



**LOADING BEETS AT CORINNA**—Corinna is one of several points where sugar beets are being loaded on Maine Central. TOP PHOTO shows the big loading machine in use, with beets from a farmtruck being dropped onto the conveyor belt and carried to the car in far background. LOWER PHOTO shows the loaded cars.

X: No. of Newport

## Sugar Beets, New To Maine Central, Being Loaded At Many System Points

Sugar beets—a new freight commodity for Maine Central and a challenging new venture for Maine farmers—are moving east these days, bound for the refinery at Easton in Aroostook County.

The beets are part of Central, Southern and Western Maine's first economically significant crop, totalling about 20,000 tons. They've been grown this summer on more than 50 farms ranging from Farmington and Fryeburg in the west to Ellsworth in the east.

Maine Department of Agriculture officials said that beets were grown this season on about 1,000 acres of land in Maine Central territory, soil that once produced corn and beans for the canneries, but which has been fallow for several years. This land has proved ideal for sugar beets, yielding between 23 and 25 tons per acre on some farms. The Agriculture Department says Southern Maine soil is deeper and less acid than that of Northern Maine.

For Maine Central, the new crop has meant new business at 18 or more system points where beets are being loaded in hopper cars. Brought from nearby farms by trucks, the beets are collecting in big piles, and are being loaded by mechanical equipment of several types. The railroad expects to handle approximately 400 carloads this fall, all heading for Easton. *SE of Presque Isle*

It's still an experiment, but in spite of weather difficulties that resulted in late harvests, Southern, Central and Western Maine farmers are generally confident of

success. "If we make money," they say, "others will follow next year."

And if they do, the completely unglamorous sugar beet, which resembles a turnip more than anything else, will sweeten Maine Central's prospects, too.

## U-F Campaigns Succeed Again; \$10,000 Raised

All the figures aren't in, but it's apparent that the generosity of Maine Central Railroaders has brought success again to MeC United Fund and Community Chest campaigns in Portland, Lewiston, Waterville and Bangor.

The total contributed or pledged in major centers of Maine Central population has reached nearly \$10,000, meeting campaign goals and establishing new records for railroad people in each community.

With clean-up operations still incomplete, Portland area railroad solicitors had reported a total of \$7,426 and were confident that last-minute contributors would swell the total to more than \$8,000, the goal set for Maine Central-Portland Terminal Company employees. This will be some \$300 more than was contributed by the same railroaders in last year's drive.

Eric P. Smith, director of statistical services and cost research, has served as general chairman for the Portland-area drive, assisted by John W. Dresser, marketing analyst, and by many departmental chairmen and solicitors.

The Lewiston-area campaign among Maine Central people was conducted by General Agent Richard L. Achorn and Clerk Sherman F. Carr, and resulted

## 200 Scouts Register For 6th MeC Railroading Course

Bangor's Garland Street School auditorium had Boy Scouts wall to wall for the opening Oct. 24 of the 6th annual Maine Central Merit Badge course in railroading.

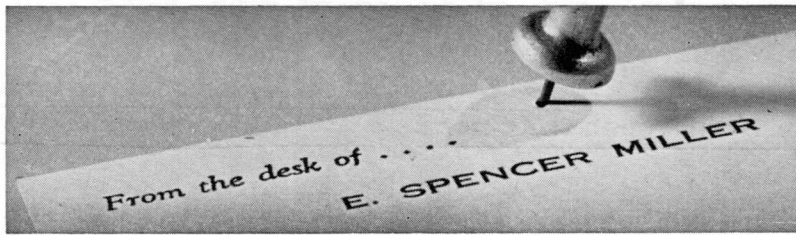
More than 200 boys attended the opening program, breaking records for the Maine Central course, conducted annually in a system city for the past six years. They'll be on hand for four more

sessions, including a final examination and a full-scale Court of Honor awards ceremony.

Boys registering for the current Bangor course are members of troops from a wide area of the Penobscot Valley and beyond, including delegations from Corinna on the west and Mount Desert Island on the east. Bangor and Brewer were heavily represented, as were troops in Hampden,

Orono, Old Town, Winterport, Hermon and Carmel.

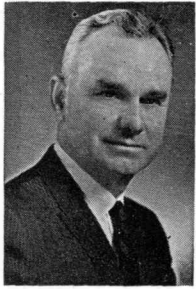
The opening session was devoted to Maine railroad history and geography, and included the new industry film "Modern Directions in Railroading." The program was conducted by Royce G. Wheeler, assistant superintendent, Bangor; Francis C. Cor-



TO MY FELLOW EMPLOYEES:

### "THE GOOD OLD DAYS"

When we find time in these busy days to pause, observe and reflect upon the passing American scene, we are offended and disturbed by the street riots, public demonstrations in defiance of law and order for every conceivable crackpot cause, the freakish attire of some members of the younger generation, and the half-baked "liberal" thinking common among educated people who should know better. When two or more of us meet, shake our heads in despair, someone invariably says, "Where are the good old days?"



It is human nature to remember the best of the past and to forget the hardships, the frustrations and the failures. Centuries before Christ, Plato lamented the degeneracy of his era and referred in regret to the "good old days." Virgil, shortly before the birth of Christ, gave vent to similar expression. Francois Villon asked the same question in the 15th. Century, and Tom Paine posed it again in 1775.

The railroad industry is an old one and has known more prosperous times, and days of greater power, and so it is particularly easy for railroad people to speak of the "good old days." Upon reflection those "good old days," even for railroaders, seem not very good. Until a generation ago railroading for many meant back-breaking manual labor under hazardous conditions. There were soft coal stoves in the cabooses, high stools and steel pens in the offices, and a variety of discomforts ranging from chronic cinders in the eyes to celluloid collars. Today hours are shorter, wages are higher, retirement provisions hold promise of freedom from want in our declining years and technological advances have eliminated much of the drudgery, pain and hazard from the occupation.

