



United Fund

Workers Pledge \$6,611 To Date

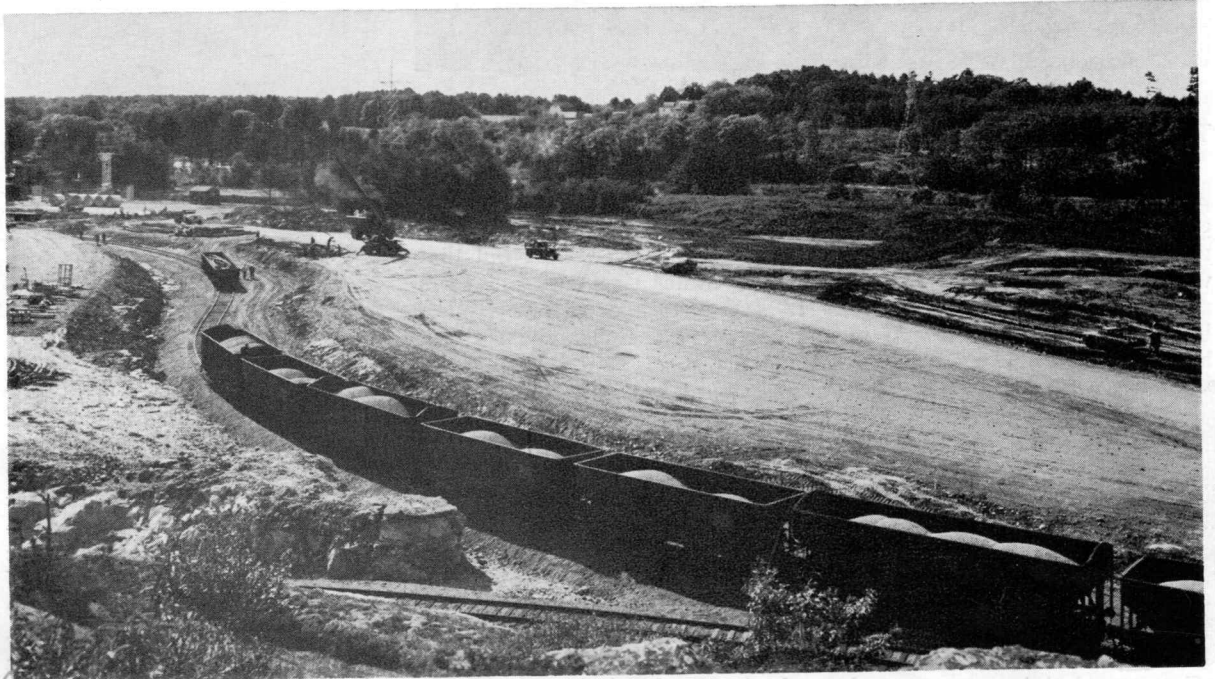
Maine Central and Portland Terminal Company Railroaders are exhibiting their generosity and their concern for the less fortunate in the current Greater Portland United Fund campaign, and by mid-October had pledged a total of \$6,611—more than 70 percent of the companies' assigned goal.

The drive will continue through the first week in November, with personal contacts with all employees by departmental chairmen and solicitors.

The annual campaign began Oct. 9 with the endorsement of President Miller and the General Chairman of the Railroad Brotherhoods. Mr. Miller's letter, also signed by the General Chairman, was as follows:

"Fellow Employees:

"Fall has been the season when men have counted their blessings ever since the days when our earliest ancestors, having turned aside from hunting and fishing as a means of livelihood, began to harvest the first grains and fruits which they had cared for and tended throughout the summer months. It was also the season when, having provided for the



AT WISCASSET YANKEE POWER SITE—A string of Maine Central hoppers loaded with gravel stands on a two-mile track that connects the site of the Yankee Atomic Power station near Wiscasset with Maine Central's Rockland branch. This is the southeast corner of the switching yard. Excavation for the plant's fresh water storage pond is shown in the background.

long winter ahead, men looked to their neighbors to see what help could be extended to those less fortunate than themselves.

"In our modern, technical world, individual charity is largely supplanted by the United Funds and Community Chests in the cities and towns which are reached by Maine Central lines. Maine Central and Portland Terminal

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Maine Central Locomotives, Cars Busy At Yankee Nuclear Plant Site

A two-mile stretch of railroad running from the Rockland Branch to the Wiscasset site of the Maine Yankee Atomic Power Co. is busy these days hauling materials for the state's biggest single industrial construction project.

After site preparation is completed, and after building construction is well under way, the same rails will carry a turbine

generator 163 feet long to the site. Later, the rails will serve to bring in nuclear fuel.

The railroad with its gondolas and hoppers of gravel and other materials is very much a part of a busy construction scene as excavation continues, as temporary buildings are being completed, and as the final land-clearing operations are carried out. More than 350 men—not quite half the number who will be employed in the project's construction—are at work with bulldozers, shovels and other earth-moving equipment.

Center of attention, however, is the circular hole—now 47 feet deep into solid rock, where the 470-ton nuclear reactor will be set. The reactor, to be housed in a bubble-shaped structure with reinforced concrete walls 4½ feet thick, will provide the heat for the steam to drive the big turbine that in turn will generate 800,000 kilowatts. This is more power than is now produced by all three of Yankee Atomic's partners—Central Maine Power, Co., Bangor Hydro-Electric Co., and the Maine Public Service Co.

The plant is scheduled to start operation in 1972.



AWARD FOR MAINE CENTRAL—Richard H. Woodbury, left, public affairs director, Gannett Publishing Company and Chairman of the Keep Maine Scenic committee, presents a public service award certificate to President E. Spencer Miller for Maine Central's cooperation in efforts to rid Maine of junk automobiles. Maine Central has provided rail equipment that makes shipment of crushed auto bodies economical, and is working to expand the movement and solve the continuing problem of junk auto blight in the Pine Tree State.

November Issue Is 97th Messenger

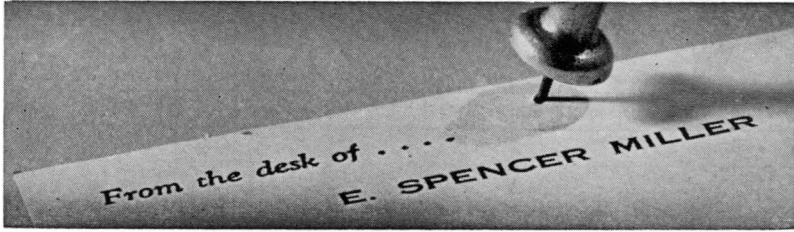
This is Volume 9, Number 1, of the Maine Central MESSENGER. As so many words, that doesn't say much, but what it really means is that we've turned another corner, and that the Maine Central MESSENGER is now eight years old.

