



## Famed Mount Willard Dwelling To Be Razed After First Snow

The Maine Central Railroad foreman's dwelling perched high on the cliffs of Mount Willard has seen the brilliance of autumn in Crawford Notch for the last time.

A White Mountain landmark since 1887 and visible for miles, the turreted structure will be burned after the first snow late this fall. Vacant and unused for two years, the old building has been vandalized. Maine Central officials have decided to destroy it, rather than allow it to remain as a fire threat to one of the most scenic forest areas in New England.

The Mount Willard dwelling had served as a home for the section foreman and his family, and as a bunkhouse for his crew, for nearly 80 years. And for more than half of this period it was occupied by members of the Evans family, Section Foreman Loring S. Evans, his wife Hattie and their four children, all of whom were born there.

Now in middle life, the two brothers and two sisters returned to the mountainside home of their childhood for the last time late in September. The foliage of Crawford Notch was aflame with the colors of autumn as they walked down the tracks from the gateway, retracing the steps of a thousand such hikes in their youth.

Raymond W. Evans, Whitefield, N.H., whose middle name is Willard, after the mountain of his birth, pointed out the dark recess under an overhanging cliff beside the track. "We called it the blacksmith shop," he said, "because they told us it was used as a smithy back when the rails were being laid."

(Mountain—page 4)

## Budd In Race For Council Post

Horace M. Budd, assistant treasurer, Maine Central, has announced his candidacy for a seat on the Portland City Council. The career railroad executive will seek the District 4 council seat of J. Weston Walch who will not be a candidate for re-election.

Walch, who defeated Budd for the council post in 1962, endorsed Budd's candidacy as he announced he would not seek another council term.

The veteran Maine Central official is opposed by Edward I. Bernstein, now chairman of the Portland School Committee, and Mrs. Anna E. Walsh, an employee of a Portland department store.

Budd is closing out five years as a Portland Renewal Authority commissioner, having served as chairman of PRA for the past year. He is a Portland native, a Deering high school graduate, and has been employed by Maine Central since 1924 in various accounting and treasury department positions.

He is a member of the New England Railroad Club, the Eastern Railroad Accounting Conference and the treasury division of the Association of American Railroads. He is a past deacon of the Woodfords Congregational Church, a member of all Masonic bodies, the Woodfords Club and is president-elect of the Portland Kiwanis Club.

Budd and his wife, the former Caroline Mountfort, live at 35 Woodmont Street, Portland.

The Portland City election is scheduled for December 2.



Horace M. Budd



LANDMARK DOOMED—Mount Willard dwelling, which has stood under the cliffs of Crawford Notch since 1887, will be burned after the first snow to eliminate a fire hazard to the famed New Hampshire forest area.

## Businessmen, Railroad Share Pride In Muskie's Vice Presidential Bid

Maine's business and industrial leadership—including officials of the Maine Central Railroad—shared the pride of Pine Tree State Democrats last month when

the name of Edmund S. Muskie was announced as Democratic nominee for Vice President of the United States.

Not only the Democrats themselves, but Maine's Republican legislators, too, placed the young Waterville lawyer's foot on the first rungs of the shaky political ladder. Hard-working Waterville Democrats elected Muskie to the Maine House of Representatives, but majority Republicans recognized his abilities and provided the opportunities and associations he required for political success in Maine. So did the Maine Central Railroad which employed him as legislative representative in 1952 and 1953.

Two sets of circumstances, in those early days, combined to insure his rise in the Maine Legislature, in the Governorship, and later in the U.S. Senate. The first was recalled in a recent column by Jack Moran, managing editor and political writer of the Bangor Daily News. Shortly after Muskie's nomination as the Democratic candidate for Vice President, Moran wrote:

"Muskie came to Augusta (in 1944) as a representative from

## U. S. Press Takes Trucks To Task

The Nation's press has taken the trucking industry to task for its current efforts to increase size and weight limits on the U.S. Interstate Highway system, and indirectly on connecting highways throughout the country.

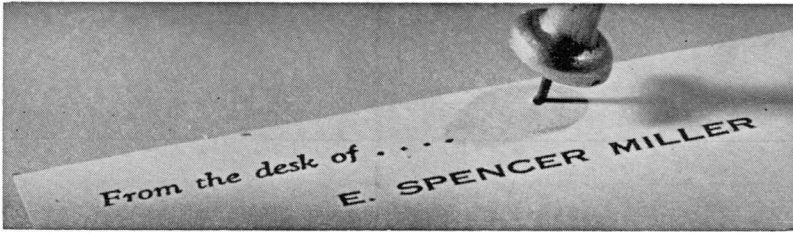
A bill that would accomplish this is already passed by the Senate, and its House version, due for action in the House at any time, promises a head-on collision between heavy truck operators and the Nation's motorists.

The heavy guns of the American Trucking Association, on one side, and the American Automobile Association, on the other, will soon be brought into firing position. The truckers' artillery will be aimed at increasing the Interstate limits which for years have had the general effect of

(Trucks—page 3)

(Muskie—page 3)

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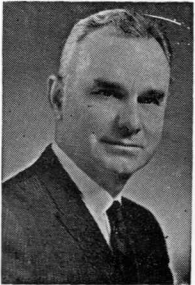


TO MY FELLOW EMPLOYEES:

**"Quo Vadis"**

"Quo Vadis" (Where do you go?)—these words passed between Christ and the fleeing Apostle Peter who then turned back to Rome and his duty.

At this time of enormous internal and external pressures upon America and particularly on the eve of a national election consciences and souls are crying out "Quo Vadis" to each of us.



Distress, fear and alarm are current in the breasts of Americans of all ages and all walks of life, and with sound reasons, some of which follow.

