

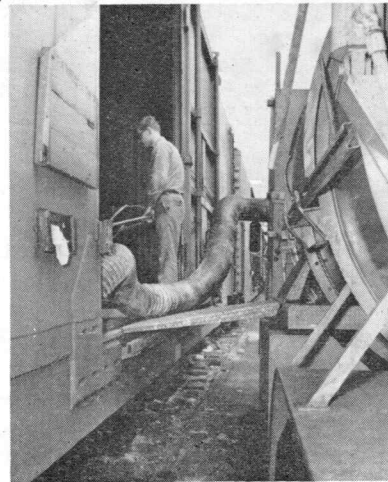
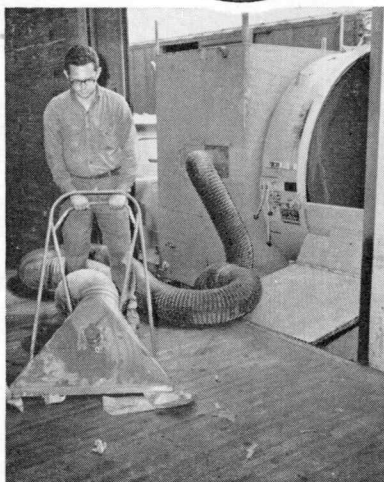


Messenger

Vol. 7, No. 10

For Employees and Friends of the Maine Central Railroad

September, 1967



THE PAK-MOR GOES TO WORK—A huge mobile vacuum cleaning and washing unit bearing the insignia of the Portland Terminal Company went to work last month at the new car cleanout area at Rigby, South Portland. A total of 80 cars were cleaned with the device in the first few days of its use, with all refuse from the cars making up two loads of its huge cylindrical body. Laborer Murray Brown is shown at left and right using the vacuum device with its eight-inch hose to pick up dirt and refuse from the car interior. The big machine also carries water and delivers a high-pressure spray for final washing.

New Rigby Car Cleaning Area In Operation

Cleaner box cars and the resulting rail service improvement is the purpose of a new clean-out area recently established at Rigby, and now equipped with a mobile vacuum and washing unit.

The new mechanical unit—called a Pak-Mor—will make possible the cleaning of between 20 and 50 cars daily, depending on their condition.

In its first few days of use, the Pak-Mor cleaned 80 cars, removing the rubbish through an eight-inch vacuum hose, storing and compressing the refuse in its huge cylindrical body. In cleaning the 80 cars, the Pak-Mor was filled twice, and emptied at the municipal dump.

The compact cleaning unit carries 500 gallons of water and pumps to deliver a high-pressure spray used in washing down the car interiors. All cars that require it are given this washing treatment.

The new clean-out area at Rigby consists of two parallel tracks with room for 70 cars, separated by a black-topped area where the Pak-Mor moves back and forth. There are water connections and power receptacles for lighting or other uses. A car inspector and four Car Department laborers are presently employed there.

The car-cleaning facility at Rigby is the largest and most elaborate of the Maine Central system. Other clean-out areas have been established at Waterville, Rumford and Bangor. All have the same purpose: to make available more clean cars for the railroad's industrial customers.

Maurice Hawkes Sets September Retirement Date

Maurice Hawkes, assistant auditor data processing, and Maine Central's busiest Scouting leader, will retire Sept. 9 after more than 49 years' railroad service.

If a summer's service as a student employee could be counted, Mr. Hawkes' service record would cover almost exactly 50 years.

A native of Westbrook, Hawkes joined the Maine Central as a full-time employee on June 24, 1918, just two days after his graduation from Westbrook High School. His employment—either here in Portland or in Boston in the days of joint MeC-B&M management—has been continuous, and all in the Accounting Department.

He served under the late Walter P. Reeves as a rate clerk in that first summer before joining the railroad full time, then in freight accounts as he began his permanent employment.

Portland Terminal Company Orders Three D&H Switching Locomotives

Three reconditioned D & H 1,000 horsepower diesel switching locomotives will go to work for the Portland Terminal Company this month.

Two will be purchased, and the third will be leased from the Delaware and Hudson Railroad.

Until 1933, when he was transferred to Boston, Hawkes held several jobs dealing with freight accounts, working with rates, divisions and claims. He continued this work in Boston, and later was assigned additional machine accounting duties. Experience in this field made it possible for him to assist materially in the establishment of the Maine Central machine accounting department when the first electronic computer was installed in Portland.

Hawkes is a past president of both Portland and Boston lodges of the Brotherhood of Railway Clerks, holds a 38-year record in two states as a Boy Scout leader, and is active in the Masonic bodies. He has served as chairman and remains as a member of the Casco Bay District, Boy Scouts of America, training committee, and the leadership training committee of the Pine Tree Council, BSA.; he is a past master of Warren Phillips Lodge, F. and A. M., Cumberland Mills; a past master of Westbrook Council; a member of Portland Commandery and the Scottish Rite bodies, and of Aleppo Shrine, Boston. He is a charter

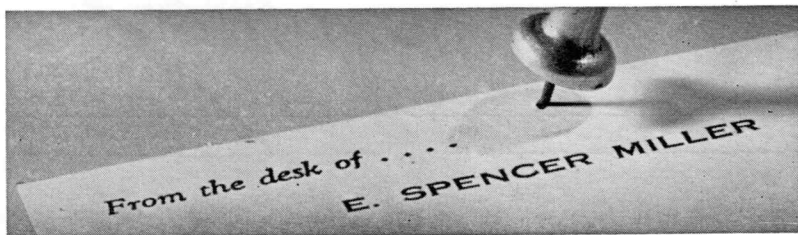
The three switching locomotives will bear a bright-yellow and black color scheme that has been developed by the Maine Central Railroad to promote crossing safety. The new colors are designed to attract the attention of motorists who otherwise might fail to note the locomotive's presence.

Switching locomotives in other parts of the Maine Central system are being painted in a similar color scheme.

The new Portland Terminal Company locomotives will be equipped with multiple unit control, so that two may work in tandem whenever freight loads require additional power.



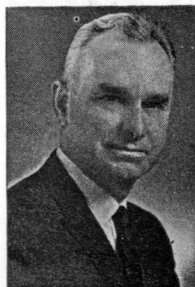
(Hawkes—Page 8) **Maurice Hawkes**
BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES



TO MY FELLOW EMPLOYEES:

Loyalty And Unity

There is no greater virtue than absolute loyalty. The disloyal man is inevitably despised by his fellows and secretly by himself. He can only be disloyal because of some maladjustment twisting him from a healthy, normal attitude, and when he looks into the mirror he does not like what he sees. He will never know peace of mind.