Our first issue—now a collector's item, incidentally—was published in November, 1960. This, therefore, is the 97th MESSENGER.

Our thanks to the many contributors of pictures and other material, to the Assistant Editors, and especially to our readers for their attention, interest and approval over the years.

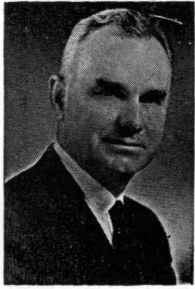
And here we go—into our ninth year of continuous monthly publication.

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TO MY FELLOW EMPLOYEES:

Congress rushed to adjournment last month, sparing millions of American motorists a new highway headache . . . even bigger, wider and heavier trucks on the new Interstate system. A bill that would have opened the way for gigantic trailer rigs—some of them nearly 100 feet long and weighing 138,000 pounds or more—was left behind without final action in the House as members headed for home and campaigns for re-election.



Thus for the present, at least, the threat of the powerful trucking lobby on the current and vital truck size limits of the Interstate Highway System has been removed. These limits continue to stand as the only slim tread of resistance against a complete take-over of not only the Interstate, but most other highways, by bigger and heavier truck units. In many states, opposition to bigger, wider and heavier trucks on state highways has been strengthened by the fact that they are prohibited on the Interstate, and that confusion would result from efforts to administer two sets of standards. The bill before the House would have removed this barrier, not only on the Interstate, but eventually on the non-federal highways as well.

The measure was left in a pile of unconsidered legislation this time, but is sure to come up again, and with the same purpose . . . to benefit a few large truck operators at the expense of the motorists, the railroads, and even the owners of smaller commercial vehicles who are classed as "truck" operators, but whose vehicles are well within the design limits of the present highways and bridges. The huge weights that would have been legal on the Interstate under the measure before the House would have *overstressed brand-new bridges by up to 36 per cent*. Even greater overstressing would result on the generally older bridges of state highway systems. Pavements, of course, would be similarly strained, and highway maintenance costs would be increased.

The sad truth is that no matter which level of government builds the highways and bridges, it's the private motorist—not the heavy truck operator—who pays the greater share of their cost. A highway user tax based on vehicle weight and distance traveled—similar to Oregon's, Colorado's, and several other states—would be a step toward equalization of the highway cost burden. Despite the fact that such a system of highway taxation works well in many states, it has been attacked here in Maine by the heavy truckers as if it were some sort of insidious plot. In actuality, it would merely insure payment by all classes of highway users of costs of highway construction and maintenance in proportion to the benefits received. It would mean higher taxes for the heavy trucks, and lower taxes for the motorists. It would probably mean, also, that Maine's gasoline tax would not be raised a cent every two years, and that Maine's Highway Commission could get away from expensive installment-plan bond financing. If the American dollar is going to be worth anything, deficit spending has got to be curtailed, and this is a most proper place to start by causing users to pay currently for their use.

This winter in Augusta, Maine's heavy truck interests will undoubtedly make another massive legislative assault towards legalizing double trailer rigs on our highways. They'll point to the fact that triple trailers are already in use in some western states, and try to make us feel somehow old-fashioned, unenlightened, and unprogressive. They'll tell us that double trailers will be fine for business and industrial development, but the fact remains that their use will benefit only a handful of large truck operators in Maine . . . and at the expense of thousands of motorists who already feel they're being crowded, pushed, held back and physically threatened by the presence of so many big trucks on the roads. Finally, to the extent that a basically uneconomic subsidized truck movement lessens rail volume, rail costs will rise and Maine industry will suffer.

We hope Maine motorists and small truck operators will make themselves heard in defense of their highway rights this winter in Augusta, that already gigantic trucks will be prevented from getting any bigger, and that trains—which is what double trailers really are—will be restricted to Maine's railroads, the area's only real common carriers and the best place for mass transportation to grow.

E. Spencer Miller

Adjournment Kills Big Truck Bill

Hard-hitting editorials in many of the Nation's leading newspapers were published just prior to the adjournment of Congress last month, and perhaps in some measure were responsible for the House members' willingness to allow the big-truck bill to die by default.

While our industry's attitude toward increasing truck sizes and weights is familiar to Maine Central people, we though it might be interesting and instructive if we passed along some of these comments from non-railroad sources . . . from the "ivory towers" of the Wall Street Journal and the Boston Herald Traveler. The writers are highly educated observers of the passing scene, but private citizens, motorists and taxpayers, nonetheless, much like any of our friends and neighbors.

Here's what the Herald editor had to say:

"x x x At stake is the highway safety of 103 million motorists, for although slightly bigger and heavier trucks would probably not damage the surfaces of interstate highways or crowd them intolerably, the bigger carriers

would have to lumber over connecting primary highways and city streets not built to the standards of the interstate system.

Opponents of the legislation have visions of super-trucks nine feet wide, 100 feet long and weighing up to 69 tons barreling along the 12-foot wide interstate highway lanes with only 18 inches to spare on each side. Some reduction in motor freight rates might be realized if such behemoths are allowed to loom on the asphalt horizon, but roadway safety would not be enhanced by what smacks of special privilege legislation. x x x"

And this from the Wall Street Journal:

"The bill would not, it's true, compel states to raise their truck

(Editorials—page 8)



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

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Three Shopsmen Win Promotions As Russell Moves To Rigby Post

Appointment of Donald K. Russell of Waterville as general foreman of the Portland Terminal Company's Rigby Engine House, South Portland, was announced in October by Richard F. Dole, chief mechanical officer.

Russell, who has served as assistant superintendent of the Maine Central Railroad's Waterville Shops for the past two years, has replaced Gordon Sears of Saco, who has resigned.

Dole also announced the promotion of Diamond B. Sherrard, Fairfield, to the post of assistant superintendent, Waterville Shops; Wade Richardson, Fairfield, to the post of foreman, machine shop and engine house, Waterville Shops; and Blaine K. Ladd, Oakland, to the post of foreman, air brake room and wheel shop, Waterville Shops.

Russell is a native of Oakland. He was graduated from Waterville High School in 1938 and joined the Maine Central as a machinist apprentice at the Waterville Shops in the same

year. He became a machinist in 1941, and began military service in the same year, returning to Waterville in 1946. During the War, he served with the U.S. Military Railway Service in Europe for more than three years.

Russell was promoted to the post of machine shop foreman in 1955, and to machine shop and engine house foreman in 1958.

