



# Messenger

Vol. 8, No. 2

For Employees and Friends of the Maine Central Railroad

December, 1967



**WIN TOP MARKS IN BANGOR COURSE**—President E. Spencer Miller presents U.S. Savings Bonds to three Boy Scouts who scored highest marks in the recent Maine Central Railroad Merit Badge course at Bangor. The boys, from left, are Jay Daly, Brewer, first; Mark Williams, Bangor, second; and Gary Lawless, Belfast, third. Merit badges were awarded to 191 other boys.

## 194 Bangor-Area Scouts Win 'Railroading' Badges

A Boy Scout from Brewer earned the highest grade in the sixth annual Maine Central Railroad Merit Badge course concluded Nov. 21 in Court of Honor ceremonies at the Garland Street school, Bangor.

Jay Daly, son of Mr. and Mrs. William Daly, 101 Holyoke Street, was presented a \$100 U.S. Savings Bond by President Miller.

A \$50 Savings Bond was presented by Miller to Mark Williams of Bangor's Troop 2, the second-place winner; while the third-place winner, Gary Lawless of Belfast, received a \$25 Bond. Williams is the son of Lt. Col. and Mrs. Marion R. Williams, 461 Union Street, and Lawless

is the son of Assistant Police Chief and Mrs. Richard Lawless, 40 High Street, Belfast.

A total of 194 Boy Scouts received "railroading" merit badges after completing the five-week course sponsored by Maine Central. They represented 25 troops in as many communities in the Penobscot Valley District and beyond. One of the largest representations came from Belfast, while smaller groups travelled to the weekly classes from Mount Desert Island and from Corinna.

The merit badges were presented at Tuesday's Court of Honor by Royce G. Wheeler, Bangor, assistant superintendent, Maine Central, who has conducted the course. He was assisted with the presentations by

F. Clyde Corbett, general agent, Bangor, and Sgt. James Breen, Maine Central Police.

Besides parents of the boys, special guests included Katahdin Area Council President Earl C. Banks, Scout Executive Earl G. Reed, and Penobscot Valley District Scout Executive Clayton Theriault. Other Council and Area officials were seated on the platform. Joseph H. Cobb, Maine Central director of public relations, served as master of ceremonies.

More than 1200 boys are now graduates of the Maine Central "railroading" merit badge course, held annually since 1961 in the major cities served by the railroad.

## Zinc, Copper Ores To Ride Maine Central

A zinc and copper operation described as the first, big-league metal mining project ever to be undertaken in Maine will go into production next month with transportation help by the Maine Central Railroad.

Callahan Mining Corporation has scheduled its first shipments of zinc and copper concentrates at that time, the result of more than three years of exploration of the known mineral deposits at Harborside, on the east shore of Penobscot Bay below Castine.

The material will come from an open-pit mine, 800 feet in diameter at the top, that eventually will be 300 feet deep. Ores from this mine will be crushed and processed to produce concentrates which will be shipped to smelters for refining.

First stage of the trip will be by 22-ton dump trucks that will haul the ore concentrates to Bucksport for loading into Maine Central gondolas. From Bucksport, zinc concentrate will go by rail to Josephstown, Pa., and copper by rail to Gaspe, Quebec.

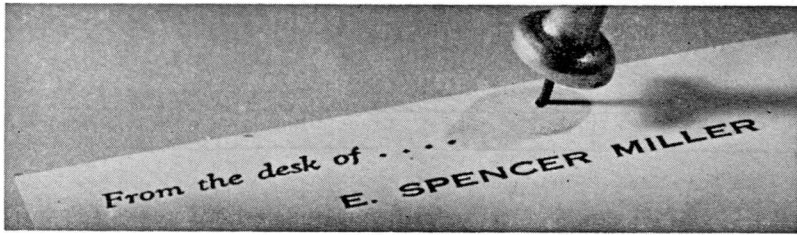
Preparations for the rail haul are well underway at Bucksport, where a loading area has been purchased by Maine Central and graded, and at Waterville, where 20 cars are being modified for the ore-hauling job. Of the total, 15 units will be prepared for copper concentrates, and five for zinc.

Close to \$4 millions will have been spent by Callahan to bring the mine into production. Besides the exploratory work, it was necessary, after approval of state and federal authorities had been gained, to drain Goose Falls

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more soul satisfying than the necessary public contributions to charitable funds.

With the above thoughts in mind we wish for every member of the Maine Central family and their friends, A Very Merry Christmas.

*E. Spencer Miller*

### Santa Claus

There are many legends and myths surrounding Christmas but St. Nicholas was a real man. He was born in the City of Patros, located in Lycia in Asia Minor, in the third century A.D. His father was a bishop of the Christian Church (marriage of priests not being forbidden until 395 A.D.) and Nicholas himself later became Bishop of Myra. As a young man, the great wealth which he inherited troubled Nicholas and he determined to give it away to persons in need. His secret bestowal of dowries upon the daughters of an impoverished citizen who could not procure suitable marriages for them originated the giving of presents in secret on Christmas Eve. The story goes that Nicholas, learning that a once prosperous but now poor merchant had three daughters whom he was about to sell into slavery for want of dowries, stole one night to the roof of their home and surreptitiously dropped a bag of gold down the chimney. Shortly thereafter the first daughter was wed. Subsequently the second daughter also received a mysterious gift and she was enabled to marry well. The father anticipated the third present and nearly succeeded in recognizing Nicholas when he dropped another bag of gold into a large stocking which the youngest daughter had placed in the fireplace.



### In This Issue...

Of special interest to employees, we believe, will be an article on page three written by George H. Ellis, assistant vice president, Marketing, on the functions of his re-organized department. Occasioned by the recent series of meetings with Agents and others in the field, the article will serve to acquaint all railroaders with the changes that are taking place.

And did you notice our Christmas decorations? They're the 1967 Christmas seals—very appropriate this year for the railroad industry—and are included to remind readers to buy and use the colorful seals this year—and help in the fight against tuberculosis and other respiratory diseases.



