

NEW LIGHTING SYSTEM—Components of the new lighting system in the Waterville Freight yards are shown in these three pictures. At left, the 85-foot steel tower carrying a total of seven lamps. At center, Electrician Dan Giroux works on the installation. At right, a long view of the yard, showing the steel tower in the distance and one of the nine wooden poles at center.

Lighting Systems Brighten Yards At Waterville, Bangor

It's bright 24 hours a day in the Bangor and Waterville freight yards, thanks to new lighting systems installed last month.

In Waterville, the installation required an 85-foot tower and nine 60-foot wooden poles. The steel tower, set near the Shops, bears six 1,000-watt mercury vapor lamps and one 1,500-watt quartz iodine lamp. The combination, which turns on automatically at sunset and off at sunrise, is designed to illuminate a section of the yard measuring 500 feet east and west of the tall steel spar.

The nine shorter wooden poles are placed elsewhere in the yard to complete the lighting. Each has two 400-watt mercury vapor lamps and some have an additional 500-watt quartz iodine lamp.

In Bangor, the new system has three 60-foot poles, each of which carry five lamps of various sizes.

The installation work was completed late in October by Bridge and Building forces and electrical crews.

New Grain Mill Opens At Dennysville

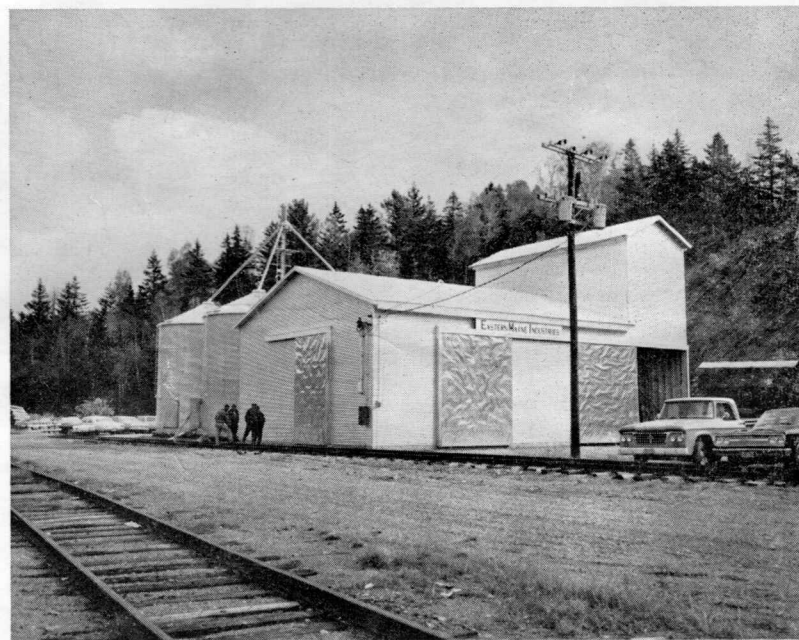
Open house was held late in October at the site of Washington County's newest industrial plant, \$75,000 cooperative grain mill at Dennysville.

The mill, designed to serve the growing Washington County poultry industry, is located on a Maine Central siding, and will receive corn, soybean meal and other feed ingredients by rail.

The cooperative effort of six poultrymen, the new mill will serve the needs of two large poultry operations now being completed, and four more for which expansion plans have been made. The six operators, whose

grain mill cooperative bears the name "Eastern Maine Industries," are Elden Lyon, Harlan Smith, Lawrence Damon, Robert Johnson, Charles Woodworth and Sherwood Prout. Prout serves as manager of the new mill.

Harry Whelden, poultry specialist at the University of Maine, was a speaker at the open house program held at the new mill Oct. 15. He noted that establishment of the Eastern Maine Industries grain mill "makes for a sounder industry in Washington County, and one which is far better able to compete."

