



JOIN UNUSUAL QUINTET—E. Spencer Miller, Maine Central president and Chairman of the Board presents suitably inscribed billfolds to Miss Dorothy M. Hollywood (left) and Miss M. Edna Crimmins on their reaching 50-year mark with Maine Central.

Maine Central Has Most Unusual Female Quintet

With two more employees joining the select circle in July, the Maine Central Railroad and the Portland Terminal Company now have what is believed to be the only quintet of business women in the country who are still on the job after completing 50 years service with one railroad.

President E. Spencer Miller honored the latest additions to the female 50-year ranks in July when he presented Miss M. Edna Crimmins, clerk, and Miss Dorothy M. Hollywood, machine operator, with suitably inscribed billfolds in his office in the General Office Building in Portland.

Miss Hollywood, who started as a clerk, and Miss Crimmins, who commenced her career with

Maine Central in the office at Brunswick but is now located at Portland, joined three other Maine Central ladies who have passed the 50-year mark in years of employment with Maine Central.

Senior among the 50-year women is Miss Lillian G. White, Claims Clerk and Stenographer at Lewiston. Next to reach the 50-year-goal was Miss Marguerite H. Hollywood, machine operator at Portland. She is the sister of Dorothy Hollywood.

Third member of the now unique quintet is Mrs. Alice A. McLaughlin, clerk in the Portland Terminal Company's freight offices at Portland. She reached the 50-year mark in July of 1967.

Engineering Department Now Has Three Division Setup

Establishment of a new Division Engineer's post at Waterville became effective July 18 as the result of a rearrangement of Engineering Department forces which divides the Maine Central into three new divisions.

Chosen to head the new Division II at Waterville, which covers one of the most heavily industrialized portions of the Maine Central, is Division Engineer Wilhelm G. Schloth, transferring from Bangor.

Schloth will be succeeded there by newly-promoted David C. Eldridge who will be Division Engineer of Division III, with headquarters in Bangor.

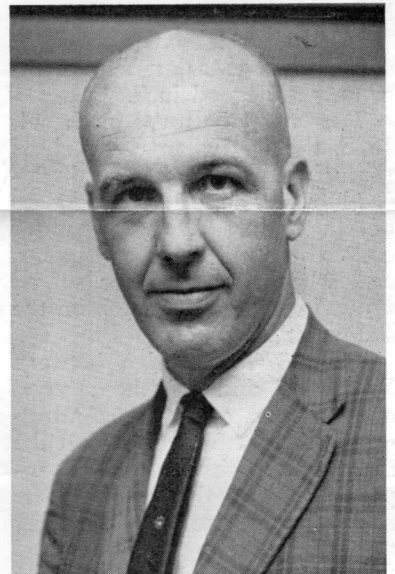
Chief Engineer James O. Born said that establishment of the three new divisions in the depart-

(Engineering—page 8)

Industrialist P. Shaw Sprague Named Director



P. Shaw Sprague

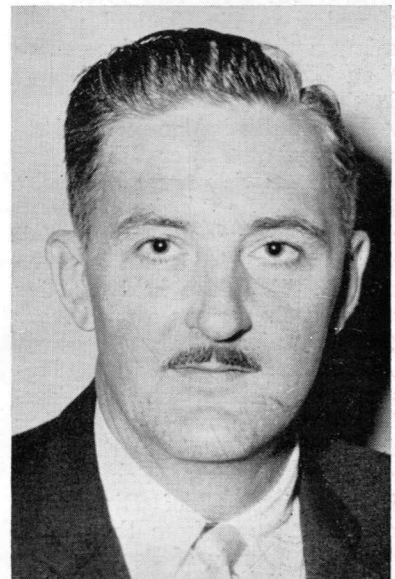


David C. Eldridge

P. Shaw Sprague of Cape Elizabeth, one of Maine's prominent citizens and a leading New England industrialist, was elected a director of the Maine Central Railroad on July 31. He takes the place left vacant by the death of James W. Maitland of New York.

Mr. Sprague is Chairman of the Executive Committee and a director of C. H. Sprague & Son, Boston-based coal and oil dealers.

He is a director of the American Mutual Liability Insurance Company. A graduate of Harvard College—A.B.—1924, he is also a trustee of Norwich University.



William G. Schloth

Repairing 1936 Flood Damage Was All-Summer Job

← Note cars loaded with



Ice built up above the Brunswick-Topsham bridge on March 14, 1936, and soon lifted it from its foundations.

One section at a time, the long span toppled into the river and sank, some of it nearly 100 feet downstream from the piers.

It took hundreds of men, several steam locomotives, hundreds of timbers, two huge derricks on barges and all summer, back in 1936, to replace Maine Central's Brunswick-Topsham bridge, toppled by the worst flood ever to hit the Androscoggin Valley.

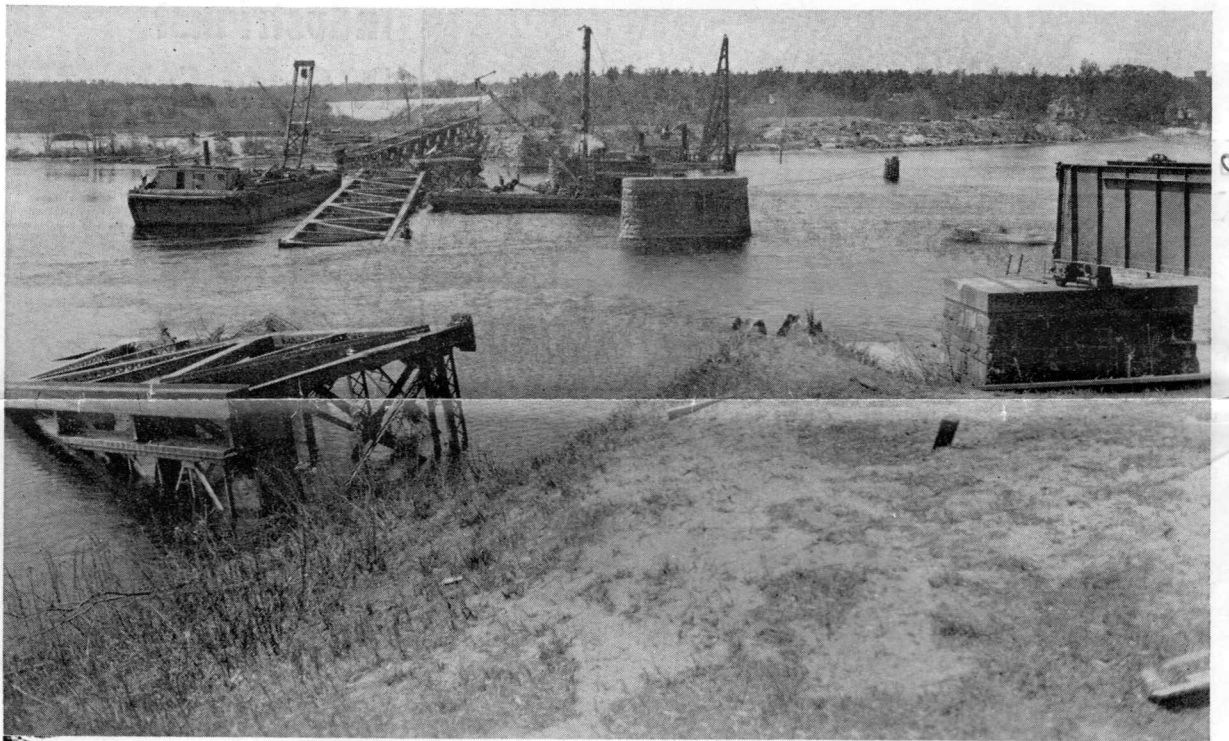
It also took some top-flight engineering, amazing Yankee ingenuity and good luck.