The word Santa Claus came from Central Europe, whose people made so much of the St. Nicholas legend. As introduced to this country by German and Dutch settlers, the lean and ascetic saint underwent a most radical change. His pale face became ruddy and in place of a bishop's mitre he wore a red cap trimmed with ermine. The old grey horse which Nicholas rode became transformed into six prancing reindeer and his leather bag of gifts and money into a sleigh full of toys.

But whatever form this holy man assumed it is interesting to note that he became immortal while today no one recalls the names of the poor merchant and his daughters.

Giving is truly more blessed than receiving and we are led to venture the further thought that personal and private help is even



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Joseph H. Cobb, Director of Public Relations

#### ASSISTANT EDITORS

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**MeC REPRESENTATIVES MEET**—Maine Central Railroad officials and Washington County Agents are shown at a special marketing session in Calais. Seated, left to right, George H. Ellis, assistant vice president, marketing; and Royce C. Wheeler, assistant superintendent, Bangor. In back, Dennysville-Eastport agent Howard M. Brown; Columbia Falls agent W. I. Leighton; and Woodland agent C. E. Fickett.

## Top MeC Officials, Station Agents Hold Five On-The-Scene Meetings

personnel are touring the railroad system to observe our property and operations as a part of an educational program.

A key person who cooperates with our sales and pricing section is George E. Phillips, executive assistant.

The Marketing Department is divided into two sections, one headed up by H. E. Buchheim, Director of Sales. Fred Harris is Office Assistant. The Director of Sales has two sections reporting to him. One section has William J. Berry, Sales Manager, Industry Markets, who also specializes in Paper and Related Products. Reporting to Berry are John L. Currier, Market Manager, Fuel, Chemicals, Clay, and TOFC; Royden M. Cote, Market Manager, Grain, Constructions, and Metals; and Donald P. Looby, Market Manager, Potatoes, Food Products, and Forest Products.

The other section is headed by Merton C. Olsen, Sales Manager, Regional Markets. Reporting to him are three Regional Managers, Francis E. Curran, Richard T. Foley, and Raymond L. Spaulding. In addition to these, Frank W. Alger, Jr., Manager Highway Operations, reports to Olsen.

On the other side of our table of organization is the Pricing Section, headed by John M. Shaw Director of Pricing. Reporting to Shaw is Forest C. Ryder, his assistant, and Alfred E. Goodwin, Publications Supervisor. Reporting to Ryder is Edward E. Libby, Divisions Analyst, and Arthur Edwards, Chief Clerk, who has four people working for him. These men work very closely with our sales and service effort.

Closely aligned with this operation is the Director of Statistical Studies and Cost Research, Eric P. Smith, whose department has specialists who work very closely with the marketing department in the field of cost studies and marketing analysis. The Manager of Industrial Development, Charles G. Rivers, also works in close cooperation with the Marketing Dept. in efforts to encourage new industries and industrial expansion.

(Marketing—Page 8)

A series of shop-talk sessions designed to acquaint railroad men in the field with their company's new "marketing" approach to freight sales and service brought Maine Central agents and top officials together last month.

The meetings, conducted by George H. Ellis, assistant vice president, Marketing, were held at Brewer, Calais, Brunswick, Waterville and Rumford. They included discussion of station facilities, customer relations, industrial development prospects, railroad equipment, service improvements and analysis of local freight transportation requirements.

Attending the Brewer meeting were Agents G. W. Conlogue, Old Town; D. J. Shay, Enfield; A. B. Neal, Lincoln; W. E. Grass, Mattawamkeag; L. R. Bligh, Bucksport; L. F. Blanchette, Ellsworth; R. E. Farren, Jr., Cherryfield; and F. Clyde Corbett, Bangor.

The Calais meeting was attended by Agents W. L. Blanchard, Vanceboro; L. W. Neal, Danforth; W. F. Leighton, Columbia Falls; R. L. Wakefield, Machias; H. M. Brown, Dennysville; C. E. Fickett, Woodland; and W. E. Strout, Calais.

At Brunswick were Agents R. S. Thing, Brunswick; I. C. Varney, Jr., Wiscasset; D. W. Smith, Waldoboro; W. B. Lewis, Rockland; R. R. Bishop, Gardiner; R. F. Tracy, Augusta; R. J. Jalbert, Lisbon Falls; R. L. Achorn, Lewiston; and W. C. Carkin, South Windham.

At the Rumford session were Agents E. T. Rideout, Rumford; C. E. Dunn, Farmington; R. A. Michaud, Gilman, Vt.; M. C. Michaud, Beecher Falls, Vt.; and F. T. Warren, Fryeburg.

And at the Waterville meeting were Agents C. T. Clark, Waterville; L. A. Compagna, Burnham Jct.; C. Crandlemire, Jr., Pittsfield; E. E. Sampson, Newport Jct.; G. A. Sears, Dover-Foxcroft; R. S. Bonney, Leeds Jct.; P. N. Farrell, Winthrop; H. L. Dart, Oakland; R. E. MacDonald, Bingham; and E. J. White, Madison.

## Keeping Old Business, Gaining New, Is Aim of Freight Marketing Concept

By George H. Ellis  
Assistant Vice President, Marketing

Should you walk into the new Marketing Department in Portland and see one of our Market Managers just sitting there oblivious of everything, not reading, not writing, not talking—he's not loafing—he's THINKING, for from impossible thoughts of today come the new things of tomorrow. This is part of our new Marketing concept of keeping the traffic that is already moving on our railroad and developing new business.

Planning, scheming, dreaming of ways to make Maine Central stronger are all a part of Marketing. Ideas that not too many years ago were frowned upon because they had the so-called "way out" connotation are now given very serious consideration. Our objective is to make railroad transportation as economic as possible for our regular and potential customers and to be completely optimistic regardless of what appears to be an insurmountable problem.