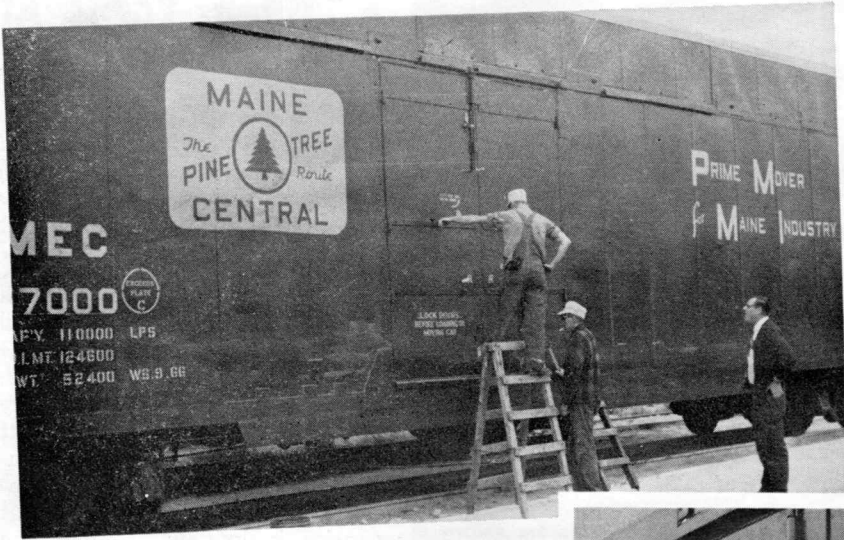


COUNTY'S NEWEST INDUSTRY—Eastern Maine Industries' new grain mill—built on the site of the former station at Dennysville—has been completed. Open house activities were held there in October. The new mill is owned and operated by six Washington County poultrymen.



ABOARD "333"—The Maine Central business car was part of the train that took directors and other officials of the St. Regis Paper Company to dedication ceremonies for new facilities at Bucksport last month. Representing Maine Central were President E. Spencer Miller, left, and Sherman W. Blake, MeC director, right. John H. O'Connor, center, was conductor of the special train.

Shopsmen Complete Big Chip Cars For International Move



Ralph Fletcher and Carl Fisher install door as Foreman Sid Brown watches.



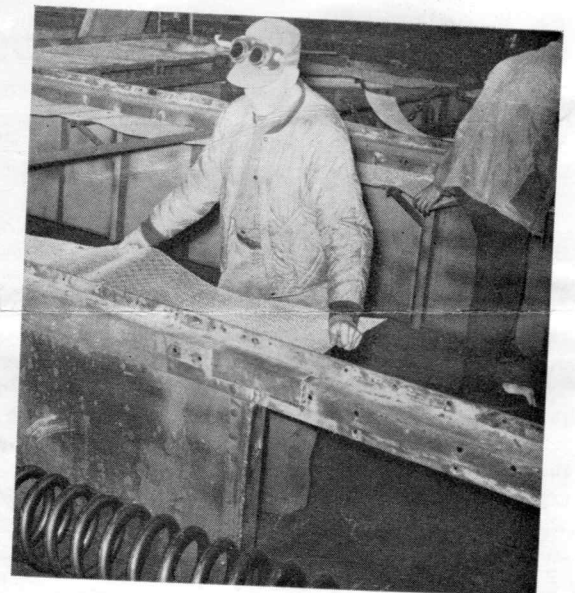
Howard Knight, Walter McCaslin and Ernest LaLiberte work on underframe.



Freight Foreman Nubert Estabrook, Sid Brown and Wallace Jewell with plans.