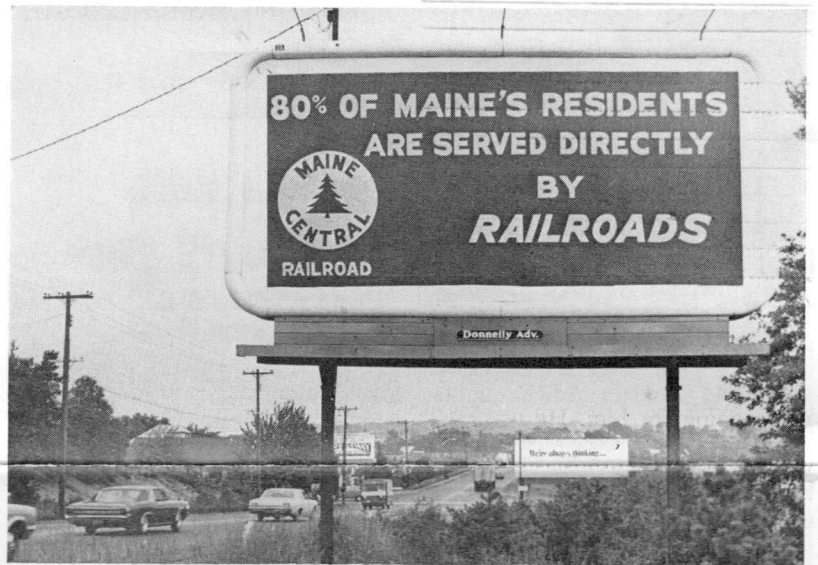
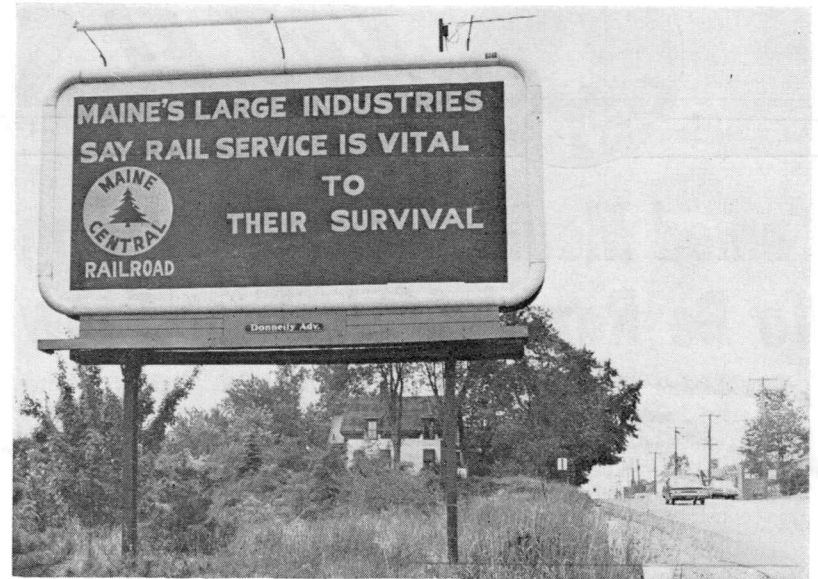
First there is a terrible financial insecurity. A symptom is the fact that the silver halves, quarters and dimes which once jingled in our pockets have been replaced with coins of base and nearly worthless metals because the silver in the old coins is now worth nearly twice their face value. Which really means that your dollar is worth only half what it once was. This has been caused by irresponsible government spending at home, more than a hundred billions of dollars spent on help to foreign countries with a dubious benefit to this one, and encouragement to boost wages and prices year after year. Our gold flows out, our governmental spending increases, our debt grows and grows, wages skyrocket but not as much (according to a prominent Maine labor leader) as the cost of living, and the day of reckoning—formal devaluation of the dollar—grows closer with all of the terrible consequences to each of us.

Second, there is a public uneasiness over rampant lawlessness abetted by the attitudes of "reformers" who seem to believe that they can lift themselves above and beyond those laws which they feel are not best calculated to promote "social justice." There is a tendency to coddle the criminal and forgive the crime on the claim that they are products of society which is the real culprit. Unfortunately society is unlikely to breed only law abiding citizens in the next 100,000 years or so and most of us who are concerned about the safety of our lives and the preservation of our property can not wait that long. The Governor of our largest state put it about right when he said: ". . . the good man obeys the law because he fears God, and the bad man because he fears the consequences if he gets caught." A swift, sure and stern justice is needed as never before.

Third, there is a mounting nervousness about our failures in the international power struggle. We have seen the Monroe Doctrine destroyed by Russia and Castro's Cuba; Hungary and Czechoslovakia suppressed by invasion of Soviet armed might; and a cruel war dragged on and on in Viet Nam without results and with no plan for a satisfactory conclusion.

As we approach the polling booths on November 5 the conscience of each of us will say "Quo Vadis?" and we will have to decide which Party and which candidates will be most likely to administer with fiscal responsibility so that the phrase "as sound as a dollar" can once again mean something; which will be most likely to restore law, order and moral decency including the appointment of qualified lawyers, and not social theoreticians, to posts in the Justice Department and on the Supreme Court; and which will be most likely to avoid an American Munich in Europe and end the Viet Nam war with honor.

*E. Spencer Miller*



**SIGNS OF THE TIMES**—Route One travelers in South Portland are getting the railroad message through these signs near Rigby. The boards, maintained by Maine Central for the past decade, are seen by hundreds of motorists daily.



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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- |                   |                      |
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| Marion Stevens    | General Offices      |





**DR-2 AT DANVILLE**—Heading for Rigby over the Canadian National iron at Danville Junction is DR-2, with locomotives 262 and 257, and 100 cars. The picture, made by John C. Hutchins of Colby, shows both the CN and McE station buildings at Danville.

**Muskie**—from page 1)

Waterville. He was but one of a handful of Democrats in the Legislature. And in the normal course of events he would not be destined to play a major role.

“Muskie, however, had one thing going for him. He was well liked from the beginning. There was a boyish enthusiasm about him that was contagious. He wanted to learn and he was the kind of a person you wanted to help. He made few speeches, rocked few boats and was a good listener.

“As a result, Muskie was paid a rare honor that year. The Republican leadership asked him to sponsor one of the administration bills. It was not partisan in the strict sense of the word, but it was important to the legislative program. Most importantly, however, it reflected the high regard the leaders had for the tall, slim freshman Democrat with the shy smile.

“A little thing?

“Not if you know your legislators and the way they operate. Especially in the early 1940’s.

“Democrats were scarce in those days and those that made the Legislature had to fend for themselves.

“Muskie, however, was an outstanding exception. He was a favorite from the beginning. Few realized it at the time, but when that gangling young lawyer took his back row seat that winter it was the start of a career that reached national heights this week when he was named Democratic Vice Presidential nominee.”

The second circumstance cemented Muskie’s relationship with business and industry, and insured the confidence and support of its leaders. The former Waterville legislator became a railroadman in 1952, serving for nearly two years as a legislative representative of the Maine Central. As an instructor in railroad matters, and as an interpreter and promoter of railroad legislation, Muskie earned the respect and support of the business community. This support was required, and was forthcoming, when the young railroad lobbyist and former legislator made his successful bid for the governorship of Maine in 1954, and for the U.S. Senate in 1958.

The Senator’s great talent as a peacemaker, demonstrated first in Maine, then in Washington, is his chief weapon in the current campaign.

“Efforts to solve America’s pressing problems,” he said last month in St. Joseph, Mo., “are being threatened by those who traffic in suspicion and fear, by those who would divide race against race, economic group against economic group, suburb against city, rural area against urban center. We cannot afford such divisions if our democracy is to survive. Nineteen sixty-eight must be the year in which the American people reject political, social and racial apartheid for a sense of total community.”

Muskie, wrote Alan Otten in the Wall Street Journal, “will strive to pull party factions together, and some McCarthyites, anxious for reconciliation, may find it easier to start with him, rather than the Vice President.”

**Trucks**—from page 1)

holding down the sizes and weights of trucks operating on state and local roads.

The AAA, representing 11 million motorists, has urged Congress to “set a limit on bigger and heavier trucks and then stick to it.”

And the newspapers have left no doubt as to where they stand. Here’s what the St. Louis Globe-Democrat had to say:

“Let the truckers ride piggyback on the railroads, where freight trains belong. Make the highways safe for the 80 million motorists who pay for them.”

And the Washington Post:

“What we need is enhanced safety on the interstate highway system, not further adaptation of the system to what are really freight trains masquerading as trucks.”

