



Messenger



JUNK AUTOMOBILES . . . MAINE'S NEWEST EXPORT—The first carload of junk automobiles is loaded at the Bangor Scrap Metal Company destined for Everett, Mass., where metal is reclaimed for re-use. This car, developed for wood chips, will carry about 40 crushed autos. State officials see a solution to Maine's growing junk car problem in this method.

Super-cars May Prove Answer To Maine's Junk-Auto Problems

Exporting junk automobiles from Maine to Massachusetts in huge railroad cars began recently in an experiment that may be the solution to the state's growing junk-car problem.

The scheme, developed by the Maine Central's Marketing Department and a Bangor salvage dealer, won immediate praise from "Keep Maine Scenic" officials. "If private enterprise can prove it possible to export these cars," said Coordinator Paul McCann, "the whole State of Maine will be better for their initiative."

By providing extra-large railroad cars and the transportation link between salvage dealers in Bangor and Everett, Mass., the railroad has made the movement of crushed automobile bodies economically possible. Regular shipments of crushed automobiles between Bangor and Everett are anticipated.

Not economic before, when only smaller freight cars were

available, the rail movement of crushed autos depends on a high tonnage per car, which became possible with the use of extra-large units developed originally for the shipment of wood chips. These Maine Central "super chip cars," 50 feet long, nine feet wide and almost 16 feet tall, will carry more than 40 crushed automobiles.

Michael C. Rolnick of the Bangor Scrap Iron and Metal Co., Bangor, originates the shipments, pounding each junk auto into a metal mass about 16 feet long, seven feet wide and a foot thick. These are loaded into the big rail cars by crane and shipped to Everett, where a new plant refines the metal for re-use.

If demand increases, more freight cars will be modified and devoted to this service, providing the means by which other Maine communities may solve their junk-auto problems.

(Junk Cars—Page 8)

Milton A. Poore Reaches Retirement

Milton A. Poore has been fixing things in the General Office building at Portland for 30 years.

He's put up ceilings, built partitions, re-set glass, framed pictures, taken off screens and put on storm windows, taken off storm windows and put on screens, oiled hinges, adjusted locks, built desks, hung doors, installed fans and fixed broken heels on ladies' shoes.

He's even repaired wooden legs.

But Milton Poore retired early in July, leaving the General Office fixing to someone else. He'll

devote his talent with tools to his own house now, and his spare time to keeping up with a large garden, and to fishing for trout.

There just hasn't been time enough for all these things in the

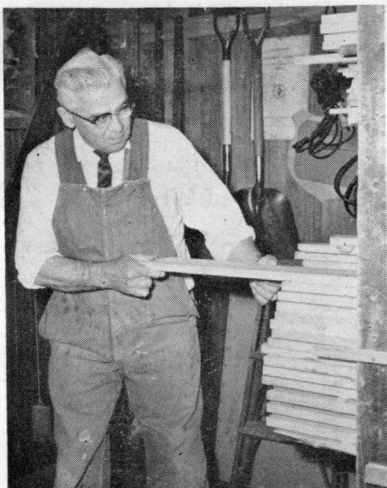
(Poore—Page 8)

Directors OK Diesel Purchase

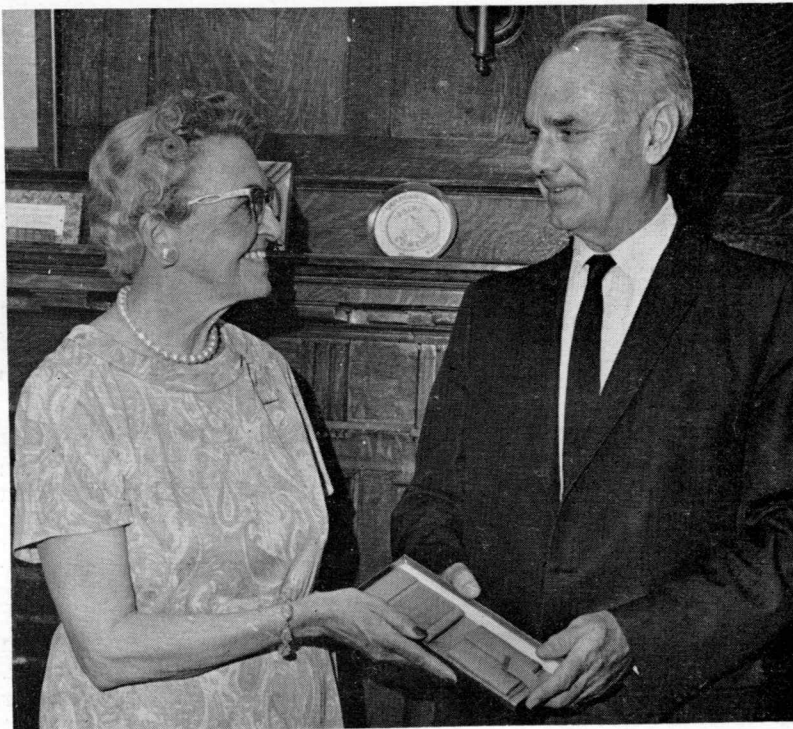
Purchase of a 13th new diesel locomotive was authorized by the Maine Central directors last month to meet requirements of an eight per cent increase in net ton miles of freight this year.

Announcing the authorization, President E. Spencer Miller said "we are determined to let no opportunity pass to provide Maine's growing industries with the sort of freight service they must have to compete in today's markets. We found the increase in the amount of freight being hauled this year, compared with last, made it evident that an additional unit would enable us to provide even better service with higher train tonnage and speedier movement."

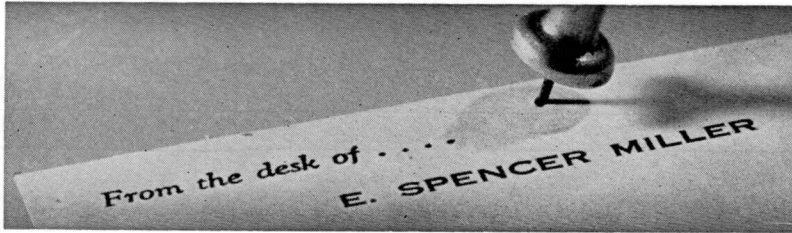
A rush order for the 2,000 horsepower EMD GP-38 locomotive has been placed at a cost of \$195,000. Delivery is expected in September. Twelve others were purchased last year at a cost of \$2,000,000.



MILTON A. POORE



COMPLETES 50 YEARS—Mrs. Alice A. McLaughlin, clerk in the Portland Terminal Company offices, was congratulated by President E. Spencer Miller on July 12 when she completed a half-century as a railroad employee. Mr. Miller presented her with a suitably inscribed wallet. Mrs. McLaughlin entered railroad employment July 12, 1917. She has served as a director of the Railroad Workers Credit Union of Maine and presently serves as a member of the advisory committee of the credit union. She is active in volunteer work at the Maine Medical Center.