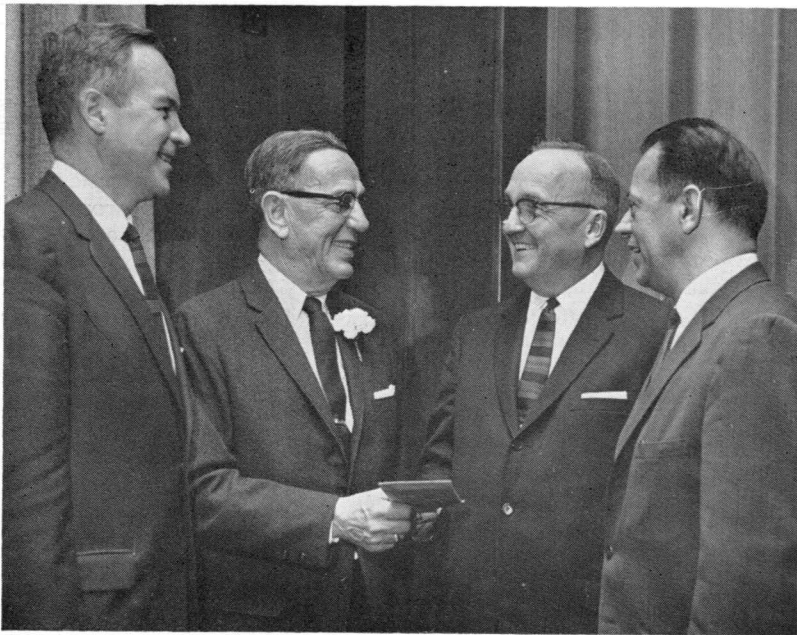
One phase of our sales effort is industry oriented. Industry market managers to be effective must become thoroughly familiar with the commodities they are responsible for. The market manager must be concerned for the well-being of both the industry and the railroad. Working with industry to develop new methods of distribution, tailoring rail service, equipment, rates, etc. so that industry can take full advantage of economic rail services when-

ever possible, is his prime responsibility.

At the same time he must be cognizant of the need for the railroad to handle this traffic at a profit. The Industry Market Manager, therefore, must be a very complete man in his field. This is being accomplished by discussing our concept with responsible people in industry and delving into their marketing and distributing operation, by on-the-ground observation of industry in action, attending educational seminars, reading periodicals about the specific commodity and any other means available to them, not the least of which is provided by the coordinated effort of our Regional Managers.

The Regional men have taken on additional territories through our Marketing approach and are right on the firing line. The quality of information gathered and funneled into us by them will contribute much to the success of our operation. Also, our marketing





**AT TESTIMONIAL**—Fellow workers and other friends honored Sidney C. Foster, assistant to the auditor disbursements, at a testimonial at Valle's as the veteran accounting department official closed his railroad career last month. From left, John F. Gerity, assistant comptroller; Foster; Horace N. Foster, comptroller and treasurer; and John Michaels, auditor disbursements.

## Sid Foster, Accounting Department Veteran, Ends Long Railroad Career

Sidney C. Foster, Saco, Assistant to the Auditor, Disbursements and a Maine Central Railroad employee since his graduation from Portland High School more than 47 years ago, entered retirement at the close of the work day Nov. 17.

The veteran Portland office worker, who spent most of his career in the railroad accounting department, was honored by fellow workers and other friends Friday evening at a Valle's testimonial.

Foster's retirement was effective Nov. 20, and on that date, Gordon L. Wilson, formerly joint facility examiner, was appointed Assistant to Auditor Disbursements.



Sanborn

Wilson

Leonard R. Sanborn, formerly head clerk, Miscellaneous Bureau, was named Joint Facility Examiner.

Foster, a native of Portland, was educated in local schools and graduated from Portland High School in June, 1920. He joined Maine Central ten days later as a clerk in the freight office at Portland, and held several accounting department posts in Portland and in Boston during the period of Maine Central's joint management with the Boston and Maine. He was named assistant to the Auditor Disbursements in November, 1955, and remained in that post until his retirement.

He is a member of Ancient Landmark Lodge, A. F. and A. M., Portland, and Greenleaf Chapter, R.A.M., also of Portland, and the New England Railroad club.

Mr. and Mrs. Foster, who reside at 1 South Street, Saco, have one son, Jeremiah E. Foster, a member of the teaching staff at Lewiston High School.

### Mine—from page 1)

pond. This involved construction of a 3,300-foot drainage ditch as much as 22 feet deep in places, and two large dams to keep the area dry. About 7 million tons of earth and rock have been excavated from the mine

site to reach the ore-bearing strata that will be worked. Buildings erected for the operation include a large shop and warehouse, an office structure and a laboratory.

It is anticipated that the operation at Harborside will yield 15 tons of copper concentrate daily, and about 45 tons of zinc.

## Wallace L. Allen Reaches 100 Mark

Wallace L. Allen, who started railroading on the Rumford Falls and Buckfield in 1888 and later became a Maine Central engineer, was featured in an article last month in the St. Petersburg, Fla., Independent. The reason? He was 100 years old.

Mr. Allen, certainly one of the oldest, if not the oldest retired Maine Central railroader, worked his final day for the Maine Central on May 31, 1937. He had served the railroad for more than 49 years.

On his birthday, last month, 49 friends and family members gathered to wish him well, and he received the best birthday wishes of President Lyndon Johnson, and Florida Governor Claude Kirk.

St. Petersburg Mayor Don Jones did them one better: he proclaimed Nov. 3 as "Wallace L. Allen Day."

## Work Days End For Hathaway; Served 2 Roads

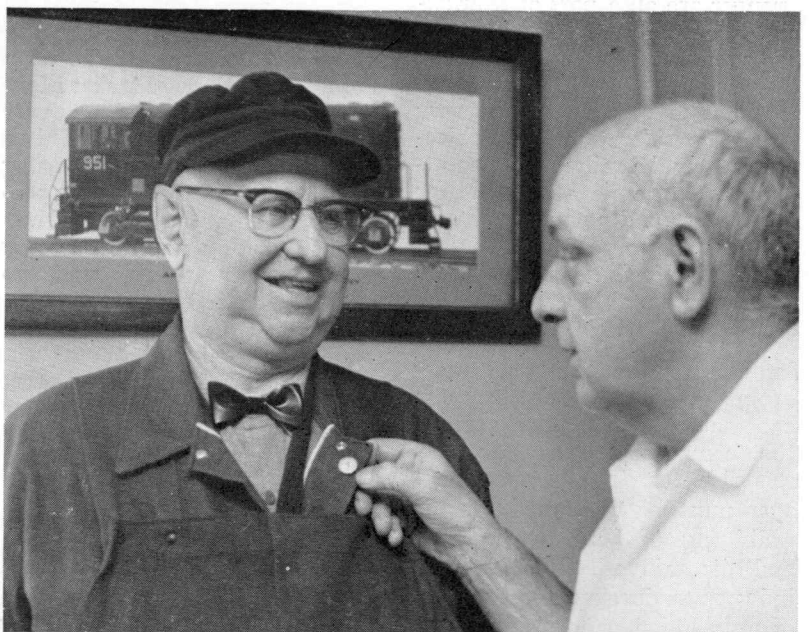
Bangor railroad associates and other friends honored Guy M. Hathaway early in November as the veteran Diesel electrician stepped into retirement.