He is a member of the Maine Association of Railroad Veterans, the New England Railroad Club, the Masonic bodies and the American Legion.

Sherrard, a native of Whitefield, N.H., is the son of the late Philip Sherrard, a Stores Department yard foreman at Waterville. He joined the Maine Central in 1941 as an apprentice machinist at the Waterville Shops. He completed his apprenticeship before entering the service in 1944, returning to the Shops as a machinist in 1946. He became foreman, machine shop and engine house, in 1956. Mr. and Mrs. Sherrard and their four youngsters live in Fairfield.

Richardson is a native of Plymouth, Me., son of Stanley B. Richardson, a former Maine Central brakeman who retired recently from the Warden Service of the Department of Inland Fisheries and Game. The younger Richardson entered Maine Central service in 1951 as a machinist apprentice. He served in the U. S. Air Force from 1952 to 1957, when he returned to the Waterville Shops and completed his apprenticeship. He was promoted to foreman, air brake and wheel shop, in February, 1966, and has served in that capacity until his new appointment.

Mr. and Mrs. Richardson and their two sons live in Fairfield.

Ladd is a native of Waterville, a Waterville High School graduate, and the son of the late Arthur Ladd, a Maine Central locomotive engineer. He joined Maine Central in June, 1940, as a machinist apprentice; became a machinist in 1941, served in the U. S. Navy from 1943 to 1946, and returned to the Shops in the latter year as a machinist. Ladd has been serving as an ICC inspector in the Engine House at Waterville.

Mr. and Mrs. Ladd and their two children reside in Oakland.



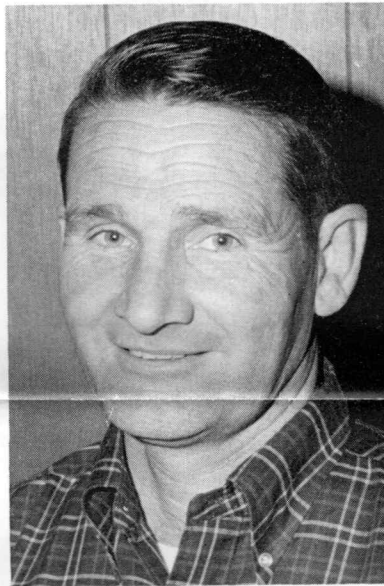
Russell



Sherrard



Richardson



Ladd



By Harold C. Clark

The Maine Association of Railroad Veterans is very pleased to announce that at our opening fall meeting there were 68 members in attendance. Let us all try to make attending Veterans Meetings a must. The meetings are held the 4th Sunday of every month at Howard Johnson's restaurant, Thornton Heights.

We were entertained after the dinner and business meeting by program Chairman Leonard E. King, presenting an interesting film "The Railroad Man," sponsored by the Brotherhood of Railroad Trainmen.

A number of our members have been enjoying the beautiful fall weather traveling through the countryside taking motor trips around different parts of the

Country. Among them are Mr. and Mrs. Russell Hammond of South Portland who have been visiting a brother in Utah.

Mr. and Mrs. William Robbins, had a trip to Bangor and later entertained Mr. and Mrs. E. J. Corbett, of Bangor. Corbett is retired yard conductor.

Mr. and Mrs. Leonard E. King, have been spending some time recently at Aziscoos Lake in the upper Rangeley Region.

Mr. and Mrs. Herbert Jenkins, and Mr. and Mrs. Raymond Jenkins, have returned home after attending their wedding of their grand nephew, Ronald F. Bowie in North Scituate, New York. "Herbie," being the senior member of the family, was honored by being placed in the receiving line.

Mr. and Mrs. George C. Larsen were called to Waterville recently by the death of Mr. Larsen's older brother, Otto Larsen.

Donna Joe McDonough, granddaughter of Michael (Mike) Mc-

Donough, and Blaine (Barney) Hall, who graduated from Ricker College, Houlton, Maine, is now a stewardess, on the New York Air Lines.

Congratulations to Mr. and Mrs. Walter C. Peabbles, Cape Elizabeth, who recently celebrated their 50th wedding anniversary. Walter, a retired car inspector, Portland Terminal Co., will be remembered as the one man wrecking crew. His duties required his traveling all over the Portland and Mountain division systems on emergency work.

This is the time of year to pay our dues in the Maine Association of Railroad Veterans. Please send them to M. L. Davis, 28 Kelley Street, South Portland 04106.

At the next meeting of the Veterans, the Nominating Committee consisting of Weston E. Petrie, William H. Coombs and Harold C. Clark will bring in a new slate of officers for the coming year to be approved by the Association.

Our membership is nearing the 700 figure and all railroad veterans, of ten years or more of service are eligible to become members. We were very sorry to hear our president Ray W. Farley, is confined to Webber Hospital, Biddeford, Maine.

U-Fund—from page 1)

will help you support your local drive by providing payroll deductions, spreading your gift over the fifty-two weeks of 1969, if you so desire. Sometime during the next few weeks you will be consulted by a fellow employee, who will assist you in making your pledge, and will supply the answers to any questions which you may have.

"The Company is happy to extend for another year the custom of giving each employee who pledges 35 cents or more per week an attractive and useful gift at the close of the campaign. I urge you earnestly to share in this endeavor and follow Maine Central's policy of being a good neighbor to those less fortunate than ourselves."

The endorsement of the General Chairmen was as follows:

"Fellow Members:

"We heartily concur with President Miller's endorsement of the United Fund.

"We believe the work of the Fund Agencies deserves your help and support."

It was signed by:

A. J. Bergeron, General Chairman, Bro. Railway Carmen of America; T. Christensen, General Chairman, Bro. Maintenance of Way Employees; R. J. Coffin, General Chairman, American Train Dispatchers Assn.; D. R. Collins, General Chairman, Int. Bro. of Elect. Workers; C. F. Connell, General Chairman, Sheet Metal Workers Int. Assn.; J. Connor, General Chairman, Bro. Railway, Airline and Steamship Clerks; H. Erickson, General Chairman, Bro. Loco. Firemen and Enginemen; W. D. Graham, Jr., General Chairman, Transportation Communication Employees Union.

A. J. Hebert, General Chairman, Int. Bro. Firemen and Oilers; E. F. Lyden, General Chairman, Bro. Railroad Trainmen; W. B. Mochrie, Jr., General Chairman, Int. Bro. Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; H. R. Mulhern, General Chairman, Ord. Railway Condrs. and Brakemen; P. M. Shannon, General Chairman, Bro. Railroad Signalmen; P. A. Sullivan, General Chairman, Int. Assn. of Machinists; and D. G. Wolfe, General Chairman, The American Railway Supvrs. Assn.