The story began March 14, 1936, the day when rising rivers throughout Central Maine threatened operation of large sections of the railroad, when water covered the rails at several points, and when the Kennebec surged up and over the doorknob on the station at Gardiner.

The 887-foot bridge between Brunswick and Topsham stood only inches over the Androscoggin torrent for a time, but the margin diminished and disappeared during the morning. By noon, floating ice was beginning to catch on the lower girders, and to build into a huge, grinding sheet upstream. By 2 p.m., its tremendous force had lifted and tipped span No. 3, and within minutes the entire bridge—more than 2,500,000 tons of steel—was in the raging river.

Loss of this bridge required re-routing of all Lower Road trains via the Lewiston road, despite fears that the Lewiston-Auburn railroad bridge also would fall victim to the flood. But by some miracle this bridge held, and for the next six months carried more than 30 trains daily.

This story of picking up and re-positioning the Brunswick-Topsham bridge—three feet higher than before—is told in the notes of Harry M. Treat, South Portland, retired Chief Dispatcher, and in pictures from the album of C. A. Plumly of Portland, retired principal assistant engineer,



This was the scene after the flood had receded and as the big job of replacing the bridge began. The two lighters were used to roll the sections upright, and to lift and move them back into position.

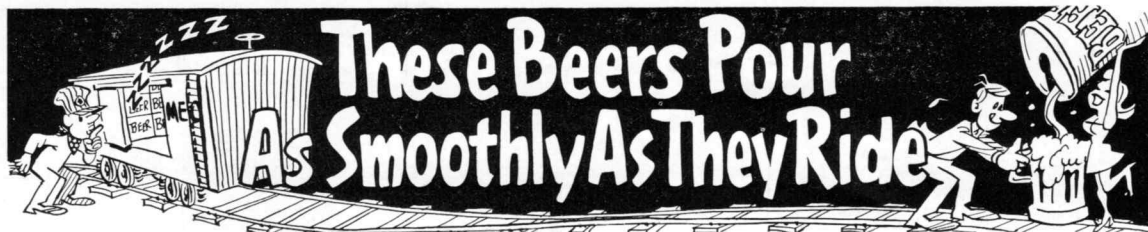


The bridge sections were rolled upright with the aid of this frame device, and with big winches on the lighters.



Locomotives were used at one point in the operation to raise and hold the bridge.

rock (granite?) to hold the bridge down.



Riding long haul on Maine Central rails

Are these superior beers and ales —Anon

During one of the recent hot spells we met a Maine Central man ambling along a General Office Building corridor, muttering in a museful mood.

"Hot, isn't it" we asked, politely.

"Wouldn't be" he snapped "if we had a cold bottle of that stuff I just saw in a car at Rigby."

"Ice" asked we.

"NO, BEER" yelled he.

Which, as we left him led us to wonder if statistics as to which beers did the most traveling on our lines might not provide interesting information as to whether you are contributing to the railroad's prosperity when you have a few.

We found that beer contributed over a hundred thousand dollars —\$111,929 to be exact—to the

total freight revenues of Maine Central in 1967.

Six brewers supplied the major portion of beer-filled bottles and cans which moved long-haul over our lines last year.

Their brews are:

- Ballentine
- Budweiser
- Miller High Life
- Pabst Blue Ribbon
- Schlitz
- Schmidt.

More Employees Join Quarter Century Group

More than a dozen employees, on various parts of the Maine Central system have joined the quarter-century group and are now eligible to wear the 25-years service buttons, which have been presented to them.

The newest quarter-century folks are: C. W. Beckwith, assistant supervisor, Portland; J. S. Bickford, carman C, Waterville; M. C. Brown, foreman, Kennebec; Carroll A. Bumps, stores department, Waterville; C. L. Caler, call boy, Rigby; V. E. Craig, operator, Vanceboro; Leonard M. Crooker, foreman, Leeds Junction; Gideon Gagnon, Jr., blacksmith, Waterville; H. H. Gray, trackman, Holden; E. A. Hill, yard clerk, Portland; Gertrude Holbrook, secretary, Portland.

R. E. Howland, baggagemaster-janitor, Vanceboro; Fay Marcroft, clerk, Portland; H. A. Mottram, conductor, Portland; L. C. Pinkham, carpenter, Portland; C. C. Powell, stationary fireman, Waterville; Donald M. Priest, machinist, Waterville; T. A. Stoddard, trackman, Eaton; Clifford F. St. Pierre, stores department, Waterville; C. F. Tibbetts, stores department, Waterville; R. W. Tibbetts, trackman, Portland; L. E. Tinkham, trackman, Passadumkeag; and William G. Woods, clerk, Portland.

Sec. to Harold Foster
former Psg. Traf. Mgr

RR Credit Union Offers New Services For Borrowers

By Hugh F. Flynn

President, Credit Union

In response to the interest expressed by the membership for Temporary Disability Insurance we will, on August 1, 1968, inaugurate added service for our members.