In Omaha, the World-Herald said this:

“And we think it is regrettable

that ‘big trucks’ arguments which were resisted with fair success in state legislatures are now being used to try to wrest from Congress concessions that the truckers could not win from the states.”

And the Denver Rocky Mountain News:

“If anything, trucks are too large now. To pass a bill permitting them to increase their size to three trailers and 69 tons invites more risks. Highway traffic is risky enough now. Congress should kill the truckers’ bill.”

The Labor press, represented by the Brotherhood of Maintenance of Way Employees Journal, concluded a hard-hitting editorial in this way:

“Tell your Congressman we say ‘no’ to the truck-train idea and the bad effects the truck-train bill will have on our roads, our safety and our jobs. And tell your friends and neighbors too.”

And here at home, this editorial from the Portland Evening Express:

## Asking Too Much

The trucking industry has overstepped itself in its massive lobbying effort in support of greater weight limits for trucks and permission to operate triple-trailers.

In the past, we have supported the efforts for legislation to permit the use of “double bottoms” in Maine over carefully assigned routes. We have had no change of heart on that score.

But what the trucking industry now seeks from the national legislative body — and some of what it seeks has been granted — is ex-

cessive. It is not merely what is sought that invites criticism, but the manner of the seeking, if what Drew Pearson and other writers report is accurate.

But the truckers can also be faulted for an acute lack of vision. In doing this they are guilty of exactly what their opponents said they would do if earlier requests were granted. They have deliberately passed the debate advantage to their competition and that is not a sound technique.

Avarice, it would seem, can distort judgment at any level.

And from the Boston Herald Traveler:

## Truck Bill: Do Not Pass

Motorists who have almost been driven off the road, slowed down on hills, or splashed with slush by big trucks on interstate highways will be interested in a bill now before the U.S. House which would allow the states to permit wider and heavier trucks to operate on these roads.

The Senate-passed measure, S.2658, has inspired a rare lobbying effort by the American

Automobile Assn. In addition to safety hazards, the AAA points out, heavier trucks would reduce the life of highways and increase resurfacing costs.

We suggest readers let their Congressmen know how they feel about a bill that could jeopardize safety in order to serve the special trucking interests.



**TOP PORTLAND GOLFERS**—Winners of the top prizes in the season-long Maine Central-Portland Terminal Golf League received their trophies at a banquet recently at Carolyn’s, Cape Elizabeth. From left, George Phillips, low composite; John Tracy, low average; Bronick Tatarczuk, class B low composite; and James Campbell, class B Low Average.

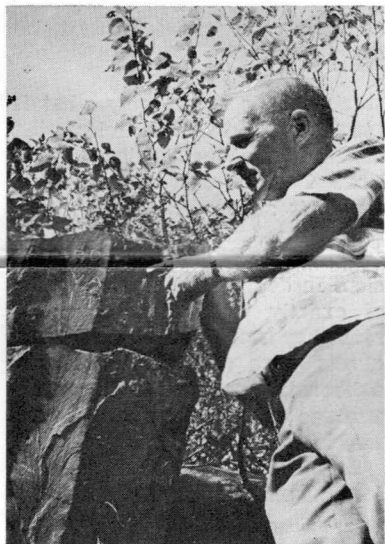
**Mountain**—from page 1)

Gordon L. Evans, Portland, Maine, found the rock where he scratched his name with a nail nearly 50 years ago. It was 20 feet up the face of the cliff, but he remembered the hand-holds in the rock, and he climbed surely.

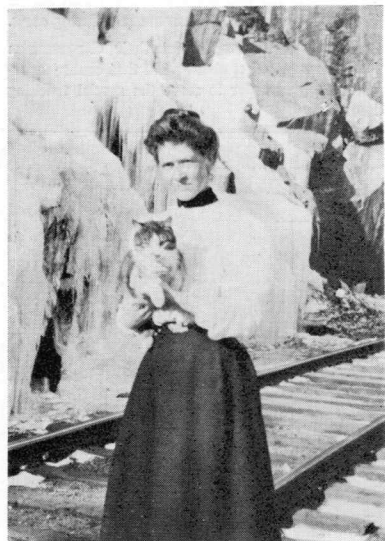
Mrs. Mildred Robinson, Portland, Maine, found the low outcropping of ledge in the tiny front yard of the old home. "This was second base," she said.

Mrs. Enola Ruggles, Littleton, N.H., pointed out the dry culvert under the tracks just a few yards above the house. "When the family left for a couple of days in town," she said, "Mother hid her valuables there."

Their father, Loring Evans, came to Mount Willard in 1887 and served there until his death in a railroad accident on Thanksgiving Day, 1913. The children were born between 1907 and 1911, with the assistance of the



Gordon Evans points to his name, carved in a ledge near his boyhood home 50 years ago.



Mrs. Hattie Evans, wife of Section Foreman Loring Evans and mother of the four born at Mount Willard, died in 1954 at the age of 82.

late Dr. Harold Shedd of North Conway, called by telegraph and rushed to Mount Willard dwelling on a "light" engine.

The railroad, so close to the house that front windows had heavy steel screens to protect them from rocks and ice thrown by passing plows, not only assisted at their births, but was a vital part of their early lives. It delivered groceries ordered from Bartlett, clothing from the stores in North Conway, it brought mountains of coal for the hungry furnace and kitchen range, and water when cold weather stopped the flow of their mountain spring. The railroad was their constant link with the outside world, and for at least 12 years in each of their lives, took them to school in Bemis, Bartlett, Twin Mountain, Fabyans and Whitefield.

Mrs. Robinson recalled that every morning, all four would line up—40 feet apart—next to the track as the train labored slowly up the grade. "It didn't stop," she said, "but the conductor would scoop us up, one after the other, as the train moved by."

But their mother and the things she accomplished in the years of their childhood at Mount Willard remain even more vivid than the railroad in the memories of the four. Mrs. Hattie Evans remained at Mount Willard to cook for the crews and to bring up her family after her husband's tragic death. There were mountainous meals for the four children, the five regular sectionmen, and during the wars, for up to a dozen soldiers assigned as guards on the trestles. There were meals, too, for hoboes who made regular annual stops at Mount Willard house.

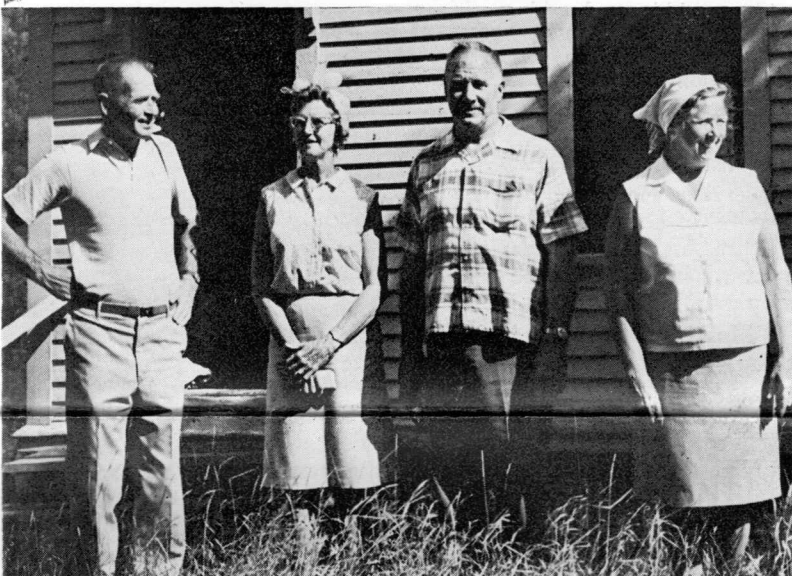
Mrs. Ruggles remembered that hoboes were of two distinct types. "There were some," she said, "that Mother would allow into the kitchen, and some that had to eat on the porch."