The Maine Central-Portland Terminal Company campaign is headed by Eric P. Smith, director of statistical studies and cost research, with William T. Brownell, manager of cost studies, and



MARKET SPECIALISTS MEET—Rarely together at any one time, top members of the Maine Central Marketing Department gathered for a sales conference at Portland in October. Seated, from left, Frank Alger, manager highway operations; Frank Curran, regional manager, sales and service; George H. Ellis, assistant vice president, marketing; Herman E. Buchheim, director of sales; William J. Berry, sales manager, industry markets; Raymond J. Spaulding, Bangor, regional manager, sales and service; and Fred Harris, office assistant, director of sales. Standing, John Currier, market manager, chemicals, clay and fuel; Royden M. Cote, market manager, construction, grain and metals; Merton C. Olsen, sales manager, regional markets; Arthur Edwards, chief clerk; and Donald Looby, market manager, forest products, potatoes and processed foods.

John W. Dresser, marketing analyst, as co-assistant chairmen.

Smith said he was gratified by the success of the drive to date, and particularly by the increase in the number of railroaders who have pledged "Fair Share" contributions—at least the equivalent of 12 hours' pay. This means, Smith said, that these employees will work at least one hour a month during 1969 in behalf of the fund.

The current campaign has included several employees' meetings at the General Office building and at Rigby. Raymond Frost, general manager for New England Telephone and Telegraph company, Portland, has been the principal speaker at each, assisted by T/Sgt. Richard Casparius of the Maine Air National Guard, who showed slides.

Departmental chairmen for the 1968 drive include Carl A. Carter and E. M. Drown, mechanical; Edward E. Libby, marketing; John E. Coyne, accounting; R. H. Pullen, purchases and stores; James R. McFarland, engineering; R. W. Williams, operating (MeC); and Reginald J. Thompson, operating (PTCo),



SHE'S ALL HIS—Lots of railfans have model trains, but Dwight Smith of Portland is the only one we know who owns a real, live steam locomotive. She doesn't steam right now, but will, Smith hopes, after re-tubing and general repairs. Smith bought the engine—the former CN 7470—in Canada last month and worried her to Rigby, where she stands near the engine house awaiting renovation and possible excursion use. Smith is regional sales manager at Portland for the B&M Corporation and a serious rail hobbyist from 'way back.

Bob Casey Wins Miller Trophy In Season's Second Tournament

By Jerry Shea

Bob Casey, Rigby Engine House, won the E. Spencer Miller Trophy in the second Railroad Golf tournament of the season Sept. 28 at Fairlawn. Bob, in his second year of golf, shot a 91-28-63 low net at Fairlawn Country Club against a field of 72 other golfing railroaders.

The entry list included one each representing the C&O and Erie Lackawanna, two from the NH and B&M, 14 from BAR, 16 from P.T.Co., and the remainder from Maine Central. Five retired MeC employees showed up, led by Ben Whitney, 84, Ed Cummings 82, Tom Cahill 74, and John Shaughnessy and Larry Warren, both recently retired from Bangor Freight Office.

Low gross in the field was won by Bill Houston, BAR, with a 76, followed by Bill Martin, MeC-Bangor, with an 81. First net in Class A, which included everyone with under 18 handicap, was won by Ed Carroll, BAR, with a 79-14-65. George Phillips, General Office, MeC, beat out John Barnes, P.T.Co., on a match of cards for 2nd net.

Ralph Gordon, General Office-MeC, tied with Jim Campbell, MeC, for low gross Class B with 89's, but Gordon took home the first prize by having a par on the first hole in a match of cards. Dick Perkins, P.T.Co., won 1st net in the group 18 to 25 handicappers with a 93-26-67. Second net was a three way tie between John Currier, MeC, 92-20-72, Brownie Tate, P.T.Co., 98-26-72, and Slim Travis, S.D. Warren, 94-22-72. Currier won on another match of cards.

Bob Casey, besides winning the E. Spencer Miller Trophy, also won 1st gross in Class C with a 44-47-91. Dale Anthony, BAR, beat out Dick Downs, P.T.Co., with a 6 on the par 4 sixth extra hole in still another match of cards. Lennie Forrest, P.T.Co., came back after a five year retirement from golf to shoot a 96-30-66 to take home low net in the group 26 handicap and over. Al Bowen, P.T.Co., won 2nd net with 106-40-66. Again this prize was decided by a match of cards.

There was no doubt who had the longest drive of the day as Jim Green, BAR, ended up only a few yards away from the 340-yard 18th pin. He was followed by

Charlie Wilson, Jr., MeC-Bangor, and Bob Casey. Nearest the pin on the short eleventh hole was Tom Scanlin, BAR, 3 ft., 9 in., while Hack Spellman and Al Bowen, P.T.Co., were 6 ft. 7 in. and 9 ft. 9 in., respectively.

Other prizes were given to Ben Whitney as oldest contestant; Arthur Larlee, BAR, coming the greatest distance—250 miles from Houlton; John Shaughnessy, MeC, for high gross; and Don Booker, MeC, for highest net.

The first tournament next year will be at Bangor about the 1st of June, with completion back at Fairlawn again for the E. Spencer Miller Trophy late in September.

RETIREMENTS

George H. Conners, locomotive engineer, Portland, Sept. 16.

Ralph Hopkins, locomotive engineer, Portland, Sept. 30.

Edwin L. Strout, foreman, Farmington, Aug. 2.

Lillian G. White, clerk-stenographer, Lewiston, Sept. 20.

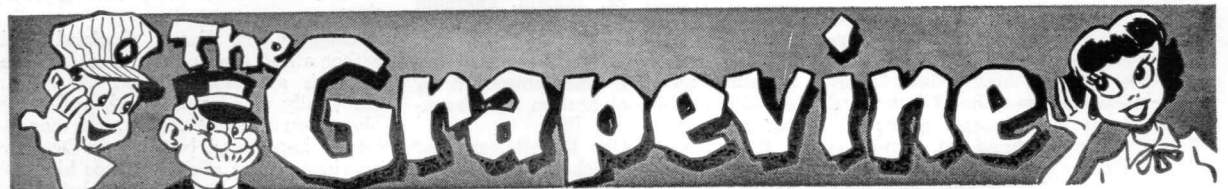
Disability retirement: James E. Blake, filter cleaner, Bangor, Sept. 25.