He had worked for both the Maine Central and the Bangor and Aroostook in a long railroad career, serving as a car checker, a yard clerk, a brakeman, a locomotive fireman, and finally as an electrician at the Bangor engine house.

A 25-year service button was presented by Foreman Harold Eames, a purse from his fellow employees, and gift cigars from his Brotherhood.

Retirement plans include odd jobs and light electrical work in his well-equipped shop at home, and plenty of traveling . . . possibly to see his daughter, son-in-law and three grandchildren at China Lake, California.

And he'll maintain his active participation in the affairs of the Columbia Street Baptist Church, St. Andrews Lodge and other Masonic bodies including Anah Temple, OMS.



**STEPS INTO RETIREMENT**—Guy M. Hathaway, left, veteran diesel electrician, Bangor Engine House, received, among other gifts, a 25-year Maine Central service button from Foreman Harold Eames as he retired early last month.





AT BEECHER FALLS—Pictured at Beecher Falls during a recent stop of YT Extra were, from left, H. S. Greenwood, Brakeman; H. Philbrick, Engineer; Halsey Chandler, Flagman; and Stan Cloutier, Conductor.

**For Safety's Sake**

**Winter Work Demands Extra Caution**

By Laurence W. Sparrow  
Safety Supervisor

The existing dangers of cold weather, snow and ice should be understood by all railroad employees, because railroaders, more than most persons in other occupations, feel the full force of winter. It's laden with extra hazards and discomforts for trainmen and trackmen, especially.

One should never forget that the space between the rails is a potentially deadly space for a man with his mind on his work. The danger is, of course, from moving equipment and statistics show that many of the accidents involving employees being struck by moving equipment result in fatalities.

More and more freight cars are being equipped with roller bearings which move easily and silently. A roller bearing car with an improperly set brake can, under certain conditions, be set in motion by a high wind.

Therefore in winter an employee, wearing heavy clothing, which restricts his movements, and earflaps which impair his hearing, must be constantly on the alert for the dangers of moving equipment.

An employee must never be so intent on his work, even under pressure, that he forgets his own personal safety. This applies to trackmen cleaning switches, car inspectors in the yards, and trainmen.

By observing a few basic safety precautions, most winter hazards can be avoided. Remember these precautions:

- (1) Avoid standing between the rails.

- (2) Watch your footing when alighting or getting on moving equipment.
- (3) Remind yourself that heavy clothing hampers your normal freedom of movement. You can't move as fast in an emergency situation.
- (4) No matter how urgent your task may be, it's not more important than your personal safety. Take time to make sure of it.
- (5) Help acquaint the new and inexperienced man of the dangers of the job. Very often a word about safety from a co-worker is more effective than an hour safety lecture.

Make a resolution now to make 1968 a safe year.



**WINS AIR MEDAL**—William J. Berry, Jr., son of Assistant to Sales Manager and Mrs. William J. Berry of Raymond, was awarded the Air Medal in recent ceremonies at Nha Trang, Viet Nam, for his performance as the crew chief of an Army Utility aircraft in combat aerial support of ground forces. He has also been serving as a gunner on a helicopter. After a year of Viet Nam service, young Berry will return home late in November.

**GENERAL OFFICES**

Randall Thurrell, Reaudit Examiner, Revenue Office, and Mrs. Thurrell were called to Orono in November for the funeral of her sister, Mrs. Marjorie Drummond.

Leroy A. Taylor, Asst. Auditor Revenue & Freight Claims, was recently elected President of Parent-Teachers Forum of the new Memorial Junior High School in South Portland. He is also a past President of the Helena Dyer and Reynolds Schools' P.T.A. and the South Portland Council of Parent-Teachers Associations.

Charlie Anderson, Clerk in AD Office, returned from his annual hunting trip empty-handed. Good time was had, but no deer. Charlie's son, Greg, is now stationed at Great Lakes Training Center, having enlisted in the U. S. Navy.

"Red" Murray, Clerk in AD Office, is on his annual vacation visiting friends in upper New York State.

Madeleine Bowdoin and husband Stuart recently enjoyed a motor trip to Chicago, where they were guests at a Kiwanis convention.

"Mert" and John Neilson recently returned from a cruise aboard the "Oceanic" to Nassau. That's living, says Mert.

Al Chapman has been busy moving—having sold his home on Carlyle Road and purchased a home on Woodfords Street.

John Michaels was a representative from the company at an AAR Disbursements Committee in New Orleans, La. in November.

Connie Davis, secretary in the Car Accounting Office, and her husband Ray flew to Kansas City to visit their daughter and son-in-law, Jo and Dave Verrill, in early November. They had a marvelous time sightseeing and visited Fort Osage in Missouri and a tremendous power project under construction on the Missouri River.

Peter Libby, a student at Nasson College and son of Erroll Libby, Maine Central bookkeeper, is taking

his junior year traveling and studying in Europe. In his letters home he describes a very full schedule but has had trips to Brussels and other points of interest from their location in Caen, France. Peter's sister, Susan, is a first year student at Westbrook Junior College.

Bill Hebert of the Comptroller's Office had an unfruitful hunting trip in the Denmark area, and Bob Nurse of Car Accounting spent a week hunting in northern Maine.