The speed with which the last two generations in this country have been lifted from long hours and subsistence earnings to leisure hours filled with opportunity for wholesome happiness and wage scales affording substantial savings to the thrifty, has deluded many into thinking that there is no end other than upward and onward forever. Unfortunately there are many signs, and every bit of logic, indicating caution and a good deal of restraint in attempting to get constantly more pay for producing and working less.

This year is turning into one of disappointment for Maine Central. It commenced with great expectations for increased business, increased profits and increased job security. For the first part of the year the prophecy of increased business has been realized, but unfortunately the expense of doing business has risen due to enormous wage increases, with the result that the expectation for a decent return on the money invested in this enterprise is not being realized. It is apparent that when wages go up and productivity of the workers receiving them remains the same or declines, trouble for employer and employee is not far away. This development, based upon too buoyant a confidence in the future, appears to be plaguing all of American society and if wage increases continue to radically outrun the goods and services produced, the bad old days of the early 30's may once again be experienced. Defiance of economic law will eventually result in an economically sick society, just as defiance of the laws of health will eventually result in a physically sick human being.

Every one of us employees should understand that the easier existences which we now enjoy have been made possible by the investment of capital in labor saving machinery and that capital will not be invested in an industry in which pay increases to us eat up all of the profits.

Labor and management owe it to each other, and to society, to recognize the facts and stay between the fences of economic reason. We don't want the "good old days" as they really were, but more than that we don't want the bad old days which so many of us now conveniently forget.

*E. Spencer Miller*

### 'Absolutely Essential'

For-hire transportation, and the advantages of one form over another, has long been a subject of controversy, and politicians, successful and otherwise, have not neglected it. When General Chairman Paul A. Sullivan of the International Association of Machinists and Aerospace Workers came across the following letter, written 138 years ago, he thought it would be interesting to Messenger readers.

Albany, N. Y.  
Jan. 1, 1829

President Andrew Jackson  
Washington, D. C.

Dear Mr. President:

The canal system of this country is being threatened by the spread of a new form of transportation known as "railroads." The federal government must preserve the canals for the following reasons:

ONE — If canal boats are supplanted by "railroads" serious unemployment will result. Captains, cooks, drivers, hostlers, repairmen and lock tenders will be left without means of livelihood, not to mention the numerous farmers now employed in growing hay for horses.

TWO — Boat builders would suffer and towline, whip and harness makers would be left destitute.

THREE — Canal boats are absolutely essential to the defense of the United States. In event of the expected trouble with England the Erie Canal would be the only means by which we could ever move the supplies so vital to waging modern war.

For the above mentioned reasons the government should create an Interstate Commerce Commission to protect the American people from the evils of "railroads" and to preserve the canals for posterity.

As you may know, Mr. President, "railroad" carriages are pulled at the enormous speed of 15 miles per hour by "engines," which in addition to endangering life and limb of passengers, roar and snort their way through the countryside, setting fire to the crops, scaring the livestock and frightening women and children. The Almighty certainly never intended that people should travel at such breakneck speed.

Respectfully yours,  
Martin Van Buren  
Governor of New York



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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Marion Stevens	General Offices





**Scouts**—from page 1)

bett, general agent, Bangor; Joseph H. Cobb, director of public relations, Portland; and Keith Brogan, statistical assistant, Portland.

Held twice in Portland, and once each in Lewiston and Waterville, the Maine Central course was first offered in Bangor just over a year ago, and repeated this year with full approval of Katahdin Area Council and Penobscot Valley District Boy Scout officials.

Besides receiving the official railroading merit badge, participating Scouts will compete for \$175 in U.S. Savings bonds. The bonds will be presented to those who score highest in the written examination.

**Messenger Observes Seventh Birthday**

Maybe you didn't notice, back there near the top of page one, but this issue of the MESSENGER is volume 8, Number 1.

That means we're starting our eighth year of monthly publication, and that "employees and friends of the Maine Central Railroad" have been provided with 85 issues up to now.

Nearly 5,000 copies of the MESSENGER are printed monthly, and go to readers in every state, including Alaska and Hawaii, and in at least a dozen foreign countries.

The MESSENGER gets around, and we're pleased about the interest, the compliments, and yes, the gripes, we get in response.

So here we go for another year. . .



**NEW TO THE FLEET**—This 2,000 hp EMD locomotive—the 13th purchased by Maine Central in the past two years—was delivered to the railroad last month and began service on the main lines. From left, looking the new engine over, were Vincent Venni, New York, EMD district engineer; James P. Coffin, MeC mechanical inspector; and George P. Silva, MeC superintendent, locomotive maintenance.

**U-Fund**—from page 1)

in contributions and pledges totalling \$253.

The Waterville railroad Community Chest drive broke records, with more than \$1,900 pledged or contributed in three days, and the \$1,700 goal exceeded in the first 24 hours.

But this was expected, more or less, in Waterville, where Maine Central people have made this type of cooperation a feature of the local campaign for the past several years. Recognized publicly for their leadership of the Waterville drive were Superintendent Alden H. Fimmimore and Assistant Superintendent Don

K. Russell of the Waterville Shops, along with their assistants, Calvin T. Clark, general agent, and J. L. Cosgrove of Waterville Stores. Charlie Wolman, chief clerk at the Shops, and Stenographer Gloria LaLiberty also were active in the Waterville campaign, along with a long list of departmental captains and solicitors.