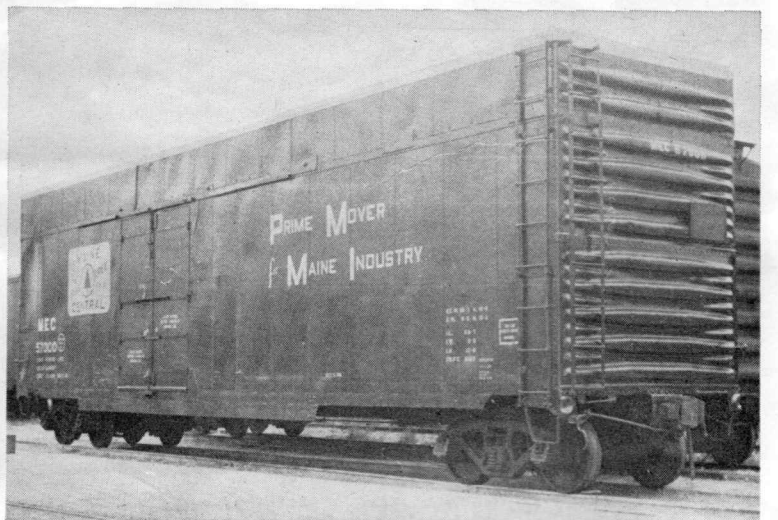
Fletcher and Fisher adjust door bolt.



Wallace Rouseau installs screening.



Bob Vachon works on car sill.



The completed product, ready to roll.

Powerful "Hudson" Proved Strength With Long Train In Lewiston Test

By HARRY M. TREAT

Most Messenger readers never saw MeC locomotives 701 and 702, powerful "Hudsons," and the only 4-6-4's east of Boston. Designed to haul the heaviest passenger trains between Portland and Bangor, the big engines were built in 1930 by Baldwin.

Their statistics: cylinders, 23 x 28" steam pressure, 240; diameter of driving wheels, 73"; coal capacity, 28,000 lbs.; water, 10,000 gallons; total weight engine and tender, ready for service, 516,200 lbs.

Their assignments were principally for 701 to haul No. 11, the "Kennebec," to Bangor, and return with No. 8, the "Gull." The 702 would pull No. 23, the "Gull," to Bangor, and return with No. 12, the "Kennebec." Each locomotive ran off about 2,000 miles weekly covering these runs.

The 702's top performance came on the night of August 1, 1937, when No. 23 had 15 cars including seven sleepers and a heavy private sleeper on the rear. More than 350 passengers were in the train, and gross weight of the engine and the train was in excess of 3,000,000 pounds. They rolled into Lewiston station about 1:30 a.m.

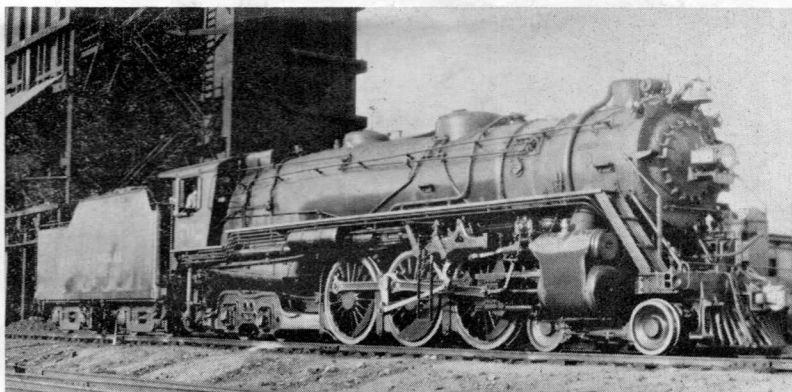
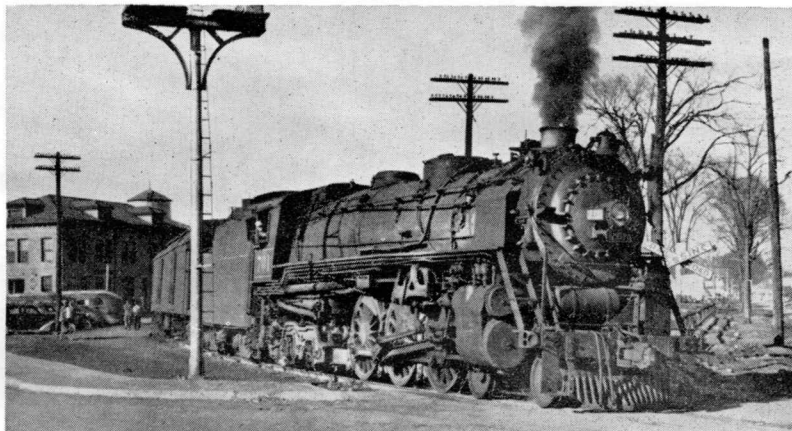
Standing at Lewiston station platform, an eastbound passen-

