waterville is Ray McCormick, who carries a good supply of tags. Incidentally, Ray has a very good supply of old pictures, which will appear in the Messenger from time to time.

Al Turcotte, engineer on Switcher No. 1, was in the office for a visit. Al was injured last June and has been in and out of the hospital since. Hurry and get well, Al.

Miss Lillian White, clerk-stenographer at Lewiston, was on vacation recently. Her position was covered by Mrs. Lillian Ayer, spare clerk.

AUGUSTA

Signal Maintainer Charles Crimmins is off on sick leave and is expected to be off several weeks. We all wish him a speedy recovery.

Leonard Luttrell, brakeman Augusta switcher, took a motor trip on his vacation. Leonard and the Mrs. visited such places as Bellows Falls, Vt. and the Mohawk Trail, Megantic and Sherbrooke, Canada.

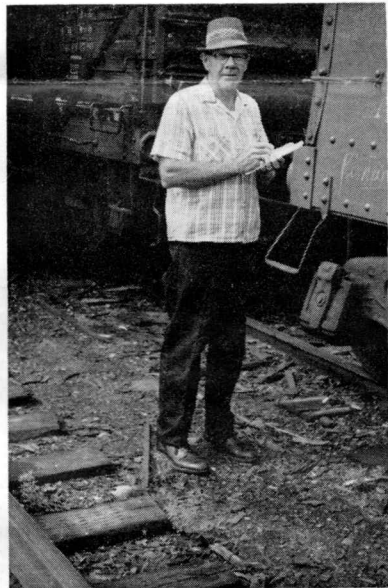
Spare Operator Quentin Brown recently covered spare work at the Augusta Freight Office.

Recent visitors at the freight office were retired ticket clerk Harold N. Brown and freight handler Lelan Hopkins.

Clerk Athleen Bryant recently took a week off to rest and to paint the inside of her garage.

Former baggage and mail handler Wilbur Bryant passed away at the Maine Medical Center Sept. 14. Our sympathy is extended to his family.

Those who have traded cars at this station are General Agent Ralph Tracy, Yard Checker Burleigh Foster, Conductor Marshall Pratt and Telegraph Operator Vern Hutchinson.



CHECKING SHIPMENTS—Dick Delano, Material Foreman in Freight Department, Waterville Shops, checking shipments for his department.

WATERVILLE STATION

Among the new car owners are Clerk-Stenographer Denise Belanger of the freight office who has a 1966 Chevie Hardtop Caprice, Clerk Dick Fecteau, engineering department who has a 1967 "Olds" Toronado, and Crane Operator Weston Smithwick who has a 1967 Falcon.

J. L. L. Roy has bid off the trackman's position in Division Crew "A." Sympathy is extended to Clerk Arthur Grenier, Freight Office, on the death of his grandfather.

Track Repairman Gid Veilleux has returned after sickness. Chet

Haskell, who was on Veilleux's job, has bunted Wallace Blodgett, Fairfield, and Blodgett has bunted Dick Palmer, Waterville Yard. Palmer remained in the yard crew.

Clerk-Stenographer Bev Cook and husband Brakeman Roland, have moved into their new home on Smiley Avenue, Winslow.

Machine Operator Ivan Pelotte is out because of an injury to his foot.

On vacation in the Engineering Department were: Track Foreman Charlie Hartwell, Trackman Alvah Robinson, and Machine Operator Arthur Haskell.

Yard Office Clerk Larry and Mrs. Ridley recently celebrated their 25th Wedding Anniversary. Congratulations!

Work Equipment Supervisor Ray Coulombre was on the Delaware & Hudson RR at Albany, New York, recently looking over equipment.



WED 25 YEARS—Carman and Mrs. Earl Burgess are shown cutting a cake as they celebrate their 25th wedding anniversary Oct. 7. Burgess has been employed at the Waterville Shops since 1936.

WATERVILLE SHOPS

New faces on our Campus belong to Frank Poirier, Roy McCommic, Jr., Allen Higgins, Melvin Stevens, Bob Buck, Peter Reny, Wayne Johnston, and Dwain Austin. All are in the laborers craft as replacements for others who are taking graduate study in the Car Department as helpers.

Lumberman Al Cunningham has recently spent a few days at the Maine Central lumber and creosoting plant in Nashua, N. H.

Former Boilermaker John Cyr, who has been retired some 14 years, died Oct. 6 at the age of 81.

Assistant Supt. Don Russell has returned to work after surgery in a local hospital, and is his usual quiet self.

Others hospitalized recently have been Carman Sam Merrow, for treatment, Machinist John Eames for surgery, and Machinist Charlie Sweet for treatment.

Retired Watchman Howard Hunt died Oct. 16 at his home in China. He was 68 and had been on disability pension for several years.

The respective chairmen for the Community Chest Drive on the Maine Central property wish to thank employees for their solid and generous support in exceeding our quota.



WHO, ME?—Painter Warren Underwood, shown with his spray equipment after completing a paint job on Crane 160 for the Relief Train. Underwood has worked at the Waterville Shops some 27 years.

WATERVILLE YARDS

The U. S. Marine Corps will celebrate its 191st Anniversary Nov. 10. Plans are being made in the Waterville area by local Marines to celebrate this annual event. All former Marines throughout the State and their guests are welcome. In the Waterville area, Burns Hillman, Yardmaster, 2nd trick, and Arthur Doucette will have tickets. See them for further information, and watch for announcements of local plans.

O. J. "Butch" Bouchard was talking to John McCormic recently about the new lighting system in Waterville Yard, and how nice it will be. John says he doesn't mind it, but he has to blindfold his dog so the pup can sleep nights.