And between meals, they recalled, there was the housework, the mending, the ordering, and one summer, the worrying about a Canada lynx. She was alone in the house and there had been reports for a week that the animal had been seen nearby. Each time she passed a window, Mrs. Evans glanced out, and on one morning she saw the lynx climbing the rocks below the house. She had never fired the rifle that stood behind the door, but on July 19, 1929, Mrs. Evans became the first and only woman in New Hampshire to shoot a Canada lynx.

The four remembered the winter of 1921, when they were snowed in for a week; they remembered the drift that buried



The Evans children in front of the Mount Willard dwelling in 1912. From left, Raymond, Enola (tied to keep her off the tracks) Gordon and Mildred.



In the same order as above, the Evans brothers and sisters are shown on their late-September final visit to the mountain home of their childhood.



This scene—of blowing snow being cleared by a plow ahead of two steam engines—was a familiar sight to the Evans youngsters. It was made in 1921 from a window of Mount Willard house.

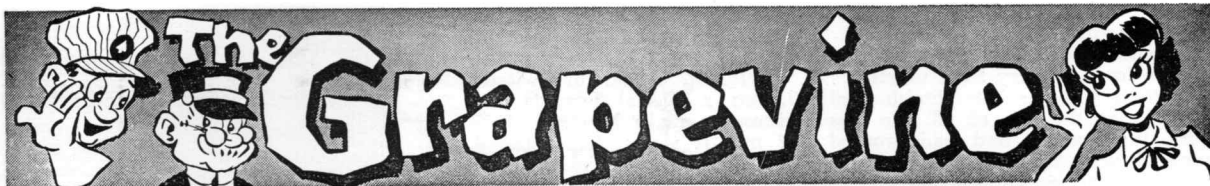
the back porch, and the railroad plow that was lost under 21 feet of snow; they remembered the shortness of drinking water in winter, and the slides of ice and rock that buried the track and twisted the trestles off their foundations.

They remember these things and many more, all parts of a unique growing-up of which they

are proud, when they were railroad people 24 hours a day.

And habits die hard. After their last look at Mount Willard house, they started up the track . . . but not before each had looked at his watch.

"The down freight's not due for two hours," one said, and they all agreed.



# The Grapevine

## GENERAL OFFICES

Theresa Foley Diffin's husband Gary is at Lackland Air Force Base for basic training.

Jan Calder's son Stephen, who is with the Army Engineering Corps, was at home recently on a 30-day leave from Germany.

Fred Harris' many friends will be glad to hear he is back at his desk following his recent stroke. Fred looks just great, to the extent of appearing 10 years younger. Must be the good care Jessie gave him. Fred says he feels fine and mentioned how pleased he was with all the cards he received from his friends and well wishers within and without Maine Central. We are just delighted to have Fred back.

Forest Ryder recently enjoyed a two-weeks vacation from his duties in the Marketing Department. This time Forest did all the entertaining, along with wife Betty. Their guest was a former Portland native and resident, Mrs. Lorraine Cote, now of Los Angeles. Betty Ryder and Lorraine Cote were co-workers at one time in a local bank. Forest and Betty entertained Lorraine by taking day trips to the innumerable scenic areas within our Maine borders and those of New Hampshire.

For those on the lookout for some place new and different to eat, Forest maintains his own little list of approved eating places complete with gold stars for excellence. We call it "Father Forest's Guide to Fancy Fixin's." He is more than pleased to pass his recommendations on.

Mary Mingo and husband Wes recently returned from the Pocono Mountains where they vacationed at Buck Hill Falls, Pa. Mary and Wes were guests at the Buck Hill Golf and Country Club.

Greg Savage and his bride, Edna, travelled to Houlton where they were weekend guests of Edna's grandmother, Mrs. William Scott. Edna has recently accepted a position with Union Mutual and Greg is attending evening classes at the Adult Continuing Education Division at UMP with hopes of obtaining a degree.

Frank and Arlene Curran are about to become third-time grandparents, courtesy of daughter Joanne (Mrs. James Riley). The Rileys are currently stationed with the Army at Mineral Springs, Texas, and Arlene flew down to Texas to join the welcoming committee for the new little Riley.

Frank and Jane Alger and two children joined with the other members of Frank's family to celebrate the Golden Wedding Anniversary of their parents, Mr. and Mrs. Frank W. Alger, Sr. at an Open House in Arlington, Mass.

Anne Gross and husband Bob were guests recently of Mr. and Mrs. Arthur Gross of Avenel, New Jersey. They were called to New Jersey by family illnesses. Anne, Bob and son Jay have been visiting relatives in Massachusetts and recently spent some time in the coastal region of Maine and New Hampshire.

Retired transportation Assistant and Mrs. Cliff Ball have been having a great time visiting their sons in California and Louisiana. Before leaving Portland, there was a pre-flight get-together at Lano's, South Portland, with several old railroad friends.

John J. McGinnis, who has worked the past four summers in the General Office Building, left in mid-September for Great Lakes Naval Training Station to begin a 4-year enlistment. John has had some flying time and hopes to become a pilot.

Bob Nurse of Car Accounting and Mrs. Nurse did some fishing in the Moosehead Lake area in September.

Cashier Gordon Williams who is Lt. Gov. of Div. 8, New England District of Kiwanis, will attend the New England Convention of Kiwanis at Bretton Woods October 2.

Shirley Wilson, stenographer in the Assistant Treasurer's Office, and her husband Bill traveled to New Brunswick on a recent vacation.

Alice Allen, secretary in the Comptroller's Office, met Geneva Howison, a former secretary in the Executive Department, to spend a vacation day at Ogunquit in late summer.

Auditor Revenue Clifford Hawkes, Jr. and his family have moved into their new home at Bayview Estates, Raymond.

Phil O'Donnell has been hospitalized with pneumonia.

Irene Kelsea has transferred from the Revenue Office to Car Accounting.

## RIGBY

The coming of the Autumn months is a busy time of the year for our part-time farmers, one of whom is former Janitor of the Engineers Quarters, Arthur Thompson of Freeport. He has received many friends among his former railroad associates at his farm on Beech Hill Road, throughout the summer.

Vernon A. Saunders, grandson of former Machinist Helper "Vernie" Saunders, was recently named a Peace Corps volunteer. After six weeks training at Hemet, California, as well as further preparation covering five weeks in India in the study of the language, he will be assigned to Madhya Pradesh, India, specializing in Agriculture Conservation and marketing techniques, as well as teaching home economics and nutrition.