ger train was on a curve and a grade of four-fifths per cent. In the 1900's, when the heaviest power was of the 4-6-0 type, numbered 275 to 289, there was a positive set-up for helping eastbound passenger trains of more than nine cars. This procedure required the local switching engine to follow such a train from Auburn, and to assist it in starting from Lewiston for several hundred yards.

On this night, after 702 had taken several thousand gallons of water from the standpipe, Engineman Daniel E. Cony backed her slightly to "bunch" his 15 cars, which stretched more than a thousand feet behind him. Then, with Cony applying power, the 702 moved forward, inching the big train from the station unassisted.

The 702 used 13 minutes to cover the seven and a half miles to Greene, climbing 125 feet, and made Waterville in 47 more minutes. Enroute, 702 and the "Gull" passed the highest point on the MeC system between Portland and Bangor, about two miles east of Readfield.

But the high point of 702's trip with its long train on the night of August 1, 1937, was the unassisted start at Lewiston, and the big engine's dramatic demonstration of strength.



THE POWERFUL HUDSONS—Maine Central locomotives 701 and 702 were top performers on the system in the 30's. Retired Chief Dispatcher Harry M. Treat tells of an incident in which the 702 was involved in the accompanying article.



The 37th Annual Convention of the United Association of Railroad Veterans was held September 21-24 at the Hotel Vermont, Burlington, Vt., with a registration of 350.

The program included trips and meetings and ended with a banquet.

Attending from the Maine Association were Mr. and Mrs. Ernest T. Bilodeau, Mrs. Howard A. Burham, Mr. and Mrs. John J. Burke, Mr. and Mrs. John J. Briggs, Mr. and Mrs. Harold C. Clark, Mr. and Mrs. Melville L. Davis, Dan O'Dowd, James E. Fay, Mr. and Mrs. Ray E. Farley, Walter Kane, Mr. and Mrs. Ray Killiam, Mr. and Mrs. R. A. Kell, Mr. and Mrs. Robert R. Lewis, Mr. and Mrs. Patrick Mulkern, Mr. and Mrs. R. E. Macomber, Mr. and Mrs. Edward M. Quinn, Mr. and Mrs. Guy E. Sawtelle, David White, and Palmer Wile.

The trip was beautiful with the country-side a riot of color with the Fall foliage.

R. A. Kell was the winner of the painting "The Red Caboose," given as a special prize.

The next convention will be held in Toronto, Canada, Sept. 22-24, 1967. This will be the

first time in the history of the association that the Canadians have sponsored the convention.

Walter Thompson, Somerville, Mass., has been vacationing in Jamaica, West Indies.

Robert Cram is a patient at Leech's Nursing Home in Kennebunk. Cards would be appreciated.

Miss Harriet Bourne, who has been spending her vacation with her parents, Mr. and Mrs. George Bourne of Brackett Street, has returned to New York. Mr. Bourne would enjoy visitors and cards.

GENERAL OFFICES

Mr. and Mrs. "Cliff" Clifford recently drove to Dartmouth to visit their son, "Chuck" who is enrolled there as a freshman.

Mr. and Mrs. Ray Briggs have returned from a trip to upper New York State.

Bill Manning is now driving a '67 light blue Thunderbird.

Arlyn Whitney recently traded for a '65 deep turquoise Comet.

Stan and Toni Watson are spending their spare time painting and putting the finishing touches on an all-purpose room and garage they have had built onto their home. Stan even tried his hand at bricklaying back of their Franklin stove, which will add a fine touch to the new room.