Bob McPherson has contributed \$20 to his county. Their radar system has proven quite effective.

Recipients of 10-year pins for continuous membership in the Brotherhood of Railroad Trainmen were J. J. Peaslee and R. G. Cook. Bill Boisvert, Yardmaster, retired, received a 45-year pin.

Gerry Dessert, Spare Yard Brake, is receiving congratulations from all directions on the birth of his first child, a daughter.

Romeo Roy did a wide variety of things while on vacation: he went fishing with his two boys, and did some potato and mushroom picking.

Ruth Brochu, Assistant Editor for the Station, and Don Russell, Assistant Superintendent of Waterville Shops, were recently in the same numbered hospital rooms at the same time. Here's the catch: they were in two different hospitals.

Switcher No. 1 has been changed from days to nights.

The boys around Waterville Yard are shedding their fishing tackle for hunting equipment these days.

On vacation last month were: A. E. Ladd, R. Roy, A. J. Thiboutot, A. Voisine, J. C. W. Levesque, A. L. Doucette, W. W. Hill and L. J. Boudreau, all of the Yard; and A. H. Edwards, E. N. Stowell, L. H. Lutterell, road crews.

U-fund—from page 1)

through the United Fund or the Community Chest in the cities and towns of the Maine Central and Portland Terminal Companies.

These Companies, as most of you know, conduct only one campaign for funds annually, the effort now going on in the larger population centers of Maine to support the many welfare and community agencies whose civic worth is great to all of us even if we are so fortunate as to benefit only indirectly from their existence.

This year, as in the past, these Companies will help you make your contribution by providing payroll deductions, spreading the amount of your pledge over the full year. A generous gift, paid in modest automatic installments, will thus have small effect on your wages, but will have tremendous value to your community.

A fellow employee will contact you during the course of the Company campaign. He will answer any questions you may have, and assist you in making your pledge for this worthwhile cause.

We will be pleased to continue our custom of presenting each employee who pledged at least \$15 an attractive gift at the close of the campaign.

I urge all of you to participate in this endeavor, and to be generous in your support of the United Fund and Community Chest campaigns in your location.

Mr. Miller's letter was accompanied by the endorsement of the general chairmen of the organizations. Signing this endorsement were C. G. Kimball, General Chairman, Bro. of Locomotive Engineers; H. Erickson, General Chairman, Bro. Locomotive Firemen and Enginemen; E. F. Lyden, General Chairman, Bro. Railroad Trainmen; H. R. Mulhern, General Chairman, Ord. Railway Conductors and Brakemen; J. Connor, General Chairman, Bro. Railway and Steamship Clerks; S. O. Chandler, General Chairman, Order of Railroad Telegraphers; A. J. Bergeron, General Chairman, Bro. Railway Carmen of America; P. A. Sullivan, General Chairman, Int. Assn. of Machinists.

L. P. Caret, General Chair-



man, Bro. Railroad Signalmen; W. B. Mochrie, Jr., General Chairman, Int. Bro. Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; C. F. Connell, General Chairman, Sheet Metal Workers Int. Assn.; D. R. Collins, General Chairman, Int. Bro. of Elect. Workers; A. J. Hebert, General Chairman, Int. Bro. Firemen and Oilers; T. Christensen, General Chairman, Bro. Maintenance of Way Employees; and R. J. Coffin, General Chairman, American Train Dispatchers Assn.

Company chairman of the greater Portland campaign on the Maine Central and Portland Terminal Companies is Chief Statistician Eric P. Smith. Assisting him as departmental chairmen are Raymond A. Jackson, Engineering Dept.; Edward E. Libby, Traffic Dept.; William E. Maloy, Operating Dept.; Walter J. Provencher, Accounting Dept.; George P. Silva, Mechanical Dept.; Lawrence D. Smyth, Purchases and Stores Dept.; and Merrill B. Stanley, Executive Dept.

The successful Waterville drive was headed by Alden Finnimore and Don Russell, respectively superintendent and assistant superintendent of the Waterville Shops. General Agent Richard L. Achorn served as chairman of the Lewiston campaign.

WATERVILLE TEAM CAPTAINS—Working to put the Waterville area Community Chest drive over the top were these railroaders: First row, left to right, W. L. Jewell, O. D. Crowell, D. F. Rines, S. M. Karter, A. R. Giroux, and P. F. Fletcher. Second row, F. R. Case, E. W. Pooler, V. F. Hamlin, A. E. Nelson, and R. A. Delano. Third row, W. Richardson, G. M. Lemoine, B. K. Ladd, L. I. Ifill, W. A. Fletcher, and L. F. Tilton.

Miller—from page 1)

has been kept alive and prosperous through the efforts of Maine Central to institute lower rates. Total dollar value of this industry in Maine in 1960 was \$77,828,000, and it had increased in 1965 to an even \$86,000,000—more than 10 per cent."

Mr. Miller was introduced by W. Jerome Strout, president of the Bangor and Aroostook Railroad. Also at the head table were E. S. French, chairman of the board, Maine Central, and Archibald M. Knowles, Maine Central general counsel, who is president of the New England Railroad Club.

PUBLIC RELATIONS DEPT.
Maine Central Railroad Co.
222 St. John Street
Portland, Maine. 04102
Return Requested

S. L. Thompson
33 Bonny Bank Terrace
South Portland, Maine
R-3 04106

DEATHS

B. W. Caldwell, carman, Hermon, September 27.

RETIREMENTS

Earl L. Sturk, section foreman, Pembroke, September 19.

E. C. Tenan, section foreman, Waterville, October 12.

F. J. Petterson, locomotive engineer, Bangor, September 30.

Disability retirement: Kenneth George, Sr., trackman, Calais, September 28.

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