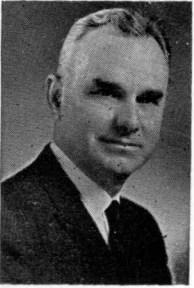


Towards Better Communication Between The Railroad And Government

TO MY FELLOW EMPLOYEES:

On the opposite page are reproductions of editorials from four of Maine's daily newspapers which praise Maine Central.

These editorials followed a news release by our Public Relations Department describing how our railroad is working with the Bangor Scrap Iron and Metal Company in the new venture of moving junked automobiles from Maine to Everett, Massachusetts, where a metal refining process turns the junk into steel for re-use.



This is a timely example of how quick the public response can be to even routine efforts of Maine Central people. In one of the editorials Executive Director Paul McCann of the Keep Maine Scenic Campaign is quoted as saying "If private enterprise can prove it possible to export these (junked) cars, the whole State of Maine will be better for their initiative."

In last month's MESSENGER I wrote of the importance and desirability of Maine Central men and women taking active parts in public and political affairs in the communities in which they live, or work. Again stressing this point, I hope you will find the editorials, as I did, a most gratifying and spontaneous response by the general public, reflected through the public press by the editorial writers of the Bangor Daily News, the Bath-Brunswick Times-Record, the Lewiston Daily Sun and the Daily Kennebec Journal.

It is true that in recent years the general public has become less aware of the essentiality of the railroad. When the public deserted passenger train service for the more convenient private automobile, and the passenger trains ceased to operate, all except shippers of freight lost immediate touch with the railroad. With the closing of passenger stations the majority no longer came in contact with the agent in the smaller communities or the ticket seller in the larger stations.

Thus many people do not realize that the railroad still is—and will remain—the prime mover of freight for all of Maine's largest industries, which are also Maine's largest employers.

When, recently, there was danger of a shutdown of freight service because of a strike, an issue of the Bangor Daily News contained these quotes. "At Bucksport, a St. Regis Paper Co. official said 'If the strike continues beyond Saturday we would have to halt operations. We simply can't operate without rail service.'

"An official of International Paper said 'It isn't conceivable that we could revert to trucks for transportation of raw materials. If the strike lasted for any duration it would mean a complete shutdown for us.'"

Similar comments came from other large employers contacted by the newspapers and other news-disseminating organizations.

Maine Central management is constantly striving to maintain better communication with the public and with local government. (On the national level our efforts are coordinated with those of other railroads through the A.A.R.). Thus I think I may well again point out the desirability of Maine Central and Portland Terminal Company employees taking active parts in civic and political affairs in their home communities. Your management encourages such activity and will take note of it.

Our employees live, and own property, and pay taxes in communities from Vanceboro to Portland and from Eastport to the New

Hampshire border. Republicans or Democrats, Conservatives or Liberals, all railroad men and women can help themselves by presenting to government and to the public a true picture of the industry in which they work. One of the best methods is active participation in local community and state-wide political affairs, as candidates for and holders of appointed and elected political offices.

In last month's MESSENGER we printed a list of Maine Central people who have done just this. By so doing, they have aided in fostering better communication between our business and our government.

It is highly important for government to understand the overall importance of the railroad and its services to the economic welfare of the people of this state. It is also essential that government know about and sympathize with our efforts to improve service and equipment and about many special railroad enterprises.

In Maine the railroad industry is progressive. Maine Central today is even more important to the state's largest industries than it has been in the past. Without railroads these industries could not continue to prosper and expand.

We urge Maine Central men and women to communicate to government the part that we are playing, the need for help and understanding and the aspirations which we have to build a richer Maine.

E. Spencer Miller

Danger Days

It's mid-summer, and most of us are enjoying it. There are many, however, who are not. They're the ones who have been hurt or bereaved by highway accidents or drownings, and to whom summer will never be the same again. Have a fine time on your vacation. Relax, but not to the point where your vacation will be a sad affair . . . or maybe your last.



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.

EDITOR

Joseph H. Cobb, Director of Public Relations

ASSISTANT EDITORS

| | |
|-------------------|--------------------|
| Horace Rodrigue | Augusta |
| Frank E. Ware | Bangor |
| R. S. Thing | Brunswick |
| Henry A. White | Lewiston |
| Harold C. Clark | Retired Workers |
| Albert B. Wetmore | Rigby |
| John F. Johnson | Rigby Yard |
| W. B. Lewis | Rockland |
| E. L. Kennedy | Sports |
| G. K. Stevens | Waterville Shops |
| Ruth Brochu | Waterville Station |
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| Alice Allen | General Offices |
| Carol Bragdon | General Offices |
| Molly Fehlau | General Offices |
| Myrtle Neilson | General Offices |
| Marion Stevens | General Offices |



EDITORIALS from MAINE NEWSPAPERS

The Lewiston Daily Sun

Tuesday, July 4, 1967

Ridding the State of Junk Cars

The possibility that a way has been found to rid Maine of the unsightly junk cars to be found all over the state is an exciting one. The Maine Central Railroad, which developed the new plan with the Bangor Scrap Iron and Metal Co., deserves special commendation for its efforts.

Old cars of the type which create eyesores along the highways and build up the huge auto graveyards contain much metal which can be re-used. The problem has been to process and ship the junk cars on a profitable basis.

The research department of the MCRR came up with the idea of using the over-sized railroad cars developed to transport wood chips, in order to carry enough junk cars in each load to make it economically feasible. The Bangor concern compresses each car into a mass 16 feet long, seven feet wide and a foot thick. Forty such crushed cars can be loaded onto a single railroad "super chip car" for the trip to the processing plant in Everett, Mass.

The first load of junk cars already has been shipped from Bangor, so that the success of the experiment soon should be apparent. If the crushing method and the use of the extra-large railroad cars proves successful, it will be the breakthrough long sought to rid the Maine landscape of its ugliest eyesores. We commend the ingenuity of the railroad and the Bangor concern. We hope their big experiment succeeds.

DAILY KENNEBEC JOURNAL

Tuesday, July 4, 1967

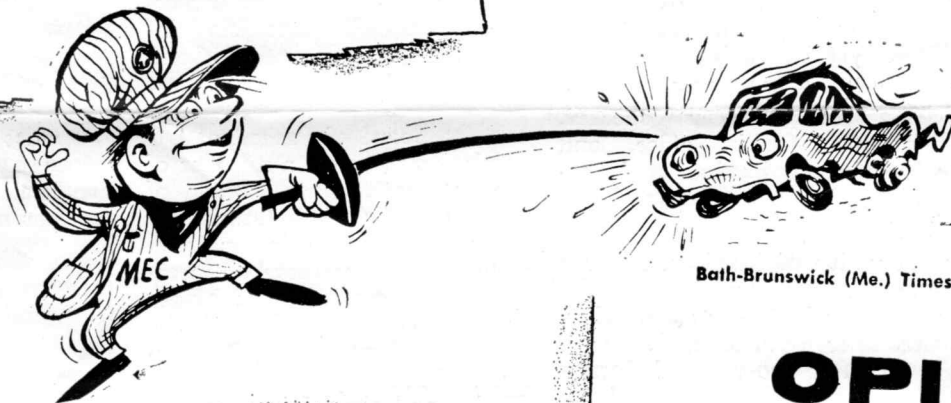
Junk Car Solution?