Injustice is an unfortunate and inescapable circumstance of life.

It comes to all of us. Children experience it at the hands of their parents; citizens suffer it from government, and employees from employers. Efforts to correct it are proper, but disloyalty because of it can almost never be condoned and almost never works to the advantage of the individual who has suffered a real or fancied wrong.

No thoughtful person can view current events in America today without deepest concern and foreboding. The Flag is publicly trampled, the Head of State vilified, and the Law is scorned. Such conduct is just plain wrong and even granted that it has happened because of society's shortcomings, it is no more right than it would be for the victim of a robber to become one. If the obvious rightness of loyalty makes no appeal, then the practical necessity of it must. The man whom I happen to revere as the greatest American of them all put it like this: "We must all hang together, or assuredly we shall all hang separately." Only in unity shall we have the strength to survive and preserve our institutions.

And loyalty is important in the railroad industry too. I believe in cooperation with other railroads rather than in competition. I believe also that all Maine Central men and women owe a loyalty to the railroad which should follow only their loyalties to family, God and Country.

Our Country is faced with terrible external pressures and every citizen's welfare is best served by a dedicated loyalty overriding personal grievances and social dissatisfaction.

This railroad is competing with powerful forces which, if not combatted industriously, intelligently and with the united effort of all of our several thousand employees, will render their occupations less secure and indeed destroy many of them altogether. Every disloyal act towards our company shakes the job security of each of us. Every loyal support of the railroad and particularly that type of support which is above and beyond bare duty, increases the potential for greater security and happier working conditions.

E. Spencer Miller

EDITORIALS

Hero Of The Month

May we tip our editorial hat to the Rigby car inspector—unknown but not unappreciated—who discovered a problem in a carload of lumber last month and without making a fuss, solved it handily.

We mean the bees in the boards pictured elsewhere in this issue, and the fact that the problem was not overlooked and merely passed on to the consignee, but taken care of, then and there.

It's a small thing, we suppose, but there's a railroad customer somewhere, right now, whose feelings for the railroad are undamaged by what might have happened, had his boards been delivered, bees and all.

The Rigby carman who removed the swarm is our unsung—and unstung, we understand—hero of the month.

Worth It

Maybe we're a little sensitive, but we're tired of hearing people say they're surprised that the railroads are still in business.

Next time it happens to you, tell them they'd be out looking for work, probably, if it were not for the services we provide; tell them we moved 8,000,000 tons last year; and ask them how they think this much freight could have been moved without us.

Maybe they'll get mad, but it will be worth it.



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

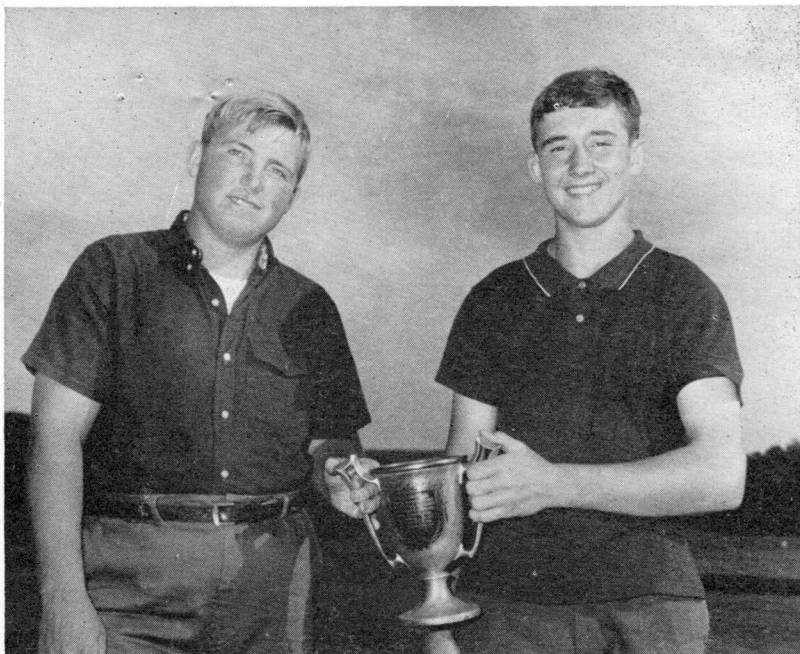
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Joseph H. Cobb, Director of Public Relations

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Arthur Doucette	Waterville Yard
Alice Allen	General Offices
Carol Bragdon	General Offices
Molly Fehlau	General Offices
Myrtle Neilson	General Offices
Marion Stevens	General Offices





CADDIE CHAMP—Bill Shea, right, youngest son of Assistant Car Accounting Manager Jerry Shea, Portland, won the annual Portland Country Club caddie championship last month in a close match with fellow caddie Jerry Fecteau, at left. Bill apparently is following in the footsteps of his dad, one of the better MeC golfers.

Piggyback Takes On New Dimensions, Winning New Business For Railroads

The railroads' handling of giant motor-truck trailers and containers on flatcars—popularly referred to as piggybacking—is taking on new dimensions in 1967 to the benefit of shippers, consumers and the nation.

Piggybacking is winning a great deal of new business for the railroads while helping to minimize the congestion borne by the nation's highways. Railroadmen see piggyback as the number one "miracle" in the industry's big comeback.

Piggyback's steady growth, which took it over the 1 million-car mark in 1965 and 1966, continued to increase in 1967 to a mid-year total of 586,000 rail cars loaded with 965,000 highway trailers or containers in revenue service, a gain of 4 per cent over the corresponding period of 1966.

As a result . . .

Nearly 3 million movements of revenue and non-revenue truck trailers or containers are going by rail instead of over the nation's congested highways this year.

More and more shippers—and, in turn, the consuming public—are benefiting from the transportation savings made possible by piggyback's door-to-door service, its low hauling costs and its expedited movement.

Considered the liveliest phase of modern-day rail freight serv-

ice, piggyback actually had its birth in the 19th century when circus wagons moved on rail flatcars and Long Island farmers transported their produce and livestock to New York City in a similar fashion.