Marty Flaherty, Leading man at Bulk-head No. 53 has been ill for some time, but is now on the road to recovery, and is home with his family on Fallsbrook Street, Portland, after a long stay at one of our local hospitals.

The Clearing House Picnic August 18th, as usual at Thomas Point Beach, Brunswick, featured by the largest attendance ever. While there, your Assistant Editor for Rigby saw many railroad friends. They included Retired Machinists "Lou" Carignan, "Ted" Cote, and Russell Hammond accompanied by their wives; Stores Department employees Clerks Francis Haldane and Charles Guptil.

Electrician Ray Ryder was painfully injured while working at Wharf No. 3, sustaining multiple lacerations and a broken hand. He was hospitalized several days, and a long period of convalescence is anticipated.

General Foreman Gordon Sears is back from vacation. Luck was with him weather-wise enabling him to get his house painted, as well as enjoying a few outings with his family.

Hostler Joe Tierney returned to work after eye surgery, and during that time moved to an apartment on State Street, leaving the area in Libby town where his boyhood home is being demolished for the new I-295 highway.



**BACK AT SCHOOL**—Sgt. Dennis G. Shea, son of Jerry Shea, Car Accounting, Portland, has completed a four-year enlistment in the Air Force. He studied computer programming at the University of San Antonio, Texas, while in the service, and is continuing his classes there as a civilian.

Retired Machinist Arthur Shaw, now residing in a trailer park in Saco during the summer and in Florida in the winter, visited the shop recently, and talked of old times with his friends, including Stores Clerk "Frank" Kane.

Set-up Machinist Ray Holmes has returned from his Beecher Falls assignment. He has purchased a new 1968 Dodge wagon.

Machinist Helper "Don" Moody has a new Pontiac. Executive model, equipped with a two-way police band radio for his work as a deputy sheriff. He has just returned from a vacation trip in Pennsylvania in a new house trailer.

Machinist "Larry" Lanciault has sold his home in South Portland in preparation for his retirement in October when he will live near his brother's home in Clearwater, Fla. He is residing at his cottage at Pettin-gill Pond until that time arrives.

Car Department Clerk "Joe" Malloy is doing very well after his heart attack during the second week in September.

The Car Department has six young apprentices or junior carmen who are training for the job. They are as follows: Kenneth Stimpson, William White, John Deschaine, Richard Green, John Cook, and James Quincannon, the son of Spare Clerk and Engine Dispatcher James Quincannon.

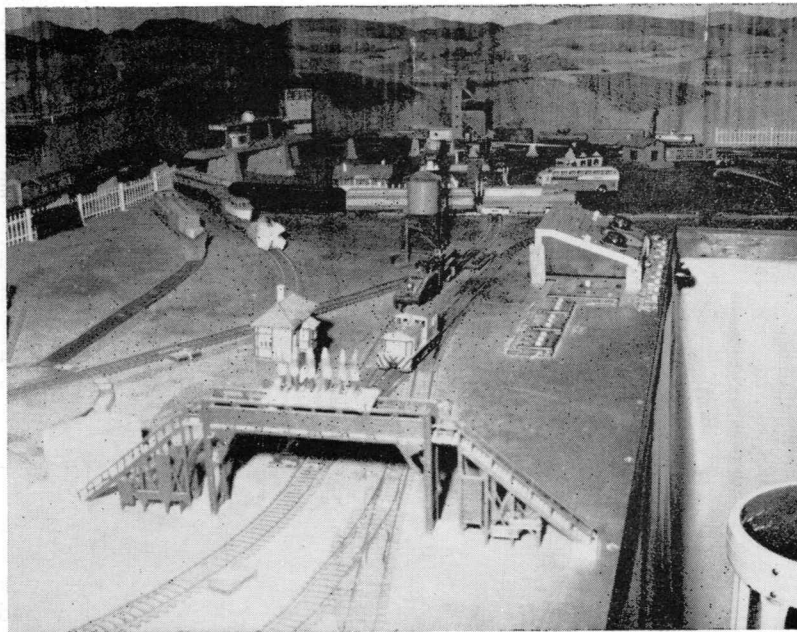
Hostler "Freddie" LaBreque died suddenly on September 5. A floral tribute was sent to the funeral.

Carman "Herb" Sampson and his brothers and sisters gave their mother and father, retired Conductor "Ken" Sampson and Mrs. Lella Sampson, a 50th wedding anniversary party at the old home place in Hartford, Maine. There were 150 guests, and appropriate gifts were presented to the couple.

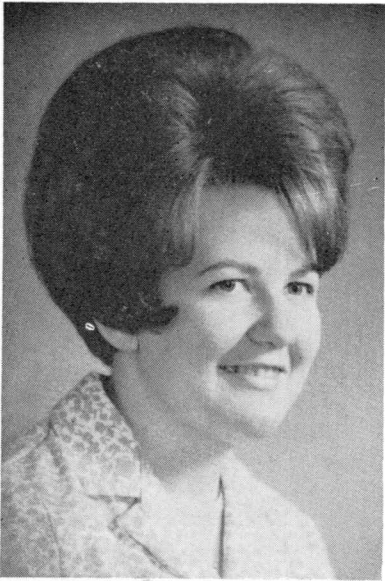
Engine Dispatcher John Welch suffered another heart attack and is in the Mercy Hospital.

Marty Conley is back with us again. This time as a Machinist Helper. He worked during World War II as an engine house laborer.

Electrician Walter Emery has purchased a hunting cabin and land on Moose Pond in the Moosehead Lake



**AL'S OWN RAILROAD**—This is the layout in the basement of Albert B. Wetmore, Sr., on Brook Road, Westbrook, where the retired Rigby welder, still an associate editor of the MESSENGER, does his railroading these days. The elaborate HO layout is operated from a control console, center right.



**ENGAGED**—Mr. and Mrs. Arthur Grenier of 153 Western Avenue, Waterville, announce the engagement of their daughter, Miss Jeanne Marie Grenier, to James Reny, son of Mr. and Mrs. Jerome Reny of 50 Francis Street, Waterville.

Miss Grenier was graduated from Mount Merici Academy in 1966 and from Central Beauty School in 1967. She is a hair stylist at Dorothy Dumont's Beauty Salon.

Mr. Reny graduated from Waterville High School in 1965. He is a senior at Norwich University, Northfield, Vermont. A member of ROTC, he was recently promoted to First Lieutenant.

The wedding will take place in June.

region. He and Mrs. Emery visited that area on Walter's 66th birthday to attend to the moving of the camp to the new location.

Crane Operator, Bridge and Building crew, Willard Derrah, and Mary Eggers were married August 31. They spent their honeymoon in Canada. Mrs. Derrah is a native of Prince Edward Island.

## WATERVILLE SHOPS

Foreman Nubert Estabrook and Laborer Carroll Bumps have been patients in the same hospital, same room and same troubles.

Carman Melvin Stevens died recently at 43 years of age. He had been here some two years.