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By providing extra-large railroad cars and the transportation link between salvage dealers in Bangor and Everett, Mass., the railroad has made the movement of crushed automobile bodies

economically possible. The railroad anticipates regular shipments of crushed automobiles between Maine and Massachusetts.

The Bangor salvage dealer pounds each junk car into a metal mass 16 feet long, seven feet wide and a foot thick. These are loaded into the big rail cars by crane and shipped to Everett, where a new plant refines the metal for re-use. Rail officials say that if demand increases, more freight cars will be modified and devoted to this service, providing the means whereby other Maine communities may solve their junk-auto problems. This may indeed prove to be the solution to a problem that has seemed almost insoluble.



Bath-Brunswick (Me.) Times-Record, Mon., July 3, 1967

The Bangor Daily News

TUESDAY, JULY 4, 1967

Good Riddance Of Unsightly Rubbish

Getting rid of junked Maine autos by exportation is being undertaken on an experimental basis. If successful, it could help the state solve one of its most vexing "Keep Maine Scenic" problems.

The project is being carried out by the Maine Central Railroad with the cooperation of a Bangor metal salvaging firm. The railroad is providing over-sized freight cars which are loaded with junked cars which have been crushed into compact units. They are being taken to Everett, Mass., where a plant processes them into reusable metal.

If all goes well from the economic standpoint the operation might well be extended to other Maine cities where auto graveyards spread over acres of

land—an eyesore for the beholder.

There would still be one obstacle to ridding communities and the countryside of unsightly auto carcasses. Somebody must move them to exportation sites. Junked autos—in ones, twos and threes—can be seen in front yards, backyards, along roadsides and on hillsides.

This task could be worked out by the cooperation of owners of the abandoned vehicles, and enforcement of the state law on junked autos where cooperation is lacking. But it is not being done now.

Let us hope the export program is a success and spurs authorities to gather up the thousands of junks that now are strewn about the state.

OPINION

a demon on the rails

While there may be little hope for cutting the cost of keeping the family car on the road (see above), there now seems to be cause for optimism about solving the problem of what to do with the beast once it has left the highway.

Though there may be some question about the cost of keeping a tiger in your tank, those figures pale alongside the cost of fighting the junk auto demons that are breathing ugliness on many Maine communities.

But just last Thursday, the Maine Central Railroad, a junk dealer in Bangor, and a metal refinery in Everett, Mass., teamed up to open one of the most promising of all doors leading to a possible end of the junk auto blight.

The news was headlined: Maine junk cars head for Massachusetts. We think that's as good a place as any for Maine's most uglifying product, but it doesn't quite tell the entire story. The refinery in Massachusetts makes a profit from melting down the old cars; the salvage

man in Bangor hopefully makes a profit from pounding the wrecks into slabs; and the MCRR also makes a profit from hauling the scrap in special super box cars.

It has always been our feeling that once someone figured out how to make money from junk autos, the problem would solve itself. So we extend our heartiest congratulations to the MCRR and its business partners for the imaginative thinking they have done. We wish them the greatest possible success, and would go a bit further and say that if they find themselves losing money, they might ask the state for a subsidy. Certainly the communities afflicted by the junk car demons would be happy to pay a fair share of the cost of getting rid of them, and all of Maine would benefit.

If such a subsidy ever came to the Legislature, we would support it, and then some.

Railroad Golf Slated Sept. 16

By Jerry Shea

The Annual Railroad Golf Tournament will be held at the Fairlawn Country Club, East Poland, Maine (just off Route No. 122) on Saturday, September 16th.

This is where we held the event last year. We hope to have a record turnout because everyone enjoyed themselves so much last year and promised to return this year with another friend to push the entries over the 80 mark. Therefore, get your entries in early. Be sure to fill in the time you plan to arrive at the golf course.

The Owner-Pro, Frank Bartasius, wants us to start between 9:30 A.M. and 12:00 noon. He would prefer to have fixed foursomes and assigned starting times.

We will try to split the players into three equal groups and trophies will be awarded to first gross and first net in each class. Prizes will be awarded for longest drive on 18th hole and nearest the pin on the 11th hole. If there is any entry fee money left over, it will be passed out in golf balls to second and third gross and nets in each class.

The Bangor and Aroostook golfers won the majority of prizes in all classes the last couple of years, so come on, you Maine Central and P.T. Company golfers, let's get on the ball and let's get that E. Spencer Miller trophy back where it belongs.

Any further information may be obtained by contacting Jerry Shea, Car Accounting, Extension



THE YARD AT NIGHT—Brightly illuminated by the new lighting system, Waterville Yard presents this view at night, looking west toward the city from the Shops area.

394, or Larry Severance, MEC RR Enginehouse, Bangor, or Bob Clukey, Bangor & Aroostook General Office Building, Extension 68.

Neil W. Monroe's Death Reported

The death of Neil W. Monroe, 38, industrial car checker, Waterville freight office, and widely-known baseball and basketball official, was reported late in June.

A native of Madison, Monroe joined the Maine Central at Waterville in 1944 as a checker, and later became a bill rack clerk. After two years of Korean War service, he returned to Waterville and resumed his clerk's position, becoming a clerk-typist in the track supervisor's office in 1955. He held a ticket clerk's position briefly in 1958, then be-

came a yard checker. He had been in the freight office industrial car checker's position since 1966.

Monroe was a former Waterville Boy's Club athletic director and a scout for the National Baseball League Houston Colts. He was a past president and life member of the Kennebec-Somerset Baseball Umpires' Association, the State Basketball Commission, and a member and past president of the Central Maine District Board of Basketball Officials. He also was a member of the International Association of Approved Basketball Officials.

He held several similar local, state and national baseball memberships, was a registered Maine guide, and a member of the American Legion, the Brotherhood of Railway and Steamship Clerks, and the Maine Association of Railroad Veterans.

His widow, the former Gail Young, survives.

Safety Tips

By Lawrence W. Sparrow
Safety & Fire Protection Agent

1. Watch your footing. Don't be a fall guy.
2. Wear eye protection. Think of the things you would miss if you lost your eyesight.
3. An injury to you affects your whole family.
4. Report unsafe conditions. You may spare a fellow worker tragedy.
5. Work at safety until it becomes a habit.
6. Didn't Think—Didn't Know—Didn't Ask are the 3 most frequent causes of accidents.
7. The smartest thing you'll find in work clothes today is a careful worker.
8. Be safe off the job, too. When driving, always fasten seat belts and take safety along for the ride.

Charles Crimmins Works Final Day

Charles L. Crimmins, signal helper, Augusta, retired from active Maine Central service July 28 after more than 43 years.