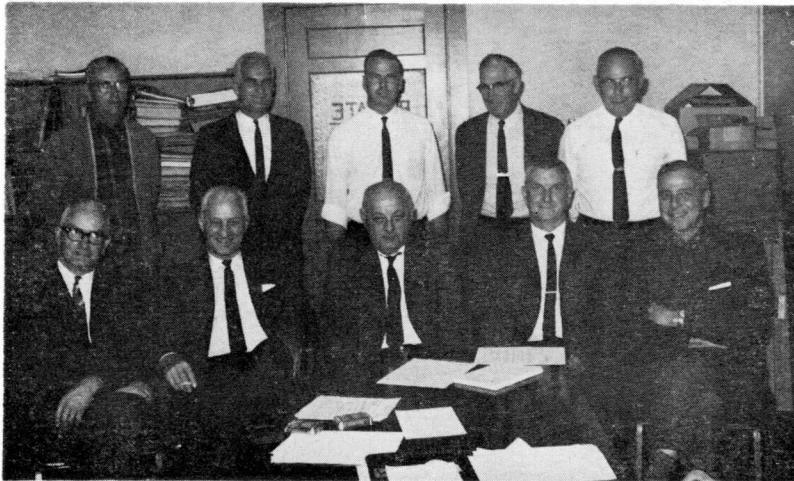
**AS MEC SCOUT PROGRAM OPENED**—Three Boy Scouts, typical of more than 200 who registered for the 6th annual Maine Central Railroad Merit Badge Course in railroading at Bangor last month, confer with railroaders in charge. From left, J. H. Cobb, director of public relations; Royce G. Wheeler, assistant superintendent, Bangor; and Scouts Steve Doucette, Bucksport; Steven Parady, Northeast Harbor; and Peter LeClair, Bangor.



**RECEIVES 50-YEAR AWARD**—Hermon Scott, right, car distributor, was presented an inscribed billfold by President Miller as Scott reached his 50-year service mark last month. Scott, who entered Maine Central service in October, 1927, is active in Masonry and is a past master of Hiram Lodge, South Portland.



## Infra-Red Beam Controls Newest Track Surfacing Device



**MECHANICAL SUPERVISORS MEET**—Mechanical Department supervisors met in Bangor and Waterville last month to compare notes and problems, and to promote greater departmental efficiency. **TOP PHOTO**, the Bangor meeting, included, seated, left to right, I. A. Furrow, engine house foreman; J. E. Buzzell, superintendent car maintenance; H. R. Eames, engine house general foreman; J. F. Bevans, engine house foreman; and C. J. Wilson, Jr., engine house foreman. Standing, B. Wheelden, car foreman; F. H. McTigue, engine house foreman; G. P. Silva, superintendent of locomotive maintenance. **LOWER PHOTO** shows man; J. P. Coffin, mechanical inspector; J. H. Ifill, general car foreman; and the session at Waterville. Seated, foreground, from left, Shop Superintendent A. H. Finimore; F. R. Case, shop foreman; S. J. Brown, shop foreman; G. K. Stevens, shop foreman; and W. Richardson, shop foreman. Standing, from left, clockwise, W. L. Jewell, shop foreman; N. B. Estabrook, shop foreman; B. Thompson shop foreman; D. K. Russell, assistant shops superintendent; R. Delano, shop foreman; R. E. Baker, vice president, special projects; J. P. Coffin, mechanical inspector; J. E. Buzzell, superintendent car maintenance; G. P. McCorrison, shop foreman; E. W. Pooler, shop foreman; L. Ifill, shop foreman; D. B. Sherrard, shop foreman; R. F. Dole, chief mechanical officer; and A. E. Nelson, shop foreman.



**MESSENGER'S MAN IN AROOSTOOK**—Al Wetmore, who writes the monthly column of news from the Rigby Engine House, visited Aroostook last month and watched the potato harvest on the farm of Morrison Briggs at Littleton. He's shown here talking to Briggs, aboard a tractor pulling a mechanical harvester.

Space-age technology is making itself felt more and more these days in railroad engineering, and nowhere are the changes more obvious than in Maine Central's maintenance-of-way department.

Last month it was jet snow-blowers, and now it's an automatic track surfacing device controlled by a beam of infra-red light.

Just purchased, the machine is the "Autojack Electromatic Tamper" under test for the past several weeks on the Rumford Branch. The infra-red beam is projected to the tamping machine itself from a "forward buggy" connected to the tamper, but operating from 50 to 150 feet ahead of it.

The infra-red beam provides an invisible imaginary track, perfectly level, replacing the taut wire used in earlier surfacing machines. This beam, in effect, tells the tamper how much to lift the rails and ties in order to achieve the level.

The forward buggy moves ahead continuously with the tamper, and errors are "ironed out" automatically.

And when work is done, the "forward buggy" can be reeled in, lifted and cradled on the front of the main unit as it moves to a new work location. The entire unit may be set off the rails, or turned completely around by lifting itself on its hydraulic center jack.

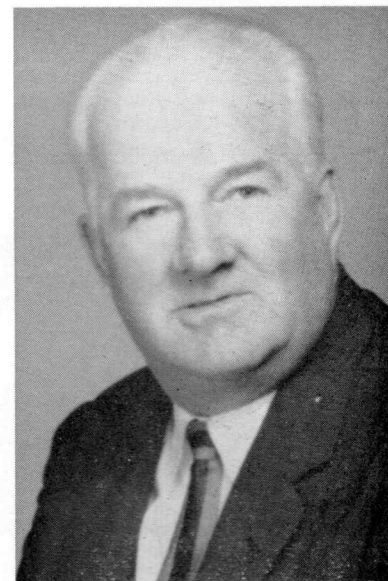
## Medicare Enrollment Period Extended

The first general enrollment period for the voluntary insurance part of medicare has been extended. The period, which began October 1, 1967, will run through March 31, 1968, instead of December 31, 1967. Also, the present \$3 monthly premium for medical insurance will continue in effect through March 1968. The rate for the period from April 1968 through the end of 1969 will be announced before January 1, 1968.

Railroaders who are already enrolled for hospital insurance but not for medical insurance will receive information from the Railroad Retirement Board in December on how to sign up for the medical insurance plan. Railroad employees with 10 or more years of service who want to join or rejoin the plan during the current enrollment period should visit the nearest office of the Board as soon as possible and not later than the end of next March.