TOURNAMENT WINNERS—Awarded prizes at the close of the Railroad Tournament at Fairlawn were, from left, Ralph Gordon, MeC, Portland, low gross, Class B; Ed Carroll, BAR, Bangor, low net, Class A; Len Forrest, P.T.Co., low net Class C; Jerry Shea, MeC, Portland, who presented the awards; Bob Casey, P.T.Co., Rigby, Low Net, Class A; and Bill Houston, BAR, Bangor, low gross, Class A.



VETERANS ON THE GREEN—A foursome of railroad old-timers played in the Fairlawn tournament September 28. From left, Larry Warren, Tom Cahill, John Shaughnessy, and Ben Whitney, all from Bangor. Ben, whose putt seems good, is 84.



FOR LONG SERVICE—R. W. Cunningham, right, chief clerk, Bangor freight office, was presented his 50-year service award recently by Royce C. Wheeler, assistant superintendent, representing President E. S. Miller.

GENERAL OFFICES

The newest red convertible in the parking lot belongs to Gordon Williams. It is a Ford Galaxie and he has been breaking it in by making trips to New Hampshire and Connecticut.

Colleen Bimpson is back at her desk in the Assistant Comptroller's office. Her little Tammy is 3 months old. Susan Curry has moved to a job in the Deductions Bureau.

Axel Hansen is the new man in the Car Accounting Office. Welcome aboard.

Donna O'Bryan, superintendent's office, took foliage tours through Vermont visiting friends and relatives, and saw a steam train on foliage tour passing through Rutland on the way to Burlington.

George and Fay Marcroft, with Arthur Palmer and his mother, took several trips on foliage and fair tours. They closed up Bar Harbor for the winter.

Retired Assistant Superintendent J. J. Lyden, now living at 17 Oak Ridge Drive, West Brockton, Mass., is progressing nicely after lengthy illness



SERVICE AWARD—File Clerk Alice Eliason, engineering department, Portland, received her 25-year service pin last month, presented by Chief Engineer James O. Born.

and wishes to thank all his friends and former co-workers for cards and letters.

Retired Transportation Assistant and Mrs. C. R. Ball have returned to Casco Bay after visiting their boys and families in Los Angeles, California; Houma, Louisiana; and Montrose, New York. Nice to have you home again, Cliff.

James W. Provencher, son of Assistant Auditor Walter Provencher, is now serving on active duty as a private in the U. S. Army. He was an honor graduate of Dartmouth College last June, and attended the summer session at Stanford University, Calif.

John Michaels, son of Auditor Disbursements John Michaels, was home on leave recently from the U. S. Navy basic training at Memphis Naval Air Station. He has reported to Quonset, Rhode Island, for three months training after which he will be stationed at the South Pole "Operation Deepfreeze" for a year.

Indian Summer doings by Auditor Disbursements personnel were as follows: Dick Greene and family, camping at Raymond, Maine; Bill Welch and Ann, visited daughter and family at Dennisport, Mass.; Bob Clarke and family, local beaches and lakes; Bill Woods, long weekend at camp at China Lake; Milt Chaplin, family gathering at his home in New Gloucester; Charlie Ferris, moved into new apartment; Mert Neilson, guest



STARTING YOUNG—The four granddaughters of Electrician Carl Gilmore, Rigby, are shown aboard a memorial Seaboard engine at Holiday Park, Plantation, Fla. They're the daughters of Chief Petty officer and Mrs. Albert Blakeney, stationed near Miami. From left, Mary Lou, Lura Lee, Carol Ann and Donna Lynn.

at Sunset Hill Inn at Sugar Hill, N.H.; Reg Roy, painting his apartment for rental; and Dottie Hollywood, motored to Rochester, New York, for a visit with her niece and husband.

William Welch, Jr., son of "Bill" Welch of A.D. Office, has entered the service of the U. S. Army Reserve and has left for 6 months basic training at Fort Polk, La.

Larry Harding and family spent a recent vacation in Montreal at Expo '68.

Alice Eliason vacationed for two weeks in Sunshine City, Fla., with her sister Gertrude.

Mary and Vinnie Morse recently spent two weeks in Hawaii, stopping on their return trip in Los Angeles for 2½ days where, among other places, they visited Disneyland. While in Hawaii Mary and Vinnie visited all the islands, and had the time of their lives.

J. O. Born and Stan Jordan spent 3 days in Chicago attending the Roadmasters and B&B Association Convention.



QUARTER CENTURY MARK—Linwood E. Lamson, left, office assistant, engineering department, Portland, reached the 25-year service mark last month. Wesley M. Martin, engineer of track, made the presentation.

Bill Manning, formerly in Car Accounting office, is now employed by the Buxton School System as a bookkeeper. Good Luck, Bill.

H. A. Scott, Car Distributor, Car Service office, watched the World Series while on vacation.

Dennie Lennon, son of A. C. P. Lennon, Asst. Supt., is working temporarily in the Car Service Dept.

Connie Davis, Car Accounting office, was on jury duty for several weeks and enjoyed it very much.

Dot Proctor and husband George entertained George's brother and wife from Minneapolis, Minn., over a recent weekend.

Martha True, formerly of the Auditor Revenue office, was interviewed on the radio recently and won a case of assorted canned goods.

RIGBY

Car Department Clerk "Pat" Conley attended Topsham Fair as the guest of former Foreman "Jim" Gillespie of the Jarka Corporation at the Portland Terminal Company wharves, and of course the horse-racing was the main attraction. "Pat" says, "it was great just to see them go."

"Sam" Napolitano, employed at the engine-house Stores Department, has

been assigned as a clerk at the Car Department covering "Bob" Grimmer's job while Bob and Mrs. Grimmer are vacationing on the West Coast. They are visiting relatives, as well as seeing the sights.

Speaking of sights, "Old Mother Nature," (although later than usual), put forth her array of splendor in the display of colored foliage in Maine, New Hampshire, Vermont and Massachusetts. Many of our employees will testify to that fact.

Machinist Martin Stratton is back on the job after his vacation at his cottage on Thomas Pond, doing odd jobs as well.

While recently in Bartlett, N.H., your correspondent visited the home of former Chief Clerk Everett Tebbetts who was employed at the now defunct Bartlett station, and learned that his two sons are both career men in the service. Walter, the elder, retired from the U.S. Army and is living with his family in Massachusetts. Harvey, the younger brother, is still in the Air Force in California. Former Bartlett and Rigby engine house Foreman Walter Trecarten wished to be remembered to his friends.

A new employee at the engine house is Michael Whalen, son of Stores Department employee, "Ed" Whalen, now on sick leave. "Mike" is a Machinist on the second trick.