Under the new arrangement borrowers will not only have protection in the event of death, but, commencing August 1, all loans will be protected by (a) Limited Temporary Disability and (b) by Temporary Disability. The new added protection is under the program of the Maine Credit Union League Insurance Trust and the plan is underwritten by the Union Mutual Life Insurance Company of Portland.

No extra charge will be made for the added protection.

Under the new Limited Temporary Disability plan coverage pays the member's loan interest while he is disabled up to 1% of the outstanding loan balance if the disability occurs before age 60 and is payable on a 30-day retroactive basis.

Under the Temporary Disability section of the new plan if disability occurs before age 65, the member's monthly loan installment will be paid for him during the continuance of such disability. Benefits will begin after 90 days of disability and will be paid retroactively to the first day of such disability.

Present protection in the event of death of a member includes Loan Protection whereby in the

event of death of a member, this coverage pays the outstanding loan balance. This benefit is available up to the maturity of the loan or to the members age 72, whichever occurs first. The provision of Permanent & Total Disability will also remain in force. This provides that if a member is totally and permanently disabled before the age of 60, this coverage pays the outstanding loan balance in full.

The new added protection for railroad workers which this plan will provide is but another step in the efforts of those handling the Credit Union of the Maine Central and the Portland Terminal Company to provide the most complete loan service for railroad employees.

Usually an injured employee has never caught it. If you haven't caught it yet, you would profit by doing so.

Yes, safety is contagious. Let's start an epidemic!

Baker Stresses Crossing Safety in Courses

Robert L. Baker, Portland, chief special agent, conducted two one-hour courses during the Vermont State Police Academy program at Norwich University, Northfield, Vt., July 16.

The railroad police officer instructed between 25 and 30 Vermont State Police recruits in crossing accident investigation and railroad crimes.

Safety Is And Should Be Contagious

By Laurence W. Sparrow

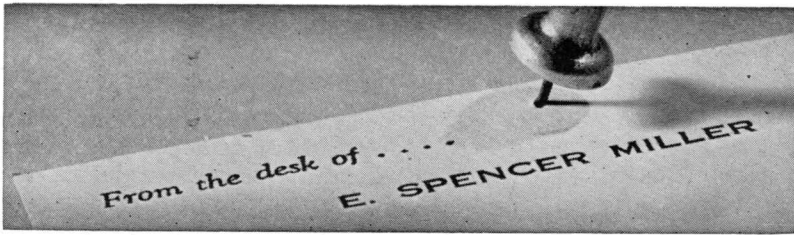
Safety Supervisor

Safety is a germ. Like the common cold, it is catching. So, for that matter, is the "accident germ," which breeds disaster and grief wherever it thrives.

The true spirit of safety is contagious. It is caught rather than taught. It is transmitted only by those who are alert to and conscious of the dividends of a faithful and rewarding effort to prevent accidents.



CENTURY OF SERVICE—Portland Terminal Company superintendent A. N. Tupper (right) presents suitably inscribed wallets from President E. Spencer Miller to E. R. Stanton (center) clerk, and E. S. Runnells, veteran operator at Tower X in Portland marking their completion of 50 years service with the PTC.



TO MY FELLOW EMPLOYEES:

We've had something to say, from time to time, about the community responsibilities of Maine Central, and about the importance of being a good neighbor. It's good business for the railroad to be an effective and constructive force in the affairs of cities and towns whose people and industries we have served so faithfully for more than a century.



Cooperation between the railroad and local communities has been of two types, the first of which involves our employees in participation in chambers of commerce, service clubs, local betterment . . . the responsibilities borne by all useful members of any busy community. The second type has been a company contribution to such organizations as the Maine Development Credit Corp., its counterpart in Vermont, the Androscoggin Area

Development Association and the Economic Development Corporation of Augusta which saved the Edwards mill.

Last March, two of our communities, Lincoln and Brewer, were dealt crushing economic blows by the closing of their Standard Packaging Corporation mills. More than 1,000 workers lost their jobs, and the entire range of the local economy—merchants, plumbers, doctors, banks, city government—faced a financial crisis of grave proportions. The railroad, which had served an indispensable transportation role in delivering Stanpak's raw materials and transporting its products to market, shared the disaster, perhaps to a greater extent than our Lincoln and Brewer neighbors realized.

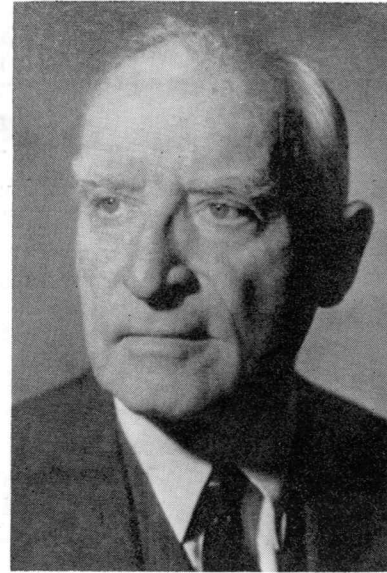
Stanpak was a major Maine Central customer and the railroad had provided specialized equipment, engineering, mechanical and operating talent in establishing a smooth flow of woodchips from Lincoln to Brewer which had attracted nationwide attention. A more than significant proportion of the \$19 millions Maine Central has spent in the past eight years for new and "customerized" equipment was devoted to the service of Standard Packaging in Lincoln and Brewer.

When local efforts were organized to arrange the sale of both mills and to re-open them, Maine Central was in the forefront of those lending helping hands through the pledging of funds toward the goal of reactivating the idle paper-making facilities at Lincoln and Brewer. Our company's assistance was substantial, and we are gratified to hear that several Maine Central employees are among the individual contributors to the financing. As the MESSENGER goes to press, we can report that the full local share of the cost of re-opening the Lincoln mill has been met, and that production is expected to resume soon. Similar success for Brewer is fully expected.

Formidable obstacles must still be overcome before operations at Lincoln and Brewer can develop such a level of profitability that permanent operation of these mills can be assured, but Maine Central's management is betting heavily upon the success of the highly respected management of Premoid at Lincoln and the known capability of Mr. Frank Knight and his team at Brewer, while each organization knows that it has a partner in this railroad which will retain an abiding interest in providing the best in transportation.

E. Spencer Miller

A MEMORIAL



JAMES W. MAITLAND

Maine Central directors and officials suffered a sad loss in the death on July 2 of Mr. James W. Maitland of New York City. Following the war years Mr. Maitland together with his associate Mr. Alfred Peck acquired a dominant stock interest in this company which resulted in close attention to its problems by Mr. Maitland and contributions of great worth in the direction of simplification of the corporate structure and refunding and streamlining of funded debt.