Friends of Earl Bean, retired mail messenger, will be sorry to learn he is confined at home with sciatica. He was stricken while visiting a son, Robert, and family, in Glastonbury, Conn., where he had gone to help celebrate his grandson's birthday.



FISHING CONTEST WINNERS—Work Equipment Maintainer Al Worcester, left, Mrs. Robert Nurse, and husband Bob, Car Accounting Clerk, ended up as winners of the 1966 Messenger Fishing contest, which concluded at the close of the fresh water fishing season last month. Mrs. Nurse won first prize, a complete spinning rig, for her 12-pound, eight ounce togue, netted by Bob during their trip last summer to Chibougamou, Quebec. Al's second-place fish was another big togue, just two ounces lighter, from Tunk Lake, near Bucksport. His prize was a spinning reel and line.



NEWLYWEDS—Miss Glenda M. Gilman and Everett Spires, both of the Auditor Revenue office, Portland, were married at Sanford September 24 and are now living on Montreal street, Portland. Fellow revenue office workers decorated a desk for them. From left, Dot Smith, Donna Roderick, Gordon Barron, Everett and Glenda, Randall Thurrell, Jan Calder and C. P. Hawkes, Jr., auditor revenue and freight claims.

"Beanie" is home now, and says he would be happy to hear from any of his Maine Central friends.

Wendell Quimby recently purchased a 1966 dark green Volkswagon sedan while Harry Blackmore is now sporting a blue Volkswagon panel truck.

Bob Woodill and his wife spent two weeks vacation visiting Gaspé Peninsula in Quebec and Quebec City.

Mary and Vinnie Morse spent a weeks vacation in New York City where they saw three plays, "Dolly," "Sweet Charity" and "Odd Couple."

Edna Crimmins visited friends in Massachusetts on her vacation and traveled to Vermont and New Hampshire.



ON DEANS' LISTS—Carol Ann Palman and John L. Palman, Jr., daughter and son of Conductor and Mrs. John L. Palman of 486 Minot Ave., Auburn, were recently named to the Dean's list at their respective colleges.

Carol was graduated from Edward Little High School in the class of 1963. She is currently a senior at Gorham State College where she is majoring in elementary education. Carol was a member of the Hillcrest Staff, Women's Student Government and treasurer of the Amicitia Club.

John was graduated from Edward Little High School, Auburn, in the class of 1965, and is a sophomore at Stevens Institute of Technology in New Jersey. John is majoring in electrical engineering. While at Stevens he has been a member of the Newman Club and the staff of the school newspaper.

Charlie Rivers and his wife spent two weeks vacation in Virginia. They were accompanied by their son and daughter-in-law.

Theresa Foley is a new member of the Revenue Office.

Sympathy is extended to Percival E. Maxfield, of the Revenue Office, on the recent death of his wife.

RIGBY ENGINE HOUSE

Former Machinist Arthur Shaw, retired, has purchased two acres of land in Saco, and has put a house trailer thereon. He plans to build a home there.

George W. Parker, 83, a one time yard conductor, died recently at a Scarborough nursing home after a long illness. He has been retired on disability, with 36 years service.

Toby Huff, son of Steamfitters Helper Albert Huff, is continuing his education at North Western University. He was graduated last June, and is now working to obtain his Masters degree.

Visitors during the month were former employees Boilermakers Charles Jackson, William Pettipaw, and Crane Operator Michael Wallace. Also Alvin Miller who is 91 years old and spry as a kitten.

Asa Worcester, Jr., son of Engine house employee Asa Worcester, was seriously injured recently when he slipped and fell between two freight cars. He lost a hand and a foot. He was a brakeman on the New Haven Railroad. He is recovering normally at this writing.

Clerk Thomas Foley is covering Engine Dispatcher John Welch's job, as Welch is convalescing after hospitalization.

Former Leading-man in the Electrical Maintenance department, Walter Foss, paid a visit to his former crew members when he came up from Lakehurst, Fla. Walter has the unique experience of having been given 48 hours to live after major surgery, but that was at least 18 years ago.