Set-up Machinist "Ray" Holmes is at Beecher Falls for the second time, covering vacations.

Clerk Mathew "Frank" Kane took the last week of his vacation just before the heavy frost in early October. He cleaned up his garden especially the tomatoes.

Edward Thorne bid off the Engine Equipment job upon the retirement of Marty Malia who is settled in his newly purchased home in Saco.

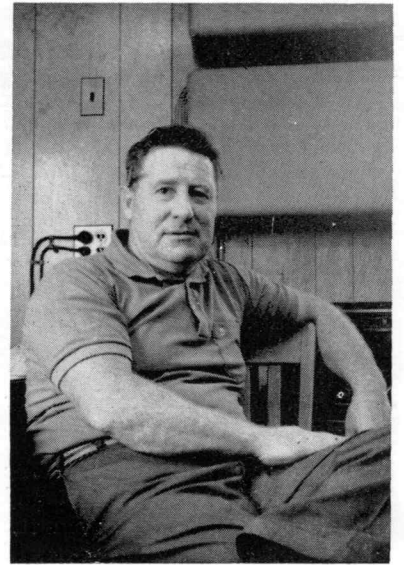
Mrs. Sharon Armstrong, daughter of Electrician "Bill" Danforth, whose husband is a career man in the U. S. Navy, and her two children are living in Hawaii.

Boilermaker John Geary who retired last year left on September 26 for Coral Gables, Fla., where he plans to stay for some time, visiting relatives.

Chief Clerk Frank Garland had rather a bad time of it due to a severe stomach ailment while at his office. He finally was hospitalized, and later placed on the critical list. His condition is improving, but in mid-October no visitors were allowed to see him.



A NEW WAGON—Hostler Steve Kutcher poses at Rigby with his new car—a Mercury station wagon that he says has more gadgets than a Diesel locomotive.



BACK AT WORK—Pete Tennyson, agent at Livermore Falls, back after a week's vacation duck hunting at Merrymeeting Bay.

Former Engineer Harley Gardner, a Boston and Maine engine-man working out of Portland Terminal as well as residing here, is doing well, and keeping occupied with doing odd jobs around his property. He wishes to be remembered to his friends around the "Pike."

The bowlers are organizing for the fall and winter. Jay Welch, Marty Stratton, Bob Casey, and many others are frequenting the bowling lanes.

Dennis Wetmore, son of Electrician "Bert" Wetmore, Jr., has returned from a cruise to the British Isles and Holland. He is a member of the crew of the Naval Reserve Destroyer Tender U.S.S. Grand Canyon.

Former Carman Walter and Mrs. Peables recently celebrated their 50th wedding anniversary. A party was given by their daughter and son-in-law, Mr. and Mrs. Randall Tomlin. "Randy" is a Carman at this point.

Alton Coombs, son of Machinist Milton Coombs, received a deep cut in one of his knees while playing football at Anderson Field.

Donelda Jo McKenna, daughter of Mr. and Mrs. Donald McKenna and grand-daughter of former Rigby boilermaker Charles Jackson, became the bride of David J. Madore of Freeport in a ceremony October 5 at the Westbrook Congregational Church. Donelda is employed at the F. W. Woolworth store in Pine Tree Shopping Center, and Mr. Madore is a construction engineer. They will live at 8 Hill Street, Portland.

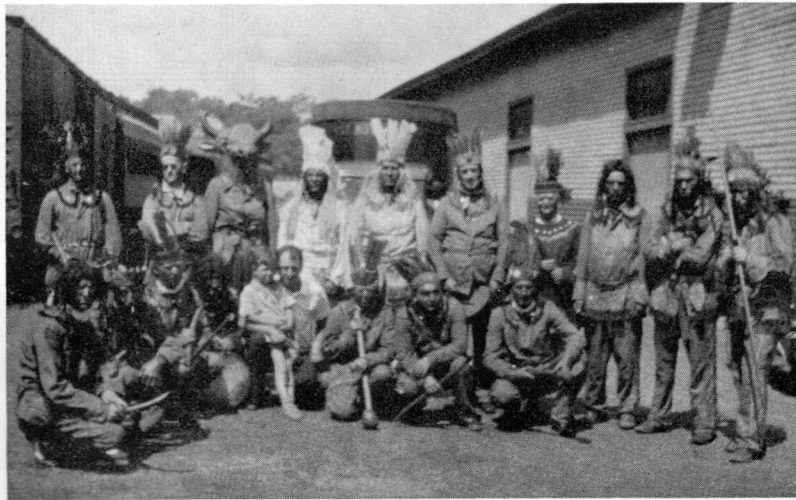
Machinist Lawrence Lanciault retired October 9. He will reside at his cottage on Pettengill Pond, Raymond until the late Fall, and then plans to go to Florida for the winter.

General Foreman Donald Russell, recently appointed, took up his new position October 1. He is looking forward to a good relation with his fellow employees at the engine house.

Dan MaMahan of Section L, East Yard, Rigby, is at home after four major operations, and hopes to be back at work late in November. His fellow workers send their best wishes for his speedy recovery.

WATERVILLE SHOPS

Our hospital list for the month has been impressive, and has included Foreman Sid Brown, Painter Harvey Dusty, Painter Warren Underwood,



CUSTER'S LAST STAND?—Certainly not, because it was at Bangor, probably 30 years ago, but these "Indians," and their reason for being there, are unknown. Retired agent-operator H. R. McNulty of Bangor is wondering, and so are we. Does anybody know?

Carman Clyde Dow, Machinist Rick Chamberlain, Electrician Fred Gaunce, Yardman Cliff StPeter, Clerk Verne Hersom and Laborer Tiny Gibbs.

Andy Mills, son of Carman Helper and Mrs. Stanley Mills, has enrolled as a machinist apprentice at the Portsmouth Navy Yard.

Millman Dick Boucher has sold his home in Waterville and has purchased a house in Winslow.

Painter Merle Otis has a new Plymouth 'Fury' and Carman Laurier Michaud has a new Buick Special.

Machinist Ross Buzzell has recent bid the Engine House inspectors job vacated by Blaine Ladd who has been promoted to Air Brake Foreman.

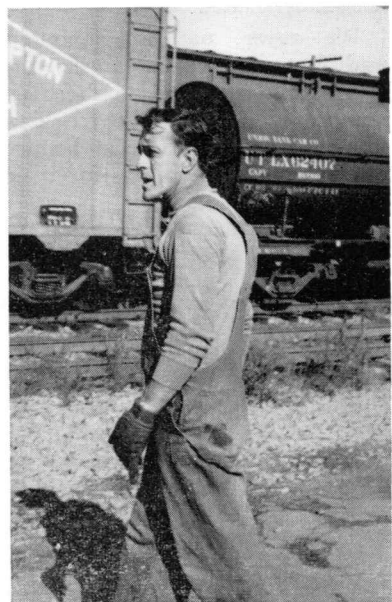
Machinist Charlie Sweet has bid the Inspectors job on the Erecting side vacated by Buzzell.