**SNOW WHITE, ONE DWARF**—Kathy Farrar, daughter of Purchasing Department Stenographer Beryl Farrar, had the title role in the Children's Theater production of "Snow White and the Seven Dwarfs" last month. The show was presented at schools throughout the Portland area. Roger Hebert is the dwarf.



**BRT OFFICIAL DIES**—Clarence W. Coffey, Portland, above, whose death was reported last month, served two terms as president of Lodge No. 417, Brotherhood of Railway Trainmen, retiring from office in 1963. He also served for two terms as Lodge 417 Legislative Representative, and served as chairman of the Maine State Legislative Board. He attended the 1954 and 1960 National Conventions of the BRT as an elected representative. Mr. Coffey, who died on Labor Day, was employed by the Maine Central and the Portland Terminal Company for 20 years, retiring in January, 1965.



## MeC Police Officers Pass Pistol Course

Three officers of the Maine Central Railroad Police sharpened up their shooting eyes last month in a pistol range training and qualification program held by the Portland Police Department.

Lt. Robert L. Baker, Sgt. James W. Breen and Sgt. Edison B. Hattie fired qualifying scores, an annual requirement of most law enforcement organizations.

## RETIREMENTS

Ralph H. Blish, locomotive engineer, Portland, September 23.

Earl G. Bonnett, section foreman, Whitefield, N. H., August 21.

Carl W. Boylan, crossing tender, Bangor, September 26.

Henry C. Demmons, signal helper, Brunswick, September 22.

Amos G. Lowe, trackman, Cumberland, September 15.

Alvah F. Robinson, trackman, Bingham, August 14.

George F. Townsend, conductor, Eastport, September 20.

Disability retirements: George A. Beaudin, track foreman, Lewiston, September 1; Donald A. Vigue, trainman, Waterville, September 28.

## DEATHS

Morice J. A. Landry, trackman, Waterville, September 17.

Edgar H. Russell, clerk-operator, Danville Jct., October 1.



**EDDIE STEWART HONORED**—A going-away testimonial was held by Engineering Department co-workers and guests for Edward M. Stewart, assistant engineer, Electrical Department, last month. At head table, from left, were Chief Engineer James O. Born, J. F. Stanford, Signal Engineer; and Eddie and Mrs. Stewart, soon to leave for employment with the Union Switch and Signal Company, Swissvale, Pa.

## AUGUSTA

Sympathy is extended to the family of retired baggage and mail handler Melvin F. Frost who died Oct. 19. Mel was born July 29, 1887, son of James and Annie Pooler Frost.

He was a member of the Penney Memorial Baptist Church and The Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.

Survivors are two sons, Wallace A. and Clarence M. Frost, both of Augusta.

Leonard Luttrell is ill. We all wish him a speedy recovery.

R. R. Grant and paint crew have been busy painting the engine house, bunk house, section house and the signalmen's house.

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

## GENERAL OFFICES

Gloria McCullough of the Mechanical Department believes in the slogan "Ride the bus and leave the driving to us." Gloria recently enjoyed a short vacation taking in The Expo and relaxing on the bus.

George W. Proctor III, son of Mrs. Dorothy Proctor of Car Service Dept., has won a nationwide Sales Contest for Salada Tea Company and a fine commendation from his company.

Donna O'Bryan of the Superintendent's office spent the last of her vacation entertaining relatives from Nova Scotia and enjoying short trips in her new 1967 Plymouth Fury. Mrs. Mary Bilodeau substituted for Donna in her absence.

George Marcroft, Chief Clerk of the Supt.'s office and wife Faye recently enjoyed a vacation touring with friends. George's latest recommendation for the hungry MeC traveler is the "Old Board" in Burlington, Vt.

Dotti Proctor, daughter of Dorothy Proctor of the Car Service Dept. is returning to Boston University in February for her Junior year. Dotti is enjoying her work in occupational therapy and plans a career in this field.

Arthur Palmer, Train Crew Dispatcher, has returned from a two-week vacation. C. A. Niles substituted for him.

"Wendy" MacDowell was one of the lucky ones to attend the World Series in Boston. He attended the second and sixth games, the Red Sox winning each time.

While on a vacation trip down the coast, Glenda and Everett Spiers visited Carolyn Ethridge and family in Gouldsboro. Carolyn was formerly employed in the Revenue Office.

Earl Bennett had his usual good luck during the early hunting season, bagging seven pheasants.

Jeannette Calder and son enjoyed the annual Sunday train tour through the Mountains.

Charles Rivers, Manager of Industrial Development, has returned to his desk after a period of several weeks convalescence.

Jerry Shea of golfing fame and Mrs. Shea have recently purchased a new white Galaxy 500.

Theresa Slattery of the Comptroller's office drove to Montreal to attend Expo '67. Other October visitors to Expo included Scott Scully, General Attorney, and Eric Smith, Director of Statistical Studies, who returned for a second visit.

Ellsworth Hart has recently come to work in the Data Processing Office and Herbert Higgins is a recent employee in the Payroll Deductions Bureau.



There were 80 members present at the last meeting of the Maine Association of Railroad Veterans held recently at Howard Johnson's restaurant, Thornton Heights. Members from Waterville, Augusta, North Berwick, Eliot, and Portsmouth, N. H., were in attendance.

After a dinner and business meeting, a lively floor show was presented, consisting of baton twirling and modern jazz numbers by Kathleen King, and tap dancing by Sharen Gantner. Both girls are teachers at Miss Reuben's Dance School, Biddeford. Al Murray and Dave Glovsky appeared with guitar numbers by Murray and impersonations and ventriloquism by Glovsky. The program was first class and greatly enjoyed by all. Association members are urged to show their appreciation of the Committee's efforts by attending these monthly meetings. Come and meet your Railroad friends.

We are pleased to hear that Mrs. Fred H. Wood of Buxton, widow of former Maine Central Superintendent Fred H. Wood, is enjoying good health.