The first sustained modern use of piggyback began in 1929 by a midwestern railroad. Other companies established similar services in the '30s. But not until the mid-'50s did the rapid growth of piggyback emerge to become a key phase of today's rail freight operations.

At the start of 1955, 19 railroad systems were offering piggyback service. Five years later the total had jumped to 50. Today it can be found on all major railroad systems.

Piggyback's traffic trend is expected to continue on the upward curve, tripling over the next 10 years.

Why the boom in this unique train-truck service?

The AAR says that piggyback's success stems from its inherent ability to combine flexibility of local trucking with the long-haul speed, dependability and low cost of rail service. It takes 200 single-unit trucks and at least 200 drivers to move as much freight over highways as one 100-car piggyback train can move over railways.

Keith Brogan, Newest MeC Employee, Is Mighty Glad To Be Back In Maine

With a new job on the Maine Central and a new home in Cumberland Center, Keith Brogan is mighty glad to be home again after 15 years in California's teeming Los Angeles area.

"Even after 15 years," he says, "I still felt like a tourist out there."

Brogan, new statistical assistant in the General Offices, Portland, is no California booster, no friend of the freeways, and doesn't even like the West Coast climate. "You find yourself wishing for a good old rainy day," he says.

A native of Portland and Portland High School graduate, the newest member of the Maine Central Statistical Department has been employed by the Western Pacific Railroad Company since 1952 in various traffic positions, the most recent as a sales representative in the Los Angeles District. Before that were classes in commercial, journalism and public relations at Becker College, Worcester, Mass., and Boston University, a World War II stretch in the Army, and non-railroad jobs in Portland and Boston.

Both Brogan and his wife, the former Barbara Sweet, a Deering graduate, are back home with old friends and relatives. His father, Charles F. Brogan, who retired recently after 49 years as a Western Union telegrapher in Portland, lives in South Portland, and his several brothers and sisters are Portland-area residents.

For the three Brogan youngsters, Keith, Jr., 10, Kathleen, 7, and Robert, 5, Cumberland Center is just grand after the sun-scorched subdivision near Los Angeles where neighbors remained strangers.

And for Keith himself, who spent 10 summers years ago as a caddy at Portland Country Club and who still lists golf as his principal hobby, life in Cumberland Center holds great promise.

"The new Valhalla course is only a couple of good tee shots and a nine-iron from our back door," he says.



Keith Brogan

Michael J. Wallace Reaches Retirement

The man who for the past five years has guarded motorists and pedestrians moving over Forest Avenue in Portland from 7 a. m. to 3 p. m. retired last month after 42 years of railroad service.

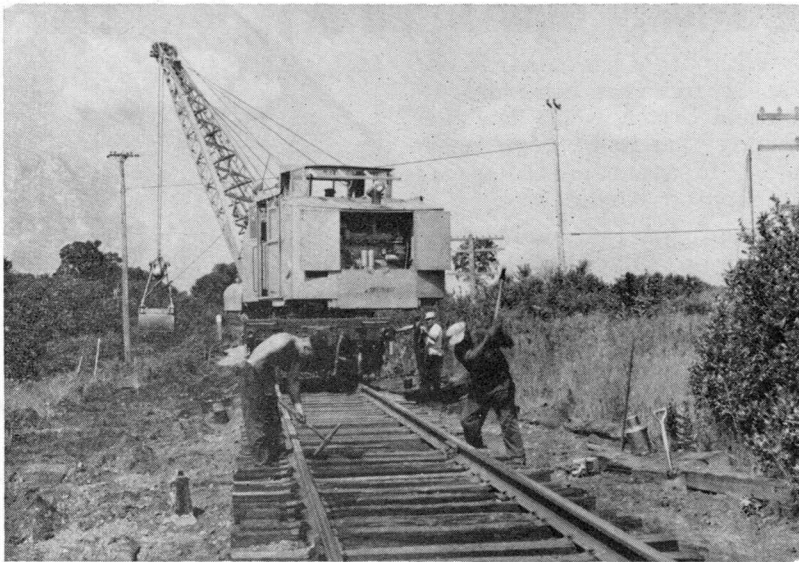
When Michael J. Wallace, 104 Massachusetts Avenue, Portland, raised the gates for the last time, he marked retirement of two generations of railroadmen in his family. Wallace's father, the late Coleman Wallace, was the first Maine man to receive a benefit under the Railroad Retirement Act back in 1937.

Michael Wallace entered railroad service as an engineering department employee in 1919. He had been a crossing watchman since 1937.



Michael J. Wallace

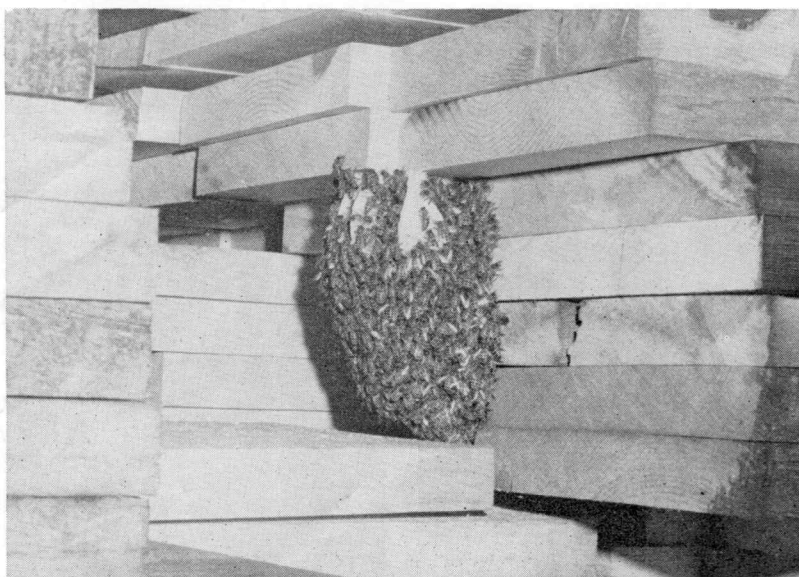
The Messenger Camera . . .



TRACK JOB AT RICHMOND—Skeletonizing track at Richmond in July, preparing for new rock ballast, were members of T. W. "Mike" Spencer's crew. The Richmond job is one of several underway this summer at various points.