Carman Clyde Brackett has returned to the Rip Track after a lengthy illness.

Miss Peggy McAleer, daughter of Machinist and Mrs. Eddie McAleer, was one of five contestants chosen from a group of 28 girls to compete for the title of Homecoming Queen for the Homecoming weekend at the University of Maine.

Carman Basil Buzzell has been absent serving on the jury in Augusta.

Carman Jimmy Steeves is making



BIG TRAIN—Spare Trainman Don Barry bringing in a big train in Waterville Yard.

good progress on his new home in Winslow and expects to move in early in December.

Machinist Helper George Mountfort has applied for his retirement. He has been employed for the Maine Central since 1913.

WATERVILLE YARDS

Congratulations to the Lee Miller family on the new arrival at their house. It's a boy. Incidentally, Lee is back after an operation, and is holding his old job on Switcher No. 4.

On one recent Sunday afternoon, during the peak of the foliage season, both Leo Bujold, Relief Switcher No. 2, and Ruth Brochu, Clerk, Engineering Department, drove to Sugarloaf to see the sights. They both viewed the beautiful scenery, but didn't catch even the slightest view of each other—the crowd was just too big. It was also mighty cold, Leo said.

Doug Carter was filling in for Agent Pete Tennyson at Livermore Falls recently while Pete was on vacation. Leo Bujold was pretty upset when he saw Doug wearing a blue shirt on an Agent's job, which surely calls for a white shirt. Leo says he could forgive no tie, but not that blue shirt. We understand Doug is a fine woodworker and also restores antiques.

There was another scramble. "Skip" Houdlette was holding Switcher No. 2, which was left by Charlie Kimball. Charlie bid off WP and "Skip" has bid off KW-WK. Hope they're happy with their new jobs.

Charlie Hodgdon recently took time off to celebrate his wedding anniversary. We all wish you many many more, Charlie.

Guy Coro was sitting in the big chair recently covering the Yardmaster assignment off the Spareboard. He was covering while "The Fox" was on the loose vacationing and visiting auctions.

Gene LaLiberte of Switcher No. 8 has just returned from the B. of RT Convention at Miami. He was greeted at the Augusta airport by the good old Maine fresh air, and glad to be back again.

Our congratulations to Marilyn Hersey, daughter of Engineman Charles Hersey, who was recently married to Robert Sawtelle. They were married at the First Congregational Church in Waterville, and their reception was held at the American Legion Hall. Following a wed-

ding trip, they will reside in Fairfield. Vacationers last month included A. E. Ladd, Arthur Voisine, R. J. LaLiberte, E. J. LaLiberte, Yard; G. F. Mathieu, Road; C. L. Stevens, H. F. Dodge and E. R. Joseph, Enginemen.

WATERVILLE STATION

Track Supervisor Donn Wolfe and family have moved to their new residence on Bizier Street, Winslow.

Asst. Track Supervisor Wallace Pooler and family have moved to Waterville and reside at the Country-side trailer park, Sidney Road.

With all his flying experience lately, Work Equipment Supervisor Ray Coulombre is now known as "Lindbergh Coulombre."

A. L. Henderson, Assistant Supervisor, Work Equipment, was on two weeks vacation.

Section Foreman and Mrs. Warren Bessey, Sr., of North Anson, recently celebrated their 45th wedding anniversary. They were guests of honor at a surprise party arranged by their nine children.

Joe Dessent has bid off the Clerk's position at Waterville Shop, vacated by Vernal Hersum, who is ill.

Among the many who made the trip viewing the foliage to the mountains by passenger train from Portland late in September were Denise Belanger, Lucette Huard and their families. This was the first train ride for the girls.

Larry and Connie Ridley enjoyed a week's vacation at their Moosehead camp.

Tommy Huard, son of Carroll and Averill Huard, fell from a ladder aboard ship, fracturing his ankle. He is a patient at the Portsmouth Naval Hospital, Portsmouth, Va.

Denis Chamberlain has been making regular trips to Bangor these past few months attending the wrestling matches.

EASTERN SUB-DIVISION

R. L. Spaulding, regional manager, Sales and Service, was on vacation the last week of September. Ray spent most of his time fixing up his home which he purchased some time ago.

G. W. Conlogue, former Agent at Great Works, has taken the Agent's position at Lincoln.

Congratulations to R. F. Tardiff, Jr., Yard Conductor, Bangor, for bringing home a trophy from the golf tournament at Fairlawn.

R. W. Cunningham, Chief Clerk, Bangor Freight office, has been ill since September 17. Ray entered the Eastern Maine General Hospital on September 18 for surgery, and is now at home convalescing. Hurry back to work, Ray, we miss you.

Donald MacKechnie, Student Agent-Operator who has been training at Woodland, is now training at "RD" Tower Bangor.

F. J. Ronco has bid in the Agent's position at Great Works.

Sheila F. Dempsey, Clerk-Stenographer, Bangor Engineering Dept., is ill.

Harrison Pomeroy, Cashier, Bangor Freight Office, went duck hunting October 5 and shot the limit.

Congratulations to John Shaughnessy, Retired Cashier, Bangor Freight Office for receiving a MeC cigarette lighter at the recent Golf Tournament at Fairlawn.



ALL IN THE FAMILY—Denise Belanger, left, and Lucette Huard are sisters, and both are clerk-stenographers at the Waterville freight office.

Earl Rideout, Brewer, has retired after a MeC career that goes back to 1922 when he joined the railroad as a machinist's helper.

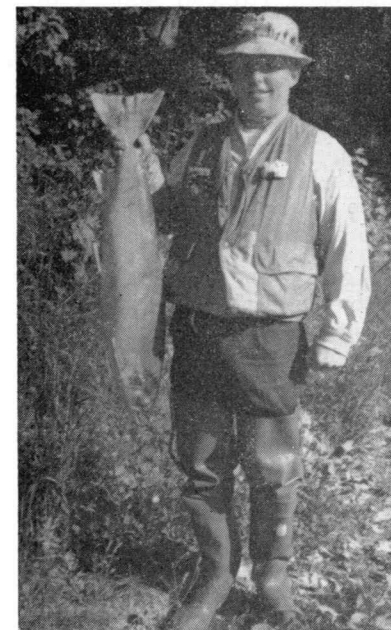
Bernard Antone, Section Foreman, Pembroke, is seriously ill at the Eastport Hospital.