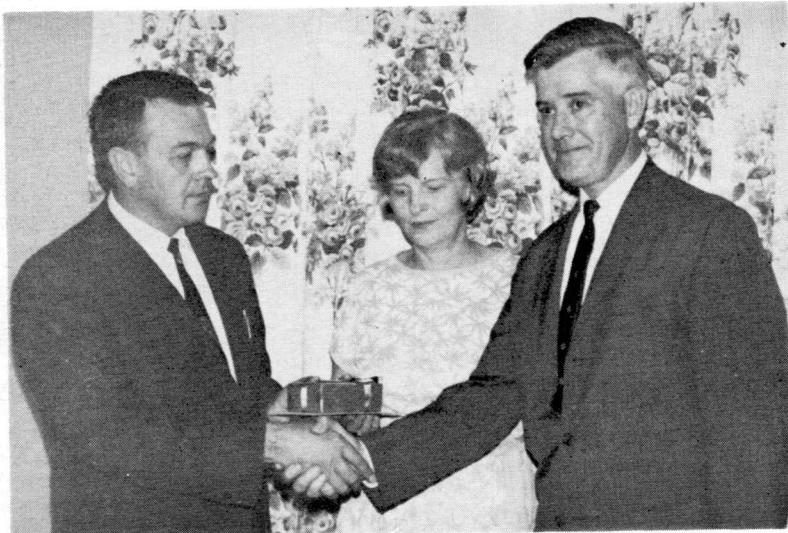
We were glad, a few days ago, to hear from Walter C. Peabbles, retired Maine Central-Portland Terminal Carman, who'll have his 75th birthday this month. Here's a picture made during his working days ten



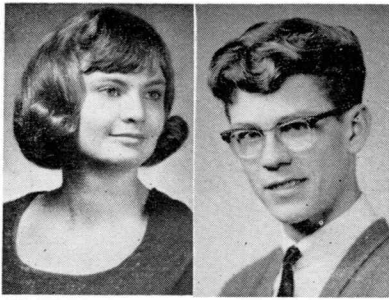
Walter Peabbles

years ago when he served as "one-man car repair shop" on the main line and the Mountain Division. He lives at 78 Ocean House Road, Cape Elizabeth. Randolph Tomlin, his son-in-law, is a foreman on the Rip Track, Rigby.

Retired Maine Central Mountain Conductor Leon A. Poupart is still a



**CNR SAYS THANKS**—Lawrence Reinsborough, clerk in the MeC general offices, Portland, and Mrs. Reinsborough were stand-ins for their son John A., who was presented a watch recently by the Canadian National Railway. John and another youth had spotted a washout in the CN track at Yarmouth and notified authorities. Their action, said the CN, prevented a train derailment. His parents accepted the gift from Champlain Area Operations Manager Jacques Gauthier in behalf of John, now on Peace Corps duty in Africa.



**ENGAGED**—Raleigh B. Williams, Jr., son of Conductor and Mrs. Raleigh B. Williams, Sr., of Switcher No. 1, Waterville Yard, recently became engaged to Laverne Roberts of Fritch, Texas. They will be married in February. Young Williams is in the Air Force in Phoenix, Arizona, serving in the administrative field.

patient in the Maine Medical Center and resting comfortably.

Mrs. Herbert H. Howard, wife of retired Maine Central Conductor H. H. Howard, is a patient in the Maine Medical Center.

We were sorry to hear T. F. O'Neil ("Tip") former Maine Central and Portland Terminal Fireman, is now a patient at the Veterans Hospital, Togus.

Frank Borden, retired Maine Central Engineer, is a patient at a Veterans Hospital in New York having been transferred from Togus.

Congratulations to the Railroad Enthusiasts on their recent excursion thru the White Mountains which was very successful. A number of our members enjoyed the trip.

## RIGBY

Retired Signalman William "Bill" Coombs visited Wharf No. 1 recently to see some of his old buddies he knew during his more than 40 years service.

General Foreman Gordon Sears has become quite a naturalist these days. He has made friends with several wild animals at his farm at Saco, among which is a raccoon, a skunk, and a wood-chuck. They will actually eat out of his hand, although in his first encounter with the skunk he took ample precautions. The skunk had got his head caught in a glass jar. Gordon finally released him, but had a storm sash for protection between himself and the skunk.

Foreman Waverly Hammond and James Coffin were sent to LaGrange,



**AT NEWPORT**—Operator Doug Carter doing spare work at Newport Junction.

Illinois at the General Motors plant for a course dealing with the maintenance of new diesels. "Jim" is the grandson of one of our former engineers nick-named "the turnip king."

Car Department Clerk Joseph Malloy re-shingled his home while on his vacation.

Car Department employee Elmer Andrews has purchased a new car, a Willys "Jeep" Wagoneer, 4-wheel drive.

Engine Dispatcher Clerk Dominique Fortin announces the wedding of his daughter Florence to John Arsenault on September 25.

Former Machinist Theodore, and Mrs. Cote recently celebrated their 45th wedding anniversary. An open house was attended by many guests including sons and daughters and other relatives.

Leading Electrician Alvin Strout's 6th grandchild, a girl, was born recently at New Britain, Conn., to his daughter Irene and her husband Richard Goodine.

Engine house employee Gerald Forest, 43, died recently. A floral tribute was sent to the funeral.

Engine house employee Asa Worcester, served as general chairman of the annual fair at the Stevens Avenue Congregational Church, Portland. Many of our Rigby men attended.

Dustin Greenlaw, employee at the dump track, underwent surgery early in the month, but is now back on the job.

Dennis Wetmore, son of Electrician Albert Wetmore, Jr., left for Newport Training Station for a tour of active duty with the Naval Reserves Oct. 2.