SEND-OFF FOR TOM MALONEY—Railroad traffic and marketing specialists of the Greater Portland area gathered last month to express their best wishes to Tom Maloney, district manager, freight traffic, Canadian Pacific Railway, who has been transferred to the West Coast. At head table, among others, were Dwight Smith, extreme left, regional sales manager, B&M; Maloney; Hollie Bucklin, traffic manager, Snow Canning Co.; George H. Ellis, assistant vice president, Marketing, MeC; and Phil Watts, manager, freight sales, CPR, Boston.



DEAD-HEAD DELEGATION—This colony of bees arrived in Rigby recently aboard a load of lumber. The car was delayed only long enough for a Car Department worker to remove the swarm . . . gently. The load then went along to its consignee minus the bees, which presumably have taken up residence in South Portland.

Gordon G. Williams Named To Head Southwestern Maine Kiwanis Clubs

Gordon G. Williams, cashier, Treasurer's Office, Portland, has been named Lieutenant-Governor-elect for District 8, Kiwanis International.

He will succeed Kenneth W. Hillman of Portland in the top District Kiwanis post in January.

A native of Portland, Williams was graduated from Deering High School in 1935. He attended Gorham State Teachers College for two years, then entered the Army, serving for five years throughout World War II and rising to the grade of Master Sergeant. He served until 1962 in the Army Reserve with rank of Chief Warrant Officer.

Williams entered railroad service as a clerk in the Auditor Disbursements office, Portland, in 1945, and in 1950 was assigned as clerk in the Maine Central station at Winthrop. He returned to Portland in 1952 as a clerk in the Treasurer's Office. He was promoted to Cashier in 1955.

A resident of Windham Center, Williams is serving his second term as a member of the Windham Planning Board, and is a member of the Greater Portland Regional Planning Commission. He is a past master of Cornerstone Lodge, F. and A. M., Portland, chairman of the Board of Trustees of the Windham Congregational Church, and treasurer of the Windham Ministerial Committee. He also is a member of the Windham Town Republican Committee.

A member of Kiwanis for nearly ten years, Williams has served as president of the Windham club, and in his new office,

will serve as top officer of 15 Kiwanis clubs in southwestern Maine.



Gordon G. Williams

Waterville Services Arranged By RWCU

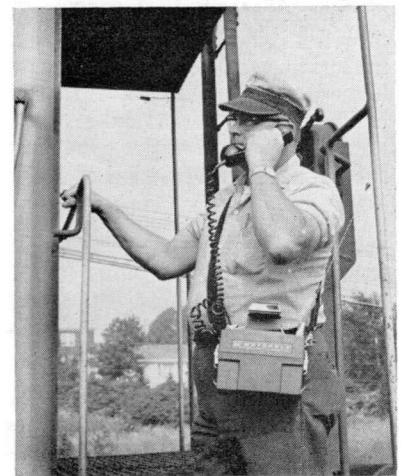
Service for Waterville-area Maine Central employees will be expanded in September, according to Hugh F. Flynn, president of the Railroad Workers Credit Union.

The move includes the scheduling of office hours at Waterville by the assistant manager, Mrs. Mary Ann Berry, who will be on duty in the former first-aid room of the offices at the Waterville Shops on the second Tuesday of every month. Mrs. Berry will begin the new schedule on Tuesday, Sept. 11, from 2 until 5 p.m.

10 Workers Get Service Awards

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

E. L. Bow, conductor, Waterville; R. M. Brickett, stores, Waterville; William T. Brownell, systems analyst, Portland; H. R. Caler, messenger, Portland; H. A. Fletcher, clerk, Brunswick; Robert D. King, leading signal maintainer, Lewiston; J. W. McIntyre, conductor, Rumford; Harry E. Nason, clerk, Waterville; Milton C. Poore, carpenter, Portland; and Theresa C. Slattery, clerk, Portland.



HEADING UP THE HILL—Conductor David C. Dudley, RY-2, starts his train on the return to St. Johnsburry from Rigby one early-morning in July. That's the newest type of handy-talkie radio equipment he's using.



WIN FLOWER SHOW AWARDS—Alice Allen, left, stenographer, office of the Comptroller and Treasurer, and Grace Hoglund, stenographer, Executive department, won awards for flower arrangements with historical themes in the recent show of the Osewantha Garden Club, South Portland. Alice's arrangement depicted the signing of the Declaration of Independence, while Grace's dealt with the joining of the Nation's eastern and western railroads by the "golden spike."



MISS RIVERS WEDS—Carol Elizabeth Rivers, daughter of Industrial Development Manager and Mrs. Charles G. Rivers, became the bride of Fred A. Clough, III, son of Mr. and Mrs. Fred A. Clough, Jr., of Armonk, N. Y. in an early-August ceremony at the Chestnut Street Methodist Church, Portland. Both are graduates of Cape Elizabeth High School and the University of Maine. Mr. Clough will enter Air Force Officer Candidate School, Lackland AFB, Texas, in September.

Smith Publishes 'Northern Rails'

"Northern Rails," a booklet of in-depth facts on the equipment, geography and organization of the railroads of Maine, New Hampshire and Vermont, has been published by Dwight A. Smith, Jr., Portland, regional sales manager of the Boston and Maine Corporation.

In an introduction, Smith describes his booklet as "a complete railfan's guide for the states of Maine, New Hampshire and Vermont." It includes capsule descriptions of all the region's railroads, maps, photographs, locomotive rosters, freight schedules, gazetteers and directories of clubs, steam locomotives and passenger trains.

Cover pictures are of MeC's famous locomotive 470 at Waterville, and modern Maine Central and Boston and Maine diesel locomotives.

Copies are available from the author.

honorable mention for an artistic arrangement depicting an important historical event for which she chose the driving of the golden spike when eastern and western railroads met. Another award winner in this division was Alice Allen of the Comptroller's Office whose arrangement depicted the signing of the Declaration of Independence.

Gordon Williams, Cashier, toured around the Gaspé Peninsula accompanied by his son, John, who was visiting from Cleveland, Ohio, and other members of his family.

Mr. and Mrs. Paul Crawford became grandparents on July 13 when a daughter, Kristine Marie, was born to their daughter and son-in-law, Mr. and Mrs. Thomas LaPierre.

Mr. and Mrs. Jerry Shea and family spent their vacation at a cottage at Little Sebago Lake.

Stan and Toni Watson spent part of their vacation at Cape Cod, Mass.

Scott Scully, General Attorney, spent his vacation in Wyoming and went on a pack trip into Yellowstone National Park.