Mr. Maitland possessed leadership qualities of the highest caliber and attracted the affection and respect of associates and acquaintances. He was a person possessing unusual charm coupled with intellectual attainments of the highest degree.

Directors and officials who were associated with him were the richer for this experience and the company benefited over a period of twenty years from his sound judgment and extensive friendship in the New York financial community. He will be profoundly missed by all of us and we will forever hold him in our memory as a director and leader meriting warmest personal regard and highest esteem.



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

EDITOR

Joseph H. Cobb, Director of Public Relations

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Alice Allen	General Offices
Carol Bragdon	General Offices
Anne Gross	General Offices
Myrtle Neilson	General Offices
Dorothy Proctor	General Offices
Marion Stevens	General Offices



The Grapevine

RIGBY

This is the month of vacations. Among those now enjoying holidays are Foreman Charles Tetreault. Electrician "Bill" Danforth took part of his vacation while his wife was confined to the hospital. "Dude" Babbidge, Foreman of the Bridge and Building crew. His job being covered by Carpenter George Beckwith. By the way "Dude" has bought himself a new Ford. Stores Keeper Maurice Allaire spent his vacation in the Kenebago and Rangeley region. He caught his fair share of trout and salmon, but Mrs. Allaire proved to be the better fisherman.

The mascot cats around the Rigby property are producing their usual litters of kittens and several have found their way to Boston being claimed for ownership by Boston and Maine crewmen or who have played the act of stowaways on board the locomotives leaving the engine house.

General Foreman Gordon Sears is flying high these days, at least in his plans that he might have in mind. He has purchased complete working plans of a Benson Gyroglide helicopter.

Carman Carl Carter was recently appointed Mechanical Inspector to succeed Theodore Jewett who is the son of I.C.C. Machinist "Bert" Jewett who retired on July 5th and was employed at the Waterville Shops over 40 years.

Albert McCann, Junior son of "Al" McCann, welder, entered the A. H. Benoit 9 mile road race, and gave a good account of himself. The week before while running for the Greater Portland A.C. he entered the A.A.U. track meet. Although he was bested by 4 feet by a Lewiston A.C. runner, the race, which covered one mile, was a see-saw affair for more than 3 laps.

Carman Donald MacVane is back on the job after an illness.

Several new cars appear on the scene that of Engine house employee Jay Welch, "Phil" Baker of the engine house, a 1968 Coronet "500" Dodge, Machinist Helper "Dick" Adjutant, a new Dodge Coronet "440". Electrician "Frank" DeGruchy, a Dodge "Charger".

Once an Electrician John Connors has changed his "politics," so to speak, as he is now a machinist, having served as supply or relief foreman at times.

The Bridge and Building crew are quite busy around the engine house doing odd jobs such as repairing the roof in several places.

Dominique Fortin, clerk is covering spare engine dispatchers jobs while they are on vacation or out absent for other reasons.

Former Engineer Ray and Mrs. Forbus are now at their summer residence on Brandy Pond. They will return to Venice, Florida in September.

Electrician "Jim" Small is taking one week of his vacation. He was followed by Electrician Walter Emery, who as usual did some fishing.

Leamon Palmer, son of Carman and Mrs. Ray Palmer has been made



SEND-OFF FOR TED—Fellow Mechanical Department employees honored Ted Jewett, who became general foreman, car department, Bangor, on July 1, just before he left to begin his Bangor duties. From left, S. P. Park, Jr., mechanical engineer; M. E. Moore, leading draftsman; Mrs. Margaret Foley stenographer; G. P. Silva, superintendent locomotive maintenance; Jewett; J. P. Coffin, mechanical inspector; Gloria McCullough, clerk; R. F. Dole, chief mechanical officer; R. E. Baker, vice president, special projects; and E. D. Westcott, manager, car utilization.

a Staff Sergeant in the Army Air Force. He is stationed at Northolt Air Base near London.

Janitor Charles Ready and "Frank" Kane, Clerk, Stores Department, took their vacations together during the early part of the month.

Chief Clerk Frank Garland took part as one of the selectmen of Freeport in the ceremony of the opening of the Freeport High School new athletic field. Frank and Mrs. Garland also announce the engagement of their daughter Donna, to Alan Worth, of Freeport. They are both graduates of Freeport High School. Donna is attending the Eastern Nazarene College. She is also an accomplished musician and was the guest organist at the First Parish Congregational Church on Sunday July 14.

Two new men, Carpenters Helpers have joined the Bridge and Building crew, Greg Kennedy and John Kleuade who earlier swapped places with a former new member Peter Domber who has gone to Waterville.

Electrician Waveley Hammond has been subbing for Charles Tetreault while on vacation.

Machinist "Joe" Ashley retired on July 10th. He and Mrs. Ashley will visit Oregon where her home used to be. Also California. They will tour other points in the Western part of the country.

Railroads Still Important

More than half of Maine's 110,000 industrial employees work for companies that depend on Maine Central Railroad freight transportation.

WATERVILLE SHOPS

Recent retirements have included Carman Clyde Dow, Sr., who completed some 29 years; Machinist Bert Jewett, who has completed some 47 years; and Machinist Bryant Kent, with some 27 years with the Company.

Stenographer Gloria LaLiberte and the children, have been spending a couple weeks visiting relatives in Lexington, Ky. They made the trip by plane.

Laborer Darold Desveaux has returned after a hitch in the Army.

Painter Chester Craig is the proud possessor of a litter of Chihuahua pups which will be marketable at an early date.

Tractor Driver Gerald Buck has been a surgical patient at a local hospital.

Foreman Wallace Jewell suffered injuries while using a power lawn mower. He is at present in Atlanta inspecting the rebuilt cars.

Others confined to local hospitals have been Machinist John Eames, Machinist Eldon Fish and Clerk Arthur Grenier.

Machinist and Mrs. Otho Crowell have been vacationing in Huntington Beach, Calif., and Acapulco, Mexico.

Carman and Mrs. Ralph Roberts have been vacationing in Tennessee.

Cynthia Sherrard, daughter of Foreman and Mrs. Diamond Sherrard, has been a recent visitor at the campus of St. Olaf's College in Northfield, Minn., as a delegate from the state of Maine for the Tri Hi Y groups. She will be a senior at Law-

rence High School in Fairfield this fall.

Clerk Arthur Grenier has recently opened his new restaurant at Belgrade.