Burlington Taylor, Section Foreman at Dennysville, has bid off the Foreman's job on the Pembroke Section.

Charles Hatton, Trackman at Ayers Jct., is covering the Foreman's job at Dennysville.

Clerk Bert Culligan, Eastport, has recently returned from sight-seeing in the White Mountains of New Hampshire and visiting points of interest in New Brunswick. Spare clerk Kathline Cline covered his job.

A new member of the MeC family is Bruce K. Heald, former Agent-Operator on C&O, who has started his Agent training at Keag. We welcome the Heald family to Maine. They came here from North Branch, Mich.



ATLANTIC PRIZE—Agent William Leighton, Columbia Falls, used a fly of his own design to fool this 18-pound Atlantic Salmon recently while fishing the Narraguagus.



By Jerry Shea

Bowling has started with all Leagues filled up and going strong.

The Couples' League is led by Mr. and Mrs. Gene Guilmette and Mr. and Mrs. John Broderick, both men of P.T.Co., Rigby. They are tied with this year's Commissioner, Ed Montgomery and his wife, Bertha, who are teamed with Mr. and Mrs. Jay Welch, also of Rigby. Both teams have a 24 wins and 8 losses.

Team 5, led by Warren Smith, Yardmaster, Rigby, who had a record high 150 string, with the help of his wife, Josephine's 112 together with Mr. and Mrs. Bill Glenn, Per Diem Office-Rigby, took High Team Single with 427.

Team 3, composed of the Welchs and Montgomeries, lead the league with a High Three total of 1,140.

Marge Corbeau holds high single and high three with 123 and 322 to lead the women bowlers, while Hazel Davidson leads the so-called weaker sex with a 94 average.

Dave Gardner, P.T.Co.-Rigby, should take high three for the year with his fine 382 on the very first night of bowling this year. At the present time, Jerry Shea has high average with a lucky 113. He is followed by Gardner's 110 and Smith's 106.

Lenny Forrest is back bowling with the Men's League, and as usual is leading in most departments with a 110 high average, 143 high single, and 2nd in high total with a 349. Warren Smith is close behind with a 105 average and a 359 high individual total.

Team 9 and Team 10 are tied with identical records of 10-0. Emile Casey, Marty Stratton, Sam Napolitano and Jay Welch, all of the Rigby Car Shop, make up Team 9, while Team 10 consists of Berrick, Tom Caufield, Warren Smith and Dave Gardner, also all of P.T.Co.-Rigby.

Some of you may wonder if this is the old Rigby Bowling League, or if there are any teams from the General Office in it. So that no one will be confused, there are eight teams from the G.O. Building, but at the present time, they're still not getting the breaks or the pin fall.

Arc Welding Course Starts At Waterville

A ten-week training course in electric arc welding has opened at the Waterville Shops of the Maine Central Railroad in cooperation with the Waterville Regional Vocational and Technical Center.

Shops Superintendent Alden H. Finnimore said plans for the course were made in response to requests from several local industries and individuals. The course began Oct. 29 with two class sections, each of which will meet twice weekly.

Harold Varney, a retired Maine Central welder, is the instructor.

Many railroad employees as well as workers in other Waterville-area firms are enrolled.



50 YEARS OF RAILROADING—Dispatcher Alfred K. Burdwood, Portland, reached his 50-year service mark in October and was presented an inscribed billfold by Superintendent J. Edmund Bouchard representing President Miller.

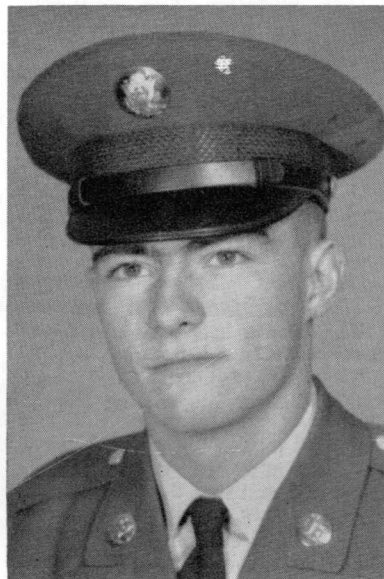
Army 'Messenger' Plays Cruel Hoax On Viet GI's South Portland Family

A mysterious man in Army uniform rang a South Portland doorbell last month and told a Maine Central railroader that his son had been killed in Viet Nam.

But the next day, the boy called his family. "Hello, Dad," he said, "I'm fine."

The terrible hoax—it wasn't just a mistake, but apparently the cruellest of practical jokes—was played on Assistant to Auditor Revenue Chesley E. Robie and his wife Mary. Police and military authorities are still searching for the uniformed man who rang the doorbell, delivered his dire message, then disappeared.

SP4 Paul R. Robie, in An Khe, Viet Nam, called his folks next day to ease their heartache. The Army had checked up in response to the grief-stricken family's re-



SP4 Paul R. Robie

quest for "further details." His first words from 12,000 miles away ended their 24-hour nightmare of anxiety.

The elder Robie said he answered the door about 6:45 p.m. Sunday, Oct. 13, to find a man dressed in Army greens.

"You've come to tell me bad news about Paul," Robie said.

The man, head bowed, and with cap under his arm, said: "I'm sorry . . . Paul has been killed."

Robie recalled that the man wore the Combat Infantryman's badge and several other decorations, and that he left almost immediately in what appeared to be an Army green sedan.

The father's request for further details was made through the Maine National Guard, and resulted in the call from Viet Nam the following night.

The identity of the man in Army green, and the reason for his strange and heartless action, are still unknown.

Editorials—from page 2)

size and weight limits to the proposed new maximums; it simply would permit them to do so. Yet it is plain that as soon as a couple of states allowed bigger trucks the others would come under almost irresistible pressure to follow suit.

Moreover, historically increases in truck widths and weight limits have been followed almost invariably by increases in vehicle lengths. It is not hard to foresee 100-foot-long monsters bellowing across the country.

Even spokesmen for the truckers cannot promise that bigger trucks will result in lower motor freight rates, which would seem to be the only logical reason for more size. The average motorist is suffering enough already, on and off the Interstate System, without adding to his woes with heavier, wider and inevitably longer highway freight cars."

We agree, naturally enough, and hope such resistance continues to meet—and to defeat—perennial efforts of the trucking industry to claim more and more of the public's highways for their own private gain.

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