Crimmins joined Maine Central in April, 1924, at Brunswick, and has worked as a signal maintainer and helper at Wiscasset, Yarmouth Junction and Augusta, where he now resides.

Miss Edna Crimmins, clerk, Bridge and Building department, Portland, is his sister.



WORK IS NEVER DONE—Leonard Stevens, Waterville Shops, switching cars on his "O" Gauge model railroad, which has been in operation since shortly before Christmas, 1966. In his spare time, you can find Leonard building up his model railroad. Like on the real railroad, the work is never done.

ENTRY FORM

NAME STARTING TIME

RAILROAD LOCATION

HANDICAP:

STATE

CLUB OR LEAGUE

AVERAGE

Enclose \$1.00 Entry Fee — Not Returnable After September 16th.

MAIL TO: OR:

Jerry Shea Larry Severance
Car Accounting MECRR Bangor Engine House
MECRR General Office Bldg. Dutton Street
232 St. John Street Bangor, Maine
Portland, Maine

NOT LATER THAN SEPTEMBER 13th.

With the VETERANS

The last dinner meeting of the season for the Maine Association of Railroad Veterans was held at Howard Johnson's Restaurant, June 25th with about 50 members in attendance. Mrs. Paul King, entertained with piano and accordion selections and group singing was enjoyed by all.

Since our last meeting we have had an increase of 17 new members, making a total of 67 new members in the past 3 months.

The 25th Annual Convention of The New England Association of the Brotherhood of Railroad Trainmen and the Ladies Auxiliary, will be held August 18th and 19th at the Colony Motor Hotel, Cranston, Rhode Island, on Narragansett Bay. On Friday a clambake and dancing will be enjoyed. On Saturday a general election, with a banquet honoring Grand Lodge President Charles Luna of the Brotherhood and Grand Lodge President Catherine Smith of the Ladies Auxiliary. This affair is always largely attended with members from all over New England.

Mrs. Ernest T. Bilodeau has been entertaining her grandson and wife, Mr. and Mrs. Rodney S Richardson and two children of Springfield, Mass.

We were very sorry to hear Mrs. Leonard E. King broke her wrist recently.

The next meeting of the Maine Association of Railroad Veterans will be held September 24th at the Howard Johnson Restaurant, Thornton Heights.

GENERAL OFFICES

John Meck who has been working for the Engineering Department as a Chainman, has graduated from Dartmouth and will teach in a private high school in Massachusetts this fall. John comes from New Hampshire and lives at Prout's Neck during the summer.

Ray Jackson became a grandfather



MOPPING UP—Trackmen Chester Haskell, C. S. Proctor and Dick Palmer getting things running again after derailment at Dresden.



This is the man behind the scene. Ed Sargent is sanding and fueling engines upon arrival at Waterville Engine House.

for the second time in June. Ray's daughter Natalie and son-in-law Stephen Chandler of Littleton, N. H., are the proud parents of Eric, who weighed 8 lbs. 12 ozs.

Lin Lamson and wife Marion spent a recent weekend attending the photographic conference at the University of Massachusetts in Amherst.

Stan Jordan recently spent 5 days of intensive study at U.M.P. taking a course in Critical-Path Method of Planning and Scheduling.

Reid Potter and family spent their vacation in Anchorage, Alaska. The Potters returned by boat down through the Alaskan Islands.

Eddie Stewart and family camped out for a week in New Hampshire and spent quite a bit of time canoeing.

J. E. Lancaster and D. A. Smith, B&M, traveled 3,900 miles in 10 days to Augusta, Georgia to visit tourist railroads.

Bill Welch and wife Ann had an enjoyable vacation recently, weather-wise and otherwise, visiting their daughter Joanie and family at Dennisport, Mass. While there they took side trips to Provincetown, Hyannis Port and nearby other spots equally interesting. Cape Cod is quite a place in the summer.

"Pierre" and Eva Libby enjoyed a week at camp at Highland Lake where they fished and swam when the weather permitted.



Victor Buck, Hostler at Waterville Engine House. When he's not busy on an engine, he's busy on one end of a fishing pole.

Sympathy is extended to Al Chapman and his family on the recent death of his father.

Bob Clarke of AD office is at National Guard camp in Virginia doing his yearly stint.

Lou and Marcella Davis just returned from a two weeks motor trip. Among places visited was the Baseball Hall of Fame at Cooperstown, New York.

Headed for Expo 67 (from the A.D. office) Joe Gallant and family who are staying at a trailer village which has a swimming pool, restaurant, entertainment—all very deluxe. Dick Greene and family are camping enroute in their Minrod Trailer and will be camped at one of the camping areas in the vicinity of the fair. Louise Scannell has reservations aboard "The Floating Palace" which is anchored on the St. Lawrence River where she can enjoy the activities aboard ship as well as visit Expo.

Elta Benner is on a two weeks vacation which she plans to spend by taking day trips and doing some shopping at Peabody.

Charlie Anderson of AD office enjoyed some fishing and visiting while on vacation.

Harry and Gladys Blackmore are still raving about the cruise they took

aboard the "State of Maine" from Portland to Castine. The trip was delightful, the coastal scenery beautiful and the food was fit for a king. The occasion was at the end of the training ship's summer cruise and all the parents of the senior class were invited aboard for the return trip to Castine. Harry reports he was reluctant to leave such a good life.

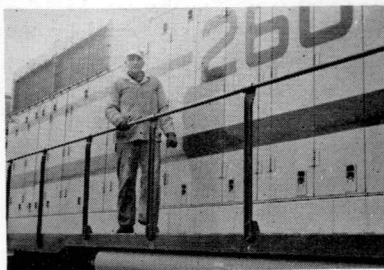
Ben Braasch and family spent several days in June with his father and other relatives in York, Nebraska.

Donna Roderick has returned to the revenue office after four weeks leave of absence.

"Kippy" Hawkes and family are at their camp at Sebago for the summer.

Gordon and Mary Barron enjoyed a trip to New Brunswick for a few days and were at their cottage at Peaks Island during the rest of vacation.

Everett Goddard, Manager Car



John Frank, head trainman on B-11 at Newport, boarding the 260 for Bangor.

Accounting & Statistics, had a week's vacation enjoying his new 15-foot Starcraft.

Connie Davis of the Car Accounting Office has been entertaining her daughter and son-in-law, Jo and David Verrill, who are visiting from St. Louis.

Ruth Hakins of the Statistical Studies Office has returned from a visit to Expo '67 which she found very enjoyable.

Marty Holmes, Assistant to Comptroller, and his family were also visitors to Expo while at the same time sampling the camping facilities of the area.

George Lowell, P.T. General Bookkeeper, and his wife toured parts of New Hampshire and Vermont on vacation.

Alice Allen of the Comptroller's Office went tenting at Bay of Naples with her husband and young son during 4th of July week.