Stan Watson, Office Assistant to the Comptroller, has a new 1968 Chevella Malibu convertible in Grecian green.

We all wish Grace Hoglund, secretary in the Executive Department, a full and speedy recovery from her recent surgery.

It is good to see Catherine Wallace back with the Maine Central. She is now in the Data Processing office.

All of the General Office employees join us in expressing deepest sympathy to George E. Phillips, Marketing Department, and his family on the recent death of Mrs. Phillips.

**RIGBY**

Robert J. Mountain, 73, of Gorham, a retired MeC engineer, died recently after a long illness. He retired in 1958 after 47 years service.

Foreman Maurice Weeks and Machinist Helper Joseph Ashley attended Fryeburg Fair. The cattle exhibit was their main interest.

Captain "Al" McCann, son of Welder Albert McCann, led the U. M. P. cross-country runners across the finish line in a dual meet with



**NOVEMBER BRIDE**—Pamela Jean Colton, daughter of Car Inspector and Mrs. George Colton, 43 McKinley Street, South Portland, became the bride of Robert K. Swett, son of Mrs. Marie Bernard, 110 Devereau Circle, South Portland, November 4 at St. John's Church, South Portland. The couple will reside on Clinton Street, C. E. Mr. Swett is employed at Cummings Bros.





**WEARS TWO HATS—Eugene Soychak, Agent, keeps busy at Danville Junction serving two railroads, the Maine Central and Grand Trunk.**

Gorham State Teachers' College. Al's time was 23 minutes-six seconds for the four mile course.

Retired Machinist William Brume has built a greenhouse, and has tomatoes and other produce seven months out of the year.

Mrs. Rose Peneau, 61, of Biddeford, sister of Mrs. Doris Boisse, wife of Machinist Boisse, died recently after a long illness.

Stores Department employee Edward Whalen, on the sick-list for some time, received a purse of money from his buddies at the engine house.

George Malloy, brother of Car Department Clerk Joseph Malloy, died recently at a local hospital after a long illness. A floral tribute was sent.

Visitors at the shop this month included former employees Fred Lombard and Lucien Carignan.

Distance runner Frank Garland, son of the Chief Clerk Frank Garland won his event in a recent four school meet, helping Freeport High win the Conference title.

Al Wetmore recently visited Arnold Sturtevant, Maintenance of Way employee at Freeport, now working out of Yarmouth. He will be remembered by many of the men on both the Freeport and Brunswick section track crews.

Engine House employee, 3rd trick, Roy Saint Peter is working with his brother-in-law operating a filling station.

Stores Department Clerk "Frank" Mathew Kane and Edward Stevenson, an engineer on the Maine Central, recently visited Quebec City and other Canadian points.

Retired Machinist Frederick Johnson was a visitor at the engine house. He says he's busy overhauling his heating equipment.

Engine House employee Asa Worcester served in his annual role as Chairman of the supper committee at the Stevens Avenue Church Fair.

Machinist Albert Stiveletti says he has his skis all waxed up ready for snow.

Carman Joseph Jeffroy, Yard 8, has purchased a new camper, and has used it quite extensively this summer. He plans to enjoy it to the utmost after retirement.

Electrician and Mrs. Joseph Fontaine announce the engagement of their daughter, Deborah A. Fontaine, to Donald E. Nickerson, South Portland. An August wedding is planned.

Electrician "Bert" Wetmore has purchased a new sport-sedan Volkswagen for a second car.

The Signal Department maintenance crew has moved into their new home at the engine house. It's a completely renovated section of former locker room at Rigby.

Former Stores Department employee Henry Steves, 77, died November 2, after a long illness at the Veterans' Hospital, Togus. Henry retired in 1960. He formerly worked for a cigar manufacturer for many years, and was one of the last of the old-time hand cigar makers.

Former Engineer, Ray, and Mrs. Forbus have returned to their winter home in Venice, Fla.

George Martel, brother of Crane Operator Joseph Martel, Car Department, died recently at age 78. Flowers were sent.

Foreman Charles Tetreault went to LaGrange for a deer hunting trip. Mrs. Tetreault visited in Bangor while he was away.

The property of Mrs. Adolphe Bourque, widow of former Carman Adolphe Bourque is being appraised and acquired by the state for use of the right-of-way for the proposed interstate highway I-295. It is located near the old Thompson's Point engine house and shops.

Assistant Track Supervisor Kenneth Murphy says the crew is ready for snow emergencies with their new equipment.

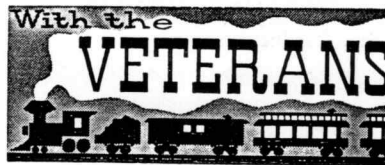
Workers at the engine house are rooting for General Storekeeper Hugh Flynn in his quest for a seat on the South Portland city council of which he was a member and chairman for 3 years.



**HERE'S LISA—Granddaughter of Section Foreman and Mrs. Malcolm Brown of Bowdoinham and daughter of Calvin and Linda Brown is Lisa Marie, shown above at the age of three weeks.**



**WAITING FOR DR-2—George A. Meserve, Jr., Charles A. LaFlamme, John L. Palman at Lewiston Upper in the clear for DR-2 at Hood's siding, Auburn.**



The Maine Association of Railroad Veterans met recently at Howard Johnsons Restaurant, Thornton Heights, with 55 members present.

After the dinner and business meeting, beautiful color slides of North Carolina and surrounding country were shown by Mr. and Mrs. Burton L. Fickett. Mr. Fickett gave an interesting commentary which was appreciated and enjoyed by all.

At the 38th Annual Convention of the Maine Association of Railroad Veterans held at the Sheraton-Brock Hotel, Niagara Falls, Canada, in October, there were 15 members of the Maine Association in attendance. The group included: Mr. and Mrs. Herbert Wells, Mrs. Guy E. Sawtelle, Mr. and Mrs. Patrick Mulkern, Mr. and Mrs. Edward Quinn, Palmer Wile, James E. Fay, Mr. and Mrs. Ray Farley, Mr. and Mrs. Ralph E. Macomber, and Mr. David White.