Former General Foreman Malcolm Billington attended Fryeburg Fair and met several of his railroad friends. He spent a very busy summer working in his flower garden, mowing lawns, and enclosing his front porch so it could be used during the winter months. His health is good, and he is really enjoying retirement.



**TO WED IN JULY**—Mr. and Mrs. Rocco C. Risbara of Forest Lake, Cumberland Center, announce the engagement of their daughter, Miss Marie Risbara, to Louis John Croce, son of Mr. and Mrs. Gerald R. Knight of Stevens Ave., Portland. A July wedding is planned.

Miss Risbara is a graduate of Cathedral High School, Portland, and is employed in the Medical Records Dept., Mercy Hospital. Mr. Croce is a graduate of Gorham High School and is now attending Gorham State College. Miss Risbara's father, Rocco Risbara, is a crane operator, Stores Department, Waterville.



**OBSERVE 25th ANNIVERSARY**—Conductor and Mrs. Maurice Johnson of Rockland were honored recently at a surprise 25th Anniversary party arranged by their daughter, Mrs. Pamela Vose, and their son, Vance Johnson of Dow Air Force Base, Bangor. Relatives and friends attended, presenting gifts, flowers, money and cards. Mr. Johnson is conductor of NJ-2 and JN-1, and has been employed by Maine Central for the past 27 years. (Courier-Gazette photo)

## ROCKLAND

Recent visitors at the freight office included retired Plumbing and Heating foreman Ralph Snow, out riding around with Harold Finnemore from Waterville. Ralph was looking hale, hearty and really enjoying retirement. Other callers were retired Signalman Andy Staples, retired car inspector Ted Anderson, and former Agent E. J. Soychak, now at Danville Jct.

On vacation during last part of September and first of October was Charlie McLain, engineman, NJ-2/JN-1. His job was covered by spare enginemen Greslick, Currier, Frizzell and Erickson. Yard Conductor Maurice Lake was off two weeks, his job covered by Yard Brakeman M. P. "Mike" Mitchell. Mitchell's job was covered by Waterville Spare brakeman V. C. Tardiff. Car Cleaner Fred A. LaBranche vacationed for two weeks and was relieved by C. C. Hanley. Agent "Cliff" Varney, Wiscasset, had three weeks vacation, spending some of it painting the house and getting things ready for winter. His job was covered by Spare Operator E. J. Cunningham. Yard Brakeman "Mike" Mitchell spent his vacation in first of October home and at camp watching the World Series and rooting for his favorite team. His job was covered by spare brakeman G. A. Dessent from the Waterville board.

Sympathy is extended to the family of Agent and Mrs. E. J. Soychak on the death of Mrs. Soychak's father, Ralph Clark of Rockland.

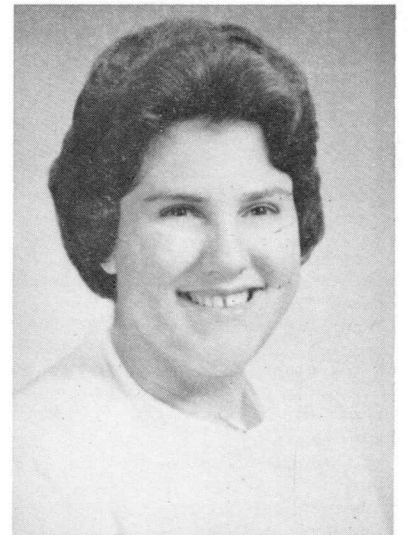
E. J. Sullivan, who covered vacations during August, recently visited Expo '67. "Sully" saw quite a lot of the exhibitions but somewhere lost his "compass" and the language spoken in Quebec Province wasn't accented with enough "Irish" to keep him out of Montreal, so after enough round trips he finally took a boat to get out of there, instead of going by subway.

Recent guests of Agent and Mrs. Wendell Lewis was Retired BAR Agent-Operator and Mrs. Hervey

Robbins of St. Joseph, Missouri. Those of the Maine Central telegraphers who had occasion to work the BAR operators at No Maine Jet back 17 years ago will well remember Hervey, as he worked the Junction for a number of years. Hervey paid a call on retired General Agent Frank Carsley and renewed old times, as when Frank was Agent at Dover-Foxcroft, Hervey was Agent at Sebec station. Mrs. Robbins is Mrs. Lewis' aunt.

## WATERVILLE SHOPS

Piper Harry Lane is confined to the Seton Hospital where he is being treated for injuries sustained when



**AT BUSINESS SCHOOL**—Miss Sandra Marie Risbara, daughter of Crane Operator and Mrs. Rocco C. Risbara, Sr., of Forest Lake, Cumberland Center, graduated from Cathedral High School last June 11. Miss Risbara is employed part time in the Medical Records Department of the Mercy Hospital in Portland. She is continuing her education at Plus-Gray School of Business in Portland, studying Medical Secretarial Work.





**WINS EAGLE RANK**—Karl Finnimore, son of Shops Superintendent and Mrs. Alden Finnimore, Waterville, was recently awarded Eagle rank in the Boy Scouts. Mother and Dad were on hand for the event. Karl is a Sophomore at Waterville High School, plays clarinet in the band, and is assistant scoutmaster of his troop.

he fell, while repairing the roof of his camp at China Lake.

New Pontiacs are owned by Carman Roland Boulette and Electrician Al Adams.

Supt. and Mrs. Alden Finnimore have returned from the AAR convention in Chicago.

Carman helper Roger Parlin has recently been called into service in the Army.

Machinist and Mrs. Eddie McAleer have recently moved into a new home on Violette Avenue, Waterville.

Laurence Adams, son of Electrician and Mrs. Albert Adams recently got his deer the hard way. A large deer leaped in front of the car that he was driving. Damaged car, dead deer.

Tractor driver, Stores Dept., Tiny Gibbs is a surgical patient at the Seton.

Foreman Wallace Jewell has recently been in Chicago inspecting covered hoppers for possible use by the Maine Central.