Carman Earl Burgess has rejoined the single Cadillac club temporarily,



**AT LIVERMORE FALLS**—R. G. Cook, left, head brakeman, and P. L. Messier, Conductor of relief switcher No. 2, took a breather last month at the old Livermore Falls station, since replaced with a new structure.

as his number one Caddie got clobbered recently.

Machinist Stan Young has returned after a long recovery from surgery.

Retired Checker Tom Smith died recently at the age of 83. He was born in Scotland and had worked some 43 years for the Company prior to retirement several years ago.

Carman Arnold Giroux has recently returned from the convention of the BRRC of A in Miami. He has resigned as Chairman of the local Carman's committee and Carman Norman Thompson is acting Chairman until elections are held this fall.

Recent new car owners are Upholsterer Leo Baker, a Chevy Impala; Laborer Darryl Desveaux, a Toyota; Boilermaker Bernard Waning, a Polara; and Carman Sam Desveaux, a Chevy.

Welder Lauris Varney had recently finished welding a casting and it had cooled below the redness. A machinist, who by a stretch of imagination could be classed as a taciturn introverted, isolationist type, sauntered over to Varney for a few brief words and sat on the casting. His ego was scorched.

Clerk Vernal Hersom is in a local hospital for treatment and Carman Sam Merrow is in for surgery.

In a recent thunderstorm, lightning hit the barn and garage of retired Carman Chester Knights on the Unity road and leveled them.

Sgt. Dave Alley, son of Mason and Mrs. Gene Alley, has recently been discharged from the Army. He had been stationed in Germany.

Machinist Maurice Roberts invited Machinist Bud Thyng for a ride in his boat on Great Pond. Bud was relaxed in a lounge chair on the deck when Roberts executed a hard-a-port and dumped Thyng and the chair into the water. Bud is a big man, and they were unable to haul him back into the boat. Roberts, being a knowledgeable skipper, used a tug-boat tactic; nudging the bow of the boat into Thyng's mid-riff and pushing him into dry dock. (We hear rumors that Roberts may be awarded a merit badge in lifesaving).

Watchman Olan Green has applied for retirement as of September 17. He has worked for the company some 27 years.

Foreman Wallace Jewell has been in Newark, N. J., inspecting some hopper cars for possible purchase for Maine Central.

Traveling Storekeeper Joe Cosgrove recently traded for a used State Police cruiser.

Asst. Supt. Don Russell recently attended a State Safety gathering at the Samoset Hotel in Rockland.

## WATERVILLE YARDS

P. L. Messier, Conductor on Relief Switcher No. 2, has been wearing his sailor's hat lately. Seems he's reliving his World War II experiences. Leo Bujold, his right hand man on the same job, has been priming him on how he should get started again.

K. Clark, now sitting on the fireman's side, was seen doing Hostler work recently.

Dick Goldrup, spare engineer, says he made money at the horse race the other day—he stayed home. That's the only positive way to make money on horses, he says.

A recent visitor, a working one, mind you, from the Portland area, was Walter Bremen. He covered Switcher No. 6 and did a fine job,

even though he hadn't done any engineering work here for umpteenth years.

Bill Hill, Conductor Switcher No. 3, has a special formula for Ken Fitton, to make him run. Believe it or not, it works. Cars started running down hill on Track No. 11, and no sooner said, it was done—Ken was on the run.

The Dessert boys are both sporting new Fords. Incidentally, Gerry has been assigned to Switcher No. 3 as Conductor in Rumford, a promotion.

John Nelson has a new Plymouth. Paul Barrows bid off Livermore Falls Switcher, but was soon lifted as he was set back to firing, due to reduction in that force.

O. J. Bouchard is out of the hospital and back to work on Switcher No. 2.

Al Higgins made local news—after an accident on College Avenue recently.

The station at Livermore Falls was officially opened Friday the 13th, so says the agent there, Pete Tennison. A bouquet of flowers was donated by the crew of DR-2 to Mrs. Lillian Ayer, who is covering for W. S. Pike, who's on vacation.

Arthur Ladd is on a month's vacation. His job is being covered by Allen Powers.

The Fox was riding by an auction and just couldn't resist the temptation to get into a bidding spree and bought himself a couple of heifers. The deal turned out to be a messy one, as the Fox used his sedan for transportation. He said he had lots of admirers along the highway—seems lots of people were taking a second look. In turn, the Fox gave them an Ipana smile.

Ken Fitton is building up flying hours in order to obtain his Commercial flying license.

On vacations last month were R. E. MacPherson, J. E. A. Boudreau, J. N. Vigue, J. A. L. Lefebvre, G. E. Gagnon, R. M. Knight, W. T. Hanscom, P. J. Davidson, L. C. Joler, V. C. Tardiff, L. K. Powers, M. E. Michaud, R. C. Sweet, A. E. Genest, H. B. Higgins, A. E. Ladd and E. J. LaLiberte, all of the yard.

J. E. Gallant, C. N. Harper, W. F. Welch, R. M. Gibbs, R. S. Bickford, A. H. Edwards, R. A. Green and F. L. Leathers, road; and C. E. Richardson, C. W. Hersey and H. C. Gray, enginemen.



**WED IN ROCKLAND**—Judith Ann French and Vance H. Johnson, son of Conductor and Mrs. Maurice Johnson of Rockland, were married recently in a Rockland ceremony. Both graduates of Rockland District High School, they are now studying at State University of New York, Buffalo.

## WATERVILLE STATION

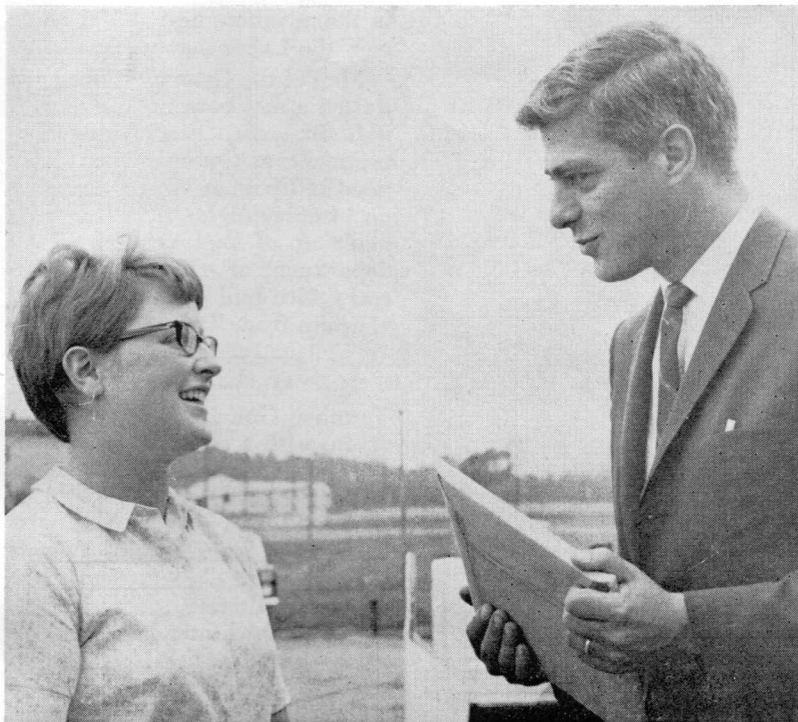
From the Engineering Department we note that two of our trackmen are taking European tours: Wilfred "Pete" Boucher left the city by plane headed for a two-week visit in Europe, including some time with his daughter and son-in-law in Holland, where Boucher's wife is already staying. He will also visit London, Paris, Rome, and Germany before the Boucher couple returns to the United States.