Congratulations are being extended to Mr. and Mrs. William E. Robbins, who recently celebrated their 50th Wedding Anniversary. Mr. and Mrs. Robbins have two daughters, Mrs. Thomas King (Ruth) of South Portland and Mrs. Fred Burgess (Louise) of Leesville, Louisiana. The Robbins were married in Orono, on October 17, 1917. Mr. Robbins is a retired Portland Terminal Conductor.

We are sorry to report the passing of T. F. O'Neil, former Maine Central Fireman and retired member of the Portland Police Department, who died recently at Togus after a long illness.

We were also sorry to hear of the death of William A. O'Neil of Sarasota, Fla., after a short illness. Mr. O'Neil retired 16 years ago. He was a member of the Brotherhood of Railroad Trainmen, W. B. Mills Lodge, No. 17. Sympathy is being extended to his widow Katharine Connor O'Neil.

We were sorry to hear of the illness of our Somerville, Mass., friends, Walter Thompson and Mrs. Albert Wansky. Hope they are improving and we wish them the very best.

The December meeting of Railroad Veterans Association will be held December 17 at the regular place. A Christmas party including a tree and exchange of gifts and also a first class floor show will be on the program for all to enjoy.

The December meeting will include the installation of the 1968 officers. They are: Ray W. Farley, Saco, president; John W. Briggs, Portland, first vice president; William H. Coombs, Portland, second vice president; Herbert E. Jenkins, Falmouth, third vice president; Melville L. Davis, South Portland, secretary and treasurer; and Herbert W. Fogg, South Portland, chaplain.

Five directors also will be installed: Weston E. Petrie, Portland; John McLeod, Lewiston; James Smith, Lawrence, Mass.; Theodore Cote, Westbrook, and Herbert W. Fogg, South Portland.

## ROCKLAND

Glad to report that Yard Conductor Maurice Lake is home from the Knox County General Hospital recovering from injuries sustained during the last week of October. By time this comes out in the Messenger, we hope he will be out around again. His job was covered by Mike Mitchell, and Donald Bartlett from the Waterville board worked the brakeman's job.

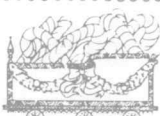
Retired General Agent Frank Carsley got in some hunting and rushing around getting the house ready for winter, prior to his departure to Florida.

Retired Engineer George Bean paid us a visit looking real sharp and inquiring for past working acquaintances.

Engine House Machinist Joe Clough was off on his annual vacation down to the cottage and hunting that elusive deer. "Jakey" Walker covered during his absence.



CHRISTMAS 1967



GREETINGS 1967



CHRISTMAS 1967



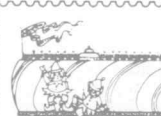
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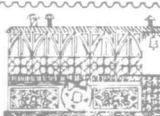
CHRISTMAS 1967



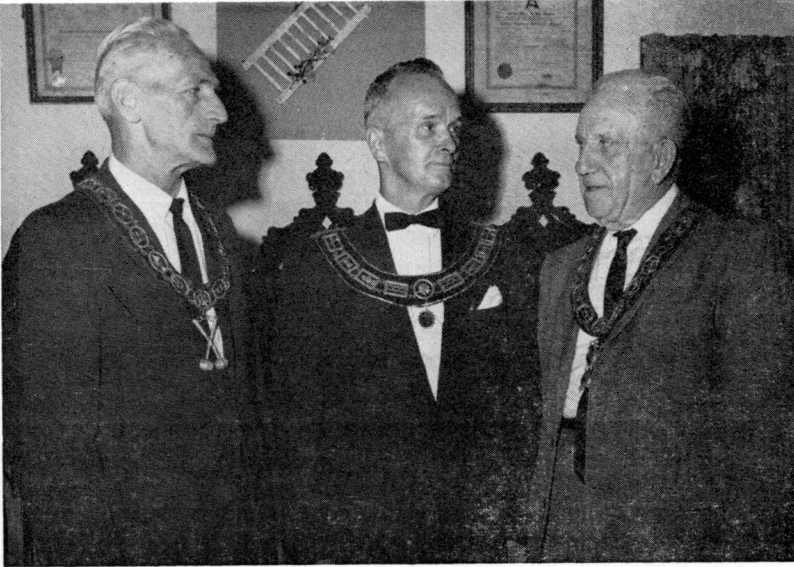
GREETINGS 1967



CHRISTMAS 1967



GREETINGS 1967



**INSTALLED AT WATERVILLE**—Three railroad men were installed by Samaritan Lodge, IOOF, at Waterville last month. From left, Kenneth Fletcher, machinist, Waterville Shops, Past Noble Grand; Alfred Henderson, assistant to the work equipment supervisor, Noble Grand; and Harry Ramsey, retired car inspector, Vice Grand.

Agent Del Smith, Waldoboro, spent his vacation deer hunting. His job was covered by spare operators M. L. Salley and George Melvin.

On vacation the last of October from the Rockland Switcher was Engineer C. W. Morse. Engineers Neilson, Hooper, Erickson, Mills and Maretta covered in his absence.

Your correspondent and Mrs. Lewis, on vacation during last week of October, drove to Grand Rapids, Mich., visiting son Daniel at the Grand Rapids School of Bible and Music. Spare Operator M. L. Salley covered for the week.

Well, "Father" Snowman went and done it again. Traded the "lemon" (1967 yellow F85 Cutlass Oldsmobile) for a new "Pickle" (1968 Plymouth Fury III, green color of the Heinz '57' variety). Guess the vacation exercise of the "Lemon" was too much so that the new was all worn off. Just for Operator John Tardiff's information, the "Pickle" has all the "varieties", including back up lights, cigar lighter and emergency flashers.

Your correspondent was the recent guest of the Kiwanis Club at Pittsfield filling a request to show his collection of colored films of Maine Central and Grand Trunk steam locomotives in action.

## WATERVILLE SHOPS

Welder Howard Knights is at home after a severe bout with pneumonia at the Seton Hospital.

Carman Chester Knights has retired from the Steel room with many years of interrupted service. He was first employed as a Carman Apprentice just prior to the strike in 1922.