Carman Clyde Dow, Jr., has been a recent patient at the Thayer, where he was in the intensive care department for several days. He is presently at home convalescing.

Retired Freight Shop Foreman Percy Brown died recently at the age of 77. He had been retired some ten years and had 39 years with the Company. Among survivors are a

son, William, a Shop piper, and a daughter, Mrs. Arthur Doucette, wife of Conductor Arthur Doucette.

Carman Helper Douglas Tilton has recently resigned to enter the restaurant business in his home town of Pittsfield.

Machinist Andy Miles has returned after a long convalescence from surgery.

Supt. Alden Finnimore recently attended the opening meeting of the New England Railroad Club in Boston.

Carman Ervin Emery was recently stricken while at work. He was rushed to the Thayer where he was confined for several days. He is at home well on the recovery road.

Carman Glenn Bumps, while driving on the Newburgh-Troy road, had his car hit several times by a lady driver. His car came off second best.

## WATERVILLE STATION

Bev Cook of the Freight Office has asked us to express her thanks to her friends and co-workers for the cards, gifts and flowers during her recent illness. Bev also extends deep gratitude to blood donors and to those who sent food to her home.

Sympathy is extended to Cashier Denis Chamberlain on the death of his wife. She was 55 years old.

Sympathy also is extended to Ted

McCausland, Bangor, on the death of his step-father, killed in an auto accident. Ted's mother is in critical condition. They were on their way to Florida when the accident occurred.

Assistant Work Equipment Maintainer Les Anderson spent part of his vacation at Expo '67.

Leading Plumber Harold Finnimore spent two weeks of vacation at his camp on Little Cranberry Isle. He has been doing quite a bit of lobstering this summer on weekends and vacation.

Clerk Dick Fecteau, Engineering Office, underwent major surgery recently and will be out for a while. We miss his jokes. Jane Bureau is filling in temporarily.

Scale Inspector Basil Coggins and General Agent Cal Clark have been on vacation.

Trainmaster W. L. Harris attended the recent meeting of The Railway Fuel & Operating Officers Association.

Signalman Al Thrasher built a camp while on vacation. It is near Kokadjo, above Moosehead Lake.

Clerk in Freight Office Bob Esty had a week's vacation during the baseball series. He returned to find that he had won most of the pools. Lucette Huard covered while he was out.

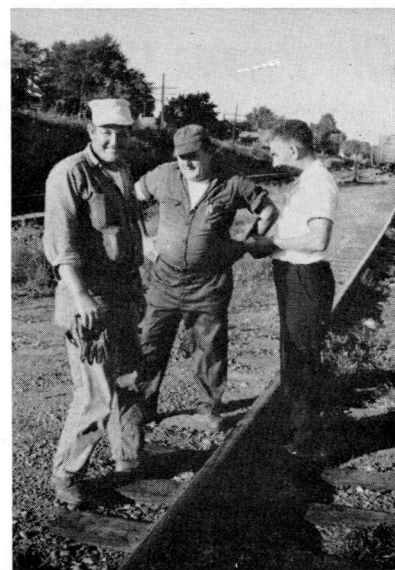
Christopher Perry, son of Machine Operator and Mrs. Oral Perry, is now serving in Vietnam after completing training at Ft. Lewis, Washington. This is the Perry's second son to serve in Vietnam.

On the sick list have been Trackman Vic Thompson and Mannie Howell and B&B Foreman Richard Smith.

Congratulations to Yard Conductor Norman "Joe" and Mrs. Vigue on their 25th wedding anniversary, which was celebrated recently at their cottage at Great Pond.

Congratulations to Assistant to Supervisor Work Equipment Alfred Henderson on his installation as Noble Lodge in the Odd Fellows Samaritan Lodge, IOOF, Waterville. Al is also District Deputy Grand Master.

Milan Kelley has bid off trackman's position at Winslow.



**IN THE YARD**—Gerry Gagnon, Brake-man, and Chet Levesque, Conductor, lending an ear to Assistant Yardmaster Arthur Voisine.

Everett "Peanut" Libby has been preparing for another fishing trip. He was seen lugging fishing rods in his car, ready for an emergency.

C. K. Trask and P. L. Joler, laid off due to reduction of the Spareboard, were soon called to help on the Section crew.

J. J. Peaslee, Conductor of Switcher No. 6, was covering the Master's Green Chair while Louis Donahue was on vacation.

We can tell winter is around the corner as K. H. Farrar, Spare Engineman from the Portland Area, who was covering DWX and WDX was in Waterville recently with a full grown beard. A photographer was handy at the time and with luck, we'll have proof of his looks and presence in next month's Messenger, which will be appropriate for the season.

Recent vacationers included H. Crandlemire, W. W. Hill, A. C. Ladd, R. H. Greene, L. P. Donahue, and O. J. Bouchard, yard; C. A. Clark, C. G. Kimble, E. L. Leighton, H. F. Dodge and H. C. Gray, enginemen; L. H. Lutterell, E. A. Phillips, S. A. Cookson and A. H. Edwards, road.

## WATERVILLE YARDS

We wish to extend our sympathy to Denis Chamberlain, Chief Clerk at the Freight Office, whose wife, Antoinette, died Sept. 23 after a long illness, and to the family of Percy Brown, former Rip Track Foreman at Waterville Shops, who died Sept. 24.

Harry Nason was filling in recently as yard checker for Ken Snow, who was ill.

Hubert Gullifer, Swing Car Inspector, Waterville Yard, was well informed recently by his grandchild that swings are for kids and not for Gramps. Let that be a lesson, Hubert, and stick to railroading.

Our "Ace" Conductor of the afternoon trick, A. L. "Donat" Lefebvre, has been ill. We don't know the extent of his illness, whether it was baseball fever, or the loss of a bet due to the Series results, but we hope he'll be back with us soon.