Carman and Mrs. Buster Tuttle have been visiting friends in Philadelphia.

Machinist Cliff Wood has a new Pontiac.

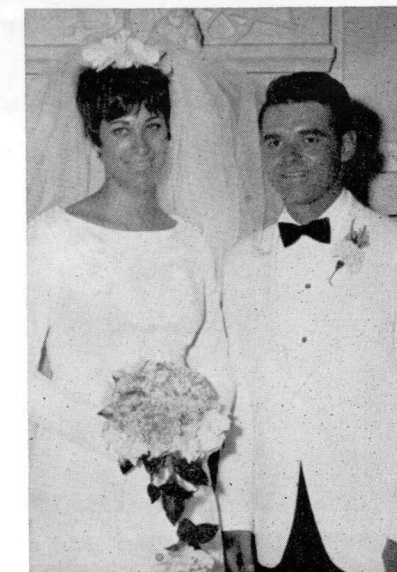
GENERAL OFFICES

Donna Roderick has transferred from the Revenue Office to the Operating Department Transportation Office.

Sympathy is extended to Chesley E. Robie and family on the death of his



RECENT GRADUATE—Janice Keating, daughter of Conductor and Mrs. John J. Keating, Jr., and granddaughter of retired conductor and Mrs. John J. Keating, Sr., was graduated in June from Salve Regina College, Newport, R.I. She plans to do social work. She is a South Portland High School graduate, and was an honor student at Salve Regina.



RECENTLY WED—Mr. and Mrs. Charles F. Baxter, Jr., were married recently at the Sacred Heart Church, Waterville. She is the former Janet Russell McLeary, daughter of Mr. and Mrs. Robert B. McLeary, Jr., of Readfield. Mr. Baxter, a Maine Central Institute graduate, attended Burdett College, Boston, and is employed as a carman helper at Waterville.

father, Ezra Robie of North Stratford, N. H.

Robert J. Hawkes, son of Clifford and Phyllis Hawkes, is at Indiantown Gap, Pa. for six weeks training with the R.O.T.C.

Sumner (Tommy) and Ruth Thompson are very proud of their first grandchild, David Marshall, son of Richard and Sarah Thompson. Richard recently left for Vietnam.

Milt Chaplin and wife recently motored to Washington, D.C. where they were registered at the Circle Motel. They took their son, Roy, back to Walter Reed Hospital for further treatment of wounds he had received while in Viet Nam. While there, they visited Mr. Vernon, Maryland, Virginia. Milt reports he enjoyed the swimming pool at the motel more than anything because of the extreme heat, which is not unusual for Washington at this time of year.

Bob Clarke is attending reserve camp at Fort Belvoir in Virginia. Must be pretty hot down there too.

Francis Cameron and wife, Mary, had an enjoyable vacation, particularly with all good weather for the week. They took in a couple of summer playhouses, especially enjoyed the production of "Brigadoon" at Brunswick, took some rides around the shore route, Francis played golf one day, and enjoyed themselves in general.

Lou and Marcella Davis are on a motor trip to Nova Scotia. Along with the perfect weather for vacations, they are enjoying the scenery and are planning to tour the Cabot Trail as one of their side trips.

Elta M. Benner is out on vacation taking day trips around the state.

Larry Reinsborough is on vacation catching up with household chores.

Charlie Anderson's son, Greg, has recently completed his schooling at Jacksonville, Florida, and was top honor man in his class. After a leave at home he was transferred to Falon, Nevada on special assignment at

Naval Auxilliary Air Station. He is within driving distance of Reno and Las Vegas and Lake Tahoe and expects to take in these places on his off duty time.

Madeleine Bowdoin accompanied her husband, Stuart, to a recent Kiwanis International Convention held in Toronto. They drove to Montreal and visited there for a couple of days and on the way back came through Niagara Falls, where they made an overnite stop. They visited the Gorges and descended in the elevator underground about 160 feet, visited home of Harry Oakes, which is now a golf course, and remarked how beautiful the roses were at this time all around the vicinity of the Falls, so many colors and varieties.

Bob Rounds spent the long 4th of July weekend visiting his sister and family in Connecticut. While there he played golf several times at various courses.

Dottie and Marguerite Hollywood flew to Washington, D.C. recently to visit their brother and family. Their niece was visiting also from California. The plane trip they said, was very enjoyable and they did a bit of sightseeing while in Washington, visiting the Shrine of the Immaculate Conception, St. Matthew's Cathedral, and the graves of John and Robert Kennedy. They registered at the Shoreham Hotel.

Horace Foster, Comptroller and Treasurer, started a July vacation with a broken ankle. Neither crutches nor a cast prevented him from getting some enjoyment from a sojourn at Wells Beach with his family.

Stan Watson, Office Assistant to the Comptroller, and his wife Toni spent two weeks in July aboard their newly acquired cabin cruiser, exploring the coastal waters of Maine.

Ruth Kelley, retired from the Comptroller's Office, came in to see her former associates before leaving on a 3-weeks trip to Denver, Colorado by air.

Arlyn Whitney, secretary in the Law Department, spent her vacation in the area of Farmington.

Gordon Williams, Cashier, who is Lieut. Governor, Div. 8, of Kiwanis International, took his wife Kay along when he attended the Kiwanis Convention in Toronto and went on to Cleveland to visit their son who is a graduate student at Case-Western Reserve University working for his doctorate in research chemistry. They later spent a few days visiting their daughter in Connecticut.

Joe DiMauro completed 19 years of service with the Maine Central including Portland Terminal July 11th. Greg Savage is at the other end of the career ladder having completed 1 year's service July 24th.

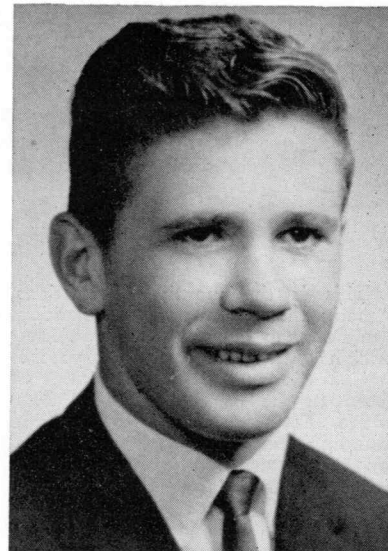
Gregory really celebrated his first anniversary with the company!!! On July 27th he abandoned his bachelor status and took Miss Edna M. Scott as his bride in a formal ceremony at Central Square Baptist Church in Portland. The newlyweds kept their honeymoon destination a secret but are only too happy to have their friends know that they are now at home in Portland at the Carleton Apartments.