Retired Foreman Bill Otis has been a recent visitor at the Shops. Bill has been a recent patient at the Thayer for diagnosis and treatment.

Foreman Wallace Jewell recently purchased a pony for his daughter.

As a 'get-acquainted' gesture, the pony knocked Jewell down cracking several of his ribs.

Electrician and Mrs. Albert Adams have recently returned from a vacation trip to Arizona.

Electrician Ken Reed is accepting dues for the Railroad Veterans for the coming year.

Laborer Carl Dow is a surgical patient at a local hospital for a knee operation.

Two new helpers assigned to the Paint Shop are Phil Clement and Malcolm Charles. Both have recently been discharged from the Army.

Carman Arthur McConkie has recently placed his order for a new Buick four-door.

Among successful deer getters we've heard of, are Piper Byron Fletcher and Painter Helpers Bill Fletcher and Don McCaslin.

Tractor Driver Laurence Brown will be incapacitated for several weeks, as a result of a knee surgery.

Retired Laborer Ralph Eddy, 72, died recently in Waterville. For many years he was Bolt Room attendant and retired in 1961 with 35 years service. Bearers at the funeral were Foremen Sid Brown, Floyd Case and Nubert Estabrook along with Lead Machinist Charles Whitney.

The absentee lists are rather impressive due to illnesses and late year vacations for deer hunting.

## WATERVILLE YARDS

We wish to extend our sympathy to the family of Clint Martin, Road Trainman, whose father passed away recently.

Our congratulations are in order for E. I. Frazer, Sp.Rd. Trainman, who was married recently and took his bride on a train ride during their honeymoon. They rode on the SCL R.R. to Florida.

Don Bartlett, Sp. Brakeman, was watching "Jake" Doherty, Car Insp. rolling his own cigarette recently, and made this remark: "One thing about making your own cigarettes, there's less nicotine, because most of the tobacco goes on the floor."

Ralph Moffatt, Switch Tender, was bragging that he had two flats on his car on his way to work from Lewiston and still made it on time.

A new addition to the Yardmaster's field recently was R. G. Cook. Roland was seen covering the big green chair. Incidentally, Leo Bujold has done the same.

Guy Coro, Head Brakeman, Switcher No. 4, says that if Casey Jones were still living, Al Higgins, Sp. Engineman, could show him a few tricks.

C. T. Clark, General Agent, told Ken Fitton, Conductor of Switcher No. 2 he ought to keep a rabbit's foot in his pocket to keep out of trouble. Ken said he'd keep a whole rabbit in his pocket if he thought it would do any good.

Galen Wheeler, Cond. of WS1—SW 2, has joined the Half Century Club as of last August.

Arthur Herron, Cond. WP-1—PW-2, says it's a matter of days now.

Vacationers included J. E. A. Boudreau, L. M. Miller, G. E. Coro, A. Voisine, R. Roy, J. A. L. LeFebvre, L. K. Powers and M. E. Michaud, all from the yard.

E. H. Miles, L. L. Leighton, C. A. Clark, E. A. Miles, R. I. Goldrup, C. E. Haynes, M. W. Miles and K. F. Ireland, enginemen and hostlers.

W. F. Welsh, L. H. Lutherell, E. Y. Morris and D. A. Giberson, road.

the drainage job in the Waterville Yard.

Things have been happening for Track Supervisor Maurice Thorne. Maurice has become grandfather again of a new baby girl named Debra. She is the adopted daughter of Maurice's son Donald who lives in Groton, Mass. He has swapped cars and now has a 1965 Buick Electra hardtop. He and Mrs. Thorne also made a three day trip to the Ft. Myers, Fla., area recently. They flew from Boston down to Florida.

Clerk-Stenographer Denise Belanger, Freight Office, was on a week's vacation just resting. Priscilla Averill covered her job, and Dot Begin filled in on Priscilla's job. Bev Cook is still out sick, and is coming along fine.

Track Repairman Gid Veilleux recently underwent surgery and will have more surgery after Thanksgiving Day and will be out for some time. Chester Haskell is filling in on his job temporarily.

Track Foreman Ken Philbrook, Carmel, was on vacation visiting his son Forest again this year in Florida. He is stationed at Cecil Air Force Base.

New track extensions and relocations of tracks are being made in Waterville East Yard to facilitate heating oil cars.

On vacation were: Telegrapher John Begin, Tower A; Work Equipment Maintainer Leo St. Pierre; Asst. Work Equipment Maintainer Les Anderson; Machine Operator Paul Campbell; Track Foremen: "Pete" Boucher, W. L. Haskell; E. "Slim" Morin; P. P. Colson, Francis Roy. Trackmen C. S. Proctor, C. E. Haskell, H. J. Gayne, B. R. Bryant, V. C. Thompson and Tom Barnes.

Clerk Dick Fecteau, Engineering Dept., is coming along fine, and he has been in the office to visit us a few times.

## WATERVILLE STATION

Assistant to Supervisor Work Equipment Al Henderson worked two weeks recently in Portland Terminal with Work Equipment Maintainer Al Worcester.

Leading Signal Maintainer Lawrence Caret has been promoted to a position in the Portland Office. We all wish the best to him on his new job. Larry's job has been bid off by Paul Shannon.

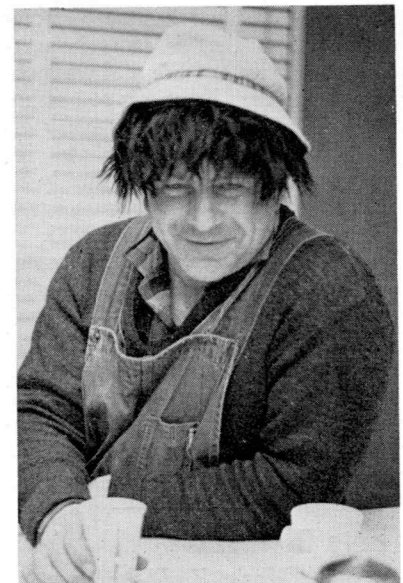
Trackman Harry J. Gayne, Foxcroft, retired November 17th after 31 years of service. He was 65, and had worked in the Foxcroft area all his railroad career. He has also worked as a Motor Patrolman Helper in the past. We wish him well on his retirement.