Arthur Herron, Conductor on WP-1 and PW-2, is now counting the days. Arthur is taking his pension in November. He says it will be nice to wave at the boys outside especially during foul weather.



**TWO YEARS OLD**—Here's Michelle Ifill, daughter of Blacksmith Helper and Mrs. Dave Ifill, and granddaughter of Foreman and Mrs. Llewellyn Ifill, Waterville Shops.

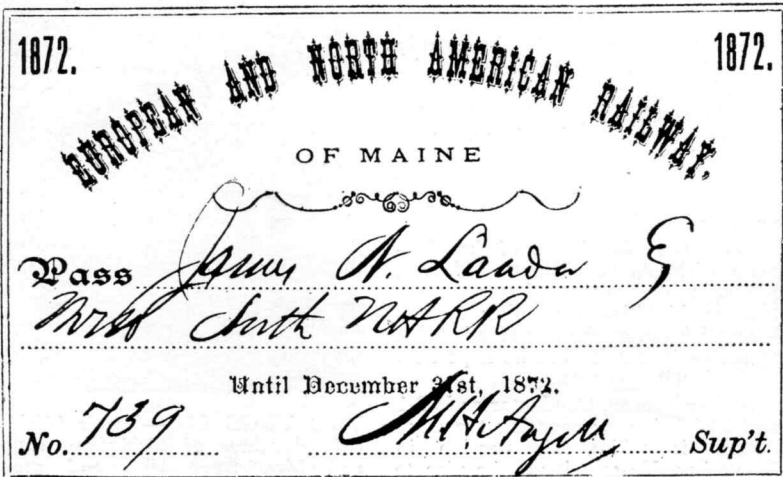
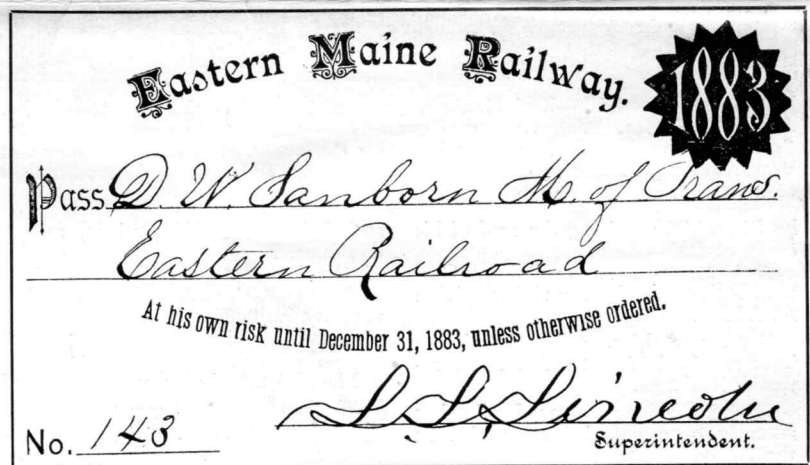
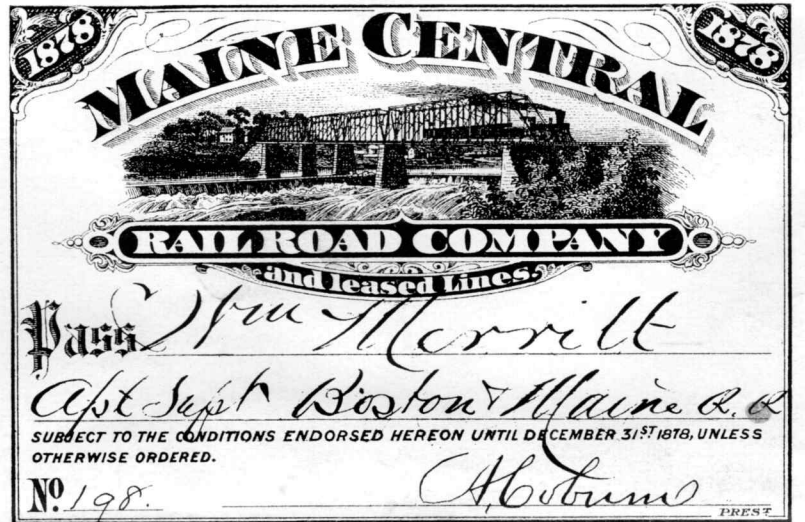
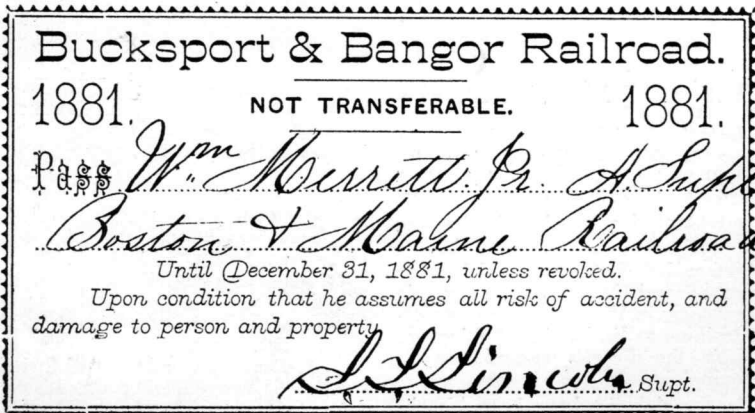
# Old Passes Offer Glimpse Of History

One of the most extensive railroad pass collections we've run across is the treasured possession of James R. McFarlane, who joined Maine Central this summer as Assistant to the Chief Engineer.

Jim has been acquiring them for the past ten years by trading and dickering with other collectors, but mostly by writing to well-known railroad industry leaders and asking for them. Right now he has about 2,800, new and old, issued by nearly 1,700 different American and Canadian companies.

And some of them go 'way back. Oldest is an 1854 pass issued by the Boston and Worcester Railroad, a B&M predecessor.

We've reproduced some of the oldest ones that represent the Maine Central and some of its ancestors.



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