Eric Smith, Director of Statistical Studies, spent a delightful three days at "Expo" and stayed with a French-speaking family with whom he enjoyed conversing in French.

The Revenue Office girls recently enjoyed their annual dinner and theatre party. They had dinner at Shawmut Inn, Kennebunkport, after which they saw Betsy Palmer's performance in "LUV" at the Ogunquit Playhouse. The party was planned several weeks ahead and the evening turned out to be one of the best of the summer, with no fog. Attending were Dorothy Smith, Jean Gilpatrick, Irene Kelsea, Janet Calder, Marguerite Hollywood, Marion Stevens, Grace Thompson, Donna Roderick and Martha True.

Mr. and Mrs. George Sharpe attended Expo 67 with a group from the Woodfords Congregational Church. While there they stayed at the Christian Education Building of the Rosedale United Church.

Earlier in the summer, Arthur and Nancy Gilbert and their family attended Expo 67.



ACCEPTS POSITION—Miss Joyce Jean Jenkins, daughter of Hostler and Mrs. James B. Jenkins, Jr., Portland Terminal Company, will graduate Sept. 9 from the Newton-Wellesley Hospital School of Nursing, Newton Lower Falls, Mass. A member of the South Portland High School class of 1964, Miss Jenkins has accepted a position at the Institute for the Living, Hartford, Conn., reporting Sept. 25

She is the grand-daughter of Retired MeC engineer and Mrs. Louis D. Proctor, and niece of Conductor Glendon C. Morrell and Rigby Stores Department employee Russell Proctor.

pital. Clair was leading-man boiler-maker and layout man for many years until he retired in 1951 on disability. A floral tribute was sent from the flower fund.

Carman "Randy" Percy Tomlin was set to cover formens' positions while they were on vacation.

The classes in welding, conducted by Herbert Howard have ended. There is no doubt the men involved gained much valuable knowledge in this art, especially in the field of oxy-acetylene welding, in brazing and welding using the latest alloys.

Former Foreman Fred Lombard tells us he is still employed at the Cumberland Farms Inc. He and Mrs. Lombard have acquired a poodle.

A group of 25 children from South Portland Head Start recently visited

Note of Thanks

I wish to express my thanks to the Employees at Maine Central General Office Bldg., also Portland Terminal Co., who remembered me so generously upon my retirement July 5th.

Their thoughtfulness is deeply appreciated.

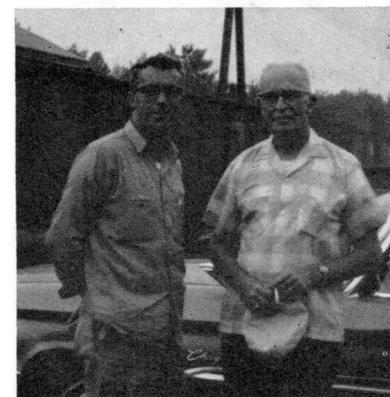
Milton C. Poore

RIGBY ENGINE HOUSE

Hostler's Helper Edward Cribbey has returned to his job for the second time within a month. The first was after a period of sickness when he spent most of the time at the Veterans' Hospital at Togus. He returned to work, and on the first day he fell at home and broke his wrist which kept him on the sick list for another month.

Former Electrician Chester Freeman, Rigby, tells us he is planning to spend the rest of the summer at his cottage on Merrymeeting Bay.

Former Boilermaker Clair Libby, 80, died recently at a Waterville Hos-



BRUNSWICK REUNION — Leading Car Inspector W. D. Otis, Jr., of Brunswick posed for the Messenger camera recently with his dad, retired Passenger Equipment Superintendent W. D. Otis, Sr., of Waterville.

Thinking Safety

By L. W. Sparrow
Safety Supervisor

No one should feel that vigilance, resistance to carelessness and strict observance of the Safety Rules is only for the other fellow. If you suffer a personal injury, you are the person who will hobble around on crutches or wear your arm in a sling. Take safety into your own hands—make safety your personal body-guard.

GENERAL OFFICES

Horace N. Foster, Comptroller and Treasurer, is recuperating following surgery on August 11 and is most appreciative of all cards and remembrances.

Grace Hoglund, secretary in the Executive Department, was the winner of an "Award of Merit" for her outstanding new hybrid speciosum imperial lily, crimson strain, exhibited at the recent flower show of the Osewantha Garden Club of South Portland. She also won several other awards for horticultural specimens grown in her garden as well as an



BUCKSPORT GRAD—Miss Jo Ann Robshaw, daughter of Herbert Robshaw of the Bangor Engine House, and Mrs. Robshaw, graduated from Bucksport High School last June. She is continuing her education at St. Joseph Hospital, Lowell, Mass., where she is studying medical reports techniques.

While in High School, Miss Robshaw was active in the Future Business Leaders of America, French Club, Library Club, Chorus and the Girl's Athletic Association. She was a Commercial student all four years.

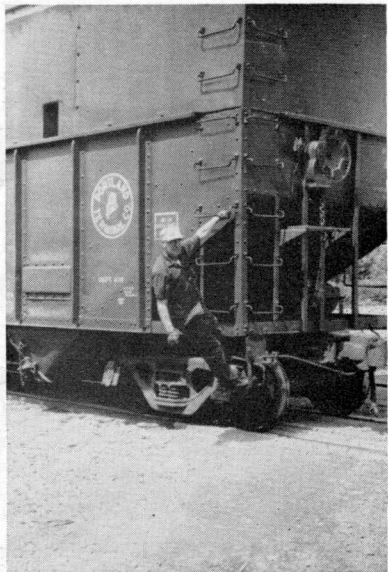
the engine house. They were conducted around Rigby by Foreman Charles Tetreault, and the Head Start aides.

Albert Meade, Turn Table Operator, returned to work after a spell of sickness.

Carman Raymond Palmer has returned to his job after his trip to England, Ireland, Scotland, and Wales.

Attending the Clearing House picnic at Thomas Beach, Brunswick, were many familiar faces from various departments of the Maine Central, including Stores Department Clerk Francis and Mrs. Haldane, as well as your reporter and Mrs. Wetmore.

Engine Dispatcher Arthur Mills vacationed in the Greenville area. His daughters Barbara and Mary are



AT CHIP PLANT—Harry G. Searway, Flagman on B-11, switching at Chip Plant in Oakland. Keeping busy, Harry says, keeps you trim.

working at the Mt. Kineo House for the summer.