Forrest Ryder, his wife, Betty, and their two children recently enjoyed a two week vacation in Connecticut and New York City. While in New York they attended several shows and subways out to Shea Stadium for a look-see at the Mets in action. Forrest returned to his duties in the Marketing Department full of vim and vigor, tanned and ready to go again.

Other Marketing Department personnel who spent quiet vacations at home, resting and relaxing from the stresses and strains of the work-a-day week were Mary Mingo, H. E. Buchheim and Bill Berry.

Roy and Helen Cote recently attended a family reunion at the Parish House of the Congregational Church in West Falmouth. Honored guests were Helen's aunt and uncle Albert and Elizabeth Casparius of Berlin, Germany. The Casparius' are an elderly couple on their first and probably last, visit to the United States visiting their brothers and sisters, nieces and nephews in many parts of our country. Before coming to Maine they toured New York State including Niagara Falls, and its surrounding resort areas. Among the numerous members of Helen's family attending were some from Scarsdale, New York; Verona, New Jersey; Detroit, Michigan and Winterport, Maine. Roy reported that the Casparius' were having the time of their lives and that the States lived up to their every expectation. They like it so well, that they would love to be able to stay. The Cote's entertained Mr. and Mrs. George Casparius of Verona, New Jersey who came to Maine for this unusual family reunion.

Art Edwards and his wife installed their two sons in Summer Camp for a week in the White Mountains of New Hampshire. Art recently played golf with a difference!!! His partner was the Boss, whom Brave Art defeated, but then, Art always said Maine Central is an equal opportunity employer!!!!



Wallace R. Pooler, Jr., son of Track Supervisor and Mrs. Wallace R. Pooler, Bartlett, N.H., was graduated from Kennett High, Conway, N.H., in June.

He played baseball, football and basketball. He was captain of the basketball team his senior year, and was presented the Kennett High School Basketball award. He will enter the armed forces in the near future.

WATERVILLE STATION

Several vacations during the past month at Waterville Station with spare clerks Jane Bureau and Dot Begin filling in again at the Freight Office.

Lucette Huard and her family found one fair day of their vacation which they spent at Old Orchard Beach.

Trainmaster Bud Harris and family saw nothing but rain for one full week of their vacation at camp.

Larry Ridley had a week while his daughter (Johnna) her husband and new baby were home for a 30 day leave from his duties at Fort Greeley, Alaska.

Bob Esty was off "painting his house" so he says!!

Carroll Huard and family are at camp on China Lake.

Basil Higgins, Yard Office, spent a few days of his vacation in the hospital, with Young Roger St. Amand filling in.

Dick Fecteau and his wife traveled to Montreal, returning to the camp to spend the remainder of his vacation with their daughter and family from Massachusetts.

Our Boss and General Agent Calvin Clark is sporting a new Ford XL. Bronze in color with a beautiful gold interior.

The Raymond Coulombre's have joined the "Two CAR Family." Ray says with two teenage daughters driving, it was a must.

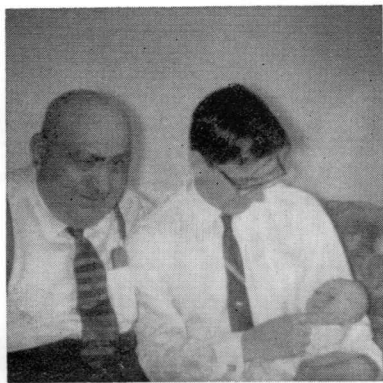
Mrs. Larry (Constance) Ridley was the recipient of an award recently from the Department of Maine American Legion Auxilary for submitting the best poppy poem at the 48th annual convention June 21-22 at Bath. Connie's poem will be entered at the National convention at a later date.



DERBY WINNERS—Three Maine Central Railroaders were among top winners in the recent Waterville Knights of Columbus fishing derby. At left is Edmund Veilleux, track foreman, Winslow, with his four-pound, 13-ounce togue, and at right, Bob Esty, rate clerk, Waterville freight office, with a four-pound three-ounce brook trout. Denis Chamberlain, chief clerk, Waterville freight office, is not shown, but his four-pound, eight-ounce togue also was a winner.

Susan Snelling is taking the place of Colleen Bimpson who is on maternity leave from the Comptroller's Office. Susan was recently the honor guest at a large family picnic and shower given by her aunt in Connecticut and attended by guests from several neighboring states. She plans an August wedding.

Everett Goddard, Manager Car Accounting, spent some time boating during his July vacation.



3RD GENERATION—Rosario J. Demers, left, a 46-year MeC employee and long-time machinist at Lewiston, is shown with son Rosario N. Demers and grandson Joseph R. Demers during a recent visit in Lompoc, California, where Rosario N. is a First Lieutenant in the Air Force.

WATERVILLE YARDS

Bob Sweet is now spending his vacation in Connecticut visiting his daughter with his family. It is Bob's first trip to that part of the country.

Gerry Dessent, after being assigned as Conductor in Bangor, has bid off a position in Rumford. Sure are covering a lot of territory, Gerry. Incidentally, we are sorry to hear about your dog—it was found dead on Interstate 95.

Leo Bujold is spending a week of his vacation on China Lake with his family. We hear he rented a camp from our famous Yankee Trader, L. K. Powers.

Bob McPherson had a fight, believe it or not, with a bull. Sorry to say that Bob did not get the best of him, and in fact, was lucky enough to get out alive. He has a few bruises to prove it.

Paul Barrows says they couldn't cure the fox of his rabies, so they pulled his teeth out, so he wouldn't bite.

We extend our sympathy to the family of Earl Leighton, whose father passed away recently.

Sorry to hear that Roger Ouellette has been admitted to the hospital. Hope it is nothing serious.

Vacations last month were: L. H. Bujold, V. C. Tardiff, R. O. Carrier, E. R. Palmer, R. H. Green, R. C. Sweet, C. H. Parkhurst, R. B. Williams, L. L. Lapierre, K. W. Snow, R. E. McPherson, K. A. Fitton, J. J. Peaslee, from the yard; R. V. Adams, C. G. Kimball, A. W. Higgins, H. C. Houdlette, M. W. Miles, S. O. Corson, E. L. Leighton, enginemen; L. J. St. Amand, H. J. Douin, R. A. Green, E. Y. Morris, road.