Also on a three-week European tour are Mr. and Mrs. Lionel Roy, who left LaFleur Memorial Field by Executive Airline for Boston and on to England, making stops in Belgium, France, Switzerland and Italy.

Ruth Brochu, Stenographer, En-



**FROM THE AIR**—The Engine House at Waterville, the nearby heating plant and part of the yard are shown in this shot made by Yard Conductor Arthur Doucette on a recent flight.



**BACK FROM ITALY**—Miss Dawn Lambert, daughter of Car Inspector and Mrs. Donald E. Lambert of Eddington Bend, returned from a summer in Italy last month. The Brewer High School senior was met by Mayor Richard Ruhlin of Brewer, and a delegation of family members and friends after spending the summer with a family on the island of Sardinia as an American Field Service representative.

gineering Dept., is proud owner of a new Chevrolet Impala.

Sympathy is extended to the family of James Cassidy, who lost his life in a motorcycle-auto head-on collision this past month. "Jimmy" was car cleaner, Waterville Yard, during the summer months, and was returning home after working the 3 to 11 shift here.

Vacationing from the Freight Office once more this summer are: Lucretia Huard, Calvin Clark, Denis Chamberlain, and Basil Higgins, Yard Office.

## BRUNSWICK - BATH

Summer is over and most vacations have been taken. Cashier John M. Callan took a trip to New York City then to Lake George, N. Y., and returned via Montreal and Quebec City.

Spare Clerk Nate Hawkes took a nasty fall from his wharf at Cundys Harbor last month suffering some broken ribs and a bad cut on his head. Hope he will be back with us for the next round of vacations.

Billing Clerk Harold Fletcher spent



**Machinist James D. MacDonald, left, received his 25-year service award last month from General Foreman H. R. Eames.**

his vacation traveling around the state with a side trip to Vermont.

Richard Otis, son of Car Inspector and Mrs. William D. Otis, Jr., and grandson of retired Car Foreman William D. Otis, was married Sept. 14 to Miss Katherine Kenyon of Bath, Me.

General Agent R. S. Thing and family have spent their summer at South Freeport and cruising along the coast on their Friendship sloop "Venture." Bob's craft took fourth place in her class at the Friendship Sloop Races in July.

Joel Desjardins, retired clerk in the Engineering Department at Brunswick, wishes to express his thanks to the many employees who contributed to his retirement purse.

## ROCKLAND

On vacation during the past two months were the following: Brakeman J. E. White from the Rockland Switcher. His job was covered by brakeman Curtis, Trask and Martin from the Waterville board. Conductor "Mike" Mitchell spent his vacation relaxing around the cottage, keeping track of the ball games, among other things. Brakeman J. E. White covered the conductor's job and brakeman Coro and Bartlett from Waterville covered "Whitey's" job.

Cashier Stan Prescott vacationing during August by painting the house and numerous other things including swimming. His job was covered by E. J. Sullivan.

Maurice Johnson was on vacation from the Rockland Switcher, and his job was covered by brakeman Ware from Waterville. Agent Del Smith, Waldoboro, was on vacation visiting some friends and relatives down East. His job was covered by spare operator C. B. Payeur.

It is with regret that we report the death of retired conductor Percy W. Brackett at a local hospital, follow-

ing a long illness. Our sympathy is extended to the members of his family.

A recent visitor to the freight office was our retired and former and "active" cashier Fred "Father" Snowman, who took time out long enough from his busy schedule to fill us in on his many travels to various auctions and "free dinners." He says to pass along to his colleague and capable chairman of the "clam" committee Roy Cote, that the clam business is good and showing a proportionate increase in size.

Best wishes are extended to Vance H. Johnson, son of Conductor and Mrs. Maurice Johnson, and his bride, the former Judith Ann French of Rockland, who were wed recently at the Rockland Congregational Church. The couple are students at the University of New York in Buffalo. Mr. Johnson was recently discharged after serving four years in the United States Air Force.

Your correspondent, Agent Wendell Lewis, and son, Kenneth, recently made an overnight trip to New Brunswick, visiting friends in Cross Creek, and meeting several Canadian amateur radio operators in Fredericton and Oromocto, with whom he has been in contact.

Car cleaner Fred LaBranche is sporting a new Ford pickup, without the revolving "bubblegum machine" light on top, as he had on his other truck. Now he is traveling incognito, he hopes.

## EASTERN SUB-DIVISION

Student-Operator Donald C. MacKechnie, who has been training under W. E. Strout, Agent at Calais, is now training at Woodland under C. E. Fickett.

R. A. Burnham, Conductor, is combining business and pleasure attending convention at Hollywood, Fla.

Congratulations are in order for Trainman and Mrs. Paul C. Nott, Calais, on their recent wedding.

Engineer L. E. Ashford has returned to work on trains BC-1 and CB-2 after an absence of many weeks, due to leg injury while working on his house. Happy to see you back, Lloyd.

Relief Agent-Operator V. E. Craig has resigned to enjoy the benefits of Railroad annuity. Good luck and best wishes are extended to him by all of his friends. Vurnyer has worked the Vanceboro - Danforth - Mattawamkeag area for many years.

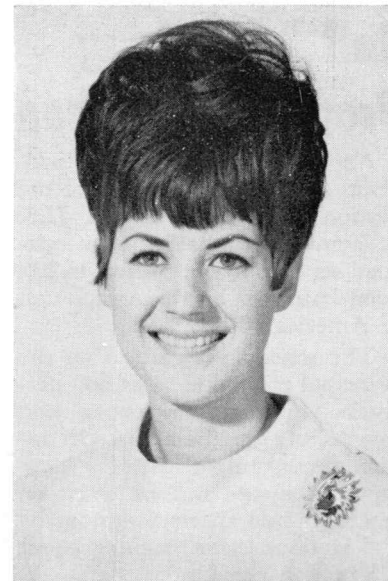
Relief Position No. 1 vacated by V. E. Craig has been bid off by D. J. Shay, and Agent at Mattawamkeag, which was held by Danny, is now owned by K. A. Gray.

Everyone on the Eastern Sub-Division is happy to congratulate Lincoln Pulp and Paper Company on the re-opening of Lincoln Plant and looking forward to many years of pleasant association with this group.

Anyone interested in new hair styles should contact Yard Conductor E. R. DeGrasse.

Allison Dudka, age 6, granddaughter of Sgt. and Mrs. James W. Breen, of Atwater, Calif., formerly of Westbrook Terrace, Hampden, is a member of the Atwater Stingrays Swimming Team recently winning four awards.