Machinist Melvin Pratt and his troop of Boy Scouts have been busy between camping outings, keeping the woodchucks and other varmints out of his garden at Porter.

Former Machinist John H. Finn, 70, died at a Westerly, Rhode Island, hospital recently. He was employed at Rigby engine house for 39 years, and he resigned to take a position at Brunswick Naval Air Station as a member of the fire department. A floral tribute was sent to the funeral.

Mrs. Elmer Amsden, wife of Carman Elmer Amsden, died recently after a long illness. A floral tribute was sent.

Carman William Harrigan spent some time at the Veterans' Hospital at Togus but is coming along very well at this date.

Carman Phillip Murphy is still on the sick list after having been ill since March.

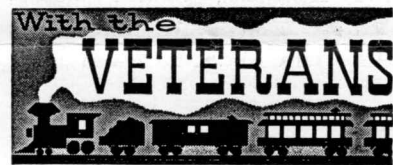
Carman Donald Oates has resigned from the Rigby Car Department to take a similar position at Brunswick.

Carman Donald Perkins and family are vacationing at Calais, visiting friends and relatives.

Former Carman Almon Dunham, father of Carman Edgar Dunham, visited the hospital for a check up after a serious operation. He was found to be progressing very well.

Harold Blair, 46, died suddenly at Waterville. He was the brother of Electrician Frank Blair. A floral tribute was sent to the funeral from the flower fund.

Foreman "Johnnie" Weeks is much perturbed about the weather as he has only been able to get in 50% of the usual hay crop.



The next meeting of the Maine Association of Railroad Veterans will be held Sept. 24 at the Howard Johnson Restaurant, Thornton Heights. We are looking forward to a well attended meeting as the membership has greatly increased in the last few months.

We are sorry to report the loss of two of our Past Presidents since our last meeting, Joseph D. Meehan and John J. Burke. Mr. Meehan resided in Fresno, California for the past few years. He will be remembered as Platform Foreman, Baggage and Mail handling, at Union Station. Mr. Burke, had 47 years service with the Canadian National and retired as Chief Clerk and Cashier at the Portland Office. The Association extends its sincerest sympathy to Mrs. Meehan and Mrs. Burke. Floral tributes were sent.

Association Secretary and Treasurer Melville L. and Mrs. Davis, have returned after an enjoyable motor trip through the Canadian Provinces.

Mrs. George Thompson of Somerville, Mass. is spending several weeks at the Cloyster Hotel, South Portland.

Mr. and Mrs. Charles W. Goodwin of Lawrence, Mass. are at the Smith Cabins, Old Orchard Beach, for three weeks.

Mr. and Mrs. Weston E. Petrie are entertaining their granddaughter from New York.

President and Mrs. Robert R. Lewis have returned after an enjoyable motor trip to Prince Edwards Island.

The 38th Annual Convention of the

United Association of Railroad Veterans will be held October 13-15 at the Sheraton Brock Hotel, Niagara Falls. Single rooms are \$10.00 and double rooms, \$14.50. Reservations should be made early. The usual group from Maine will attend.

BRUNSWICK - BATH

Here's the vacation report from Brunswick and Bath:

L. A. Valley, Cashier at Bath, reports that he fished and worked around the house; General Agent R. S. Thing and family spent two weeks sailing in the fog which included sailing in the Friendship Sloop Regatta; Brunswick Cashier J. M. Callan was off for two weeks, says he did nothing and had a grand time; Billing Clerk H. A. Fletcher is on vacation at this time and we don't know where he is.

Relieving for these vacations was Marcel Pare, spare clerk from Lewiston. Marcel has been teaching at Lewiston High School for the past two years but this winter he is going back to college to work on his doctorate. He now holds a BS and a MA degree. Maybe in a couple of years we'll be calling him "Professor."

Clerk Telegrapher H. O. Preble was also on vacation in July. He reports that he puttered around the house and took life easy.

ROCKLAND

Vacationing this month is Conductor Maurice Johnson, NJ-2/JN-1, who is swinging a husky golf club on the local greens. "Father" Snowman says as long as he stays away from the Dairy Queen "goo" he will be OK. Maurice's job was covered by Brakeman "Russ" Willey and Spare Brakeman D. L. Mitchell working Willey's Job on NJ-2/JN-1.

Yard Brakeman "Mike" Mitchell is on vacation and his position is covered by L. K. Powers from the Waterville board.

Billing Clerk Stan Prescott is away for three week's vacation. Understand he and family are figuring on taking in Expo 67. Hope they have good weather. Stan's job is covered by E. J. Sullivan.



RECENTLY WED—Miss Helen Jones, daughter of Mr. and Mrs. James Jones of Washington, D.C., and Lt. Rosario N. Demers, son of Machinist and Mrs. Rosario Demers of Lewiston, were married recently in Washington, D.C. Both are recent graduates of Catholic University, Washington. Lt. Demers is assigned to research duty in California with the U.S. Air Force.

Recent visitor at Freight Office was retired Car Inspector "Ted" Anderson, looking good after being laid up during the winter.

Maine Seafood's Festival proved to be quite successful according to all participants and in spite of the inclement weather that prevailed at times.

LEWISTON

Leo Bouffard, conductor on second switcher, retired July 28 and left on an extended vacation to Canada to visit relatives and do a bit of fishing.

Al Turcotte, engineer on switcher No. 1, retired July 29. He recently visited the office at Lewiston and was presented a gift by General Agent Achorn in behalf of his friends and co-workers. Al's wife, Sally, has entered St. Mary's Hospital for treatment. Our best wishes are extended for a speedy recovery.

Leyon Traynor, conductor on



VERNE RETIRES—When Verne Hutchinson, center, Clerk-Operator, Augusta, visited Waterville to arrange for his retirement last month, these railroad friends were on hand to wish him well. At left is Arthur Voisine, Swing Assistant Yardmaster, while John Witham, Second Trick Telegraph Operator, Waterville Yard, is at right.



THE CREW AT ROCKLAND—Standing by Engine 311 are members of the Rockland Yard Switcher crew. From left, Engineer C. W. Morse, Conductor M. E. Lake and Brakeman M. P. Mitchell.

switcher No. 1, with Mrs. Traynor, spent part of their vacation in Barre, Vt. They visited the granite quarries and mines and found them very interesting. They also went to Rangeley for a day.