RETIREMENTS

Thomas F. Conley, lamp tender, Portland, June 26.

Clyde E. Dow, Carman, Waterville, June 24.

Howard L. Jordan, machine operator, Portland, June 7.

Bryant A. Kent, machinist, Waterville, June 28.

Lola E. Kilgore, chief clerk, Rumford, June 19.

Vernell T. Leighton, stone mason, Bangor, May 1.

Albert H. Mead, laborer, Portland, June 25.

White Pill Chasers Active On Links

BY JERRY SHEA

After eight weeks, Team No. 4 is just one point ahead of Team No. 2 in the Portland Railroad Golf League. Only eight points separate the first five teams in the standings.

John Tracy, Portland Terminal yard conductor, who captains the leading team, is heading the league in most departments. John has low round with a fine 38, and is tied with Ivan Perkins for low average with a 42. Tracy also has had the most pars with 22, leading George Ellis, Marketing Department, by three.

Other employees on the front place team are George Phillips, Marketing; Tommy Caufield, P. T. conductor; John Campbell, Maine Central engineer; Harry Blackmore, formerly of the Maine Central Engineering Department; George Silva, superintendent Locomotive Maintenance; and Steve Magyar, New Haven Sales Department.

Low averages for the 42-man league beside Tracy and Perkins are: Dick Brown, 44; George Ellis, 44.4; Art Edwards, 44.7; and Vinnie Morse, 45.5. Low Rounds beside Tracy's 38 were shot by Dick Brown, 40; Ivan Perkins, 40; Tom Manning, Bob Perkins and George Ellis all with 41's. Most birdies are shared by John Barnes and George Phillips, with two each.

Arrangements have been made to hold the Trophy Dinner at Carolyn's, Cape Elizabeth, on Tuesday, August 27.

RR Retirement Board Issues New Booklet

The Railroad Retirement Board reports it is mailing revised medicare handbooks to railroaders and members of their families enrolled in the medicare program.

The new handbook includes the most recent changes in hospital and medical (doctor bill) insurance benefits. It also lists the addresses of all offices of the Travelers Insurance Company (the only agent that pays medical insurance claims for railroaders and members of their families).

The first mailings will be limited to persons enrolled in both the hospital and medical insurance plans. Individuals covered only under the hospital insurance plan will receive the new handbook a little later.

Anyone enrolled under both plans who has not received a

handbook from the Board or desires more information should get in touch with the nearest office of the Railroad Retirement Board.

Truckers Give \$29,000 To Campaign Funds.

An Associated Press story in the Lewiston-Sun Journal July 25, states that the Des Moines (Iowa) Register, in a copyrighted story, charged that the nation's trucking industry has given campaign contributions totaling at least \$29,000 the past two years to key members of Congressional Committees.

According to the AP, the records of the clerk of the House of Representatives reveal that in the House Public Works Committee 11 of 13 ranking Democrats received contributions of from \$500 to \$3,000. The news story also states that second ranking and third ranking Republicans also received contributions. It also said sizable contributions have been given members of the Senate Finance Committee and the House Ways and Means Committee.

"All the congressional committees are involved in a trucker-backed bill to permit larger trucks on the interstate highway system," the newspaper said.

"Overall, the truckers campaign fund committee has distributed at least \$83,000 the last two years," the story continues, "with almost all going to members of Congress on those committees of special concern to the trucking industry."

The story listed names of more than a score of Senators and members of the national House of Representatives who have been recipients of the truckers largess.

470 Club To Have Fall Foliage Trip

Members of the 470 Railroad Club, Portland, have scheduled a "Round the Mountain" passenger train excursion for Sunday, Sept. 29, over 244 miles of Maine Central, Boston and Maine, Grand Trunk and Portland Terminal Company trackage at the height of the foliage season.

The train will consist of two Maine Central GP-7's a dozen Canadian National coaches and a baggage car. It will leave PTCO. Yard 5, Portland, at 8 a.m. returning to the same point about 11 hours later. Fares for the rain-or-shine trip will be \$12.50 for adults and \$7 for children between six and 12.

Members of the 470 Club said the train will operate over Maine Central rails through Crawford Notch to Groveton, N.H., and return to Portland on Grand Trunk iron. There'll be photo stops at scenic points en route, and light lunches available.

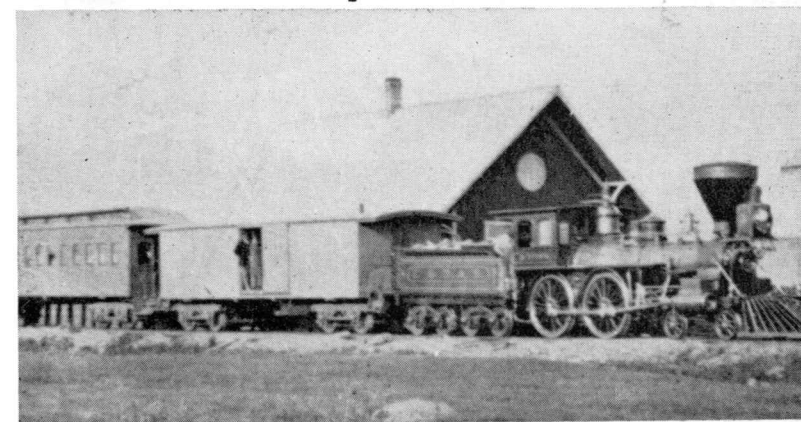
Phillips H. Prince of 73 Skylark Drive, Portland, is ticket chairman. He urges all who plan to make the trip to make their reservations as early as possible.

DEATHS

Joseph O. Carrier, trackman, New Gloucester, June 26.

Philip T. Murphy, carman, Portland, June 3.

From The History File . . .



HERE'S AN OLD-TIMER—One of the earliest railroad photos we've seen in recent months was provided for the Messenger by Vernon A. Cunningham, Sr., of Milford, a retired MeC Clerk and Agent at Old Town and Eastport, and former correspondent for the old Maine Central Magazine. It's a shot of a European and North American locomotive and mixed train at the station in Old Town, snapped in 1868.

Engineering—from page 1)

ment which he heads, will provide closer supervision and more intensive maintenance of the railroad's right of way in all the newly-established divisions.