The death of Mrs. Hattie M. Bibber, 92, occurred Sept. 25 after a long illness. She was the mother of

Mrs. Albert B. Wetmore, Sr., and the grandmother of Electrician Albert B. Wetmore, Jr.

Foreman Charles Tetreault has gone for compact cars in a big way. His car was parked recently at Thornton Heights when another automobile rammed into it, pushing it into two cars ahead and pancaking it to half its normal size. It was a complete loss. Luckily Charles was not in it at the time. He has a brand new Buick "Wild-cat" to replace the old car.

Electrician Ray Rider recently won a color television set, 23-inch screen.

Mrs. Herbert Amadon, wife of retired Mountain Division engineer "Herb" Amadon, was confined at a local hospital for treatment involving surgery. She is convalescing at this time.

Carman Edgar Dunham took quite a tumble from a ladder, 12 feet up, while installing a television antenna at his home. A sprained ankle was the result.

Road Foreman Melvin Charity has recently purchased a new Ford.

Janitor of the engineers' quarters, Charlie Ready, was awarded his 25 year button.

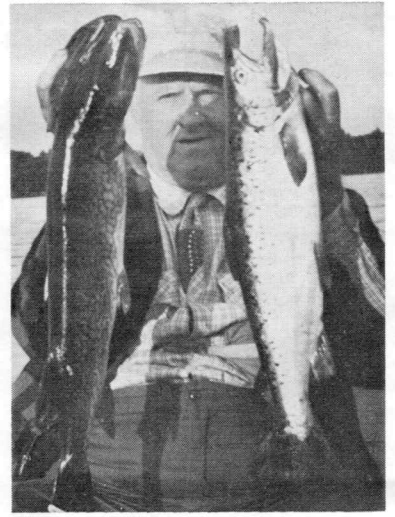
Machinist and Mrs. Ted Cote celebrated their 44th wedding anniversary, and about the same time received word that they are now great-great grandparents of a baby girl, born to the Cotes' first grandchild, who is the daughter of their first child.

Carpenter Guy Briggs, Bridge and Building crew, will spend the last week of his vacation hunting at his camp in Glenn, N. H.

We have had two weddings among our retired veterans, that of former Machinist Clyde Burnham, at Rumford, at the home of Mrs. Burnham's son and daughter-in-law, Oct. 1, and Former General Foreman Malcolm Billington. Mr. and Mrs. Billington plan to live at 11 Ludlow Terrace, after selling their former homes.

The Strout Family, of which Electrician Alvin Strout is a member, held it's annual family reunion recently at Strout's Grove in Raymond. There were over 100 members in attendance, Zenith Strout, who was the oldest there, is 84.

Car Department Clerk Pat Conley celebrated his birthday and his wedding anniversary Oct. 6. He was



A DAY'S LIMIT—"Mert" Niles of Hallowell, retired B and B painter, is shown with his day's catch after an outing on Lake Cobbossee, near Augusta.

presented with a genuine leather wallet, hand-tooled with his initials.

Foreman Charles Tetreault attended the convention of the Locomotive Maintenance Officers Association in Chicago.

General Foreman Gordon Sears has a pick-up truck which will be very convenient in the work he plans to do around his home in the coming months.

RIGBY YARDS

M. F. O'Brien, Ass't. Supt., spent a vacation in New York state.

H. R. Caler, swing messenger and call boy, is on vacation, his position being covered by spare messenger and call boy F. A. Morelli.

R. C. Burdwood has bid off second trick Tower Two.

Swing operator R. A. Powers at Tower Two has had a few days vacation, his position being covered by spare operator P. D. Graham.

C. E. Queen has returned to work after vacation, his position being covered by spare clerk R. D. Henderson.

J. E. Millet, yard clerk, Yard 7, also had a few days vacation, his



VETERAN ENGINEER HONORED—George P. Silva, left, superintendent of locomotive maintenance, presents a 50-year billfold to F. J. Petterson, Bangor, in recognition of his long service. Petterson retired Sept. 30.