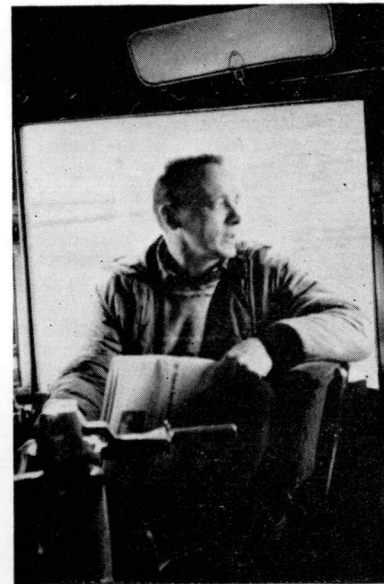
Another recent camper was Ruth Christianson of the Transportation Department who, with her husband and friends, enjoyed the luxury of a travel trailer at Bar-Cadia Park.

Mollie Fehlau of the same office is recuperating at home following surgery and is most appreciative of all cards and remembrances from co-workers. Helen Churchill is substituting for Mollie.

Arlyn Whitney, secretary in the Law Department, spent part of her vacation in Farmington, making trips from there.

Wed 55 Years

Retired Waterville Shopsman and Mrs. Joseph D. LaRoche were honored at a 55th wedding anniversary party recently by their children. The event was held at the home of Mr. and Mrs. Laurier Pouliotte, Waterville. Mr. LaRoche retired in 1954. The couple were married at Lac Megantic, P.Q., in 1912.



Harold Erickson, Spare Engineman, taking five while his train is being made up at Lewiston Lower.

RIGBY ENGINE HOUSE

Electrician and Mrs. James Small motored to Montreal, and of course while there, visited the Expo '67, as well as other places in Canada.

One of the latest men to join the ranks at the engine house is Richard Greene, and no doubt will hold a regular job soon as he is bidding on all jobs in his category.

Electrician and Mrs. Walter Emery took a trip to the Moosehead Lake region. They were joined by Donald Sinclair and family. Walter and "Don" plan to get in some fishing. Speaking of fishing, while we're on the subject your reporter from Rigby who is not too much of a fisherman hooked on to a 16½ inch, two pound wide mouth bass, the first one he'd ever caught, at his cottage at Watchic Lake.

Peter Sullivan, brother of Machinist John Sullivan was killed in a diving accident at Higgin's Beach. Flowers were donated by the Rigby Flower Fund.

Carman Edgar Dunham while on vacation accomplished a few jobs around his home such as grading, and making a new lawn.

Mrs. Elmer Rounds, wife of Clerk Elmer Rounds, retired, fell and broke her wrist.

Carman Merle Cook has bid off a new job at the Car Department, that of retired Millman John Dellow after his recent retirement.

Carman and Mrs. Raymond Palmer will visit England during his vacation. While there they will visit their son who is in the Air Force as a hospital attendant, near London.

Pack No. 12 of the cub scouts



GOOD CATCH—J. C. Dudley and E. W. Bombard, Portland Terminal Company yard brakemen at Rigby with mess of trout and togue caught at Chamberlain Lake in the Alagash on 4th of July weekend.

visited Rigby Engine House, under the supervision of their Cub Master, Roy Saint Peter, who is an employee at this point. There were 17 scouts in the group.

The Rigby Flower Fund donated flowers at the funeral of the father of Hostler James Jenkins of Bangor.

Carpenter Heulin "Dude" Babbage, of B. and B. Crew, has leased the Sebago Lake House, of which he was proprietor, and is living nearby in Sebago Lake Village, handy to good fishing and boating.

The railroad gardeners both retired and in active service were able to enjoy the fruits of their labor, regarding green peas, by the 4th of July, later this year by at least 2 or 3 weeks.

Henry Johnson, a former Rigby machinist, died at the age of 76, on June 18. His service goes back over 50 years. He is survived by a brother, Machinist Frederick Johnson who retired in January. A floral tribute was sent to the funeral from our flower fund.

Your associate editor, for this area, Albert B. Wetmore attended the usual banquet and meeting of the Messenger and enjoyed himself, and considered the occasion as a birthday present, as he was 69 years young on that day.

Bernard Coffin, 74, a retired Maine Central engineer, died on June 17. He was a resident of Freeport, and a cousin of former engineer James Coffin of the same town. He will be remembered as the "Turnip King", having planted a vast acreage of that product at one time.

We of Rigby wish at this time to congratulate Hugh Flynn on his promotion to the position of General Storekeeper.

Monsignor Vincent Tatarczuk, son of our retired machinist, William Tatarczuk, has been appointed by the Catholic Diocese of Portland, to the advisory board, in connection with the new construction of the Mercy Hospital in the Deering area.

The 50th Class reunion of the class of 1917, Freeport High School, was held at Crystal Lake recently. Although a small class in number (less than 30), there are only two who



FINAL RUN—John A. Coombs, veteran Bangor engineman, retired July 1 after 49 years and six months of Maine Central service. A native of Winn, Coombs piloted the Bangor-Bucksport trains for many years. He and Mrs. Coombs live at 66 Dillingham Street, Bangor.

have died. Among the survivors, is a Judge Advocate of the U. S. Army who conducted the trials of several war criminals, including "Tokyo Rose". Also a Commander of a Coast Guard Cutter, and a prominent republican committee woman in state politics. Your reporter, Albert B. Wetmore was a member of that class.

Chief Clerk Frank and Mrs. Garland attended the outing of the Republican Town Committee at South Freeport, at which the secretary to the president of the State Senate was the chief speaker.

Mrs. Grace Woodbury, wife of one of our former machinists, Stephen Woodbury, died recently.

The annual chicken barbecue, held under the auspices of the North Deering Church was attended by several of our railroad employees from the engine house and Car Dept.

The new tool crib, and shipping room is nearing completion, under the supervision of Storekeeper Maurice Allaire, and work performed by the



NOW AT RIGBY—Howard Ireland, formerly Fireman on Switcher No. 7, Waterville, is now doing spare work out of South Portland.

Bridge and Building crew, under "Red" Baker, at the engine house.

Carpenter Guy Briggs, bridge and building crew, died suddenly, age 65, due to a heart attack. He has served in that department for over 30 years.

Machinists Martin Stratton and Lawrence Lanciault vacationed at their cottages on Thomas Pond and Pettingill Pond. Both made use of their spare time doing odd jobs around the cottage.

Mrs. Herbert Amadon, wife of former Engineer "Herbie" Amadon, died at age 72 after a long illness.

General Foreman Gordon Sears, accompanied by Superintendent George Silva, made a business trip to Albany, New York to look over some additional diesel power.

Although John Conley who was killed at Wharf No. 3, when a boom fell on him, was an employee of the Jarka Corporation, he had many friends among terminal men. The Rigby boys sent a floral tribute to his funeral.

Machinist Robert Casey at the engine house is acting as a foreman during vacation periods.

Car Department mascot, "Suzzie", a tiger cat, has given birth to a litter of 5 kittens.