Under the new arrangement Division I will include the entire Mountain Division, the entire Rockland Branch, the "Lower Road" Portland Terminal Limit to Cathance, and the "Back Road" from Royal Junction to Fair Grounds, just east of Lewiston, and the Lewiston Lower Branch. Division Engineer Raymond A. Jackson will remain at Portland in charge of Division I.

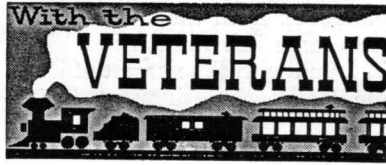
Division II will include the "Lower Road" from Cathance to Waterville; the "Back Road" from Fair Grounds to Waterville, the main line from Waterville to East Newport, the Rumford Branch, Farmington Branch, Bingham Branch, Skowhegan Branch, Hartland Branch and Dover Foxcroft Branch.

Division III will be comprised of all lines East of East Newport, including the main line Bangor to Vanceboro, together with the Calais Branch, the Woodland Branch, Eastport Branch and the Bucksport Branch.

In connection with the changes W. M. Martin, Engineer of Track announced several other transfers of personnel.

F. B. Perkins will serve as track supervisor, Bangor Division III; M. S. Thorne and Donn G. Wolfe, track supervisors, Waterville Division II, and H. A. Ames, former track supervisor at Brunswick will become track supervisor, Portland Division I. Wolfe has been track supervisor at Lewiston.

W. R. Pooler, who has been track supervisor at Bartlett, will become assistant track supervisor at Waterville.



By Harold C. Clark

The June meeting of the Maine Association of Railroad Veterans was held at Howard Johnson's Restaurant, Thornton Heights, with 39 members in attendance. After the dinner and business meeting an interesting program was enjoyed with Mrs. Phyllis King playing piano and accordion numbers followed by Georgia Leonard, who presented pantomime selections.

We were very sorry to hear Mrs. Ernest T. Biladeau had undergone surgery at the Maine Medical Center after having suffered a broken hip, nine weeks ago. She has returned to her home on Mildred Street, South Portland, and is gaining daily.

Mr. and Mrs. George C. Larsen and Mrs. Bernard Larsen and children have returned home after visiting relatives in Milleridge.

The George Larsen's, having lived 74 odd years on Forest Avenue, Portland, Maine. (The birthplace of George) the only home he has ever known was forced to vacate due to the new 95 route. Their new address is: 3 Belfort Street, Portland. We all wish them the best, in their new home.

Mr. and Mrs. Melville L. Davis, are on an extended automobile trip through the Maritime Provinces 3 weeks, with Sydney on Cape Briton Island as a terminus of their travels. Mel is our genial Secretary and Treasurer of the Railroad Veterans.

Mr. and Mrs. John C. Nicholson of Edina, Minnesota have

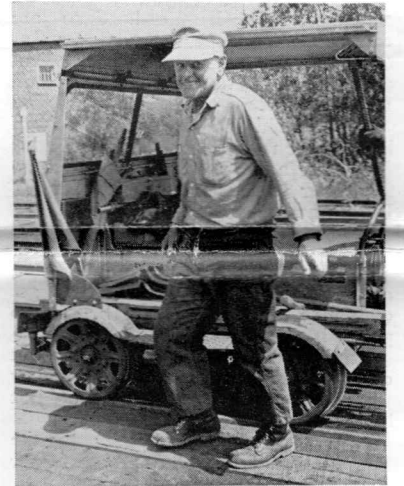


AFTER 46 YEARS—Three long-term railroad associates—Bill Williams (left) Cliff Ball (center) and George Marcroft—inspect a presentation book made up for Cliff Ball on his retirement in July. Ball, transportation assistant, Portland, was closing a 46-year Maine Central career. He's looking forward to "just taking things easy" for a while.

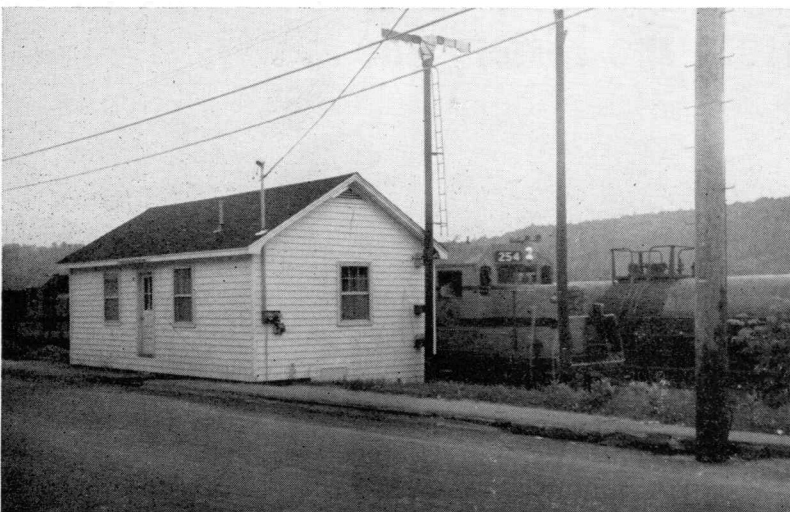
been visiting Mrs. Nicholson's parents: Mr. and Mrs. Fred C. Lauten. Mrs. Nicholson, is the grand-daughter of Mr. and Mrs. Harold C. Clark.

Mr. and Mrs. Herbert E. Jenkins, Allen Avenue Extension, Falmouth, have been entertaining Mr. and Mrs. Richard M. Burgert (Marjorie Jenkins) of Hastings-on-Hudson, N.Y., and Mr. and Mrs. Eugene Bowie, North Scituate, R.I.

Mr. and Mrs. George W. Bourne, 135 Brackett Street, celebrated their 60th anniversary with a family dinner Sunday at the Lafayette Town House. They were married June 16, 1908 and have two daughters, Harriette and Mrs. Milton H. Huey (Barbara), a son Thomas, is deceased. They have five grandchildren and three great-grandchildren. Mr. Bourne, a retired B & M engineer is a Past Vice President of the Maine Association of Railroad Veterans.



SIZZLING FINISH—It was 95 in the shade when Nelson T. Coe, trackman of a maintenance crew out of Deering Junction did his last day's work, to complete 30 years of being out in fair weather and foul. Coe started enjoying retirement on July 16.



NEW OFFICE AT LIVERMORE FALLS—A brand-new Main Street building will house operations of the Maine Central agent at Livermore Falls. The picture was made as final touches were being applied to the interior, and as RD-1 passed on the main line. The new building is the second to serve as a station at Livermore Falls.

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