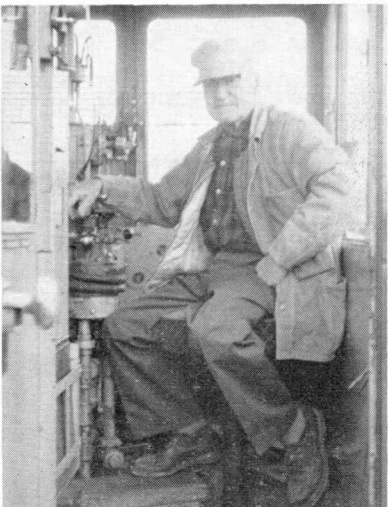
Alva Jarvi, truck driver at Lewiston, spent most of his vacation fishing. On a trip to South Arm he caught two salmon. The best he could do at Kezar Lake was one jack smelt. Better luck next time, Alva.

Mrs. Lillian Ayer replaced Clerk Stenographer Lillian White and Chief Clerk John Myrand while they were on vacation.

Also on vacation recently were Telegraph Operator Charles Richardson and Clerk Sherman Carr.

General Agent Dick Achorn spent part of his vacation camping with his family in the Bar Harbor region and at Rockland. Dick is an ardent and experienced camper.

Dick has announced his candidacy for member of the Auburn School Superintending Committee. We hope he will be successful in this venture as Dick has always taken a keen interest in the education of children, and we know that if elected he will prove



AFTER 50 YEARS—George D. Clark, Engineman, Switcher No. 7, Waterville Yard, retired last month after a half century of Maine Central service. He is a past local chairman of the Brotherhood of Locomotive Firemen and Enginemen. A life-long resident of Clinton, Mr. Clark joined Maine Central as a fireman July 18, 1917.

himself worthy of that office and will be an asset to the City of Auburn.

Fred Jumper, yard checker at Lewiston, was recently on vacation for one week.

Hector Jones, retired maintenance of way foreman, was a recent visitor to the track supervisor's office. He feels fine and is enjoying his retirement.

WATERVILLE STATION

Track foreman Lloyd Cooley, Hartland, spent his vacation motoring out to the State of Washington to visit relatives.

Congratulations to Brakeman Kerry Clark, son of general agent Cal Clark, on the birth of their daughter. This makes Cal a gramps now.

Signalman Al Thrasher was on vacation with Larry A. Grass covering. Congratulations to Agent Harold Dart, Oakland, on the recent marriage of his daughter.

New car owners are Trainmaster W. L. Harris, Volkswagen; track foreman Earl Doody, Comet; track foreman Ken Philbrook, Carmel, Pontiac Tempest; Trackman K. A. Bowden, Corinna, Belvedere Plymouth.

Lucette Huard has bid off a clerk's position in the freight office, and Denise has bid off temporarily Bev Cook's job while she is out sick.

Retired Signal Maintainer Alfred Spinney, Pittsfield, was a recent visitor at Waterville.

WATERVILLE SHOPS

Carman and Mrs. Ralph Roberts have been visiting relatives in Tennessee.

Carman Roland Boulette has returned from Camp Drum where he has been with the Guard. Boulette is a Captain in the local Company.

With the increase of personnel in the Freight Shop, Basil Thompson has been set up to Foreman of the 2nd trick on the Rip Track while former Foreman on this trick, Glenn McCarrison, will take over the Switching and Materials. Foreman Dick Delano will ram-rod the wood Freight Shop and Foreman Wallace Jewell will handle AFE's and procurement. The crews will be increased by some 20 men.

Machinist Andy Miles is at home recovering from a gall bladder operation, making good progress.

Two sudden deaths marred the Shops vacation period. The first, Carman Helper Vernon Walker, died while on a camping trip in the Canadian maritime provinces, and Carman Verde Bellows died suddenly from an apparent heart attack at his home in Benton. Walker had some 40 years service with the Company while Bellows had some 30 years service prior to retirement some five years ago.

Machine Apprentice Bob Crowell and Carman Helper Dick Michaud have returned after two week's training with the Guard at Camp Drum.

Machinist Helper Don Priest has recently taken his Machinist's rating.

Machinist Don Rines has a new Pontiac sedan.



AWAITING ORDERS—Everett "Ike" Stowell, Flagman on RA-1—AR-2, waiting for orders to leave Lewiston Lower.

WATERVILLE YARDS

After two week's vacation at Turner Center at his camp, with plenty of barbecuing, Ralph Moffatt, the east end yardmaster, is back with a beautiful tan and all rested up. He said his car needed the rest too. He's glad to be back, and to keep Conductor LaPierre busy and on the ball.

We were glad to see our old buddies at the throttle in Waterville during the past month. They are Ken Farrar, F. T. Greslick and Lynn Garry.

We congratulate our brand new daddy, Kerry Clark, whose wife had a baby girl.

Bob McPherson has been treating the boys to a fine crop of vegetables. The demand is so great that his car looks smaller fully loaded, especially with those big bags of corn and pickling cukes. Bob is a busy man.

We hope that by the time this news gets to the press that the wife of Roland Cook of Switcher No. 4 will be in better health. Bev has had the flu and has had a hard time recovering. We all wish you our best, Bev.

A motorcycle owned by R. D. St. Amand, Spare Clerk, was found in a field recently by Fairfield Police after a rash of cycle thefts in this area.

Ken Fitton is approaching the graduation date of his pilot instruction courses. He's anxious for his solo flight. Don't forget, Ken, you won't have a Head and Rear Brakeman, as you did when you qualified for Conductor.

Most of the boys are back from their vacations including yours truly, and to everyone's mind comes "Oh where has it gone so fast. After waiting for a whole year, puff! ! ! It's come and gone." Nevertheless, it's good to be back, especially to get rid of extra weight accumulated during our absence.

Wallie "Seagap" Oakes, Operator, 3rd trick, is away with the National Guard for a couple of weeks. They picked a couple of nice cool weeks.

Vacations, yard, A. E. Genest, A. J. Thiboutot, R. J. Vielleux, W. H. Bodman, R. M. Knight, P. J. Davidson, L. C. Joler, R. G. Cook, E. J. LaLiberte, J. C. W. LeVesque, L. M. Miller, G. E. Gagnon, J. N. Vigue, R. E. McPherson, M. E. Michaud and A. L. Doucette.