The Brewer City Council recently confirmed the appointment of Wil-



**STEWARDESS**—Miss Donna Marie Rand, daughter of Agent and Mrs. Murray N. Rand of Woodland, has graduated from National Airlines' In-Flight Training Center, Miami, Fla., and has begun a career as a stewardess, flying coast to coast. She is a graduate of Bangor High School and Beals Business College and attended Husson College.

Liam L. Wetherbee, a full time Code Enforcement Officer for the city of Brewer. While Wetherbee is on leave of absence from the Bangor Engine House as a Diesel Electrician, Harold S. Hughes has been recalled from the furloughed list to perform the duties created by the vacancy.

Ernest M. MacDonald, Conductor, Bangor Yard, was recently presented with a 25-year service pin. He entered service August 12, 1943.

Mr. and Mrs. Lawrence E. Crocker became the proud parents of a son, John Francis, August 7. In addition to the newcomer, Mr. and Mrs. Crocker have two sons and one daughter. Mr. Crocker is Yard Master, Bangor Yard.

Howard M. Brown, Agent at Eastport, has recently purchased the former J. W. Kinney residence at 26 Shackford Street. He and Mrs. Brown have been busy getting settled in their new home.

Section Foreman H. E. Featherston changed his address this summer and is now living at 2 Woodman Place, Eastport.



**Mrs. Alfretha Sullivan, assistant cashier, Bangor, was presented a 25-year service award last month.**

## Rail Advertising Program Launched

An extensive advertising program stressing the benefits of the Nation's railroads to the U.S. economy and relating new railroad services to the consumer, has been launched by the Association of American Railroads.

The schedule is carried on the principal radio and television networks, and in newspaper and magazine advertisements. On radio, for example, AAR "spot" announcements will be aired on top news and sports programs by 896 stations, each reaching about 1.5 million persons.

An even greater audience is expected for the television announcements: Here's the schedule:

### Sports

College Football (ABC): every Saturday Oct. 5 through Nov. 23.

AFL Football (NBC): every Sunday Oct. 13 through Nov. 24 (except Oct. 27).

Wide World of Sports (ABC): every Saturday Nov. 30 through Dec. 28 (5:30 p.m.).

### News

Huntley-Brinkley (NBC): Sept. 30; Oct. 28; Dec. 6, 10, 11, 27, 30 (7 p.m.).

Walter Cronkite (CBS): Nov. 14 (7 p.m.).

### Other

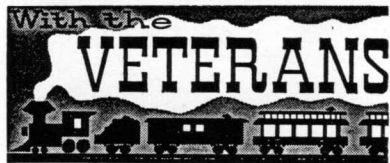
Face the Nation (CBS): Oct. 6, 20; Nov. 3, 17; Dec. 1 (12:30 p.m.).

Jackie Gleason (CBS): Oct. 12, 26; Nov. 9 (7:30 p.m.).

Red Skelton (CBS): Oct. 15; Dec. 17 (8:30 p.m.).

Ed Sullivan (CBS): Dec. 8, 15 (8 p.m.).

Movie (CBS): Dec. 26 (9 p.m.).



By Harold C. Clark

The Maine Association of Railroad Veterans held their first fall meeting Sept. 22, at Howard Johnson's Restaurant, Thornton Heights.

Mr. and Mrs. Weston E. Petrie (retired Maine Central Conductor) have returned home after an enjoyable auto trip through Maine and New Brunswick. Earlier this



**MAKES FIRST PORT**—This brand-new container vessel completed at Bath this summer was berthed at Portland Terminal Wharf No. 1 for a time in September after making her first port on her maiden run to New York from Bath. The C.V. Sea Witch is the first of three such ships now under construction by Bath Industries for American Export-Isbrandsten Lines.

summer they had as guests their daughter and children, Mrs. Dorothy Fein and the Misses Debbie and Maria of Brooklyn, N.Y.

Mr. and Mrs. Norman Massengale, and Mr. and Mrs. Eugene Lyden attended the Brotherhood of Railroad Trainmen's Convention in Hollywood, Florida, as delegates.

Mr. and Mrs. George C. Larsen (retired Maine Central Conductor) are moved and settled in their new home on Belfort street, Portland. They recently entertained a family reunion at Sebago Lake with 48 present. Coming the longest distance were Mrs. William K. Ingram and Mr. and Mrs. J. Stafford of Pensacola, Florida and Mr. and Mrs. Henry Cassier of Saratoga, New York.

Among those who attended the New England Association of the Brotherhood of Railroad Trainmen's Convention at Hartford, Conn., were Mr. and Mrs. Carl Smith, Mr. and Mrs. Eugene Lyden, Mr. and Mrs. Norman Massengale and Mr. and Mrs. Martin Lyden.

We are happy to report Mrs. Ernest T. Biladeau (widow of Maine Central Conductor Ernest T. Biladeau) is much improved and is visiting her daughter, Mrs. Leonard E. Richardson of Laconia, N. H.

Fifty-year memberships in the American Train Dispatchers Association were completed this summer by two retired Maine Central chief dispatchers, Harry Treat of South Portland and Cecil Priest of Falmouth.



William (Jerry) Shea, Car Accounting office, reached the finals of the Men's Golf Championship at Val Halla Country Club, Cumberland, Maine, September 14th.

He was defeated three and two by the defending champ, Ando Lano. Jerry, besides being medalist, breezed through his first three matches winning 6 and 4, 7 and 5, and 5 and 3, but ran into putting trouble the second nine of the 36 hole match. He three-putted the 10th, 12th and 18th holes, losing all three, and never could catch the smooth straight-hitting Lano. Shea got to only one down a couple of times, but would lose to birdies or par on the next couple of holes.

Jim Brice, Rigby Engine House, and Jerry dovetailed for a 1st net

in the member-guest at Val Halla over the Labor Day weekend.

Men of the General Office have started a new bowling league with Bob Brewster, Engineering Department, as Commissioner. They bowl at 7 p.m. at West-Port Lanes on Monday nights. The League is made up of four men from each department or office in the General Office Building with a couple of teams from Rigby.

The Maine Central-Portland Terminal Golf League finished its season with a recent Awards Banquet at Carolyn's, Cape Elizabeth.

Team No. 3 captured first place in the 42-man league. The winning team consisted of Vinnie Morse, George Colton, Tom Manning, Bob Brewster, Slim Travis, John Stanford, and Everett Goddard. Team No. 6, which came in a very close second, was made up of Art Edwards, John Barnes, Ralph Gordon, Brownie Tate, Ray Williams, Dick Luce, and Art Bowen.

Trophies were presented to the following by this year's Commissioners Everett Goddard and Dick Brown. In Class "A", which included golfers up to 49.8 average for the season, winners were: low average, John Tracy; low composite, George Phillips; most pars, Vincent Morse; low round, Richard Pyne.

In Class "B", averages of 49.8 and over: low average, James Campbell; low composite, Bronick Tatarczuk; most pars, Richard Perkins; low round, Robert Round; most birds, Paul Bourque.

Commissioners elected to handle next year's golf league are Vincent Morse, Tommy Caulfield and Bob Brewster. They plan to start the 1969 season the last Wednesday of April at Willowdale. Anyone wishing to join the league who didn't play this year better sign up now as newcomers will be taken on a first come, first serve, basis.

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