Assistant Work Equipment Maintainer Les Anderson covered for Cecil Beal, Bangor, while he was on vacation.

Retiree Ralph Snow visited us recently and he is planning again this year to go to Arizona for the winter. The Snows plan to leave about Dec. 2. Ralph says he will be thinking of us when it is snowing and blowing.

Trackman Louis Paradis and Vic Thompson have returned from sick leaves.

D. A. Pomeroy's B&B Crew is in Waterville for some time working on



**MOPHEAD**—P. L. "Speedy" Messier, Conductor, Switcher No. 2, Waterville, hails from Brunswick. This picture was taken shortly after he joined the Maine Hot Rod Association. He was properly dressed for the occasion, or for an appearance with the Beatles.





**MECHANICAL SUPERVISORS MEET**—It was all business for a while as mechanical supervisors met at Rigby aboard the instruction car a few days ago, then the birthday cake appeared for J. E. Buzzell, superintendent of car maintenance. Seated, from left, G. H. Sears, general foreman; J. J. DeRoche, foreman; M. E. Moore, leading draftsman; G. P. Silva, superintendent locomotive maintenance; and J. E. Buzzell. Second row, E. J. Landry, foreman, cars; E. M. Montgomery, general foreman, cars; C. Tetreault, foreman, locomotives; and W. R. Hammond, foreman, locomotives. Third row, R. F. Dole, chief mechanical officer; S. P. Park, mechanical engineer; R. J. Mulhern, foreman, cars; P. R. Tomlin, foreman, cars; M. H. Weeks, foreman, locos; and E. M. Brown, assistant road foreman.

### Marketing—(from page 3)

The Data Processing Department of the railroad is an integral part of our overall planning and scheduled meetings bring Data Processing, Marketing, and Statistical men together for skull sessions for development of ideas in this ever-changing world of railroad transportation.

Maine Central has very strong competition that is most important to our way of life and we must recognize that if we are to remain healthy and prosperous, every effort must be generated to increasing our volume, and only by keeping ahead of our customers' needs can we attain this goal.

The Marketing Department welcomes anyone's and everyone's thoughts and ideas. This new concept is designed to do this job, and with a complete team effort—all hands working for Maine Central no matter what their work station—the goal can and will be achieved.

### Note Of Thanks

Mrs. Marie F. Flaherty, who retired last month after 44 years as a switchboard operator in the General Offices, Portland, has asked us to convey her thanks to friends and associates for the gifts and best wishes extended to her.

### RETIREMENTS

Everett F. Butler, section foreman, Franklin, October 31.

Edward Creamer, trackman, Livermore Falls, November 29.

Maynard V. Farren, freight agent, Deering Junction, November 6.

Marie F. Flaherty, telephone operator, Portland, November 12.

Lewis R. Grasse, locomotive engineer, Bangor, October 18.

Guy M. Hathaway, electrician, Bangor, November 7.

Arthur E. Herron, conductor, Portland, November 29.

Chester M. Knight, carman, Waterville, October 27.

Arthur H. McGlaufflin, trackman, Charlotte, October 6.

Waldo M. Tarbell, trackman, Pembroke, November 1.

### DEATHS

Gerald J. Forest, laborer, Portland, September 26.

Ludger Gagne, section foreman, Brunswick, October 24.

John H. O'Connor, Jr., conductor, Portland, November 13.

Vernum Henry Rogers, trackman, Readfield, November 4.

### Council Candidates

## Flynn, Genest Stand For Election To So. Portland, Waterville Posts

Two well-known Maine Central railroaders are candidates for the city councils in their respective communities.

Hugh F. Flynn, Maine Central general storekeeper, two-term member and chairman of the South Portland City Council, is a candidate for reelection after a period of absence from public office.

Arthur E. Genest, Maine Central yard conductor, is bidding for a post on the Waterville City Council

Flynn, a 26-year employee of the Maine Central and Portland Terminal Companies, began railroad service in 1941 as a laborer in the stores department of the Portland Terminal Company at Rigby. He became a clerk in the same department in 1943, and was named storekeeper at Rigby in 1960. He was named traveling storekeeper in 1965, and general storekeeper in June of this year.

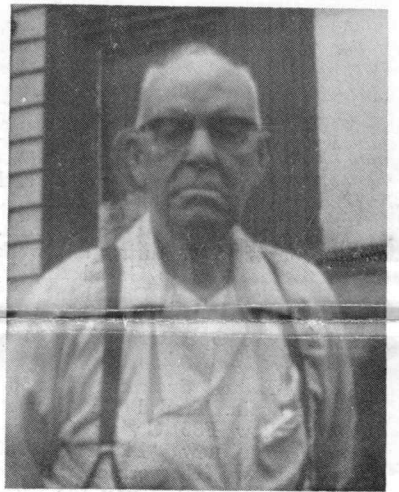
Flynn served as a member of the South Portland City Council for two three-year terms, and was chairman in 1961 and 1963. He is a vice president of the South Portland Board of Industry, a member of the State Board of Arbitration, and is president of the Railroad Workers Credit Union.

Genest was graduated from Waterville High in 1946 and has been employed as a yard brakeman and conductor by the Maine Central since 1947.

He has been active in affairs of the Brotherhood of Railroad

Trainmen and served as legislative representative for the Trainmen at the 101st and 102nd sessions. He is also a member of the National Conference of State Representatives for the BRT and secretary of their New England conference.

A former state chairman of the Trainman's Political Education League, Genest has served as secretary-treasurer of the Ward 2 Democratic committee and is a member of the Maine Association of Railroad Veterans and of the Holy Name Society of Sacred Heart Church.



**OBSERVES BIRTHDAY**—H. A. Powell of Danforth turned 95 recently, and is enjoying good health. He retired after 25 years of Maine Central service as a Bridge and Building crew member in 1942, and is the senior citizen of Danforth. Mr. and Mrs. Powell, who observed their 76th wedding anniversary last Spring, have three sons, Floyd of Fort Kent; James of Vanceboro; and Alton of Groton, Conn.

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