Road vacations, H. J. Douin, C. N. Harper, J. E. Gallant, A. H. Edwards, D. A. Giberson and L. J. St. Amand.

Enginemen, C. W. Hersey, Jr., C. E. Richardson, E. H. Miles, R. I. Goldrup, C. G. Kimble and E. A. Joseph.

AUGUSTA

Verne J. Hutchinson retired recently after 35 years with the McC. Hutch, as he is known to all of us, began work as a telegraph operator in 1923 in Milford. Since then, Hutch has worked on all divisions at one time or another, his last position as clerk-operator at Augusta.

A resident of Monmouth, Hutch likes fishing, gardening and watching television. His wife is the former Helen Dudley. They have one daughter and a granddaughter.

We all wish Hutch many happy years of retirement. The position vacated by his retirement has been bid off by operator Doug Thompson.

Section hand Wilfred Daigle retired July 21 after 30 year's service. Wilfred had worked several years on the Augusta section.

Brakeman Leonard Luttrell recently took two week's vacation to redecorate his house in Auburn.

Sympathy is extended to Mrs. Ballard Fuller and family on the recent death of Ballard Fuller. Ballard worked as a clerk-telegrapher 48 years for the Maine Central prior to his retirement. He was a member of St. Mary's Catholic Church, St. Mary's Mens Club and The Order of Railroad Telegraphers. Besides his widow he is survived by one daughter, two brothers and one sister.



ON THE ROAD—George A. Meserve, Jr., who hails from Scarborough, operates WP-1 and PW-2 at Waterville.

Hawkes—from page 1)

member of the Pine Tree Chapter, Data Processing Management Association; the First Universalist Church, Portland, and is an honorary life member of the Middlesex County (Mass.) Beekeepers' Association.

After retirement, Hawkes will continue with Boy Scouting, and with his hobbies of beekeeping and woodworking. With these activities, and with the tasks of keeping his home on Roosevelt Trail and his cottage on Sebago's Standish shore in repair, he will be busy, indeed.

RETIREMENTS

Leo P. Bouffard, yard conductor, Lewiston, July 28.

John E. Burke, clerk, Portland, August 1.

Ralph C. Cascadden, agent, Pittsfield, July 28.

George D. Clark, locomotive engineer, Waterville, July 18.

Charles L. Crimmins, signal helper, Augusta, July 28.

Wilfred Daigle, trackman, Augusta, July 21.

Clifford S. DeYoung, machinist, Bangor, July 25.

William Harmon, truck driver, Portland, July 26.

Alton J. Mank, trackman, Rockland, August 4.

Harry H. Ramsey, carman, Waterville, August 26.

Alice D. Rouleau, cleaner, Portland, July 12.

George C. Severy, yard clerk, Portland, July 22.

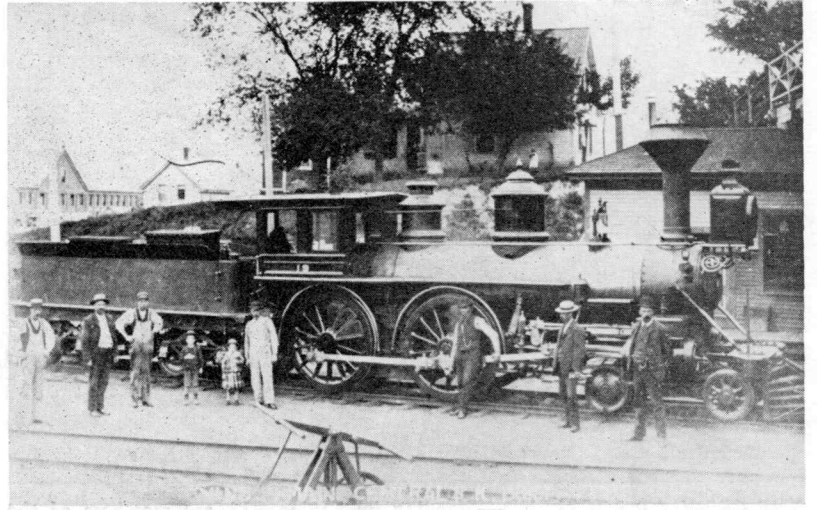
Alphonse H. Turcotte, locomotive engineer, Lewiston, July 29.

Michael J. Wallace, gateman, Portland, July 26.

Disability retirements: Joseph L. Cote, trackman, Lewiston, August 1; Arthur W. Ramsdell, trackman, Sebago Lake, July 10; Melvin J. Vicaire, trackman, Mattawamkeag, July 20.

DEATHS

Vernon M. Walker, carman helper, Waterville, July 16.

From The History File . . .

FIRE FIGHTING LOCOMOTIVE—Maine Central steam locomotive 19, above, is the heroine of a story told by Harry Treat about the disastrous Farmington fire of 81 years ago and a record run from Lewiston to the Franklin Shiretown.

The story of another record-setting Maine Central locomotive was told last month by Harry Treat, retired Chief Dispatcher and now a full-time railroad historian.

Heroine of the piece was Maine Central locomotive No. 19, which rushed fire-fighting equipment from Lewiston to Farmington before dawn on October 23, 1886, the morning that the Franklin County Shiretown's business district was destroyed by flames.

Harry's research indicates a total of 80 buildings were consumed by the fire, with 33 homes, 19 stores, three churches, the local post office, a bank and two hotels left in blackened ruin.

Calls for help went out to cities throughout the state, and Maine Central locomotive No. 19 rushed a fire engine and hose from Lewiston, making the 48 miles in 56 minutes. Considering that it was probably necessary to stop the train at Leeds Junction to operate the switches from the main line to the Farmington

branch, this speed averages close to a mile a minute . . . pretty fast for nearly a century ago.

It was so fast, says Harry, that its unaccustomed roar awakened residents all along the route. Daniel Eaton of Lewiston was at the throttle.

Built by the Portland Company in 1869, No. 19 had 15 by 22" cylinders a five-foot drivers. Originally purchased by the Portland and Kennebec, she was named "G. F. Shepley." Her end came on the scrap dock in 1893.

Miss Neilson Weds

Miss Kathy Jean Neilson, daughter of Mr. and Mrs. John E. Neilson of Stevens Avenue, Portland, was married to Philip P. Young, Second Lieutenant, U. S. Army, at the Woodfords Congregational Church, Portland, in August. Miss Neilson's mother is Mrs. Myrtle Neilson, Auditor Disbursements office, Portland.

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