Former Carmen Walter Dahlms and Martin Norton visited the car



LAST SWITCH—Arthur J. Roy, of Bangor, retired early in July after 22 years of Maine Central service. The Bangor switchman was congratulated on his retirement by General Agent Francis Clyde Corbett.

shop during the month. They are both in excellent health.

Staff Sergeant Ronald Jackson, stationed at the Guided Missile Base, at White Sands, New Mexico, informs his parents, Carman and Mrs. Wallace Jackson that they have a new granddaughter, born on July 1. Her name is Stacey Lynn.

Hostler Joseph Tierney returned to work after an operation, as well as Foreman Joseph DeRoche who had been ill.

covered by Spare Operator D. P. Corkrey.

L. H. Holmes, Agent at Cumberland Mills, is also on vacation. Spare Operator D. W. Avery is covering his position.

Superintendent A. N. Tupper is enjoying a few days vacation.

P. D. Graham, Spare Operator, is covering Swing Position at Tower X which position is up for bid.

Francis Morelli, Spare Call Boy and Messenger, has been a patient at Mercy Hospital. Get well soon, Frankie!

Jim Stanton, Eddie Stanton and Mrs. Frannie LaRose of Rigby Freight Office have all had a few days vacation.

Charlie Talbot, Walter Pettengill and Roland Chaisson all employed at Rigby Freight Office, also are on vacation.

General Yardmaster G. W. Smith is on vacation, also. His position is being covered by R. G. Presnell.

The Stars and Stripes can now be proudly displayed at Rigby Yard Office—compliments of Frankie Morelli, who donated a bright new flag flown the first time on July 4.



EAST YARD, WATERVILLE—Birds-eye view from Signal Tower on Allen Street, east yard, Waterville, of B-11 setting off cars.

RIGBY YARDS

Congratulations are extended to Reggie Thompson who on Saturday, June 24, was married to Miss Rita Bernadette Doughty. Mrs. Thompson graduated from South Portland High School and is employed by the New England Telephone Co. Reggie is a graduate of Portland High School and is a yard clerk at Rigby. A reception was held at Carolyn's following the ceremony.

H. Q. Petrie, Second Trick Operator who bid off position of First Trick Operator at Tower 2, effective July 1, is now on vacation. It is said he is taking lessons in square dancing while on vacation. Atta boy, Pete!

W. J. Griffin, Yard Clerk at Rigby, has had a few days vacation.

M. E. Deering, Second Trick General Yardmaster, has been on vacation. His position was covered by M. S. Grover.

W. W. Sawyer, Janitor at Rigby, spent some of his vacation at Castine. His position was covered by R. E. Cooke.

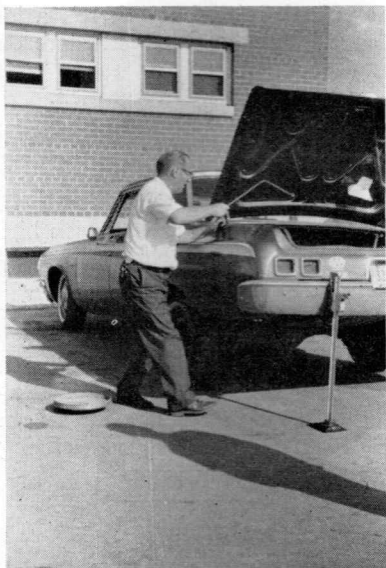
Paul Ward, Second Trick Messenger, has been on vacation. His position was covered by Spare Messenger F. A. Morelli.

E. J. Wade, Swing Clerk at Yard 8, enjoyed a vacation while his position was covered by F. H. Stack.

A. A. Appleby is on vacation. His position is being covered by D. C. Barker.

Best wishes for a long and happy retirement are extended to T. W. Benson, First Trick Operator at Tower 2, who resigned effective June 30.

L. E. King is enjoying a few days vacation. His position is being



FLAT ON THE BOTTOM—Was Track Supervisor Maurice Thorne's tire, a condition which didn't add to the gayety of nations so far as he was concerned when this picture was snapped.

ROCKLAND

Glad to report that Joe Clough, engine house machinist, is back at work after sickness.

On vacation at time of this writing is Trainman Russell Willey who is putting a few miles on the new car traveling up around Montreal and along the St. Lawrence into Michigan. Presume he and the Mrs. will visit Expo 67. Hope they have better weather than we have been having since they left. Russ's job covered by Spare Trainman D. L. Mitchell from the Waterville board.

Agent Del Smith, Waldoboro, and family also vacationing in the Maritimes visiting friends and relatives in Prince Edward Island. Del has one of these camping trailers which sure is a lot more fun and easier than trying to find motels. His job at Waldoboro being covered by Spare Operator E. J. Cunningham.

Wiscasset Agent Cliff Varney vacationed last week of June. Understand he spent most of time around home and probably at the boat getting it ready to put in for the season. Spare Operator E. J. Cunningham covered in his absence.

Changing over the electric power system at the engine house recently was Electrician Dan Giroux, assisted by Signalmen Frank Coffin and Fred Pickins.

Annual track inspection by the Sperry Test car was made on the branch last of June, with Sperry Motor 132 tying up over night opposite the old railroad station. R. W. Poore was Conductor.

WATERVILLE YARDS

We are always happy to see old friends, even though they are young ones, such as Tim Ladd, who is still doing spare clerical work, while on school vacation from the University of Denver.

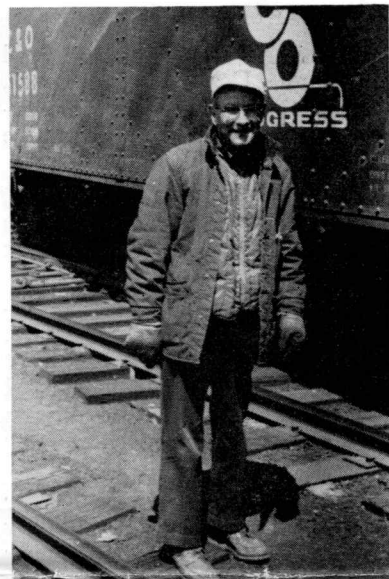
Another new face in the yard this past month is P. L. Joler, son of Leo Joler, Crossing Tender on Sand Hill

in Winslow. He has completed the required striking time in the brakeman's field.

We have heard through the "grapevine" that "Hutch" Hutchison, operator at Augusta, took his pension, effective July 1. "Hutch" was in Waterville for many years on the 2nd trick, where the old yard office used to be. It is for sure that we all wish him our best.

Burns Hillman, 2nd trick Assistant Yardmaster, has completed his vacation for this year, but not the job he started. He's building a new home in Oakland. His wife is so anxious for him to complete the job so they can move in that she's already installed the mail box.

V. C. Tardiff and P. L. Messier were in the Master's (green) chair



Roland Dorval, Chief Car Inspector at Lewiston Upper and Lower, caught in the act of inspecting AR 2.

recently. Don't know if it was too much for P. L. Messier to bear, because shortly thereafter, he took his vacation. Was it rest or recovery, Phil?

Doug Thompson, Telegraph Operator, formerly of Waterville, and for a short time at MR Tower at Rigby, has bid off at Augusta, which he is already covering.

Normand Penney, Trainman on BR-2 and B11, not only visited his brother at Brewer, while on vacation, but spent quite sometime at Rangeley Lake. He enjoyed Rangeley so much that he's already made reservations for a return engagement.

We extend our congratulations to John Nelson, spare brakeman, on his recent marriage.

R. D. St Amand was filling in as Bill Rack Clerk. Incidentally, he also filled in for Bob Sweet as janitor recently while Bob was on vacation.

L. P. Donahue, Assistant Yardmaster, 3rd trick, paid us a visit recently while recuperating from a knee operation. He informs us he'll be back in September.

We extend our sympathy to the family of Bill Monroe, Clerk, Freight Office, who died June 27.

We also extend our sympathy to Basil Higgins, Bill Rack Clerk, whose wife passed away June 28.

New and old friends from the Portland area, who have visited and worked with us in Waterville this past month are Herman Dodge, who bid off the Madison Job, Walter Zimont, who bid off Switcher No. 4 and was shortly bunted by Jim Lowery.

Another old timer who sort of came by on B11 and BR 2 to sort of say hello during the holiday was our old friend D. "Hoppy" Hopkins.

Charlie Parkhurst, car cleaner and janitor, has just returned from his vacation. He visited his son in Connecticut and his daughter in Maryland.

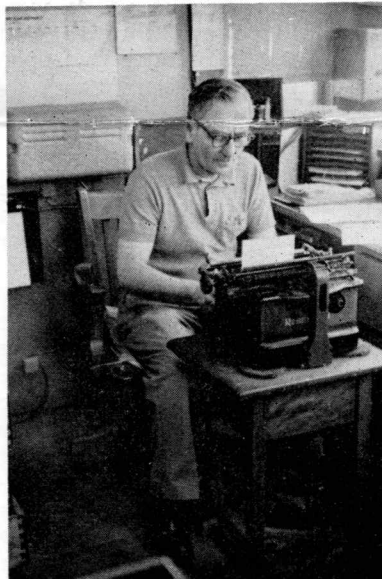
Vacations returned are: Yard, C. H. Parkhurst, B. C. Hillman, E. R. Palmer, C. F. Hodgdon, K. W. Snow, W. T. Hanscom, R. J. LaLiberte, R. J. Moffatt, L. L. LaPierre, P. L. Messier, L. M. Bujold, J. R. B. Theriault, J. A. L. LeFebvre, J. D. Begin and R. C. Sweet. Enginemen, C. L. Stevens, H. C. Houdlette, C. W. Hersey, Jr., S. V. Corson, M. W. Miles, R. I. Goldrup, A. W. Higgins and R. V. Adams. Road, R. S. Bickford, L. J. St. Amand, A. D. Hunt, M. M. Pratt, E. Y. Morris and L. H. Lutterell.

WATERVILLE STATION

We understand that Clerk Bob Ety, freight office, tried some moose hunting lately with a fly rod.

Assistant Work Equipment Maintainer Leslie Anderson has been covering for Work Equipment Maintainer Al Worcester, Portland, while he was on vacation, and also for Cecil Beal at Bangor.

Sympathy is extended to the family of Clerk N. W. "Bill" Monroe who



Harold Dart, Operator and Agent at Oakland, Maine, busily at work as usual.

died June 27th, and to Clerk Basil Higgins on the death of his wife.

Trackman Louis Paradis, Vic Thompson and Scale Inspector Basil Coggins have returned to work after sick leaves.

Robert Buck has bid off laborer's position in the yard.

Allen Powers has bid off 2nd trick bill rack clerk's position in Waterville Yard which was vacated by Larry Ridley who has now bid off the Industrial Checker's position in the freight office vacated by the death of Bill Monroe.

Clerk Dick Fecteau, Engineering Department, was on a week's vacation spending it out to his camp with the grandchildren from Massachusetts, and Assistant Track Supervisor F. E. Johnston was also on a week's vacation.

Assistant Cashier Carroll Huard, freight office, was on two week's vacation with Jane Bureau covering.

Trainmaster W. L. "Bud" Harris was on two week's vacation with one week attending the Expo "67" at Montreal.

Best wishes are extended from the Waterville area to Telegrapher V. J. "Vern" Hutchinson, Augusta who retired June 30th. Hutch used to work in Waterville.

A recent visitor was Brakeman Frank Bennett who was seriously hurt in an auto accident last spring. Frank is getting around on crutches.

In the B&B Carpenters' Crew, Ernie Henry was on vacation, also Foreman Dick Smith with Ernie Henry covering for him.

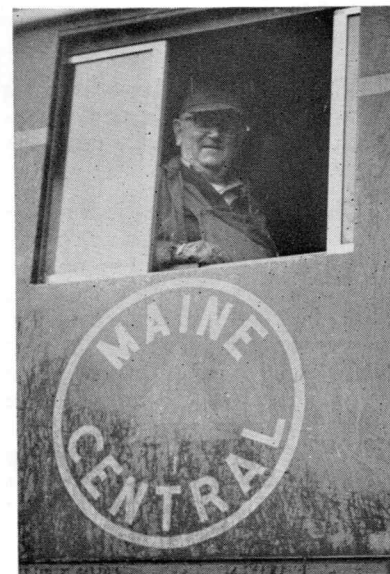
Those on vacation in the track department were: Foremen R. A. Beaulieu, L. G. Cooley, L. G. Decker, B. S. Kendall, W. T. Bessey, A. A. Durand, P. P. Colson, G. W. Tibbetts. Trackmen: M. R. Howell, W. H. Blodgett, C. S. Proctor, V. C. Bowden, W. E. Shaw, B. R. Bryant, G. F. Sanborn. Track Repairman Gid Veilleux, Machine Operator "Oke" Perry.

Telegrapher John Begin, Tower A, was on vacation with Doug Carter covering.

Following have bid off trackmen's positions in the track department: J. L. L. Roy and I. K. Pelotte, Waterville Yard; P. W. Vainio, Foxcroft; S. G. Nelson, Corinna; M. D. Kelley, Oakland; W. H. Blodgett, Norridgewock. P. A. Campbell bid off machines operator's position, Waterville position in Div. Crew A, and Arthur Haskell bid off assistant foreman's position Div. Crew A.

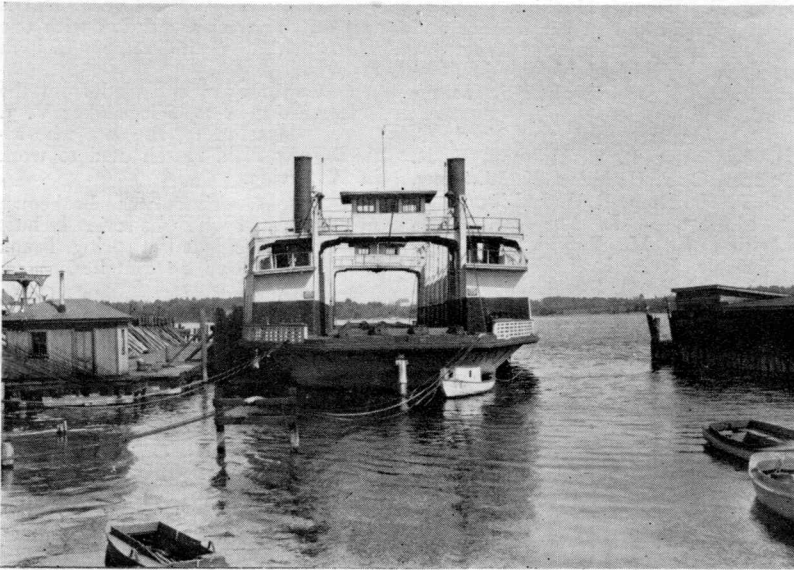
The past year or so has brought some new names in the track department: S. G. Nelson, J. L. Edgecomb, F. A. Carrigan, M. D. Kelley, R. L. Harding, Sr., L. W. Wallace, G. E. Frappier.

Trackman Walter F. Buker, Waterville, retired June 30th after 44 year's service. He was 68 years old. Starting as a trackman May 4, 1923 he worked as an assistant foreman, foreman, trackman motor patrol and had been working on Section 42, Waterville since September 1, 1961. He and his wife reside at 195 Church Street, Oakland. We wish Walter the best of luck.



THE RAIN CAME—Engineman R. H. Buzzell, of WK-2—KW-1, preparing to leave Augusta station. The rain did not dampen his smile.

Before The Bridge At Bath . . .



HERE'S THE HERCULES—Not in her slip, but tied up at a wharf in Bath, is the Hercules, one of the three ferries that plied the Kennebec at Bath carrying freight and passenger cars of the Maine Central Railroad. The following letter, written by Chester L. Shepard of Old Town, a retired MeC machinist who worked for many years in the Maintenance of Way Department, Bangor, recalls some of the problems of the old ferry.

Dear Sirs:

The photo of the "Hercules" on the back page of the April Messenger is of especial interest to me and brings back memories of long ago. As a boy of grammar school age, I had a great interest in trains, engines, the round house and the "Hercules" in Bath. I got acquainted with Billy Hennessy, an engineer, and he used to let me ride on engines and I have been with him when cars would be put on to or pulled off the boat.

The engine normally did not go near the boat. There was a string of 3 flat cars kept there to use between the engine and the cars which were to go on the boat or come off.

These cars at that time were the link and pintype couplers.

The engines that brought trains into or out of Bath and Woolwich did not ordinarily cross the river.

The only time a locomotive went onto the Hercules was to get it to Woolwich for use on the Rockland branch or return from there for repairs or exchange. The Hercules had three tracks, but these were so placed that if the middle track was in use, the side ones could not be, and vice versa. When a locomotive was being transferred across the river, it was on the middle track, and no cars were taken.

The Hercules had a paddle wheel and engine on each side of the boat, independent of each other, so either could be run ahead or back.

The steam cylinder of each engine was horizontal and as I remember, around 4 feet in diameter and 8 or 10 foot stroke. The steam and exhaust valves were poppet type and through cam levers, arms, pins, hook jaws, open at the bottom, eccentric rod, eccentric strap and eccentric, were operated from the crank shaft.

I have crossed the Kennebec on the Hercules when the cars on one side track were much heavier than those on the other side track. The paddle wheel on the heavy side would be so deep in the water that most of the power of the engine was used in forcing the wheel paddles down into the water on the leading side, and up out of the water on the trailing side and not much power effective in propelling the boat. On the high side of the boat, just the tip ends of the buckets would be touching the water, so it too was not very effective.

It took expert handling to control the deep engine when docking. And handling the boat was some problem when loaded that way when the Kennebec was racing out to the ocean.

I also remember one time of a baggage car hanging about 20 feet out over the river end of one of the boats, with the truck hanging on the safety chains.

I can't say now which boat it was, but either one, I knew them well.

Chester L. Shepard
11 Somerset St.
Old Town, Me. 04468

Junk Cars—from page 1)

McCann, spokesman for the "Keep Maine Scenic" organization, was in Bangor to see the first car loaded.

"All of our state agencies," he said, "have been watching the mounting accumulation of junk cars with great concern. The situation is reaching the point where new approaches such as this will be required. We just can't hide all the junk cars behind fences."

Poore—from page 1)

34 years he's been a Portland Terminal Company employee, nor in the 45 years since he arrived in Portland from his native Fredericton, N. B.

"I wasn't born in Fredericton, really," he says, "it was a little town near there, but you couldn't spell it, and neither can I."

Milton was one of the 13 children of Mr. and Mrs. Charles W. Poore. He came to Portland at the age of 20 on a Maine Central train and stayed here. "This is as far as I could get on the money I had," he says.

He worked as a carpenter for several Portland-area building contractors for 11 years, joining the Portland Terminal Company carpenter crew in 1933. Still on the PTCo. roster, he took over the General Offices maintenance job in 1937. "I've been a borrowed man for 30 years," he says.

In 1950, Milton built the fine home on Auburn Street that he shares with his wife of 40 years, the former Mary W. Rideout of Fredericton. They have three sons, Ralph W. Poore, MeC conductor; Kenneth C. Poore, PTCo. signal maintenance man; and Milton R. Poore, a teacher at the Lyman B. Moore school. There are five grandchildren, too.

Milton's retirement plans

aren't definite, but "there's a lot of work to be done out there on Auburn Street," he says, "and there's weeds in my garden."

"And my father—he's 93—wants me to come up home for some fishing."

On July 5, office friends of many years gathered to wish him well in the Engineering Department drafting room. There were congratulations, good wishes for the future, a retirement poem by Eric Smith, a vacation check and a purse contributed by the General Office railroaders for whom Milton Poore has been fixing things for many years.

RETIREMENTS

Alfred J. Alward, foreman, Portland, June 28.

Thomas W. Benson, telegrapher, Portland, June 30.

Walter F. Buker, trackman, Waterville, June 30.

John A. Coombs, locomotive engineer, Bangor, July 1.

Clarence Haines, carman, Portland, July 5.

Verne Hutchinson, clerk, Augusta, July 1.

Warren Lawrence, section foreman, Bowdoinham, June 16.

Milton C. Poore, carpenter, Portland, July 5.

Stuart W. Robinson, trackman, Bangor, June 23.

Archibald Smith, laborer, Waterville, July 7.

Lewis S. Stubbs, car inspector, Bangor, June 14.

Disability retirement: George A. Beaudin, track foreman, Lewiston, July 5.

DEATHS

Harry H. Barker, switchtender, Bangor, June 13.

Guy A. Briggs, carpenter, Portland, July 6.

Albert V. Cole, crossingtender, Bangor, June 24.

Neil W. Monroe, clerk, Waterville, June 27.

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